

Comment 1 for Hear an informational update on progress to implement the Community Air Protection Program. (ab617cappupdate2025) - Non-Reg.

First Name: Cynthia

Last Name: Stillman

Email Address: Stillman420@yahoo.com

Affiliation:

Subject: Unconstitutional

Comment:

Your whole agency is obviously passing "unconstitutional laws "
Your making it so hard to comply with these laws especially in
california.

Where we have to have a certain "carb" compliant catalytic on our
private vehicles???

We have the right to travel freely and don't need you telling " we
the people" how to live . You all need to read the constitution
again , as public servants . Your not serving us at all . We the
people have had enough of these unconstitutional laws. One after
the other . When does it stop? Because if your ridiculous rules. I
will not be complying with all unconstitutional laws . Because
essentially its null and void. So just stop with the " you care
about the enviornment" we all know its to line your pockets . And
take away from the people .

Have a nice day.

Cynthia stillman

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2025-06-20 20:04:42

No Duplicates.

Comment 2 for Hear an informational update on progress to implement the Community Air Protection Program. (ab617cappupdate2025) - Non-Reg.

First Name: Michelle
Last Name: Anderson
Email Address: shellies42002@gmail.com
Affiliation:

Subject: CARB program
Comment:

I would just like to remind the BOARD that it is NOT OK to interfere with INTERSTATE COMMERCE! It is a Federal Law that YOU do NOT govern.
Interstate trucks, trains, planes, boats are NOT for you to use as piggy banks!
Maybe look at these trucks that are domiciled IN California, never cross a scale, don't speak ENGLISH and are a danger to EVERYONE??
The only reason for this constant testing is to put more money in your pocket!!
Testing twice a year is ridiculous! Especially on brand new trucks!
You are CONS!
It's NOT about safety or air pollution, it's about \$\$\$\$. If it wasn't, it would be FREE!
\$35 per truck 2x a year.
ENOUGH of interference with interstate commerce!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2025-06-30 22:09:59

No Duplicates.

Comment 1 for Hear an informational update on progress to implement the Community Air Protection Program. (ab617cappupdate2025). (At Hearing)

First Name: Sakereh

Last Name: Maskal

Email Address: sakereh@panna.org

Affiliation: Pesticide Action and Agroecology Network

Subject: PAN-CPR Comment Letter on CARB's Annual Progress Report Update

Comment:

Californians for Pesticide Reform (CPR) & Pesticide Action and Agroecology Network (PAN) - Comment Letter on CARB's Annual Report Progress Update

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/209-ab617cappupdate2025-VjVSNVEiWGkEXVQk.pdf>

Original File Name: CARB Progress Report_ FINAL PAN_CPR Comment Letter_7.14.24.pdf

Date and Time Comment Was Submitted: 2025-07-14 19:43:17

No Duplicates.

Comment 2 for Hear an informational update on progress to implement the Community Air Protection Program. (ab617cappupdate2025). (At Hearing)

First Name: Jim

Last Name: Meyer

Email Address: Jmeyer@aviation-repair.com

Affiliation:

Subject: AB 617, Hex Chrome, WCWLB, Hypocrisy

Comment:

The first AB617 community (WCWLB) followed CARB's process and produced a CERP. In it, the community defined a concern about hex chrome which CARB and AQMD defined as emanating from brake dust. Later, during the Chrome ATCM process, CARB trumpeted that hex chrome was far more toxic than Diesel Particulate Matter. Now, CARB is advocating for electric trucks. Due to battery size and weight, electric trucks will be heavier than diesel trucks and will have to carry proportionally less cargo but they will have better acceleration. So, less cargo per truck means more truck trips. The electric trucks will be heavier. The electric trucks will have more acceleration. This is a perfect storm for a steep acceleration of brake dust containing hex chrome in the WCWLB community. Has CARB abandoned the zero tolerance for hex chrome policy the espoused during the chrome ATCM development? What could possibly justify the banning of BACT compliant, non PFAS, residentially distant firms who help maintain flight critical parts of CalFire (and other important) transport aircraft) serving the state and national infrastructure when CARB is simultaneously advocating electric vehicle technology which will produce much higher amounts of the toxin that the WCWLB CERP identified as a concern? Are people not supposed to notice the obvious bias and hypocrisy in these actions? CARB scientists appear to be "political" scientists as opposed to science scientists. CARB doesn't seem to be able to make practical trade decisions. The people and businesses of WCWLB smell a rat (along with the brake dust).

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2025-07-24 11:12:05

No Duplicates.

Comment 3 for Hear an informational update on progress to implement the Community Air Protection Program. (ab617cappupdate2025). (At Hearing)

First Name: Catherine

Last Name: Dodd PhD RN

Email Address: catherine.dodd@gmail.com

Affiliation: FACTS

Subject: item 25-5-2 Community Air Protection program report misleading statements!

Comment:

In 2018 the Superior Ct of CA ordered DPR to develop a new regulation for 1,3-D after it found that DPR had unlawfully adopted a previous underground regulation. The regulation referred to On page 12 sets a lifetime cancer potency level for residential bystanders of 0.56ppb, a level 14 times less protective than the 0.04 ppb recommended by OEHHA scientists AND DPR is not in the process of finalizing a second regulation for occupational bystanders that sets a lifetime cancer potency level based on OEHHA's more protective standard of 004 ppb recommendation. These are 2 vastly different lifetime cancer potency levels for the same chemical depending on who the person is - a neighbor near a field or a worker close to a field, treated with 1,3-D. As a fumigant (and contributor to ground OZONE) it drifts! It also assumes that farm workers (occupational bystanders) only work from 8-4pm when the lowest levels of 1,2-D are in the air. The reality is that more than 90% of farmworkers start work at or before 7am. The regulation ignores exposure before or after work and exposures during childhood and in retirement. It ignores concerns by expert peer reviewers about breathing rates. This is a biased and dangerous model and the CAPP report fails to acknowledge this double standard in saying that "On January 1, 2024, DPR implemented new regulations to strengthen protections for residential bystanders against acute and chronic health risks associated with 1,3-Dichloropropene (1,3-D), a commonly used agricultural fumigant. Building on these efforts, DPR has proposed additional regulations to address cancer risk to occupational bystanders, which are anticipated to take effect January 1, 2026. As part of DPR's continuous evaluation of pesticides and to meet commitments under various CERPs, DPR continues to participate in multiple community air monitoring studies. These studies focus on tracking fumigants including 1,3-D, methyl isothiocyanate (MITC), and chloropicrin in communities where these pesticides are used." They what isn't said here is that there were many many comments that there should not be two different protective life-time potency exposure standards one for residential bystanders and one for occupational bystanders. All bystanders exposed by either directly applying 1,3-D or from drift should have the same LIFETIME protective standard! By the way, 1,3-D is banned in 40 countries and there are safer alternatives!

In addition the report on Spray Days fails to provide the exact location in the system of where the pesticides will be applied. Without knowing where the system does not provide protective information.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2025-07-24 15:41:23

No Duplicates.