APPEARANCES

BOARD MEMBERS:
Liane Randolph, Chair
Sandra Berg, Vice Chair
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Hector De La Torre
John Eisenhut
Supervisor Nathan Fletcher
Senator Dean Florez
Davina Hurt
Gideon Kracov
Senator Connie Leyva
Tania Pacheco-Werner, PhD
Barbara Riordan
Professor Dan Sperling
Diane Takvorian

STAFF:
Richard Corey, Executive Officer
Edie Chang, Deputy Executive Officer, Planning, Freight, and Toxics
Chanell Fletcher, Deputy Executive Officer, Environmental Justice
Annette Hebert, Deputy Executive Officer, Southern California Headquarters and Mobile Source Compliance
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Rajinder Sahota, Deputy Executive Officer, Climate Change and Research

Craig Segall, Deputy Executive Officer, Mobile Sources and Incentives

Ellen Peter, Chief Counsel

Analisa Bevan, Zero Emission Infrastructure Specialist, Mobile Source Control Division (MSCD)

Banpreet Bhabhra, Air Resources Engineer, ZEV Infrastructure Section, Sustainable Transportation and Communities Division (STCD)

Matthew Botill, Assistant Division Chief, Industrial Strategies Division (ISD)

Carey Bylin, Air Resources Engineer, Energy Section, Project Assessment Branch, ISD

Jennifer Gress, PhD, Division Chief, STCD

Dana Grubaugh, Senior Attorney, Legal Office

Vernon Hughes, Branch Chief, Community Assessment Branch, Office Community Air Protection (OCAP)

Alex Huth, Air Resources Engineer, Technology Assessment Section, OCAP

Alexandra Kamel, Senior Attorney, Legal Office

Elise Keddie, Manager, ZEV Market Advancement Section, STCD

Jessica Klobas, Air Pollution Specialist, Technology Assessment Section, OCAP

Aron Livingston, Assistant Chief Counsel, Legal Office
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STAFF:
Cassandra Lopina, Manager, Technology Assessment Section, OCAP
Abigail May, Attorney, Legal Office
Gabriel Monroe, Senior Attorney, Legal Office
Heather Quiros, Assistant Division Chief, Enforcement Division (ED)
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Deldi Reyes, Division Chief, OCAP
Todd P. Sax, Division Chief, ED
Elizabeth Scheehle, Division Chief, Research Division
Lisa Yacoubian, Branch Chief, Vehicle Parts and Consumer Products Enforcement Branch, ED

ALSO PRESENT:
Rachelle Abril, Distinguished Outreach Services
Fariya Ali, Pacific Gas and Electric
Shayda Azamian, Leadership Counsel for Justice and Accountability
William Barrett, American Lung Association
Oscar Bashaw, PAR Electric
Carsten Baumann, Richter and Schneider Electric
Maureen Blanc, Charge Across Town
Jofil Borja, Sacramento Regional Transit District
Gilbert Botham, Gladstein, Neandross and Associates
APPEARANCES CONTINUED

ALSO PRESENT:
Courtney Buechert, Eleven, Inc.
Faye Caswell, Modis, Inc.
Chris Chavez, Coalition for Clean Air
Matthew Chen, SEMA Connect
Jon Costantino, Tradesman Advisors
Carleen Cullen, Cool the Earth
Nicole Culp, Core States Group
Evan Edgar, California Compost Coalition
Sohayla Eldeeb, Stanford Climate and Health Group
Lauren Faber O'Connor, Office of Mayor Eric Garcetti
Nora Fahmy
Katrina Fritz, Stationary Fuel Cell Collaborative
Arlene Galindo, Stockton Native Collective
Ranji George
Daritza Gonzalez, Los Angeles, County Supervisor Janice Hahn
Mario Gonzalez, Centro La Familia Advocacy Services
Andrew Haney, Bakersfield College
Matt Holmes, Little Manila Rising
Nailah Hubbard, Distinguished Outreach Services
Tanya Hyde(phonetic), Khmer community
Sara Jaramillo, Communities for a Better Environment
Erick Karlen, Greenlots
APPEARANCES CONTINUED

ALSO PRESENT:
Ryan Kenny, Clean Energy
Scott Kim, Signet EV, Inc.
Matt Klopfenstein, Uber
Tom Knox, Valley Clean Air Now
Amy Kyle, PhD
Jaycie Lake, Aim High
Jennifer Lape, Ecology Action
John Larrea, California League of Food Producers
Cynthia Lau, Environmental Justice Coalition for Water
Minh Le, County of Los Angeles
Julia Levin, Bioenergy Association of California
Kevin Maggay, SoCalGas
Neha Malik
Jose Marin, Valley Clean Air Now
Julia May, Communities for a Better Environment
Andrew Meredith, California State Building and Construction Trades Council
Abby Mullet
Graham Noyes, Low Carbon Fuels Coalition
Amy Lilly, Mercedes-Benz
Roger Lin, California Environmental Justice Alliance
Mariela Loera, Leadership Counsel for Justice and Accountability
ALSO PRESENT:
Mariela Lopez, Regeneración, Pajaro Valley Climate Action
Gary Lucks, Beyond Compliance
Adrian Martinez, Earthjustice
Mark McLanahan, Pearce Renewables
Jose Perez, Yolo County Transportation District
Kelly Phillips, Symple Equazion
Michelle Pierce, EV Nirvana
George Pingarron, Dos Vinedos Organization
Cynthia Pinto-Cabrera, Central Valley Air Quality Coalition
Jonathan Pruitt, Catholic Charities
Avanthi Puvvula, Stanford Climate and Health Group
Tiffany Roberts, Western States Petroleum Association
Erin Rodriguez, Union of Concerned Scientists
India Rogers-Shepp, Stanford Climate and Health Group
Evan Rosenberg, SRECTrade
Laura Rosenberger Haider
Harris Rosenblum, Los Angeles Business Council
Emily Rotman, Southern California Association of Governments
Jacob Ruff, Western Farm Workers Association
Matthew Schrap, Harbor Trucking Association
Dean Siegrist, Black and Veatch
APPEARANCES CONTINUED

ALSO PRESENT:

Mikhael Skvarla, California Council for Environmental and Economic Balance

Jack Symington, Los Angeles Cleantech Incubator (LACI)

Sharifa Taylor

Heather Tomley, Port of Long Beach

Paula Torrado Plazas, Physicians for Social Responsibility, Los Angeles

Kristen Torres Pawling, County of Los Angeles

Melissa Vargas, Catholic Charities

Esperanza Vielma, Café Coop

Jon Walker, Lyft

Nicole Wright, California Natural Gas Vehicle Coalition
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CHAIR RANDOLPH: Good morning. The June 24th, 2021 public meeting of the California Air Resources Board will come to order.

Board Clerk Estabrook, please call the roll.

BOARD CLERK ESTABROOK: Thank you, Chair.

Dr. Balmes?

BOARD MEMBER BALMES: Here.

BOARD CLERK ESTABROOK: Mr. De La Torre?

BOARD MEMBER DE LA TORRE: Here.

BOARD CLERK ESTABROOK: Mr. Eisenhut?

BOARD MEMBER EISENHUT: Here.

BOARD CLERK ESTABROOK: Supervisor Fletcher?

BOARD MEMBER FLETCHER: Fletcher here.

BOARD CLERK ESTABROOK: Senator Florez?

BOARD MEMBER FLOREZ: Present. Here.

BOARD CLERK ESTABROOK: Assemblymember Garcia?

Ms. Hurt?

BOARD MEMBER HURT: Present.

BOARD CLERK ESTABROOK: Mr. Kracov?

BOARD MEMBER KRACOV: Here.

BOARD CLERK ESTABROOK: Senator Leyva?

Senator Leyva?

Dr. Pacheco-Werner?

BOARD MEMBER PACHECO-WERNER: Here.
BOARD CLERK ESTABROOK: Mrs. Riordan?
BOARD MEMBER RIORDAN: Here.
BOARD CLERK ESTABROOK: Supervisor Serna?
Professor Sperling?
Ms. Takvorian?
BOARD MEMBER TAKVORIAN: Here.
BOARD CLERK ESTABROOK: Vice Chair Berg?
VICE CHAIR BERG: Here.
BOARD CLERK ESTABROOK: Chair Randolph?
BOARD MEMBER SPERLING: And Dan Sperling -- Dan Sperling here.
BOARD CLERK ESTABROOK: Thank you.
Chair Randolph?
CHAIR RANDOLPH: Here.
BOARD CLERK ESTABROOK: Madam Chair, we have a quorum.
CHAIR RANDOLPH: Thank you. It's great to be meeting with everyone today. In accordance with Executive Order N-08-21, we are conducting today's meeting remotely with Zoom. We have organized the proceedings to mirror our normal Board meeting as closely as possible, but understandably there will be some differences. We request your patience and understanding if any technical problems arise.
You may notice that the background behind some of
us is a little different today. Per CalOSHA's revisions to the COVID-19 prevention emergency temporary standards, and the Governor's Executive Order N-09-21, a handful of us are participating from our Board Room at the headquarters in Sacramento mask free. We have hope to open up the Board room to the public in the near future, but for now, we are still operating via Zoom.

Interpretation services will be provided today in Spanish. If you are joining us using Zoom, there is a button labeled interpretation on the Zoom screen. Click on that interpretation button and select Spanish to hear the meeting in Spanish.

(Interpreter translated in Spanish)

CHAIR RANDOLPH: I will now ask the Board Clerk to provide more detail on today's procedures.

BOARD CLERK ESTABROOK: Thank you, Chair. Good morning, everyone. My name is Katie Estabrook and I am one of the Board Clerks. I will provide some information on how public participation will be organized for today's meeting.

If you wish to make a verbal comment on one of the Board items or if you want to make a comment during the open comment period at the end of today's meeting, you must be using the Zoom webinar or calling in by telephone. If you are currently watching the webcast on CAL-SPAN, but
you wish to comment, please register for the Zoom webinar or call in. Information for both can be found on the public agenda.

To make a verbal comment, we will be using the raise hand feature in Zoom. If you wish to speak on a Board item, please virtually raise your hand as soon as the item has begun to let us know you wish to speak. To do this, if you are using a computer or tablet, there is a raise hand button. If you are calling in on the telephone, dial star nine to raise your hand. Even if you've previously registered and indicated which item you wish to speak on, please raise your hand at the beginning of the item. And if you don't raise your hand, your chance to speak will be skipped.

If you are giving your verbal testimony in Spanish, please indicate so at the beginning of your testimony and our translator will assist you. During your comment, please pause after each sentence to allow for the interpreter to translate your comment into Spanish.

When the comment period starts, the order of commenters will be determined by who raised their hand first. I will call each commenter by name and then activate each commenter when it is their turn to speak. For those calling in, I will identify you by the last three digits of your phone number.
We will not show a list of commenters, however I will be announcing the next three or so commenters in the queue so you are ready to testify and know who is coming up next. Please note that you will not appear by video during your testimony.

I would also like to remind everyone commenters, Board members, and CARB staff to please state your name for the record before your speak. This is important in the remote meeting setting, and especially helpful for those calling in to testify on an item. We will have a time limit for each commenter. The normal time limit is three minutes, though this could change based on the Chair's discretion.

During public testimony, you will see a timer on the screen. For those calling in by phone, we will run the timer and let you know when you have 30 second left, and then when your time is up. If you require Spanish transport -- translation for your comment, your time will be doubled.

If you wish to submit written comments today, please visit CARB's send-us-your-comments page or look at the public agenda on our webpage for links to send these documents electronically. Comments will be accepted on each item until the Chair closes the record for that item. I would like to give a friendly reminder to our Board
members and our CARB staff to please mute yourself when you are not speaking to avoid any background noise. Also, when you do speak, please speak from a quiet location.

If you experience any technical difficulties, please call (805)772-2715 so an IT person can assist you. This number is noted public agenda.

Thank you. I'd like to turn it back to Chair Randolph now.

CHAIR RANDOLPH: Thank you. Before we begin the first item on our agenda today, I wanted to take a moment and welcome our newest Board member Senator Connie Leyva. Senator Leyva fills the vacancy for the ex officio member of the Senate, previously held by Senator Monning. Her appointment brings us to the full Board of 16 members. So we are very happy to have her.

The first item on the agenda is Item number 21-5-1, the Proposed South Coast PM10 Maintenance Plan SIP Revision. If you wish to comment on this item, please click the raise hand button or dial star nine now. We will call on you when we get to the public comment portion of this item.

Mr. Corey, would you please summarize the item?

EXECUTIVE OFFICER COREY: Yes. Thanks, Chair. After the South Coast Air Basin met the federal 24-hour PM10 standard in 2007 -- or 2007, CARB and the South Coast
District submitted a maintenance plan and a request for the basin to be designated to attainment. The maintenance plan demonstrates that the area will remain in attainment for ten years through 2023.

In 2013, U.S. EPA approved the PM10 maintenance plan and designated them attainment for the PM10 standard. Since that time, the South Coast has continued to maintain attainment for the PM10 standard. Even so, the Clean Air Act requires that areas redesignated to attainment submit a second maintenance plan demonstrating the area will remain in attainment for an additional 10 years, in this case until 2033.

To meet this requirement, the District developed and adopted the 2021 PM10 maintenance plan for the South Coast Air Basin, which demonstrates that the South Coast will remain in attainment of the PM10 standard through 2035. CARB staff also developed motor vehicle emission budgets for the PM10 maintenance plan as required by the Clean Air Act.

CARB staff has reviewed the 2021 PM10 maintenance plan and concluded that together with the emissions budget, included in the CARB staff report, it meets the requirements of the Clean Air Act. CARB staff recommends the Board adopt the 2021 PM10 maintenance plan, and the emissions budget in the CARB staff report, and direct
staff to submit them to U.S. EPA as a revision to the California SIP.

That concludes my summary for this item.

CHAIR RANDOLPH: Thank you.

We will now hear from the public who raised their hand to speak on this item. Will the Board clerk please call the commenters?

BOARD CLERK ESTABROOK: Yes. We have one person who has raised their hand to speak on this item. Mariela Loera. Mariela, I have activated your microphone. You can unmute yourself and begin.

MARIELA LOERA: Thank you. Hello. I am Mariela Loera from Leadership Counsel. We are pleased to see that the region has been able to maintain its attainment status and are glad to see that this plan expects to continue into 2035. However, it is missing key elements. We ask that these maintenance plans be approved only after it includes information on PM10 emissions from agricultural plan -- from agricultural activities, like those that come from the use of agricultural equipment and other agricultural practices that increase fugitive dust. We additionally ask that the plan should document discussions and concerns raised by public, regarding PM10 emissions as part of this. And as has been discussed publicly at length in the development of our AB 617 CERP, we request
that AQMD indicates in its maintenance plan how the District will strengthen existing rules and actions that reduce PM emissions from open burning through Rule 444, Salton Sea, and truck idling.

It is especially important considering that these efforts stem from direct concerns that are voiced by the community members in the ECB.

Thank you.

BOARD CLERK ESTABROOK: Thank you. Madam Chair, that concludes the list of commenters.

CHAIR RANDOLPH: Thank you.

I will now close the record on this agenda item. Have all members of the Board had the opportunity to review the resolution?

And do I have a motion and second to adopt Resolution 21-13?

BOARD MEMBER FLOREZ: I move it.

BOARD MEMBER KRACOV: Second.

BOARD MEMBER RIORDAN: I'll second the motion.

CHAIR RANDOLPH: Okay. Clerk, would you please call the roll.

BOARD MEMBER KRACOV: Chair?

CHAIR RANDOLPH: Yes.

BOARD MEMBER KRACOV: Hi. This is Board Member Kracov from the South Coast.
CHAIR RANDOLPH: Yes.

BOARD MEMBER KRACOV: Hi. Thank you very much and this item came to our Board without too much controversy. It's a straightforward item. Very much appreciate the comments of Leadership Counsel. We are working with them on the ECV 617 plan, which incorporates and tries to address some of the elements that were just mentioned. That plan is going to come to our Board later this year, the CERP for the East Coachella 617. And we're working with Leadership Counsel the best that we can on the issues that were just mentioned and do support approval of this item.

CHAIR RANDOLPH: Thank you. I appreciate that context.

Okay. I think we're call to call the roll.

BOARD CLERK ESTABROOK: Dr. Balmes?

BOARD MEMBER BALMES: Yes.

BOARD CLERK ESTABROOK: Mr. De La Torre?

BOARD MEMBER DE LA TORRE: Yes.

BOARD CLERK ESTABROOK: Mr. Eisenhut?

BOARD MEMBER EISENHUT: Yes.

BOARD CLERK ESTABROOK: Supervisor Fletcher?

BOARD MEMBER FLETCHER: Fletcher, aye.

BOARD CLERK ESTABROOK: Senator Florez?

BOARD MEMBER FLOREZ: Aye.
BOARD CLERK ESTABROOK: Ms. Hurt?
BOARD MEMBER HURT: Aye.
BOARD CLERK ESTABROOK: Mr. Kracov?
BOARD MEMBER KRACOV: Yes.
BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?
BOARD MEMBER PACHECO-WERNER: Yes.
BOARD CLERK ESTABROOK: Mrs. Riordan?
BOARD MEMBER RIORDAN: Aye.
BOARD CLERK ESTABROOK: Supervisor Serna?
Professor Sperling?
BOARD MEMBER SPERLING: Aye.
BOARD CLERK ESTABROOK: Ms. Takvorian?
BOARD MEMBER TAKVORIAN: Aye.
BOARD CLERK ESTABROOK: Vice Chair Berg?
VICE CHAIR BERG: Aye.
BOARD CLERK ESTABROOK: Chair Randolph?
CHAIR RANDOLPH: Yes.
BOARD CLERK ESTABROOK: Madam Chair, the motion passes
CHAIR RANDOLPH: Thank you.
The next item on the agenda is item number 21-5-2, Consideration of Electrify America's Cycle 3 Zero-Emission Vehicle Investment Plan.
If you wish to comment on this item, please click the raise hand button or dial star nine now. We will call
on you when we get to the public comment portion of this item.

I look forward to hearing about the Cycle 3 plan and how it aligns with the requirements of Appendix C of the Volkswagen 2.0 liter partial consent decree, as well as with Senate Bill 92 and Board Resolution 17-23 and 18-54.

After the staff presentation and public comment, the Board will consider a resolution to approve or disapprove, in whole or in part, the proposed Cycle 3 plan.

Mr. Corey, would you please introduce this item?

EXECUTIVE OFFICER COREY: Yes. Thank you, Chair. Electrify America's Cycle 3 plan describes how Electrify America, the subsidiary established by VW to implement the ZEV investment commitment, proposes to invest its third of four $200 million installments as required by Appendix C of the 2.0 liter partial consent decree with Volkswagen.

Appendix C, the ZEV investment commitment, is one component of Volkswagen, or VW's, 2016 settlement agreement with CARB resulting from VW's use of illegal defeat devices in its model years 2009 through 2016 2.0 liter and 3.0 liter diesel engines.

The ZEV investment commitment requires VW to invest $800 million in California over four consecutive
30-month periods to foster the increased availability and use of ZEVs. These investments will support ZEV adoption and raise ZEV awareness in California. Eligible projects include ZEV fueling infrastructure, brand neutral consumer awareness campaigns to increase ZEV awareness and grow the ZEV market, projects that will increase access to ZEVs for all California consumers, including those in communities of concern and a second green city. The Board's authority is limited to reviewing the ZEV investment plan for adherence to the stated goals of the consent decree.

Today's presentation to the Board summarizes key provisions of the proposed Cycle 3 plan, provides an assessment of how well the plan aligns with the requirements set forth in Appendix C of the VW 2.0 liter partial consent decree, assesses the plan's consistency with Senate Bill 92 and Board Resolution 17-23 and 18-54, as well as highlights comments received from the public.

Directly following staff's presentation, we'll hear from Giovanni Palazzo, President and CEO of Electrify America.

I'll now ask Banpreet Bhabra of the Sustainable Transportation and Communities Division to give the staff presentation.

Banpreet.

(Thereupon a slide presentation.)
STCD AIR RESOURCES ENGINEER BHAMBA: Thank you, Mr. Corey. Good morning, Chair Randolph and members of the Board. Today, I will summarize Electrify America's proposed Cycle 3 zero-emission vehicle, or ZEV, investment plan, as well as staff's assessment of the plan.

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STCD AIR RESOURCES ENGINEER BHAMBA: During my presentation, I will first review the Volkswagen diesel enforcement settlements, and Appendix C in particular, for background, and Electrify America's progress in implementing Volkswagen's ZEV investment commitment in Cycle 1 and so far in Cycle 2.

I'll then provide a summary of Electrify America's proposed Cycle 3 plan and provide a staff assessment of how the proposed Cycle 3 plan aligns with the requirements of the consent decree and is consistent with other guidance.

Finally, I'll summarize the public comments received on the Cycle 3 plan so far, provide staff's recommendation to the Board for the approval of Electrify America's proposed Cycle 3 plan, and invite Mr. Giovanni Palazzo, CEO of Electrify America, to provide a presentation.

Please note that this Board presentation is also considered a report to the Board pursuant to Board...
STCD AIR RESOURCES ENGINEER BHAMBRA: In 2015, CARB discovered that Volkswagen installed emission defeat devices on nearly 600,000 Volkswagen and Audi diesel vehicles sold in the United States. Approximately 85,000 of these vehicles were sold in California. These vehicles produced emissions up to 40 times higher than allowed. The settlement is comprised of the 2-liter engine, the 3-liter engine, and the California-only 3-liter partial consent decrees, as well as a California-only penalty agreement of approximately $154 million.

The 2-liter partial consent decree is comprised of Appendices A, B, C, and D. Appendix A prescribes requirements for buyback of Volkswagen vehicles. Appendix B prescribes requirements for recall and repair of Volkswagen vehicles for consumers who did not wish to sell their vehicle back to Volkswagen.

Appendices A and B compensate and fix the subject vehicles for owners and ensures no future excess emissions from the vehicles.

Appendix C is the Volkswagen ZEV investment commitment, which requires Volkswagen to invest $800 million over 10 years in California.

And finally, Appendix D provides CARB $423
million to mitigate the past excess nitrogen oxide, or NOx, emissions from the sale of Volkswagen diesel vehicles, equipped with emission defeat devices, to California consumers.

The total settlement funding for California amounts to approximately $1.4 billion. This presentation, focuses on Appendix C, the ZEV investment commitment. The next slide identifies eligible Appendix C funding areas.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Under the ZEV investment commitment, Volkswagen must invest $800 million in California over 10 years to support increased ZEV availability and use in the state. Allowable investment categories identified in the consent decree are presented here: ZEV infrastructure, which encompasses the design, planning, construction, installation, operation, and maintenance of ZEV infrastructure to support and advance the use of ZEVs; public education and outreach that builds and increases awareness of ZEVs; increasing ZEV access through public exposure to ZEVs without making consumers purchase or lease a ZEV at full price; and lastly, Green City investments in two different Green Cities, including ZEV car-sharing services, zero-emission transit applications, and zero-emission freight transport projects to improve access to clean transportation.
options, especially for low-income and disadvantaged community members. Volkswagen created a subsidiary Electrify America to carry out these investments.

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STCD AIR RESOURCES ENGINEER BHAMBRA: The 2-liter partial consent decree establishes the following requirements for Volkswagen's ZEV investment commitment. The plan must serve regions and communities throughout the State and describe how infrastructure built under the settlement will be monitored and maintained. ZEV infrastructure must be non-proprietary and ZEV awareness campaigns must be brand neutral.

Finally, the plan must include a description of all ZEV investments with an explanation of how each investment meets one or more identified goals in Appendix C, an estimated schedule in six-month intervals, and an itemized projection of anticipated creditable costs that adds up to a spend of $200 million within the 30-month cycle time period.

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STCD AIR RESOURCES ENGINEER BHAMBRA: The 10-year ZEV investment commitment began in January 2017 and will conclude in December 2026 at the end of the fourth and final ZEV investment plan. Cycle 1 concluded June 2019, and Electrify America is currently implementing Cycle 2
through the end of this year. Cycle 3, once approved, will begin in January 2022.

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STCD AIR RESOURCES ENGINEER BHAMBRA: From this table, you can see that CARB approved for Cycles 1 and 2, $273 million in ZEV infrastructure investments, $44 million for the first Green City project, and $47 million for public education, outreach, and marketing activities. Funding for increasing ZEV access is incorporated into the public education awareness and marketing activities as well as the Green City investments. The remaining $36 million is for allowable operational expenses.

By the end of 2020, Electrify America had completed Cycle 1 spending and had spent over 50 percent of the allocated funds for Cycle 2. The following slides present Electrify America's progress as of the end of March 2021. Remember, that Cycle 2 does not end until December 31st, 2021.

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STCD AIR RESOURCES ENGINEER BHAMBRA: This graphic displays the status of Electrify America's ultra fast charging station sites in California. As you can see, 243 sites have permits submitted, 220 -- 225 sites have permits complete or are in construction, 204 sites have construction complete, and 175 sites are
Electrify America has stated that more than 40 percent of the total sites in each stage of the site development process are in low-income and disadvantaged community sites.

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STCD AIR RESOURCES ENGINEER BHAMBRA: These maps display Electrify America's infrastructure investments as of quarter one, 2021 in the San Francisco and San Jose metropolitan areas. The light blue shaded areas represent disadvantaged and/or low-income communities census tracts. Disadvantaged communities are identified as the top 25 percent most impacted census tracts in CalEnviroScreen 3.0. Low-income communities are defined as the census tracts that are either at or below 80 percent of the statewide median income or at or below the threshold designated as low income by the California Department of Housing and Community Development's 2016 State income limits.

The low income definitions are per Assembly Bill 1550. The orange circle dots represent Electric America's direct current fast charger station locations installed under the Cycle 1 and Cycle 2 ZEV investment plans.

The green square dots represent Electrify America's stations that are coming soon under the Cycle 1
and Cycle 2 ZEV investment plans. The blue hatched areas represent census tracts that contain Electrify America's level two installations.

The blue circle dots represent public station locations of other charging station providers as obtained from the Alternative Fuels Data Center.

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STCD AIR RESOURCES ENGINEER BHAMBRA: These maps display Electrify America's infrastructure investments in the Los Angeles and Riverside metropolitan areas. As in the previous slide, Electrify America's stations that are commissioned and coming soon, as well as the level two station census tracts are mapped over disadvantaged and/or low-income census tracts along with other infrastructure providers, public stations from the alternative fuels data center station locator.

CARB staff will be posting an interactive map on our website soon, so that the interested stakeholders may study these station placements in more detail.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Electrify America has invested in public education awareness and marketing as part of its Cycle 1 and 2 investment plans. Recent investments include the Normal Now campaign, which aim to address the public's fear of change and lack of
exposure to ZEVs by showing how technology matures and becomes mainstream.

A number of Electrify America sponsorships support and advance ZEV awareness. These sponsorships include: Veloz, including the Electric for All campaign and the Incentive Assistant tool; STEM programs and workforce development supporting the development of ZEV-related training programs for students and workers; and, a collaboration with EV Noire Mobility Intelligence Consulting Group on the "Drive the Future California" study aiming to identify electrification barriers for diverse communities in California.

Electrify America also continued to provide investments and support for community-based organizations and ride and drive events. Lastly, Electrify America has funded limited branded marketing to increase the longevity and sustainability of its stations.

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STCD AIR RESOURCES ENGINEER BHAMBRA: The final investment category is Green City. The Green City investment is a concentrated investment in a selected city across multiple project types aimed at demonstrating the impact of widespread ZEV adoption.

The first Green City selected for this investment during Cycle 1 was Sacramento. Projects implemented in
Sacramento as part of the Green City initiative include:

Car Share programs such as: the GIG point-to-point car share program, which consisted of 260 Chevrolet EVs; and, the Envoy return -- return-trip car share program, which consists of 90 EVs located at 45 multi-unit dwelling communities. Both of these programs have a majority of locations in disadvantaged and low-income communities.

Another Green City project is the Causeway Connection, which is a bus route from the University of California, Davis campus to the UC Davis Medical Center and downtown Sacramento operating 12 Proterra bus -- electric buses and serving disadvantaged and low-income communities.

And finally, the SmarRT Ride is an on-demand service along the Franklin Boulevard corridor operating three GreenPower EV Star microtransit electric shuttles. Eighty-four percent of the service territory is in disadvantaged and low-income communities.

By the end of 2020, Electrify America had set in motion all programs and activities related to the Cycle 1 Green City.
2020 annual report, which includes a third-party reviewer's attestation to Electrify America's assertion of creditable costs -- investments. The annual report indicates that Cycle 1 and Cycle 2 investments are reasonably on track for completion.

CARB staff also convened a virtual stakeholder public meeting on May 25th, 2021 as directed in Board Resolutions 17-23 and 18-54. This public meeting was held to consult with stakeholders, including environmental justice groups, labor organizations, automakers, electric vehicle charging equipment companies, and others to inform staff's report to the Board.

After brief presentations by CARB staff and the Electrify America staff, comments were received on ZEV infrastructure, ZEV education, outreach, and access, and Green City. Many commenters commended Electrify America's investments in disadvantaged and low-income communities, as they have assisted in the adoption of ZEVs. Support for the Green City program and investment in Veloz were also highlighted.

Stakeholders also provided comments for further improvement in Electrify America's investments including: user experience and functionality at charging stations; charging availability near multi-unit dwellings; prominent signage to increase station visibility; transit and
freight investments for priority communities; interest in data collection and sharing, including station utilization and vehicle types; and hydrogen investments.

CARB will discuss these comments with Electrify America during continued monthly coordination meetings.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Now, I'll turn to summarizing Electrify America's proposed Cycle 3 investment plan. The proposed Cycle 3 plan would fund allowable projects in approximately the following amounts: $127 million for fueling infrastructure, $16 million for ZEV awareness and education, $25 million for a second Green City, $12 million for boosting station utilization through branded marketing, and $20 million for allowable operational expenses.

Let's take a closer look at these proposed investments.

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STCD AIR RESOURCES ENGINEER BHAMBRA: The largest piece of infrastructure spending, 70 to 100 million dollars, is for metropolitan area charging. Electrify America will continue to invest in six previously-approved metropolitan areas from Cycles 1 and 2. Cycle 3 will include five new metropolitan areas, Bakersfield, Oxnard, Santa Maria, Stockton, and Visalia.
The selection of these new metropolitan areas took into account an assessment of charging needs, a plug-in electric vehicle policy metric, a utility metric, and a review of information Electrify America received during its Cycle 3 national outreach process.

This infrastructure investment will allow Electrify America to put in new stations and enhance, upgrades, and continue operating existing stations.

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STCD AIR RESOURCES ENGINEER BHAMBRA: The second largest piece of the infrastructure investment is 15 to 25 million dollars is to increase charging equipment density and enhance existing investments made along those highways and regional routes identified by Electrify America to the plug-in electric vehicle traveling routes.

This would include building out infrastructure in Northern California, including Eureka and North Tahoe, and various routes in Southern California, including Joshua Tree and Indio among others.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Finally, Electrify America proposes to invest in new infrastructure investment areas including: six to ten million dollars for transit, medium-duty, and heavy-duty fleet charging to aid in conversion of these fleets to zero-emission technology;
and two to four million dollars for hardware development and capacity building through utilization of energy management tools and infrastructure planning tools to improve customer experience and station economics.

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STCD AIR RESOURCES ENGINEER BHAMBRA: I'll turn now to Electrify America's proposed Cycle 3 public awareness plans and marketing spend. Electrify America proposes to continue to use both traditional and social media to increase public's awareness of ZEVs and ZEV benefits. Electrify America's Cycle 3 media efforts would continue to be brand neutral and may feature battery electric and fuel cell electric vehicles. Electrify America also plans to address ZEV access through incentives directed to vehicle electrification of transportation network companies and education pathways for passengers.

Electrify America would also use marketing to boost station sustainability. This marketing would communicate charging location, accessibility, charging speed, quality customer experience, and corporate social responsibility ensuring that the stations continue to be viable and support California's ZEV market after this investment period is over.

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STCD AIR RESOURCES ENGINEER BHAMBRA: A part of the proposed Cycle 3 ZEV investment plan, Electrify America proposes to invest $25 million in the proposed second Green City, the Long Beach-Wilmington area. In the second Green City, investments will focus on transit buses, and medium-duty, and heavy-duty charging infrastructure. These investments will aim to alleviate emissions from transit buses and medium-duty and heavy-duty vehicles that impact the predominantly disadvantaged and low-income communities of the Long Beach-Wilmington area.

Giovanni Palazzo will provide additional details regarding the selection process for the second Green City in his presentation.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Staff completed an assessment of the proposed Cycle 3 ZEV investment plan for compliance with the requirements in Appendix C introduced earlier in this presentation. Staff's assessment also considered the proposed plan's consistency with guidance provided in Senate Bill 92.

In June 2016, the Legislature, with the passage of SB 92, required CARB to post investment plans for public comment, hold a public hearing to consider approval of investment plans, and report annually to the
And the Legislature further stated that Electrify America should, and Electrify America committed to report implementation progress to CARB and strive to ensure that at least 35 percent of its investments benefit low-income and disadvantaged communities.

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STCD AIR RESOURCES ENGINEER BHAMBRA: Staff's assessment of the proposed Cycle 3 plan also included consistency with guidance provided in Board Resolutions 17-23 and 18-54.

The Board adopted Board Resolutions 17-23 and 18-54 when approving Electrify America's Cycle 1 and Cycle 2 plans respectively. The resolutions memorialized Electrify America's commitments to: strive to ensure that the -- that at least 35 percent of the plan's investments benefit low-income and disadvantaged communities; include, in its reports, an evaluation of heavy-duty hydrogen opportunities; include, as part of contract-award criteria, job creation and training estimates, especially for minority-, women-, and veteran-owned businesses; provide hiring opportunities for qualified residents of disadvantaged communities; implement projects so as to ensure fair competition and in a transparent manner that allows for public input; and, execute projects in a manner
that ensures investments are self-sustaining and continue
to exist after the 10-year period of the ZEV investment
commitment.

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STCD AIR RESOURCES ENGINEER BHAMBA: Staff's
analysis was posted publicly on June 23rd, 2021. In it,
staff concluded that based on a thorough review, the
proposed Cycle 3 plan complies with the requirements of
the consent decree and is consistent with the guidance of
both Senate Bill 92 and Board Resolutions 17-23 and 18-54.

I'd now like to summarize the comments that CARB
received during the public comment period on the plan.

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STCD AIR RESOURCES ENGINEER BHAMBA: The public
comment period for the proposed Cycle 3 plan began on May
4th, 2021 and ended on May 28th, 2021. CARB received 49
comments during this comment period. Many comments
received were in support of the proposed plan. A few
comments submitted requested that funds be directed
towards smaller cities electrifying their transit fleets
and towards smaller dial-a-ride services that are
transitioning to ZEVs, which the commenter said is
consistent with what is mandated by the Innovative Clean
Transit Regulations that will require ZEVs and
infrastructure.
Others requested greater disadvantaged community investment ensuring investments actually serve disadvantaged community residents.

A specific request for redirecting proposed metro and community infrastructure funds to rural and disadvantaged communities was submitted, and a request for requiring roaming with other charging networks was also submitted.

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STCD AIR RESOURCES ENGINEER BHAMBRA: CARB will continue to monitor implementation by ensuring receipt of quarterly and annual reports from Electrify America and ensuring that the public reports continue to be publicly posted. CARB will report annually to the Legislature as required in SB 92. CARB staff will also evaluate the need to convene additional meetings with electric vehicle service providers and other stakeholders.

Finally, as required by the consent decree, an independent third-party auditor will continue to provide annual reports to CARB and will review Electrify America’s implementation and accounting records, conduct select on-site audits, and review all expenses and recommend approval of only those that are found to be creditable.

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STCD AIR RESOURCES ENGINEER BHAMBRA: In
conclusion, CARB staff recommends that the Board adopt Resolution 21-14 approving Electrify America's proposed Cycle 3 ZEV investment plan. Approval of the plan will allow Electrify America to continue its investments providing benefits to California's air quality and for current and future ZEV drivers.

This concludes my presentation. At this time, I would like to invite Mr. Giovanni Palazzo, President and Chief Executive Officer of Electrify America to address the Board.

GIOVANNI PALAZZO: Thank you very much. I hope you can hear me.

(Thereupon a slide presentation.)

STCD AIR RESOURCES ENGINEER BHAMBRA: Yes, we can, Giovanni.

GIOVANNI PALAZZO: And I can see the present -- thank you. Thank you very much. So we can start.

Chair Randolph, Vice Chair Berg, and fellow members of the Board, I'm very happy and grateful of the opportunity today to update regarding the tremendous progress of Electrify America. And on the other side also to allowing me in representation of the Electrify America team to present Cycle 3 investment plan. So we can start. Next slide.

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GIOVANNI PALAZZO: When I presented to this Board in December 2018, actually Electrify America was just getting started. At that time, we had three stations in operation. It was about 16 single dispenser. And actually, as you can see here from this chart, in the last 30 months, Electrify America has grown to be the largest, the most technologically advanced, the fastest charging, and the best performing open DC fast-charging station in the United States. And I'm proud to say this is a world away from where we were altogether in December 2018.

For this reason, I want to thank, once again, the Board for the trust that you have seen and that you gave us at that time to move forward.

Briefly regarding the national coverage that you -- that you see here, we have 633 stations nationwide as we speak. It's about 2,700 single dispensers, more or less, 150 kilowatt and 350 kilowatt only, which is what makes Electrify America a little bit special in the market. We have a nationwide network with two cross-country routes. And we are serving, as we speak, 46 countries and states nationwide.

Our goal is to reach 800 stations by the end of the year. It sounds ambitious. It's ambitious, but we believe we can make it happen. Despite the pandemic, the team has been able to deploy and increase construction...
pace in an incredible way. So we believe that the target is achievable.

On the next slide --

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GIOVANNI PALAZZO: -- you see here we can deep dive a little bit more into California. We have 188 stations as we speak. So from the three stations that we had in December 2018, it's enough -- it's not enough of course. It's never enough, I would say. So we are planning to have 230 stations in operation by the end of the year, which will account of about 900 single dispenser.

Just to give you the magnitude of the efforts of the team, only in Q1 2021 we opened stations in California at a pace of two per week, which is unprecedented in the oil industry, I would say even in Europe.

The next slide.

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GIOVANNI PALAZZO: I want to talk about network performance, because we are not just the fastest growing network in the U.S., but we are also the best in terms of customer experience. We have the highest PlugShares core of any other DC fast-charging network in the industry. And I'm looking at the data right now, real-time data, if you consider the overall 633 sites that we have opened
nationwide, as we speak. Well, actually, 75 percent of those are rated excellent on PlugShare, so between nine and ten.

The good news is that the additional 20 percent are rated very good, so between seven and nine. And, of course, we are working hard as a team to move the highest number possible of side into the -- into the excellent category. For this reason, ten automakers already selected Electrify America as the preferred network and including you may have seen most recently we had Hyundai and Mercedes-Benz joining us.

We also had built capacity to respond to customer needs in a unique way I would say. We have state of the art NOC, which is the network operations center. We have an industry leading 24/7 customer call center. And then the jewel, which is the center of excellence in Reston, Virginia, which is where we test our newest technologies like, for instance, plug-and-charge. Electrify America is the only network in the U.S. which has plug-and-charge already installed at every single dispenser.

Last, but not least, but very important point, Electrify America's network has been recently recognized as the EV Charging Infrastructure Best-In-Test award winner by two different independent organizations.

Next slide.
GIOVANNI PALAZZO: Very important, and I remember very well in December 2018 that this Board, the CARB Board, was asking me and to Electrify America to ensure that all the ultra fast charging network serves all communities in California. And I am proud to say that we are accomplishing that goals. As we speak, in fact, 96 percent of all Californians live within 25 miles of an Electrify America station. And we have built station across the state from El Centro to Crescent City, from Lake Tahoe to San Ysidro.

And you have seen in the presentation of the staff before, but I want to flag that once again, more than 50 percent of all the stations that we have opened are in low-income disadvantaged communities, 50 percent. And we have spent throughout the end of 2020 only about $90 million in stations in rural California, which is again unprecedented in the industry before.

We have built more stations per capita in rural California than in urban California.

Next slide.

GIOVANNI PALAZZO: I want to celebrate quickly, because many of you are based in Sacramento, of course. And as you are aware, we made strong investment in
Sacramento for our first Green City. And this service has continued to thrive. I want to make just some examples. As you know, we purchased 260 Chevy Bolts. And together with GIG Care Share, we launched the nation's largest free-floating electric car sharing service. A lot of people in the city are using it massively, if you think that these vehicles have now traveled more than three million miles, three million miles. And also other important data, in my opinion, is that utilization was up 57 percent from pre-pandemic levels in Q1, 2021.

Another service which was incredible and created a lot of impact in the community was the SmarT Ride. The SmarT Ride is an on-demand public transit shuttle service, which is active in the Franklin Boulevard community. And the -- we have seen tripling of ridership in the first quarter. But interestingly enough, this was one of the examples where actually this service showed an increase of utilization during the pandemic. And why was this happening?

This is happening because SacRT used the service to -- and the vehicles, of course, to facilitate food delivery to seniors, for free rides to vaccines, and voting. And actually in this way, they simply created a new public service.

Also, important the Causeway Connection. You
have seen a couple of pictures into the staff presentation. Very quickly on this one, this is like an investment that we need purchasing 12 California-built Proterra buses to connect Davis to Sacramento. Highly successful. And also, in this case, we are seeing a six percent increase of utilization in Q1 2021.

On the other side, you know, Electrify America is heavily investing into batteries -- Tesla batteries to mitigate the impact of the grid of power, of course, on the other side to mitigate demand charging cost that, as you know, can really seriously damage our financials, and with it the same in Sacramento as well, because we invested in those months the StorageShares program to really improve power grid resiliency, stability, and reliability.

And last point for Green City 1 in Sacramento, which is the bread and butter of Electrify America, we built stations. So we have 14 public charging stations, 65 single dispenser, and Sacramento was the highest per capita density investment of Electrify America nationwide.

If we can go on the next slide.

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GIOVANNI PALAZZO: Very briefly, I simply would like to turn the content of Cycle 3 investment plan that I'm going to present immediately, so we can go on the next
slide.

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GIOVANNI PALAZZO: Thank you very much.

I'm talking about the national outreach efforts, because before planning Cycle 3 investment plan, exactly like we did in Cycle 1 and Cycle 2, we listened. We listened to shareholders, stakeholders, customers, and, of course, we did -- we did our homework. We received and responded to more than 900 comments on our website. And we did dozens of webinars. And, of course, you know, we analyzed the data.

I can say that we identified four main data-driven insights out of -- out of this work. They're really guiding us through Cycle 3 investment plan. First, we reconfirmed that there is a great demand for our core business, which is ultra fast reliable public charging station.

The second point equity, equity, equity. We reconfirmed that the investment in low-income disadvantaged communities is important, is real, and, of course, we stay committed.

Third, we learned that, unlike in years past, and this was the first time we saw it so strongly and consistently, medium- and heavy-duty transit and freight I operators are going electric. And they are in need of
charging solutions. And last, but not least, we have seen, also thanks to the great work of the CARB Board, and I want to give you merit for this.

Texas and TNC fleets are going electric, and, of course, they need reliable charging solutions, but they also need measures to decrease the up-front cost to the vehicles, which seem to be still tangible by year four for the drivers.

On the next slide --

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GIOVANNI PALAZZO: I want to talk briefly regarding corporate social responsibility, because even before we started writing the plan, we identified pillars of our CSR. And you heard also in the staff presentation that we have a very simple core mission, which is embedded in our DNA. So we want to enable ZEV technology, so we want to increase ZEV adoption. And, of course, we want to physically move people that are driving ICE cars right now to EVs and ZEV cars. And this simple, but very strong, mission is driving us as a company. It's driving us in terms of infrastructure investment, like you are seeing as we speak, our marketing, and, of course, as you will see, the Green City investment, which I'm very, very excited.

Of course, we also intend to be environmentally
sustainable and carbon neutral. And I want to flag something that is very important to me, to the whole team, that all energy delivered to customers at Electrify America's California stations is renewable. And we do that by procuring direct from California producers. We also intend to be inclusive and we ensure that our investment, as you have seen, really create a benefit to all the communities, including disadvantaged, underrepresented communities, rural parts of California, and those of less financial means.

And, of course, we make sure that diversity, inclusion, equity they are part of what we do every day. In our team, the way we talk, we work to each other, the way we make business with our partners, and the way we treat the shareholders. And we make sure that we have these processes in place from hiring, to procurement, and to education and awareness building activities, of course.

Next slide.

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GIOVANNI PALAZZO: Also here, you have seen the overview from the CARB staff presentation regarding the focus. Of course, we keep on building strong in two major areas. This is where you need to be. Finally, after 20 years into this business talking about myself, we are seeing adoption and sales kicking in. And now it's the
right time to support EV drivers where actually the magic is happening.

So on one side, of course, we keep on investing on a highway, but now is the time to go deeply and strongly into metro areas. As usual, like we did in Cycle 1 and Cycle 2, also we based and we ran a detailed analysis on what we called a supply and demand gap. And based on that, we identified newer communities to invest. You have seen it before already just briefly, Bakersfield, we have Ventura, we have Santa Maria, Santa Barbara, we have Stockton, and Visalia. And, of course, like I told you, we will continue to build along the highway corridors. Of course, we want to shorten the gaps. We want to fill in the gaps and reach new communities. We have a simple goal, and the simple goal is that Californian's, they need to have the confidence that they can use their EV as the only or the primary car in the household.

And the last topic I believe is coming very well across, but I want to make sure you hear it loud and clear from my side as well. We are going to make sure that at least 35 percent of the investment goes into low income and disadvantaged communities.

Next slide and I am going towards the end, of course.
GIOVANNI PALAZZO: We will continue to invest in our dual strategy, which is brand neutral education, on one side, and awareness as well. We will develop a new venue tool national marketing campaign like we did in Cycle 2 with Normal Now. It was an impressive success. Three hundred thirty-three million impressions enabled only in California. And based on our analysis, 122 million of those only low-income disadvantaged communities.

We will also continue to sponsor and support the terrific job of the CBOs, the community based organizations, Veloz, Valley CAN, EVNoire, Liberty Hill Foundation, just to make a couple of -- a couple of examples.

On this front, as you know, I volunteer since more than two years now as Vice Chair of Veloz. I want to mention briefly Valley CAN, because Tom Knox is doing a fabulous job in really putting people into ZEV vehicles and is working community by community, family by family. And he helps more than 2,000 families switch from a gas car to an EV since we have been working together, 2000 family when we're talking about the impact.

And why we do that? We do that, because on one side Electrify America can be and has to be very impactful
nationally, but, of course, CBOs can be more impactful
into the community locally.

   Next chart is the Green City 2, maybe to my
   opinion, personal opinion.
   Next slide.

   --o0o--

   GIOVANNI PALAZZO: Thank you very much. The
   Green City 2, in my opinion, may be the most exciting
   project within Cycle 3 investment plan. As you know and
   you've heard, we are investing $25 million in the port
   complex of LA, and Long Beach, and Wilmington. This area
   is clearly disadvantaged community, because it has long
   suffered from port pollution. And just consider that
   there is a fleet of 15,000 trucks driving in and out of
   the port every single day. Fifteen thousand trucks,
   diesel of course, entering and moving into the port
   complex areas every single day.

   We want to clean these up. And we know that we
   have the strong support from CARB. We know that we have
   the strong support from the local government and
   businesses, and we are going to make it happen.

   We will invest into public, semi-public, and
   fleet charging infrastructure on a grand scale. And it
   means, of course, that we are introducing also innovative
   technologies, like smart charging as we do already on a
national level, and, of course, energy management, like we do also.

On the next one, and I'm really coming to the end.

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GIOVANNI PALAZZO: I want to show you quickly the 73 organizations that have written to CARB individually or jointly to approve the plan presented today. It deals with a tangible sign of the ability of Electrify America to create trust in the entire industry, I believe. We have 25 nonprofit organizations. We have 18 government officials and agencies, 17 fellow charging industry and energy companies, and, of course, last but not least, we have eight automotive and mobility industry stakeholders.

So that was my -- we can go on the next chart. And I just --

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GIOVANNI PALAZZO: It's simple a thank you chart, and regarding timeline and next steps. I want to thank you, Chair Randolph, Vice Chair Berg, and members of the Board for giving me -- giving us the possibility to present our progress today.

If you find today that Cycle 3 investment plan is consistent with the requirements of the consent decree, which we believe is the case -- well, actually, it will
allow us to get started immediately with these investments in a way which is super effective. I want to say that that was a little bit secret sauce between Cycle 1 and Cycle 2, the ability that we had to start early the process is bringing us where we are right now, when we pass from three stations open in December 2018 to almost 190, as we speak.

So we want to keep on growing our network. We believe this is a mission for us. We feel Electrify America is the -- is the backbone of EV charging infrastructure in the U.S. and in California, and we want to do it at the best that the customers now have come to expect. So thank you very much for your attention. Of course, I'm here if you have any question.

CHAIR RANDOLPH: Thank you. We will now hear from the public who raised their hand to speak on this item. Will the Board Clerk please call the first few commenters?

BOARD CLERK ESTABROOK: Thanks, Chair. We currently have 40 people with their hands raised to speak on this item. The first three speakers are Ranji George, Kelly Phillips, and Harris Rosenblum.

RANJI GEORGE: Good morning, Board members. Can
you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

RANJI GEORGE: All right.

RANJI GEORGE: My name is -- as a way of introduction, my name is Ranji George. I was the South Coast -- I lead the efforts of -- the ZEV efforts at South Coast in the early nineties and the mid-nineties, for, fuel cell technology, early nineties for batteries and in the mid-nineties for the fuel cell technologies. And I worked for Dr. Alan Lloyd. We had -- we were the first in the country to introduce both batteries and later on the fuel cell technologies as the ZEV technologies.

And what Dr. Alan Lloyd was committed was a 50/50 percent commitment to both ZEVs. It was not biased, unfortunately as the current presenter has made, totally towards battery technologies at the cost of fuel cell technologies. Both are needed, because people have different choices, and different needs. And I urge the Board members to consider funding fuel cell technologies, especially light-duty vehicles.

Right now, as we speak, there are 500,000 EVs. And tens of thousands of charging stations for EVs, both Level 3, Level 2 included. And whereas, there are only -- just only 150 state fuel cell stations and that's being built, and just 10,000 fuel cell vehicles. That's two
percent -- two percent of the battery EVs. So it shows
the clear bias of ARB, and South Coast, and other agencies
towards battery technologies.

And that bias seems to be continuing in this
presentation, when in the last cycle, in the ZEV cycle
only five percent was given for hydrogen fuel cell
infrastructure. And right now, I don't see even a small
percentage for it. So urge you to give 50 percent to fuel
cell technology and 50 percent for battery technology.
Keep both technologies alive, because we don't want a
monopoly. And monopoly pricing may come up later on and
people will get hurt by those so concentration of power in
one company or one technology. So I urge you good, fair
competition between the two. It will be helpful.

Then the objection raised is, okay, CEC is
funding it. But even with CEC funding it, if you put --
add together all the funding that's going into EV, fuel
cells continue -- it continues to have a very small --
crumbs -- bread crumbs of funding.

So I urge you to put together a group of hydrogen
groups to give you feedback on how to proceed further.
Otherwise, this bias will continue into the future.

Thank you for letting me share my deep concerns
about this proposal.

BOARD CLERK ESTABROOK: Thank you.
Kelly Phillips, I've activated your microphone. You can unmute yourself and begin.

MS. PHILLIPS: Good morning. And thank you, Chair and Board members. As you already know, yes, I am Kelly Phillips. I'm the founder of Symple Equazion. And we are a CBO in Merced, California. We are a three-pronged nonprofit working with disadvantaged and low-income youth. And we're a three-pronged organization. And all of our mission statements are centered around healthy communities and sustainable living.

Over the years, we have worked so closely with Valley CAN to promote their vehicles and air quality programs in our community. And Electrify America's financial support has meant that we've had a lot of opportunities to help with outreach to engage some of the local residents and to replace their old cars with ZEV vehicles. We have seen that this is truly, truly, truly a win-win for organizations and our members to learn skills.

Our youth are really learning about what it means to be sustainable, what it means to eliminate your carbon footprint, what zero emissions mean. And so we strongly support and encourage you to please, please support Electrify America's Cycle 3 proposal.

Thank you.

BOARD CLERK ESTABROOK: Thank you. Our next
speaker is Harris Rosenblum. And I want to remind everyone if you'd like to speak on this item, please raise your hand in Zoom or dial star nine.

After Harris, we have Jose Perez, Andrew Haney, and Evan Rosenberg.

Harris, I have activated your microphone. You can begin.

HARRIS ROSENBLUM: Hello. Thank you for the opportunity to speak today. My name is Harris Rosenblum on behalf of the Los Angeles Business Council. We are an organization with over 500 members who represent business and civic leaders from all industry sectors. Our members are focused on innovative public policy and that strengthens our economy and improves quality of life for all of us. We focus on trailblazing the way to a stronger, more equitable Los Angeles. And one of the important ways we get there is through the rapid transition to zero-emission vehicles in all communities and across all segments of the transportation sector.

Electrify America's network of ultra fast charging stations will help us get there. They will help enable electric cars to serve as primary vehicles without range limits, while supporting those who may have longer commutes or live in multi-unit dwellings.

We are especially excited to see a focus in the
plan on heavy-duty vehicle applications and the selection of the Long Beach/Wilmington community as the next Green City. Electrifying heavy-duty checks, including in and around the Ports of Long Beach and Los Angeles, is exactly what we need to help strengthen our economy and improve quality of life for all of us, especially those facing disproportionate impacts in and around the ports and along goods movement corridors.

These investments will create and sustain jobs in and round LA, and sport our leading environmental efforts, including accelerating the transition to heavy-duty zero-emission vehicles and leading up to the Olympics.

On behalf of the Los Angeles Business Council and their 500 member businesses, I urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Jose Perez, you may unmute yourself and begin.

JOSE PEREZ: Thank you. And I appreciate the opportunity to speak today on behalf of this item. My name is Jose Perez and I'm speaking again on behalf the Yolo County Transportation District. And the District does support this Cycle 3 California ZEV investment plan and respectfully requests the CARB Board consider approving it today, so that the investments can begin to
help the State and the region.

Yolo County Transportation District administers transit and transportation services projects in Yolo County, including services connecting with Sacramento and Solano counties. We are an existing partner -- we are in an existing partnership with Electrify America. We are one of the two transit services that jointly operates the Causeway Connection that was referenced earlier in the earlier presentations and our district, customers, and the region have directly benefited from that partnership.

Electrify America helped fund and implement that Causeway Connection, which was the first jointly operated zero-emission battery electric bus service, that Causeway Connection. And that provided additional links between Davis and Sacramento supporting important economic, employment, medical health, recreational resources, and opportunities.

Electrify America's support also included the design and installation of the necessary charging infrastructure that we needed to make sure these vehicles were available and reliable in solidifying their availability for that zero-emission bus service for public use and benefit. We support Electrify America's plan and continues the investments in ultra fast charging. Our chargers that were installed were the 350 kilowatt
charging, which allowed for the rapid refueling of our zero-emission vehicles to make sure that they can stay out in service to the maximum extent possible.

The investment plan we feel strongly encourages these investments will create and sustain jobs, support our leading environmental efforts. It's ultimately going to be a net benefit to the state and to the regions where these -- where this plan is being implemented. Having been one of the earliest benefit -- benefiting agencies of the Cycle 1 investments, our District is happy to support spreading the wealth, and spreading the joy, and getting some of these benefits to other regions throughout the state.

And so again, I thank you for the opportunity to speak. And we do support this plan and hope that the Board does consider approving it today and supports -- so that the investments can begin as soon as possible.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Andrew Haney, I have activated your microphone. You may unmute yourself and begin.

ANDREW HANEY: Good morning, everyone. I thank you for this opportunity to be able to address the Board and to be able to highlight Kern County and Bakersfield College. I am a professor at Bakersfield College in
Bakersfield, California, over automotive technology.

Bakersfield and Kern County is known throughout the State as being one of the largest solar and wind energy producers in the County. And as such, we are also seeing the writing on the wall, back in 2015, for the electrification of vehicles.

We've been working very closely with the Valley CAN organization and receiving benefits from them to be able to grow a vehicle maintenance program for electric vehicles, as well as many other organizations that have given us grants to be able to expand our program.

We're in partnership with our new car dealers association here in town and many other partners, Kern COG, and other organizations. We see the need for education in this area as being very impactful in our communities. It seeks to pull in the disadvantaged communities and gives them an outlet of education that they did not otherwise have to be able to seek employment.

There's a need for employment and there's going to be a need for employment in the areas of repairing the charging stations to repairing the vehicles. So great opportunities. It's exciting to see the efforts that Electrify America has put forth. And we're excited to see the funding for education and to be able to expand that. There's definitely a need as well in the education area.
for train the trainers to teach the educators of the new technologies and the emerging technologies to be able to be on hand.

So this funding that we see in this plan is great to see. We're excited to see it and we hope to continue the partnerships with all the organizations to continue the education and to continue to assist our disadvantaged communities and give them opportunities that they did not otherwise have.

So I yield my time back. Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Evan Rosenberg. After Evan will be Rachelle Abril, Mario Gonzalez, and Maureen Blanc.

Evan, I have activated your microphone. You may unmute yourself and begin.

EVAN ROSENBURG: Thank you. Good morning. My name is Evan Rosenberg. I'm the Senior Manager for Business Development at SRECTrade, speaking in strong support of Electrify America's Cycle 3 California ZEV investment plan. SRECTrade is a technology-driven energy platform and services provider that helps provide equitable access to complex regulatory markets. As one of the largest third-party managers of environmental commodities in the United States, our goal is to
accelerate the adoption of clean energy and clean fuels
while minimizing the time, cost, and risk associated with
achieving financial return and compliance.

We've partnered with Electrify America to deliver
100 percent renewable energy to their growing portfolio of
EV charging stations in California. Our partnership
ensures that every Californian charging their vehicle at
an Electrify America station drives away in a truly
zero-emission vehicle. Together, SRECTrade and Electrify
America are enabling deep decarbonization of the
transportation sector.

The Cycle 3 ZEV investment plan will allow for
continued deployment of charging stations supplied by 100
percent renewable energy bringing the state closer to
achieving its emissions goals to combat climate change and
improve air quality. We strongly urge the Board to
approve this plan, so that more Californians will have
access to charging stations supplied by 100 percent
renewable energy.

Thank you.

BOARD CLERK ESTABROOK: Thank you.
Rachelle Abril, you may unmute yourself and
begin.

RACHELLE ABRIL: Good morning. My name is
Rachelle Abril. Chair and Board members, I'm with the
Mentoring Odd Jobs Organization, a CBO of Merced, California. We provide leadership opportunities, work experience training for local youth in disadvantaged -- in -- and low-income communities to help bring positive activity.

We transport all youth to and from learning sites. We are committed to helping our young people advocate for healthier community with cleaner air and less carbon pollution. We have partnered Valley CAN since 2012, staffed their events where our youth direct traffic and help with customer service.

Electrify America building over the past three years has really increased the numbers of events in Merced, where local residents can qualify and replace their older unreliable cars with cleaner plug-in vehicles. This creates a win-win for MOJO and Merced County residents. Our members gain valuable work experience with Valley CAN. Our community reduces harmful vehicle exhaust. We are grateful for Electrify America funding and we respectfully urge the CARB Board to approve this Cycle 3 plan. Thank you.

BOARD CLERK ESTABROOK: Thank you. Mario Gonzalez, I have activated your microphone. You may unmute yourself and begin.

MARIO GONZALEZ: Thank you, Chair and Board
members. My name is Mario Gonzalez with Centro La Familia Advocacy Services in Fresno, California. Since 1972, Centro La Familia has helped thousands of Fresno County residents through life-changing programs to provide support, resources, outreach, and education. Our non-profit organization assists families and individuals through targeted, culturally sensitive, and bilingual programs that promote health and wellness, strengthen families, help victims of domestic violence, sexual assault, and human trafficking, and encourage civic engagement.

For years, we have worked with -- very closely with Valley CAN to help our members solve the transportation challenges. And we've seen firsthand how replacing older, unreliable vehicles with newer and more efficient plug-in electric vehicles can transform the lives of victims and survivors as long -- as well as our community members.

We at Centro La Familia full understand that clean transportation allows clients to access day-to-day necessities rapidly and efficiently. Electrify American funding has allowed Valley CAN to dedicate more time and energy to helping our customers, our families to get into electric vehicles. This has been a valuable partnership for us. We strongly support Electrify America's Cycle 3
plan.

   I yield my time.

   BOARD CLERK ESTABROOK: Thank you. Maureen Blanc. After Maureen, we have phone number ending in 893, Oscar Bashaw and Jennifer Lape.

   Maureen, I have activated your microphone. You may unmute yourself and begin.

   MAUREEN BLANC: Thank you, Chair Randolph and CARB Board members. This is Maureen Blanc. I'm Director at Charge Across Town. We're a nonprofit helping to move Californians to clean electric transportation through experiential events, outreach, education program, and social media marketing campaigns, ultimately to influence behavioral change.

   We want to commend Electrify America for Cycle 1 and Cycle 2 to expand access to ZEVs in low-income and DAC communities. And we're excited to see the renewed investment in Cycle 3 as well.

   Through Electrify America's funding, we have greatly expanded our reach and capacity across California. Electrify America has been a reliable partner that provides urgently needed funding to scale-up these proven programs to expand access to ZEVs in DAC and low-income communities.

   Over the past two years, in partnership with
Valley CAN, which we've heard a lot from this morning, we have hosted dozens of brand neutral ZEV ride-and-drives in the Central Valley. This has resulted in DAC residents being able to have a hands-on experience with these cars, which are mostly used and affordable.

Additionally, it's allowed us to employ students from local community colleges. We've trained them on EV issues and rebate programs, provided multilingual support as they staffed and ran these ride-and-drive events. Our activities have been very effective, as we heard earlier from Giovanni. Over 2,000 customers at our ride-and-drive events in the San Joaquin Valley have ended up replacing their vehicle, nearly 70 percent of them with a ZEV.

In 2020, we also received a grant with DriveClean Bay Area. With the pandemic and in-person events on hold, Electrify America supported our efforts to produce virtual video ride-and-drives and educational testimonial videos of the EV driving experience.

Electrify America is a supportive partner. It's allowed us to multiply our ability to give hands-on expirational[SIC] education in DACs in the Central Valley and in the Bay Area. We encourage you to support Electrify America's Cycle 3 investment plan.

Thank you and I yield back my time.

BOARD CLERK ESTABROOK: Thank you.
We have a phone number ending in 893. If you can please state your name for the record and you may begin.

I believe you will need to press star six in order to unmute yourself on the hone line.

JAYCIE LAKE: Good morning. My name is Jaycie from Aim High, a community group in Merced that empowers disenfranchised and homeless young women to achieve a sustainable living and self-sufficiency through education, learn life skills, and support services.

One of the most important tools that we can provide our clients is safe and reliable transportation that they need to get to and from work, school, and other essential tasks. Without safe and reliable transportation, it is extremely difficult to break the cycle of homelessness. This is why we work closely with Valley CAN to help our clients with smog repairs needed to renew vehicle registration, and even to replace older unreliable cars with newer and very affordable plug-in electric vehicles.

Electrify America funding has really expanded Valley CAN's ability to help our members for which I am grateful. I urge you to approve their Cycle 3 proposal based on the results we've seen from Electrify America funding since 2019.

Thank you.
BOARD CLERK ESTABROOK: Thank you. Could I ask you to state your name one more time for the record?

JAYCIE LAKE: Jaycie Lake.

BOARD CLERK ESTABROOK: Jaycie?

JAYCIE LAKE: Yes.

BOARD CLERK ESTABROOK: Okay. Thank you.

JAYCIE LAKE: You're welcome.

BOARD CLERK ESTABROOK: Next we have Oscar Bashaw. Oscar, I have activated your microphone. You can unmute yourself and begin.

Oscar, it looks like you've unmuted yourself, but we are not able to hear you.

There is a call-in number that's projected on the screen -- oh, go ahead

OSCAR BASHAW: Yes. Can you hear me now?

BOARD CLERK ESTABROOK: Yes, we can.

OSCAR BASHAW: Good morning. My name is Oscar Bashaw. And I'm the Vice President of the Civil Gas and Electric for the Western Region for PAR Electrical Contractors. I'm based in Hemet, California, and I have called California my home for 58 years.

And I thank you for allowing PAR to speak today. We also support the Cycle 3 California ZEV investment plan and urge the California Air Resources Board to approve it today, so that our investments can continue.
You have heard already how the $200 million investment will bring our State closer to achieving its emission goals to combat climate change and improve air quality. We are excited about continued investment in the ultra fast charging that can recharge a car at approximately 20 miles of range per minute, serving customers and automakers.

I would like to offer additional perspective with respect to employment opportunities here in California. PAR is a national leader in all aspects of outside electrical construction. PAR offers a full range of construction services and solutions of substations, overhead lines, underground distribution lines, and transmission projects.

We also participate in electric vehicle charging station builds, and with maintenance, and start-up, and associated communications, we have a right -- a range of energy services, and emergency storm restorations, and assessments, engineering, recruitment, and construct projects.

PAR is a local company with a national presence employing more than 2,350 employees throughout the United States. And we have 900 of those employees living in California.

The Cycle 3 investment would create and sustain
jobs in -- around the Los Angeles area and support the
city's leading environmental efforts, including
accelerating the transition to heavy-duty zero-emission --
emission vehicles. Allow PAR to -- is a proud member of
the International Brotherhood of Electrical Workers, a
partner with multiple organizations supporting our
best-in-cost craft-skilled workforce our. PAR has forged
a strong partnership with the IBEW, and we are proud to
say that more than 90 percent of our workforce is union.

As a key partner with Electrify America, PAR has
performed critical electric construction projects and
services throughout the State of California. Electrify
America investments, it is creating jobs and is exactly
what we need to help strengthen our economy and improve
quality of life for all of us, especially those facing
disappropriate impacts in and around the PORT And along
the goods move corridor.

PAR is committed to California and adopting
zero-emission vehicles. And we are prepared to build and
associate --

BOARD CLERK ESTABROOK: Thank you. Your time is
up.

OSCAR BASHAW: Thank you very much.

BOARD CLERK ESTABROOK: Thank you.

Our next --
CHAIR RANDOLPH: Madam Clerk?

BOARD CLERK ESTABROOK: Yes.

CHAIR RANDOLPH: I just wanted to indicate that we'll be closing the sign-up queue for speakers at about 10:35. So if you haven't already raised your hand to get in the queue, please do so within the next five minutes.

Thank you.

BOARD CLERK ESTABROOK: Thank you. Our next speaker will be Jennifer Lape. After Jennifer, we have Jofil Borja, Courtney Buechert, and Gary Lucks. And I apologize if I mispronounced any of your names. Jennifer, I have activated your microphone. You can unmute yourself and begin.

JENNIFER LAPE: Thank you, Chair Randolph and the CARB Board for the opportunity to speak on this item. I am Jennifer Lape, Director of Fund Development for Ecology Action. We are a CBO based in Santa Cruz, California. And our mission focuses on rapidly reducing greenhouse gas emissions nationally. We provide low-carbon solutions to communities, governments, and businesses that help address emissions from the energy and transportation sectors.

In Cycle 2, Ecology Action was awarded an Electrify America grant to conduct marketing, outreach, and education in low-income and disadvantaged communities.
on the central coast, from Santa Cruz County to Ventura County.

Our project is called ZEVs Para Todos, ZEVs for everyone. Highlights from our ZEVs Para Todos successes to date include:

We enrolled 320 central coast residents in our ZEV purchase guidance program, which works hand-in-hand to take individuals through the purchase process, of which 192 of these participants are low and moderate income;

We have educated 731 participants, of which 50 percent are low and moderate income by conducting EV webinars, and another 661 people have registered and have received the webinar training;

We have recruited, built capacity, and trained 24 volunteer community-based EV ambassadors to work within these communities to encourage the transition to a ZEV vehicle;

And lastly, our marketing has reached 146,000 people to give them individual impressions and engagement around ZEV vehicles and the affordability and ease to make that transition. To date, 44 of our participants have purchased ZEV vehicles.

This EV equity effort is coordinated with other regional CBOs and state groups allowing us to meet -- to reach more low-income and disadvantaged community members.
through on-line management, education and engagement, tracking systems. All of this made possible with Electrify America funding.

We have also been able to hire and build capacity for up and coming ZEV professionals through hiring bilingual and bicultural outreach coordinators for this program.

Ecology Action was also awarded a grant to undertake ZEV STEM curriculum education for fourth to eighth graders in the Central Coast.

BOARD CLERK ESTABROOK: That concludes your time. Thank you.

Our next speaker is Jofil Borja. I've activated your microphone. You may unmute yourself and begin.

JOFIL BORJA: Thank you very much. Good morning, Chair and Board members. My name is Jofil Borja representing Sacramento Regional Transit District.

While Sac RT also experienced ridership loss at our light rail, our buses, and microtransit on-demand, our ADA complimentary service and community shuttles remained highly used including our Franklin microtransit service, which Electrify America gave us -- gave us the opportunity to begin.

We adjusted our service boundaries to ensure that community service members are covered. In fact, during
the height of the pandemic, instead of cutting services, we increased headway and vehicle availability to accommodate the demand. These EV vehicles were a key to the success.

Many in our on-demand transit zones used the shuttles for essential travel, such as doctor visits, work, and groceries for many front-line essential workers who were unable to stay in the shelter-at-home orders.

We became social service providers including food delivery for seniors and families. We changed our micro-service areas to incorporate the county's vaccine distribution sites. We covered new groceries stores to alleviate food deserts. We provided free rides for the vaccines, also transported homeless individuals to warming centers, provided free rides for voting, continued free rides for students, including TK to 12, and even used our EV shuttles to help promote the census.

Building on the success of Electrify America's investment, Sac RT continues to be a change-maker in our community. And we recently worked with our local utility district, that is SMUD, State Treasurer Fiona Ma, and other private partners to further grow EV adoption in Sacramento. We'll use the success of this blueprint to celebrate Justice Tuesday, when we announce our plug-in event, announcing the launch of high speed public charging
in our Power Inn light rail station for both public
fleets, private users, and synergies with first and last
mile e-mobility options, such as scooters and bikes.

Our partnership with CARB, Electrify America, and
other organizations are a testament of what we can truly
do together to adapt, innovate, and encourage lasting
change for the environment, economy, and equity. And now
as we're looking at Cycle 3, Sacramento is excited to
continue this partnership, continue the successes, and
thank you all for your continued support in helping the
Sacramento region and California rebound back even
stronger.

Thank you very much for your help and we wish you
all continued success as we make California a more
inclusive, sustainable, and welcoming community for future
generations to come.

Thank you very much.

BOARD CLERK ESTABROOK: Thank you.

Courtney Buechert, I have activated your
microphone. You may unmute yourself and begin.

COURTNEY BUECHERT: Members of the Board, thank
you very much for the opportunity to speak today. My name
is Courtney Buechert and I'm the CEO of Eleven, an
advertising agency based here in California with offices
in San Francisco and Los Angeles. Eleven has been lucky
enough to work closely with Electrify America since December of 2018 as the creative arm behind the brand neutral campaign known as Normal Now.

Since launching in August 2019, Normal Now has been very successful at delivering on its awareness and education goals. This has been evidenced by many performance indicators, including a greater than nine percent increase in familiarity with ZEVs and a greater than 10 percent increase in consideration for ZEVs among our target audience. It's also helped to reduce certain perceived barriers to ZEV ownership such as range anxiety by nearly two percent.

Your approval of Electrify America's Cycle 3 investment plan for California will mean the continuation of our combined efforts to drive education and awareness in this very important market through the successful Normal Now work.

As a California-based company that is built on human capital, this investment plan will also support local jobs at Eleven and with our production vendors throughout California to help create ongoing advertising materials.

On behalf of my colleagues at Eleven and my partners at Electrify America, I fully support this investment plan and ask the Board to grant its approval.
Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Gary Lucks. After Gary, we have Matthew Chen, a phone number ending in 373, and a phone number ending in 173.

Matthew, I have activated your microphone. You may unmute yourself -- I'm sorry, you may unmute yourself and begin.

MATTHEW CHEN: Thank you for the opportunity to speak today. My name is Matthew Chen and I am speaking on behalf of SemaConnect. SemaConnect is a leading developer, manufacturer and provider of plug-in zero-emission infrastructure, including commercial grade charging systems and comprehensive network services.

We strongly support the Cycle 3 California ZEV investment plan and respectfully recommend that the Board approve it so investment can begin. We support Electrify Americas's plan, because it continues investment in ultra fast charging, which complements our own level two charging stations for residential, commercial, and multi-family properties.

As you may know, ultra fast chargers can recharge a car at approximately 20 miles of range per minute, serving both customer and automaker needs. Since Electrify America began deploying ultra fast chargers in
2018, many automakers have brought to the U.S. market new models that are capable of faster charging, including Hyundai, Ford GM, Audi and Lucid.

Electrify America also is focused on the customer experience through industry best practices, such as installing credit card readers on its Signet chargers.

Electrifying heavy-duty vehicles, including and around the ports of Long Beach and Los Angeles is what we need to help strengthen the economy in California and improve the quality of life for all of us, especially those who face disproportionate impacts in transportation corridors.

These investments will create and sustain jobs in and around LA and support California's environmental policy leadership by accelerating the transition to heavy-duty zero-emission vehicles.

Thank you again for the opportunity to speak On behalf SemaConnect, I ask the Board to approve the Cycle 3 California ZEV investment plan.

I yield my time.

BOARD CLERK ESTABROOK: Thank you.
And Gary, I apologize for the skipping over you. I have activated your microphone, so you can unmute yourself and begin your comment.

Gary, are you able to unmute yourself and begin?
GARY LUCKS: Good morning. My name is Gary Lucks. And I am the principal attorney with Beyond Compliance. Beyond Compliance is a California-based environmental compliance and environmental consulting firm committed to helping companies maintain environmental compliance. And we guide companies to shrink their ecological footprint while reducing carbon footprints and electrifying corporate fleets.

We are a net Electrify America partner with a team of California permit expediters and environmental attorneys committed to obtaining electric vehicle permits in California throughout the state with a number of jurisdictions.

Electrify America's investment is creating green jobs and expanding the green economy. We support their plan, because it continues investment in ultra fast charging and with the Governor's Executive Order calling for the phase-out of the internal combustion engine by 2035 and other auto manufacturers like GM falling in line and Volvo with even a more ambitious time frame, California will need to greatly expand its electric vehicle charging infrastructure.

The Cycle 3 investment will create and sustain green jobs and -- around California and support our leading environmental efforts, including accelerating the
transition to electric vehicles.

On behalf of Beyond Compliance, I urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you and I yield my team.

BOARD CLERK ESTABROOK: Thank you.

Next, we have a phone number ending in 373. Please unmute yourself and state your name for the record before you begin.

CARLEEN CULLEN: Yes. Hi. This is Carleen Cullen, C-u-l-l-e-n. And I am the founder and Executive Director of Cool the Earth and Drive Clean Bay Area, nonprofit initiatives. I also served as then Governor-elect Gavin Newsom's policy advisor for electrifying transportation in California in 2017 and '18.

The mission of Drive Clean Bay Area is to engage consumers in switching to clean transportation with an emphasis on ZEVs and e-mobility options. And our primary message is to help drivers commit to making their next car electric.

I'm speaking here today in support of Electrify America's Cycle 3 plan. It's clear from the rapid changes in the ecosystem in the ZEV world in California and the United States, that there are many advancements in terms of charging infrastructure, rates of speed, the reduction of cost of ZEVs. And one of the primary issues is that
consumers have not been able to keep up with the rapid change. The Drive Clean collaboration is a data driven collaboration of 75 organizations. And we work to engage and support drivers every step of the way in making their transition.

Our collaboration is comprised of cities, NGOs, utilities, and more recently we've launched co-branding national initiatives with the League of Women Voters of the United States and the International Rotary.

With the support of Electrify America's Cycle 2 plan, we have partnered with Acterra and Charge Across Town, created and delivered a new ZEV families program for low-income and disadvantaged communities. This is a full funnel program, which includes awareness, engagement, test drives, and then ongoing communication to make sure that when there are new incentives, new updates to the charging network items, such as new smart chargers for MUDs that the people we've engaged with can be become aware of these.

We are data driven. We've have 6,000 new contacts, 25 percent are in LIC and DAC communities. Three hundred drivers have converted to ZEVs as a direct influence of our program and 42 percent have committed to making their next car electric.

So we firmly support Electrify America's Cycle 3
funding and we look forward to expanding the efforts to --
for a clean California.

    Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker is phone number ending in 173.

After that, we will have Daritza Gonzalez, Gilbert Botham,
and Kristin Torres.

    Daritza, I have activated your microphone. You
may unmute yourself and begin.

DARITZA GONZALEZ: Thank you. My name is Daritza
Gonzalez and I am speaking on behalf of L.A. County
Supervisor Janice Hahn. Supervisor Hahn represents the
Fourth District in LA County, which includes both Long
Beach and Wilmington. So we're calling in for this item
for our communities. Both ports of LA and Long Beach have
admitted their commission to transition to zero-emission
vehicles by 2030. And this funding will definitely help
escalate that to much better youth. And we look forward
to seeing how Electrify America is going to work with the
cities to enhance their plans and their transition.

    The county board of supervisors have approved our
county sustainability plan, which also has ambitious goals
in zero-emission vehicles. Just last -- a couple months
ago, the Board approved a zero-emission vehicle
infrastructure plan. And we look forward to working with
Electrify America to ensure that we are including equipment and infrastructure that is needed in these communities. So we are very supportive of this plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

And a phone number ending in 173, I've activated your microphone. You may unmute yourself and please state your name for the record before you begin.

PASTOR NAILAH HUBBARD: Hi. I am Pastor Nailah Hubbard. That's spelled N-a-i-l-a-h. And I want to say thank you, first of all, Madam Chair and Board members. I'm representing Distinguished Outreach Services of Merced California. And we are a community-based organization that delivers resources to families that most need the help in Merced, but particularly those families that traditionally don't qualify or fall just outside of qualifications for traditional services.

We work closely with Valley CAN to ensure that our constituents are able to access all available vehicle incentives. We want you to know that we greatly appreciate how Electrify America's Cycle 1 and Cycle 2 funding has allowed Valley CAN to expand their events and their outreach in Merced. We have been able to increase our ability to encourage our community members to replace older cars with affordable and more reliable used plug-in
vehicles.

And based on this experience, we are really in strong support of Electrify America's Cycle 3 plan. I believe that's my time and I thank you for yours.

BOARD CLERK ESTABROOK: Thank you.

Gilbert Botham, I have activated your microphone. You may unmute yourself and begin.

GILBERT BOTHAM: Good morning, Chair, Vice Chair, members of the Board. My name is Gil Botham and I'm a Senior Associate at Gladstein Neandross and Associates, a leading clean transportation and energy consulting firm.

We are here to support Electrify America's investment into the zero-emission sector. We are at a critical turning point for the electrification of the medium- and heavy-duty transportation industries. These industries play a vital role in the U.S. economy.

We need big market players like Electrify America to make bold moves that motivate fleets to gain confidence in this emerging market. It is well documented that high capital costs in the nascent market deters firms from switching from diesel to battery electric. Even for large market players, charging infrastructure is a critical gap in the industry.

We were able to identify these gaps bridging us closer to our zero emission goals. Electrify America's
investment in the Cycle 3 plan takes a big step forward in helping to support the fleet electrification needs. With this project, Electrify America will also invest into education and outreach, while supporting disadvantaged communities, along with the revival of their Green City program.

With millions of dollars already invested through Electrify America's efforts, we believe that the approval of the Cycle 3 plan is critical in meeting the emission abatement goals of Electrify America and the State of California.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Kristen Torres Pawling. After Kristen will be Nicole Culp, Jack Symington, and Jon Walker.

Kristen, I've activated your microphone. You may unmute yourself and begin.

KRISTEN TORRES PAWLING: Good morning, Madam Chairs, and members of the Board. My name is Kristen Torres Pawling and I'm the Sustainability Program Director for the County of Los Angeles Chief Sustainability Office. I'd like to thank the Board for the opportunity to express our support this morning.

I am here to state the county staff and echo
Supervisor Hahn's appreciation for the Board's leadership in shepherding a process for the Electrify America Cycle 3 investment plan that focused on pollution reduction, stakeholder engagement, and place-based solutions. We are here to highlight our support for the investment plan and selection of the Long Beach-Wilmington community as the next Green City.

The Long Beach and Wilmington Community is a part of the nation's goods movement system. The investment proposed in that community is essential and emblematic of the kind of approach that we at the County need to realize our goals and that we also believe is needed for achieving State goals.

I'll just quickly expand on some of the goals mentioned by Supervisor Hahn's office. In 2019, our board adopted the nation's most ambitious regional sustainability plan. It included aggressive air quality targets, such as reducing childhood asthma prevalence, and even lowering on-road diesel PM emissions by 80 percent below 2017 levels by the year 2025. We also set a goal of a fossil fuel free Los Angeles.

We not only established these ambitious regional goals, but we centered equity in our approach, meaning we identified the need to start first with the places most in need. That's why an investments in -- an investment
plan spending $25 million in transit and heavy-duty charging in a community like Long Beach-Wilmington is so neatly aligned with our goals.

This kind of approach requires not only government investment and regulation, but private sector action targeted to rectify past public policy and private sector choices that left place like Long Beach and Wilmington with disproportionately poor health outcomes.

We also recognized the racial equity aspects of air quality in our region, where these poor health outcomes are more likely to be borne by people of color. We are -- also recently adopted a zero-emission vehicle fleet purchasing policy, where all new county fleet vehicle purchases, regardless of vehicle class, are required to be zero-emission, where a model is commercially available that meets operational needs.

Between action like ours and the action before you today, we are together sending a signal that it's time to take transit and heavy-duty EV charging seriously, and that communities like Long Beach and Wilmington are the perfect place to advance reach change.

We respectfully urge approval of the Cycle 3 plan. Thank you.

BOARD CLERK ESTABROOK: Thank you.

Nicole Culp, I have activated your microphone.
You may unmute yourself and begin.

NICOLE CULP: Thank you for the opportunity to speak today. My name is Nicole Culp and I am speaking on behalf of Core States Group. We urge the California Air Resource Board to approve the Cycle 3 California ZEV investment plan. Core States Group is a diverse team of approximately 300 engineering and construction employees nationwide, with over 50 in California.

Based mainly in California, our energy team of dedicated engineering and construction staff has a wide expertise in ZEV charging stations, battery energy storage, combined heat and power, and commercial solar. This team has designed and built nearly 80 EV charging stations across the state of California.

We support approving Electrify America's plan, because it continues investment in the rapid deployment of ultra fast charging stations across California. It will maintain the pace of construction and job creation that are the hallmark of Electrify America's investment to date.

Core State Group is proud to be one of Electrify America's design and build general contractors in California. We oversee the station construction from start to finish with meticulous project management and
successful contracting with experienced licensed subcontractors.

Currently, we have ten stations under construction in California right now. Electrify America's investment is creating jobs in California. We have over 50 employees in California and we have contracted with approximately 20 California-based subcontractors.

At Cores States, we strongly believe that successful project development and execution comes from partnering with our experienced staff and well-qualified extremely experienced vendors and subcontractors, which lowers risk and cost.

Thank you again for the opportunity to speak. On behalf of Core States Group, we urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker is Jack Symington. Jack, I have activated your microphone. You may unmute yourself and begin.

JACK SYMINGTON: Hi. Thank you. My name is Jack Symington. I am here representing the Los Angeles Cleantech Incubator, LACI, and its Transportation Electrification Partnership. Thank you, Chair, for the opportunity to provide public comment on Electrify
America's Cycle 3 investment plan. LACI and the Transportation Electrification Partnership strongly supports Electrify America's Cycle 3 investment plan, in particular, the selection of the Wilmington-Long Beach community for the Green City program in the Cycle 3 investment plan.

LACI and TEP have been working with the City of Los Angeles, the County of Los Angeles, the San Pedro Bay ports and our partners to accelerate adoption of zero-emission trucks serving our nation's busiest port complex. Through this outreach, planning grants, and advocacy, LACI and the Transportation Electrification Partnership are dedicated to ensuring that the San Pedro Bay ports achieve 40 percent zero-emission drayage trucks by 2028.

Transformative investment in charging infrastructure, as outlined by Electrify America in their Cycle 3 investment plan, is crucial to reaching this necessary target for -- on the way to get 100 percent zero emissions by 2035 per the Port's Clean Air Action Plan and Governor Newsom's Executive Order N-79-20.

Electrify America's comprehensive approach to transportation electrification investment will support this goal for Los Angeles County, while sparking deployments across the state as well. This investment
could not be more timely, as manufacturers, fleets, policymakers, and community are all aligned on the need to act immediately and forcefully to achieve the State's climate goals and regional air pollution goals.

Electrify America's investments are also creating economic opportunities for many stakeholders throughout California. Vendors responding to an Electrify America 2020 survey identified more than 1,000 California workers who have been a part of Electrify America projects from July to December 2020, 62 percent of whom lived in low-income and disadvantaged communities.

We respectfully urge you to find Electrify America's Cycle 3 California ZEV investment plan as consistent with requirements and to keep California not only at the forefront but also as a leader in the fight against climate change.

Thank you. And I yield my time.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker is Jon Walker. After Jon, we will have Michelle Pierce, Espe Vielma, and Mariela Lopez.

Jon, I have activated your microphone. You can unmute yourself and begin.

JON WALKER: Good morning. My name is Jon Walker and I'm the Electric Vehicle Policy Manager at Lyft.

Thank you for the -- for allowing me to speak
today in full support of Electrify America's Cycle 3 California ZEV investment plan. This significant $200 million investment in California over 30 months will bring the State closer to achieving its emission goals to combat climate change and improve air quality by transitioning to zero-emission transportation including for drivers of transportation network companies.

At Lyft, we've committed to reaching 100 percent electric vehicles on our platform by 2030, and efforts like this one by Electrify America will help propel us toward our goal. We are also supportive of working and working towards the goals of the California Clean Miles Standard which will require large-scale infrastructure projects like this one. Scaling EVs will have a transformational impact on both society and environment, and Lyft is uniquely positioned to help ensure that their benefits are distributed equitably, to historically underserved communities, where nearly half of all our rides in California start or end.

That's why the plan's metro-oriented charging station investment is so important. It will be made to support electrification transitions for shared mobility drivers of car-share, taxis, and transportation network companies, where today charging solutions are often not readily available. This is important because emission
savings from electrifying a TNC vehicle are over three
times as high as electrifying an average California
vehicle, according to a study from UC Davis.

This is due to the high usage of TNC vehicles.
Electrify America's efforts will help Lyft attain its
ambitious 2030 goals of a hundred percent EVs on the Lyft
platform. This will allow Lyft to make electric vehicles
more widely available to those who drive on its platform,
most of whom identify as a minority, and many of whom hail
from disadvantaged communities. We respectfully urge you
to approve Electrify America's Cycle 3 California ZEV
investment plan.

Thank you very much.

BOARD CLERK ESTABROOK: Thank you.

Michelle Pierce, I have activated your
microphone. You may unmute yourself and begin.

MICHELLE PIERCE: Good morning. Thank you for
letting me speak this morning. My name is Michelle Pierce
and I represent EV Nirvana. I support the Electrify
America Cycle 3 ZEV investment plan. It is a robust plan
that brings Green City investment to Southern California.

I live in the Inland Empire region of Southern
California and it has some of the worst air pollution in
the country. Specifically where my apartment is, there is
a lot of truck traffic -- heavy-duty truck traffic. And
creating a Green City at a point where a large percentage
of the trucks start or end their journey will hopefully
reduce air pollution in my neighborhood.

I do want to add a couple of points regarding
equity. Although the DC fast charging infrastructure is
very needed and very important, equity in disadvantaged
communities would benefit from installation of affordable,
convenient, level two charging inside neighborhoods.
Providing apartment dwellers access to the ability to
charge their electric vehicle overnight at a cost that is
much lower than DC fast charging and within walking
distance to where they live is very important.
And my last point is please prioritize
maintenance on the existing DC fast chargers, especially
the ones that are remote.

Thank you.

BOARD CLERK ESTABROOK: Thank you.
Espe Vielma, I have activated your microphone.
You may unmute yourself and begin.

Espe, it looks like you are joined from two
devices. Okay, it looks like one of them muted, so you
can go ahead and begin.

CYNTHIA LAU: Good morning, Chair and Board
members. My name is --

BOARD CLERK ESTABROOK: Espe, it's a little
difficult to hear you. Are you -- can you get closer to
the device.

CYNTHIA LAU: Okay. So good morning, Chair and
Board members. My name is Cynthia Lau. I am here --

BOARD CLERK ESTABROOK: I'm sorry. We're still
not able to hear you. It sounds very distant.

CYNTHIA LAU: Is that better?

BOARD CLERK ESTABROOK: Okay. One more time.

CYNTHIA LAU: Hello.

BOARD CLERK ESTABROOK: That's a bit bitter. It
sounds like there might be feedback, if you're joined on
multiple devices.

CYNTHIA LAU: Okay. Hold on.

BOARD CLERK ESTABROOK: Okay. Go ahead.

CYNTHIA LAU: All right. Does this sound better?

BOARD CLERK ESTABROOK: Yes, it does. Thank you.

CYNTHIA LAU: Good morning, Chair and Board
members. My name is Cynthia Lau and I am representing the
Environmental Justice Coalition for Water. As part of our
mission to educate, empower, and nurture our communities,
who serve as a public advocate for environmental justice
issues setting the stage to continuously transform systems
and institution to achieve equitable opportunities and
outcome for water justice, we strongly support efforts to
make electric vehicles more widely available in
disadvantaged communities.

The work that electrify America has been supporting, which has allowed Valley CAN to work alongside our mission and effort, has made a real impact in our work. We are grateful for this partnership, so we strongly support Electrify America's Cycle 3 plan in hopes that this work can continue.

Thank you. And I yield my time.

BOARD CLERK ESTABROOK: Thank you.

Next, we have Mariela Lopez. After Mariela, we have Christopher Chavez, Mark McLanahan, and Adrian Martinez.

Mariela, you may unmute yourself and begin.

MARIELA LOPEZ: Hi. Good morning. Thank you for the opportunity to speak today. My name is Mariela Lopez and I am speaking on behalf of Regeneración, Pajaro Valley Climate Action. We support the Cycle 3 California ZEV investment plan and urge the California Air Resources Board to approve it today, so investment can begin.

Regeneración is a non-profit organization in the Pajaro Valley centered around environmental justice with our mission of helping create more resilient communities that can live in harmony with our environment, by creating a more equitable and sustainable future.

We support the -- we support Electrify America's
plan, because it continues investment in ultra fast charging. Ultra fast chargers can recharge a car at approximately 20 miles of range per minute serving customers and automaker needs. Since Electrify America began deploying ultra fast chargers in 2018, many automakers have brought to the United States market new models that are capable of faster charging.

Electrify America has also focused on customer experience. We are proud to have work with them to deploy plug and charge capability, and ZEV awareness, access, and education. Electrify America's investment is creating jobs. For Regeneración, it has created the position that I currently hold as a Transportation Justice Coordinator, where I am able to work one-on-one with community members and help them find the resources available to them for their transportation needs, more specifically, help bridge the access low income to middle class individuals have to electric vehicles.

These investments will help create and sustain jobs in and around California and support our leading environmental efforts including accelerating the transition to heavy-duty zero-emission vehicles.

Again, on behalf of Regeneración, I urge the Board to approve the Cycle 3 California ZEV investment plan and I thank you for the opportunity to speak.
BOARD CLERK ESTABROOK: Thank you.

Christopher Chavez, you may unmute yourself and begin.

CHRISTOPHER CHAVEZ: Yes. Good morning, Board members. My name is Chris Chavez and I am the Deputy Policy Director at Coalition for Clean Air. We support the Cycle 3 California ZEV investment plan and urge the California Air Resources Board to approve it today.

Despite California's long-standing climate leadership, the State faces significant air quality challenges. California dominates the list of most polluted cities in the American Lung Association's State of the Air Report. Multiple air basins in the state fail to meet federal and State air quality standards. In addition to not being in attainment for ozone, the air in communities near goods movement corridors is plagued by highly toxic diesel particulate matter, DPM, a known carcinogen.

The Cycle 3 ZEV investment plan will continue to expand access to zero-emission vehicles in California by further building out ultra fast light-duty charging infrastructure, support electrification of the medium- and heavy-duty sectors, and invest in brand-neutral education efforts. All these will be vital in helping California meet its electric vehicle deployment commitments, as well
as its obligation to reduce greenhouse gas and health harming emission.

We recommend the Cycle 3 ZEV investment plan continue exceeding the precedent set under AB 1550, which requires at least 35 percent of GGRF revenues to be spent in disadvantaged communities. We also recommend that Electrify America to work directly and -- with and solicit guidance from TNC drivers, particularly low-income drivers in helping them transition to zero-emission vehicles in pursuance of CARB's Clean Miles Standard Rule.

Lastly, we also encourage CARB, South Coast AQMD, and Electrify America to work collaboratively in implementing the Green City program in Wilmington and Long Beach. Wilmington, Carson, and West Long Beach is an AB 617 community. And the goods movement corridors in the region run through multiple AB 617 communities.

I comment Electrify America for their initial efforts to work with the local AB 617 community steering committee, which I am a member of.

Thank you again for this opportunity to speak. On behalf of Coalition for Clean Air, I urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Next, we have Mark McLanahan. I have activated
your microphone and you may unmute yourself and begin.

MARK McLANAHAN: Good morning. Thank you, Chair Randolph and members of the Board. This is Mark McClanahan. I am the CEO of Pearce Renewables. We are a California based fuel service field service company that provides nationwide service for mission-critical energy infrastructure, including EV charging, battery energy storage, wind, and solar.

Electrify America investment plans and its mission to build out their charging network infrastructure will support the continued adoption of zero-emission vehicles within California and around the country, and will bring valuable high-paying jobs to California. Pearce shares its mission of EV adoption and is a strong supporter of Electrify America's Cycle 3 plan.

A foundational element of the program is the fast charging stations, which support private vehicle and public bus transit, as well as heavy- and medium-duty fleet and port transportation electrification.

 Pearce has highly skilled technicians to maintain this type of infrastructure and plans to keep these great jobs in California. CARB's commitment to programs like this from Electrify America and others like it create important environmental and economic opportunities within California. Pearce alone, for example, has over 365
employees in California along with over 75 subcontractors
to deliver field services to all our customers.

We greatly appreciate your continued support of
this investment plan, which makes California the national
lead in EV adoption and a leader in the fight for cleaner
healthier air.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Adrian Martinez. After
Adrian, we have Lauren Faber O'Connor, Erick Karlen, and
Tom Knox. Adrian, I have activated your microphone. You
may unmute yourself and begin.

ADRIAN MARTINEZ: Hi. Good morning, Chair
Randolph and members of the Board. Thank you for the
opportunity to present on this item. You know, I often
find it odd when we're discussing the investments related
to the VW scandal. I think at its core, we like the
public investments in zero emissions, the job creation and
whatnot, but we must remember that these funds came from a
wrong to Californians and folks throughout the country.
And it also kind of highlights that -- highlights the
perils of combustion-based vehicles and the cheating that
can go along with those vehicles.

So even though we're excited about the
advancements in zero emissions and the work of Electrify
America to advance zero-emission vehicles in charging and education, we can -- we've got to keep in mind the -- you know, the core of how we got here.

I'm here today to support the focus on zero emissions in Wilmington and Long Beach. There's been a lot of debate in the harbor area over the last decade and a half with groups like Earthjustice and our partners pushing for zero-emission solutions for the ports. We're glad to see that Electrify America and the California Air Resources Board are going to prioritize zero emissions in the harbor. That's what Earthjustice and our partners have been calling for for decades. And we're glad to see that this will continue the focus here and in other regulations and strategies to get to a zero-emission truck fleet and zero-emission cargo handling equipment.

Overall, we support moving forward with this investments -- with these investments. Thank you.

BOARD CLERK ESTABROOK: Thank you.

Lauren, I have activated your microphone. You may unmute yourself and begin.

LAUREN FABER O'CONNOR: Hi. Good morning, everyone and good morning to the esteemed members of the Board. My name is Lauren Faber O'Connor. I'm the Chief Sustainability Officer for the City of Los Angeles and Mayor Garcetti's office. It's really wonderful to see so
many of you.

I'm speaking here today on behalf the Mayor in strong support of Electrify America's Cycle 3 investment plan, specifically the Green Cities proposal. I first want to thank CARB staff for their extraordinary work all things related to the VW settlement and the consent decree and how incredible it is to fast forward to today and see the benefits really accruing across the state, and how your work with Electrify America is sparkling, no pun intended, important investments on zero-emission technologies, upstream and downstream, on pollution reduction, community benefits, and jobs. And I can say that, because we're seeing it firsthand in Los Angeles.

Now, the Mayor set a goal for a completely zero-emission bus fleet for our LA DOT by 2028 and LA Metro, one of the largest transit agencies in the country, is not far behind at 2030.

And between them, we've got already 300 electric buses purchased and a few dozen operating on the streets of LA today. So having an additional partner on charging makes a real difference to our timelines and makes our investments go further.

And as you know, the Ports of LA and Long Beach are both adopting a clean truck fee this year. And Electrify America's bullishness and resolve on heavy-duty
charging is exactly the market signal that's needed in the region in this important inflection point on ZE trucks, as Adrian rightly pointed out.

Finally, you know, I thankfully do not need to inform any of you of the air quality crisis faced by the communities in Wilmington and Long Beach, but I do want to recognize the involvement of many of the community leaders and early input on the Green Cities proposal and commitment to ongoing engagement.

The strength of Electrify America's investments is really thanks to these organizations mobilizing to make sure there's a shared vision for equitable outcomes and promoting access and affordability, and workforce development, and really sharing -- seeing real local jobs.

The Mayor is ready to commit the force of multiple city departments and leverage partnerships to complete high-impact projects. And we hope that you'll (inaudible) region through the investment proposal under consideration today.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Erick Karlen, I have activated your microphone.

You may unmute yourself and begin.

ERICK KARLEN: Thank you. And good morning, Board members. I'm Erick Karlen, Senior Policy and Market
Development Advisor at Greenlots. Greenlots is a leading provider of EV charging software service and infrastructure based in Los Angeles. And we support Electrify Americas's Cycle 3 California ZEV investment plan and appreciate the significant planning and stakeholder outreach that went into this. This investment, including in transit in heavy-duty applications will play an important role in moving the State closer to achieving its zero-emissions goals, while directly supporting job creation.

Indeed, significant infrastructure investment is needed to meet the need for over 1.5 million shared chargers by 2030 for light-duty vehicles as the Energy Commission's AB 2127 report recently found. Importantly, the plan continues to prioritize rural, disadvantaged, and low-income communities for investment to help address significant equity challenges and ensure that all communities can access charging and benefit from the transition to electric vehicles.

As part of this, Greenlots strongly supports Electrify America's decision to invest 25 million in the Green City program in the Long Beach and Wilmington community, home to the nation's busiest port complex and served by a fleet of over 18,000 drayage trucks, and is classified as an extreme nonattainment area under the
Clean Air Act.

I also want to emphasize that in addition to creating an important backbone network of foundational charging infrastructure, Electrify America has really played a key and important role, and industry stewardship role in developing a positive driver experience by investing in open standards based hardware and software, facilitating credit card payments, plug and charge, and supporting network roaming.

Electrify America, Greenlots, and the industry as a whole are supporting increasingly higher expectations for equipment up-time and overall operations maintenance. As an example, in addition to consistently reliable network uptime, Greenlots has developed Greenlots Care, a robust equipment uptime operations and maintenance service offering that create -- that provides for over 98 percent equipment uptime.

So Greenlots appreciates Electrify America's comprehensive approach to transportation electrification investment and we encourage the Board to approve this investment plan today.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Tom Knox. After Tom, we have Minh Le, Dean Siegrist, and Heather Tomley.
Tom, I have activated your microphone. You may unmute yourself and begin.

TOM KNOX: Good morning, Chair and Board members. Thank you. My name is Tom Knox Valley CAN. Big thanks to Giovanni for the recognition this morning. But I've got to say, the real credit goes to the Valley CAN team and really to the CBO partners, some of whom we've heard from this morning, who are the ones who really make the -- our outreach work in communities around the San Joaquin Valley. The extra capacity that Electrify America has given us over Cycle 1 and Cycle 2 to do deeper outreach, to do deeper engagement with these communities has really helped to get ZEVs into these communities.

As soon as low-income residents see for themselves the reliability, the low cost of zero-emission vehicles, they immediately are major evangelists. I think we've hit a point now where there is a feedback loop of, you know, this great experience with ZEVs going through these communities, and I think we'll just see these results improve as we go. What we've really learned from Electrify America though over the last three years is the value of data of really analyzing our data to improve programs constantly.

We've learned from Electrify America their technical assistance that there's ways to improve our
business model, there's ways to be more data driven to
constantly improve our program, so that the CBOs can be
more effective, so that the customers can have a smoother
process. That's where we think we've seen a real
permanent improvement in the way that we can reliably have
DAC residents respond to the program, to qualify in very
high numbers, and come out of the experience with very
high satisfaction, which then they share with their
friends and neighbors, and that feedback loop continues.

So we really, really appreciate the capacity
building of Electrify America, the lessons we've learned
from them, and the support they've given us to strengthen
and broaden our community network.

And then I have to also acknowledge the Valley
Air District whose support makes the Clean Cars 4 All
Program possible in San Joaquin Valley. So thank you to
everyone involved for all the success. And I'll just
close with we strongly support the Cycle 3 plan and urge
CARB Board to approve it.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Minh Le, I've activated you microphone. You may
unmute yourself and begin.

MINH LE: Good morning, Chair Randolph and
members of the CARB Board. My name is Minh Le and I'm
speaking here in several different capacities, including for my main role as the General Manager for Energy and Environmental Services for the County of Los Angeles. I'm also speaking today as LA County's representative on the Mobile Source Air Pollution Reduction Review Committee, the MSRC.

I would like to lend the County's full support behind this Cycle 3 investment plan that will further the state in our region's goals around transportation electrification. The LA County Board of Supervisors adopted a very ambitious sustainability plan in 2019 that has a vision of transitioning to a fossil fuel free region. Given that LA is considered by many to be the car culture capital and much of the imported goods into the United States that arrive by shipping pass through our region, making progress in LA is an important step in shifting the nation and the world to reducing emissions from the transportation sector.

We are especially supportive of The designation of the Long Beach-Wilmington area as a second Green City. In particular, electrifying heavy-duty and public transit vehicles is critical to improving air quality along the 710 corridor.

I also want to lend support for investments across the state on workforce development, especially in
disadvantaged communities that can provide skills based training to expand the EV infrastructure, installation, and maintenance workforce. The County has a number of partnerships to focus on these workforce development activities, including with the California Conservation Corps, the California Energy Commission, Cerritos Community College, LADWP, and IBEW to help ensure that as we expand EV infrastructure across our region, we do so with an eye towards advancing equity in our workforce. However small, these are critical investments in our communities.

On behalf of the County of Los Angeles and my colleagues from Supervisor Hahn's office and our Chief Sustainability Office said earlier, we would like to lend our full support for Electrify America's Cycle 3 investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Dean Siegrist, I have activated your microphone. You may unmute yourself and begin.

Dean, you should have a prompt to unmute yourself and then you may begin.

DEAN SIEGRIST: Thank you. Thank you for the opportunity to speak today. My name is Dean Siegrist, speaking on behalf of Black and Veatch. We support the
Cycle 3 California ZEV investment plan and urge the California Air Resource Board to approve the plan, so investment can begin and the momentum that has been established in Cycles 1 and 2 continues.

Black and Veatch is an engineering and construction firm that has built -- been building critical human infrastructure for more than a hundred years. Over the last decade, we have been designing and constructing DC fast charging infrastructure across North America. We are proud to report that we have built over 250 Electrify America sites in California and are currently working to add an additional 36 locations before the end of the year.

We support Electrify America's plan to continue investment in ultra fast 150 and 350 kW charging, which is much needed infrastructure as more OEMs bring vehicles that are capable of even faster charging. Electrify America's investment is creating jobs. To support the program, we hire local subcontractors in California to build the infrastructure, while supporting the work with local management and engineering, leveraging our multiple offices across the state of California.

We are pleased to see the efforts to support electrifying heavy-duty vehicles, including in and around the Ports of Long Beach and Los Angeles. The vehicles are now becoming more readily available and will require this
additional charging infrastructure.

These investments create and sustain jobs in and around LA and support our leading environmental efforts, including accelerating the transition to heavy-duty zero-emission vehicles.

Thank you again for the opportunity to speak and on behalf of Black and Veatch, I urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Heather Tomley will be our next speaker. And after Heather, we will have Jacob Ruff, Jonathan Pruitt, and a phone number ending in 630.

Heather, I have activated your microphone. You may unmute yourself and begin.

HEATHER TOMLEY: Good morning. My name is Heather Tomley and I'm the Managing Director of Planning and Environmental Affairs at the Port of Long Beach. And I thank you for the opportunity to provide brief comments to the Board today.

I wanted to share our support for Electrify America's Cycle 3 California ZEV investment plan. The Port of Long Beach, together with our neighbor, Port of Los Angeles have adopted goals to get to zero emissions for terminal equipment by 2030 and on-road trucks by 2035,
in order to improve air quality and public health and to
fight against climate change.

Significant investment and infrastructure to
support heavy-duty zero-emission vehicle operations,
especially over the next few years, will be critical in
achieving those goals. In particular, we want to express
our appreciation and support for the second Green City
recommendation in the plan for the Long Beach-Wilmington
area, identifying a targeted investment in the largely
disadvantaged communities near the ports. This
demonstrates an important and an essential investment
where it is most needed.

We therefore express our support and urge you to
move forward with the Cycle 3 investment plan today to
continue investments in this critical zero-emission
infrastructure. Thank you very much for your time.

BOARD CLERK ESTABROOK: Thank you.

Jacob Ruff, I have activated your microphone.

You may unmute yourself and begin.

JACOB RUFF: Thank you, Chair Randolph and Board
member. Hopefully, you all can hear me. I am Jacob Ruff,
Operations Manager of Western Farm Workers Association.
WFWA is all volunteer independent membership association
of farm workers and other low-income workers in the San
Joaquin Valley.
Since 1983, we've organized seasonal and migrant farm workers to fight the root cause of our poverty conditions. We organize a free-of-charge self-help benefit program to meet survival needs, so we can fight to change the government policies that perpetuate poverty. Consistent with our campaign to demand that the federal government implement the 2030 sustainable development goals, in particular Goal 7, ensure access to affordable, reliable, sustainable, and modern energy for all. Valley CAN has organized tune-in and tune-up events at the San Joaquin County fairgrounds.

And since 2015, our members gained access through those events to smog repairs that they could not otherwise afford. When 2018 wildfires put farm workers lives in danger, due to poor air quality, Valley CAN sponsored our N-95 mask distributions to farm workers and other workers who work outdoors and needed protective equipment.

Electrify America's Cycle 3 plan would advance the sustainable development goals and benefit farm workers and other low-income workers by increasing access to clean car options in one of the regions with the dirtiest air in the nation. We urge the California Air Resources Board to approve this plan on behalf of Western Farm Workers Association.

Thank you.
BOARD CLERK ESTABROOK: Thank you.

Jonathan Pruitt, I have activated your microphone. You may unmute yourself and begin.

JONATHAN PRUITT: Good morning, Chair, Board, CARB staff, and the public. My name is Jonathan Pruitt. I am the Environmental Justice Program -- or I'm the Environmental Justice Program Coordinator at Catholic Charities Diocese Stockton providing our huge support for Stockton and the other sites in the proposed Cycle 3 plan. Stockton has been working hard for the past five years to slowly transition to a green economy and bring investments back to our underserved communities. With the support of the Transformative Climate Communities grant from the Strategic Growth Council, the AB 617 Community Air Protection Program, CARB, and the Sustainable Transportation Equity Program from CARB, this grant from Electrify America will streamline Stockton's infrastructure for electric vehicles and EV charging stations. We look forward to its implementation to the port.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Next, we have a phone number ending in 630. And then a phone number ending in 336, Nora Fahmy and Faye Caswell.
Phone number ending in 630, I have activated your microphone. Please state your name for the record and you may begin.

GEORGE PINGARRON: Hello. My name is George Pingarron. I am calling on behalf of Dos Vinedos Organization of Stockton. We are a community group that helps deal with -- helps deliver badly needed benefits to the neighborhoods with the greatest challenges. We have worked for many years with Valley CAN to help our members solve problems with their vehicles. And we have seen how Electrify America's support has given Valley CAN a lot more ability to help with smog repairs and even with replacing older cars with used plug-in electric vehicles.

This type of funding is really making the difference for our members, so we urge you to approve Electrify America's Cycle 3 plan, so that this partnership can continue.

Thank you.

BOARD CLERK ESTABROOK: Thank you, George. Could you please spell your last name for the record.

GEORGE PINGARRON: P as in Paul I-n-g-a-r-r-o-n.

BOARD CLERK ESTABROOK: Thank you so much. Our next speaker is phone number ending in 336. Please state your name for the record and you may begin.
And you will need to press star six, I believe, on your phone in order to unmute yourself.

It doesn't look like on -- from our end that you've been able to successfully unmute, so I will come back to you shortly and try again.

Nora Fahmy, I have activated your microphone. You may unmute yourself and begin your comment.

NORA FAHMY: Thank you. Hi. Good morning. First, thank you for the opportunity to speak today. My name is Nora Fahmy. I would like to thank -- to thank LACI for giving me the chance to learn more about the green technology and APC Fellowship Program and the chance to join charging station internship.

I would like to talk more about what I have learned during the APC Fellowship Program. I learned how to make a web application from that front-end, back-end, and database. And now I'm working for charging stations as front-end engineer and internship program. I'm working in designing, coding, and testing phases to make a mobile application from scratch. I would like to join a company which working in the green technology field. Finally, I would like to thank Electrify America for Cycle 2 investment in LACI APC Fellowship Program and kindly support Cycle 3 zero-emission vehicle investment plan.

Thank you.
BOARD CLERK ESTABROOK: Thank you.

Faye Caswell, I have activated your microphone. You may unmute yourself and begin.

FAYE CASWELL: Good morning, and thank you for the opportunity to speak today. My name is Faye Caswell. I'm the National Account Manager of Electrify America with Modis, which I am speaking on behalf of.

Modis delivers cross-industry expertise in technology and digital engineering, consulting, talent services, and skill to enable digital transformation acceleration.

We support the Cycle 3 California ZEV investment plan and urge the California Air Resources Board to approve it today so investment can begin. We support Electrify America's plan because it continues investment in ultra fast 150-kilowatt and 350-kilowatt charging. We are partnered with Electrify America and is very focused on customer service -- or customer experience. We are proud to have worked with them to deploy plug and charge capability and credit card readers on every public DC fast charger on Electrify America network and our teams work 24/7 to identify and address technical and engineering challenges on the Electrify America network and bring about rapid resolution.

In December 2020, the Electrify America fast
charging network was rated number one by Charged Electric Vehicle Magazine and received its Best-in-Test award. We're very proud of the role that Modis' technical team has played in making Electrify America's network the best in the industry.

In addition, Electrify America's investment is creating important jobs at Modis and within the community, which is incredible -- which has an incredible diverse workforce. Modis is working to close diversity gaps and develop technology and engineering teams that are broadly represented of the American workforce. We feel strongly that diversity enhances performance and efficiency while also encouraging innovation.

Thank you again for the opportunity to speak. On behalf of Modis, I urge the Board to approve the Cycle 3 California ZEV investment plan.

Thank you and I yield my time back.

BOARD CLERK ESTABROOK: Thank you.

I'm going to come back to the phone number ending in 336. It looks like you might be joined twice and so I'm going to activate both. Please unmute yourself and try to test your microphone.

Unfortunately, we can't hear you and you're called in. If there's a possibility for you to refer to the public agenda and try in through Zoom, but
unfortunately I'm not able to see that you're unmuted on your end. You're able to be unmuted from our end, but we can't see it on yours.

So with that, I'm going to go to our next few speakers will be Matt Klopfenstein, Amy Lilly, and Jose Marin.

Matt, I have activated your microphone. You may unmute yourself and begin.

MATT KLOPFENSTEIN: Thank you. Good morning, Chair and Board members. Matt Klopfenstein on behalf of Uber here speaking in support. We are very pleased to support Electrify America's Cycle 3 California ZEV investment plan.

This significant $200 million investment in California over the -- over the next 30 months will bring the state closer to achieving its emissions goals, to combat climate change, and improve air quality.

Importantly, the plan continues to prioritize rural, disadvantaged, and low-income communities for investment to ensure that all communities can access charging and benefit from the transition to EVs.

As it relates to the rideshare industry, which will be working to comply with the most aggressive electrification and GHG reduction targets in the world under CARB's recently adopted Clean Miles Standard Policy,
the Cycle 3 package would enable EA to better -- to better
provide funding for vehicle supply via purchase and
deployment of electric taxis, TNC vehicles, and fleets, et
cetera, which Uber has found to be a key barrier to most
low- and middle-income drivers.

In particular, Uber's pilot programs and data
suggests that short-term rental and lease offerings for
EVs presents the best value to prospective drivers and
therefore the best potential for growth of EV passenger
miles on our platform.

Electrify America would certainly not be alone in
supporting TNC drivers under this. Last year, Uber made a
global commitment to full electrify our rideshare platform
by 2040, along with $800 million in resources to help
drivers make a fair transition.

With all that said, we respectfully urge that you
find that EA's Cycle 3 California investment plan is
consistent with the requirements and support them.

Thank you very much.

BOARD CLERK ESTABROOK: Thank you.

Next, we have Amy Lilly. Amy, I have activated
your microphone. You may unmute yourself and begin.

AMY LILLY: ThanK you for the opportunity to
speak today. My name is Amy Lilly and I am speaking on
behalf of Mercedes-Benz U.S.A. MB U.S.A. supports
Electrify America's Cycle 3 California ZEV investment plan and urges the California Air Resources Board to approve it today, so that investment can begin. We're excited to launch the Mercedes-Benz EQS in the United States later this year and we'll continue our efforts towards a transformative shift to electric vehicles throughout the decade.

We support Electrify America's plan, because it continues investment in ultra fast 150-kilowatt and 350-kilowatt charging. Ultra fast chargers can recharge a car at approximately 20 miles of range per minute addressing one of the key hurdles to EV adoption. Electrify America has also focused on the customer experience. It is very important to us that our customers have a positive charging experience. We're impressed by Electrify America's customer service and unique attributes, including compatibility with our Mercedes me Charge network and also our plug-in charge capability.

In summary, Mercedes-Benz U.S.A. is committed to bringing EVs to the market. However, we know that we need chargers in every California community in order to enable EV adoption. Electrify America's investment is going to help us reach that goal and that will benefit the economy, the environment, and the people of California.

Thank you again for the opportunity to speak. On
behalf of MB U.S.A., I urge the Board to approve Electrify America's Cycle 3 California ZEV investment plan.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Jose Marin. After Jose, we have Scott Kim, a phone number fending in 689, and then Ed Merrick. Jose, I have activated your microphone. You may unmute yourself and begin.

JOSE MARIN: Thank you. Good morning, Madam Liane Randolph, Chair, and distinguishable Board members. My name is Jose. I do the community engagement and outreach for Valley CAN and really wanted to express my feel on the Cycle 1, Cycle 2 plan that we have been a part of through our partnership with Electrify America. And this partnership has really allowed us to collaborate deeper with communities across the San Joaquin Valley.

        Valley CAN is known for establishing those relationships throughout the eight counties of valley. And this support has really enabled us to deepen the resources and services to these communities. So just in short, I wanted to give you a broad overview of that and appreciate the support throughout this time, and encourage you to approve this new Cycle 3 zero-emission vehicles investment plan.

        Thank you. And I look forward to hearing positive outcome of this meeting.
BOARD CLERK ESTABROOK: Thank you.

Scott Kim, I have activated your microphone. You may unmute yourself and begin.

SCOTT KIM: Good morning, Chair and Board members. I thank everyone for giving me an opportunity to speak today.

My name is Scott Kim, Global Sales Manager at Signet EV. And I'm speaking on behalf of Signet EV today. For those who are not very familiar with Signet, we are one of the largest manufacturers of DC fast charging hardware based in South Korea, and have been working very closely with Electrify America since 2017 for both Cycle 1 and 2 investments, and now hoping to support the Cycle 3 California ZEV investment plan as well.

We have delivered about 1,780 ultra fast chargers to Electrify America so far and delivering 280 more in this year. That is more than 2,000 ultra fast chargers in total. We support Electrify America's plan, because it will continue investment in ultra fast 150-kilowatts and 350-kilowatt charging. These ultra fast chargers can recharge EVs at approximately 20 miles of range per minute serving customers and automakers' needs.

Since Electrify America began deploying ultra fast chargers in 2018, many automakers could have brought to the United States market new models that are capable --
capable of much faster charging such as Hyundai, Ford, General Motors, Audit, and Lucid.

Second, Electrify America has always set a much higher standard on customer experience and they are really providing the best charging experience to EV drivers becoming the best EV charging infra -- infrastructure model for the global markets, even for Korean market as well. We are very proud to have worked with them to deploy plug and capabilities and hassle free credit card readers on every single Signet charger on the Electrify America network.

And last, but not least, Electrify America's investment is also creating jobs. Signet leverages a global supply chain creating jobs around the world, including in the United States and California. Even though we have been gaining efficiency and lowered the cost of chargers by using a single production line in Korea, we are planning to develop U.S.-based manufacturing facilities along with the partnership with Electrify America. And it is part of our long-term planning.

Thank you again for the opportunity to speak today. On behalf of Signet, we urge the bold -- Board to approve the Cycle 3 California ZEV investment plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.
Next, we have a phone number ending in 689. I have activated your microphone. You may unmute yourself and begin.

EMILY ROTMAN: Hi. My name is Emily Rotman. I am planner with and representing the Southern California Association of Governments, otherwise known as SCAG. We want to express support for approval of Electrify America's Cycle 3 California ZEV investment plan. This plan is an important 200 million investment that will bring the state and the SCAG region closer to achieving our emissions goals to combat climate change and improve air quality by transitioning to zero-emission transportation.

SCAG is the largest metropolitan planning organization in California, in the United States, including six counties and serving approximately 19 million people within 197 jurisdictions.

Accelerating transportation electrification is a key strategy of our regional transportation plan and sustainable communities strategy, known as Connect SoCal. Investments in transportation electrification are critical for meeting our greenhouse gas emission reduction targets under SB 375.

The Cycle 3 ZEV investment plan will expand access to zero-emission vehicles by further building out
ultra fast charging infrastructure in metropolitan areas and along highway corridors, supporting transit, and medium- and heavy-duty fleet charging, and sponsoring the ZEV education and training of other organizations.

Importantly, the plan continues to prioritize rural, disadvantaged, and low-income communities for investment ensuring that the charging benefits from the transition to electric vehicles are equitably distributed.

Electrify America's investments will help support implementation of Connect SoCal and our ongoing electrification initiatives in Southern California, such as training and outreach for AB 1236 permit streamlining for EV charging stations, an electric vehicle charging station suitability analysis, a last mile freight grant program, a regional rail electrification analysis, and a medium- and heavy-duty zero-emissions roadmap.

Additionally, SCAG supports the proposed $25 million investment in a Green City program to the Long Beach-Wilmington community, home to the nation's busiest port complex and served by a fleet of more than 18,000 drayage trucks.

This targeted investment to support electrification of transit and medium- and heavy-duty vehicles in the SCAG region will advance CARB's priorities to quickly transition buses and drayage trucks to ZEVs and
measurably reduce pollution in the communities that are classified as extreme non-attainment under the Clean Air Act.

Thank you for the opportunity to provide supportive comments on behalf of SCAG this morning.

BOARD CLERK ESTABROOK: Thank you.

Next, we will hear from Ed Merrick and then John Jon Walker.

Ed, I have activated your microphone. You may unmute yourself and begin.

Ed, I'm sorry. It looks like the version of Zoom that you are using is not allowing me to activate you to speak, so if you could try calling in. The phone number is listed on the screen.

Sorry about that.

And that concludes the list of commenters. However, there's a few folks that are listed under someone who has already spoken.

So Espe, if there's someone else that is under this name, I want to just give you the opportunity to test your micro, if it is somebody else that's just used the same log-in.

ARLENE GALINDO: Hello? Hi. This is Arlene Galindo. Good morning, Chair and Board members. I'm with the Stockton Native Collective, a group that is dedicated
to supporting indigenous communities within San Joaquin County. Our organization places a high value on reducing the air and water pollution that is destroying the former natural beauty of our ancestral lands.

One of the biggest needs of our members is to have clean and reliable transportation throughout the valley in order to access better paying jobs and continue education. We certainly appreciate how Valley CAN has partnered with us and our counterparts for many years to make it easy for our members to qualify for smog repairs and even to replace their older dirty cars with affordable used plug-in vehicles.

Switching to electric vehicles is a game changer for our members, as they don't have to constantly use expensive gasoline and their cars aren't spewing poisonous exhaust. Electrify America funding has helped Valley CAN to be able to work more with our members in a wide capacity. We'd like to see this partnership with Valley CAN continue, so we respectfully request that CARB Board approve Electrify America's Cycle 3 plan.

Thank you very much.

And then we also have a few other members that we work with that are on the line to speak, Café Coop, the Khmer Group, and Empowering Young Voices. Thank you.
person would like to speak, it looks like your microphone is already unmuted.

GEORGE PINGARRON: This is George Pingarron. I'm speaking on behalf of Brandy Spencer with Empowering Young Voices.

BOARD CLERK ESTABROOK: Okay. George, thank you. We already -- we're only having everyone speak once. If there's somebody else in that group that has not already spoken, then they can go ahead be begin.

TANYA HYDE(PHONETIC): Can I go ahead and speak on behalf of the Khmer Group?

BOARD CLERK ESTABROOK: I'm sorry. It's hard to hear you whoever is speaking now.

TANYA HYDE(PHONETIC): (Inaudible)

BOARD CLERK ESTABROOK: Can you try one more time?


BOARD CLERK ESTABROOK: Okay. That's a little bit better.

TANYA HYDE(PHONETIC): Okay. Thank you, Chair and Board members. My name is Tanya Hyde and I am representing the Khmer community, which is just one part of a very large and diverse Southeast Asian community in San Joaquin County. As a relatively new community, we are always seeking to build partnerships that can help to
expand our member's ability to establish deeper roots and contribute to each other's success. One issue that has been an ongoing challenge is clean and efficient transportation. We work closely with Valley CAN to help our members clean up their valley -- vehicle emissions and replace their gas-powered cars with more efficient electric vehicles. I have seen firsthand how Electric[America] financial support has made Valley CAN more able to help out our members.

I urge the CARB Board to approve the Electrify America's Cycle 3 plan, so that this partnership can continue. Thank you.

Is there an opportunity for Café Coop and Todos Unidos Stockton to speak. They're also here with us today.

BOARD CLERK ESTABROOK: Great. Thank. We'll go ahead and start the clock again for them, if they can just make sure to state their name up front, that would be great.

ESPERANZA VIELMA: Hello. Good afternoon. Can you hear me?

BOARD CLERK ESTABROOK: Yes. We can.

ESPERANZA VIELMA: Okay. Thank you, Chair and members. My name is Esperanza Vielma. I am the Executive Director and founder of Café Coop, a co-op and the first
one -- nonprofit incubator in San Joaquin County. We work with our communities of color and micro-business start-ups, and small businesses. We serve the Stockton area and San Joaquin County.

Electrify America funding has made a real difference for us as it has allowed Valley CAN to work with us to replace our member's older cars with plug-in electric vehicles.

Now, that we've seen how inexpensive and convenient the electric vehicles are, Café Coop is hoping to adopt electric vehicles for all of our outreach for water quality, climate change, and COVID vaccinations in our hard-to-reach rural communities.

We want to expand this partnership, so we respectfully urge the CARB Board to approve Electrify America's Cycle 3 plan.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Okay. Ed Merrick, I've activated your microphone. You may unmute yourself and begin.

All right. It doesn't look like that's working unfortunately still, Ed. We will come back to you. You can also go onto our website to send us your comments, if you have written comments that you'd like to submit.

And Chair Randolph, that concludes the list of
commenters for the item.

CHAIR RANDOLPH: Thank you.

Mr. Corey, are there any issues raised in the comments that you want to address?

EXECUTIVE OFFICER COREY: Chair, no additional comments. The third cycle investment plan comports with the consent decree and we recommend approval.

CHAIR RANDOLPH: All right. I will now close the record on this agenda item. If any Board members have questions or comments, please click the raise hand symbol.

Board Member Riordan.

BOARD MEMBER RIORDAN: Thank you, Madam Chair. First, let me just say I very much appreciate the third cycle of this investment plan. And I believe it is a good one and certainly will support it. And particularly, I want to draw attention to this naming of Wilmington and Long Beach as the second Green City location. I think that's very important for the Southern California area.

And while I've said that, I just would like to encourage Electrify America and our staff in the fourth cycle -- I'm already thinking about the fourth cycle. I'd like you to perhaps consider the San Bernardino and Riverside areas where the existing warehouse exists. These trucks that are going to be electrified are going to be traveling to and from those warehouse sites. Many of
these warehouse sites are in or near communities of low
income and color. And I think we would be doing a great
service to both the industry and the truckers, and to the
communities, by providing opportunities for charging, so
that these truckers can go back and forth easily.

I don't know the range that trucks will have, but
I think it would be smart to have the ability to charge
both at the port and at the locations where the goods are
going to be located.

So I would just encourage you in that fourth
cycle to look at that, make it a round trip sort of
charging opportunity for our truckers.

Thank you, Madam Chair.

CHAIR RANDOLPH: Thank you.

Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Hi. Yes. Thank
you, Chair. Thank you to staff for working on the
analysis. And my only comment is that I hope that we can
see more of these partnerships with educational
institutions to strengthen the workforce for this
infrastructure and, you know, more broadly zero-emission
vehicles as well, as I -- as we've seen the Bakersfield
College in the San Joaquin Valley. The Bakersfield
colleges, Electrify America partnership, I hope that we
can see more of those in the future as well.
CHAIR RANDOLPH: Thank you.

Supervisor Fletcher.

BOARD MEMBER FLETCHER: Thank you. Thank you, Chair and thank for the presentation from Electrify America and all the folks who called in to lend your support to this. I would just like to encourage all the folks that are a part of Electrify America, as we move forward in San Diego, is we've made pretty significant investments as well in charging infrastructure. We have ensured the EVITP certification process. I think as we're -- as we're building out this system and network, we want to make sure we're doing it right. We also want to make sure we're contributing to good jobs. And so we have found down here that to be a wonderful certification process to ensure we get good well trained, skilled folks that are doing the installations. And I think that would be a -- something that I would -- I would really encourage you to take a look at in moving forward with what you do surrounding that.

That's it. Thank you.

CHAIR RANDOLPH: Thank you.

Board Member Hurt.

BOARD MEMBER HURT: Thank you, Chair. Thank you, staff, and Electrify America, Mr. Giovanni Palazzo for the extensive presentation and documentation. I truly
appreciate the leadership of Electrify America. They're stating clearly that they want to support all Californians, and equity is integrated into their speak, and so I really do feel it's a genuine goal.

With that said, I do want to highlight and uplift a couple of the public comments expressed in the staff presentation that I think is really important and something I similarly notice, which is the specific language that states "Disadvantaged low-income communities/highway". And while the charger placement may check the box of the geographic area that's labeled disadvantaged or low income along a highway - and by the way, we know that there are a lot of highways that go through disadvantaged communities - it's not clear to me whether the low-income communities use them as well or are there individuals from other zip codes that are stopping through to use them.

And so don't get me wrong, it's excellent that they're present, but would investment be better made or more impactful in low-income communities and if they were placed -- concentrated in those spaces where there are large access gaps for folks. And I'm really thinking about the multi-unit dwellings, not just along highways, but within cities that can easily be identified in small and large cities' generally plans.
So again, many thanks for being a part of this transition, but please look and focus on multi-unit dwellings in other areas within disadvantaged and impacted communities, so that they're not as well left behind in this transition.

And I think someone noted the TNCs. And as everyone knows, there are a lot of drivers that are in small or in multi-unit dwellings that will really need this access. And so if we're going to use this funding, let's do it right.

So again, many thanks.

And I think I'll just add one last thing is the Q1 report in appendix, it listed the date of the charger's commission, the number of sessions that happened in 2021, and it's clear that's an impact from COVID when you look at some of the numbers.

In the future, it would have been nice to see the lifetime of the chargers as well, not just how many sessions occurred in 2021, so that we can really target where to improve marketing and communications. But again, I'm going to go ahead and support the investment plan, but please again focus on multi-unit areas as well as just more data so that we can get the word out on this transition.

Thank you, Chair.
CHAIR RANDOLPH: Thank you.

Dr. Balmes.

BOARD MEMBER BALMES: Thank you, Chair Randolph. I'll be quick, because Supervisor Hurt basically made the point that I wanted to make, that we know that there's already an issue with residents of multi-unit apartment buildings, especially in lower income communities, you know, having access to charging for electric vehicles period, independent of Electrify America's investment plan. So I would just add my support to Supervisor Hurt's comments about this is an area to target if we really want to make a difference for disadvantaged low-income communities.

But I will also say that I'm impressed with the progress that's been made so far by Electrify America and the working relationship between Electrify America, and the Board, and the many other organizations that came to testify in support of Electrify America's investment plan today. It's really pretty remarkable compared to what we heard in 2018, so I do support the investment plan.

CHAIR RANDOLPH: Okay. Seeing no other Board members with their hands up.

I will just note a couple quick things. I wanted to echo the comments of my fellow Board members about multi-unit dwellings, and in particular lift up the
comments of one of the commenters Michelle Pierce, who noted that having charging within walking distance of folks' multi-unit dwellings I think is -- would be a great priority. And she also noted one of the -- one of the things I comment on a lot, which is maintenance. Please make sure these chargers are fully maintained. There is nothing more frustrating than planning on accessing a particular charging station and finding the units not working.

And then lastly, I appreciate SCAG's support of the investment plan and their support of the permit streamlining in 1236. And I encourage their work with all of their jurisdictions to ensure that 1236 is fully implemented, so that this infrastructure can be permitted and deployed.

Okay. So the Board has before them Resolution number 21-14. Do I have a motion and a second?

BOARD MEMBER PACHECO-WERNER: I move.

BOARD MEMBER BALMES: Second.

BOARD MEMBER HURT: Second.

CHAIR RANDOLPH: All right. Clerk, could you please call the roll.

BOARD CLERK ESTABROOK: Dr. Balmes?

BOARD MEMBER BALMES: Yes.

BOARD CLERK ESTABROOK: Mr. De La Torre?
BOARD MEMBER DE LA TORRE: Yes.

BOARD CLERK ESTABROOK: Mr. Eisenhut?

BOARD MEMBER EISENHUT: Yes.

BOARD CLERK ESTABROOK: Supervisor Fletcher?

BOARD MEMBER FLETCHER: Fletcher, yes.

BOARD CLERK ESTABROOK: Senator Florez?

BOARD MEMBER FLOREZ: Yes.

BOARD CLERK ESTABROOK: Ms. Hurt?

BOARD MEMBER HURT: Aye.

BOARD CLERK ESTABROOK: Mr. Kracov?

BOARD MEMBER KRACOV: Yes.

BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?

BOARD MEMBER PACHECO-WERNER: Yes.

BOARD CLERK ESTABROOK: Mrs. Riordan?

BOARD MEMBER RIORDAN: Aye.

BOARD CLERK ESTABROOK: Supervisor Serna?

Professor Sperling?

BOARD MEMBER SPERLING: Yes.

BOARD CLERK ESTABROOK: Ms. Takvorian?

BOARD MEMBER TAKVORIAN: Yes.

BOARD CLERK ESTABROOK: Vice Chair Berg?

VICE CHAIR BERG: Aye.

BOARD CLERK ESTABROOK: Chair Randolph?

CHAIR RANDOLPH: Yes.

BOARD CLERK ESTABROOK: Madam Chair, the motion
passes.

CHAIR RANDOLPH: All right. It is 12:04, so why don't we plan on taking our 30-minute lunch break and come back at 12:35.

Thank you.

BOAR CLERK ESTABROOK: To everyone that has joined us in the Zoom environment, please mute yourself and turn off your video while we're on the lunch break. And then when we come back on, you can rejoin. Thanks.

(Off record: 12:04 p.m.)

(Thereupon a lunch break was taken.)
AFTERNOON SESSION

(On record: 12:35 p.m.)

AGP VIDEO: Hello, ladies and gentlemen. Bob Lloyd with AGP Video. We are recording and broadcasting. Madam Chair, the floor is yours.

CHAIR RANDOLPH: Thank you.

The next item on the agenda is Item number 21-5-3, the 2020 annual Enforcement report. If you wish to comment on this item, please click the raise hand button or dial star nine now. We will call on you when we get to the public comment portion of this item.

Each June, CARB's Enforcement Division prepares a report for the Board and the public detailing staff's work during the year to help ensure compliance with CARB's emission reductions programs. The 2020 report is now available on our website.

Mr. Corey, would you please introduce the item?

EXECUTIVE OFFICER COREY: Yes. Thanks, Chair. Enforcement programs protect public health especially in disadvantaged communities by helping bring non-compliant companies into compliance and therefore ensuring the emission reductions envisioned, when the regulatory programs were adopted, are achieved.

The implementation of enforcement programs is a team effort across CARB. And this year's report
highlights how, despite many challenges in 2020, staff
adopted and continued to implement an effective
Enforcement Program.

I'll now ask Gretchen Ratliff of the Enforcement
Division to begin the staff presentation.

Gretchen.

(Thereupon a slide presentation.)

ED AIR POLLUTION SPECIALIST RATLIFF: Thank you,
Mr. Corey and good afternoon, everyone.

Today, I will provide an up -- overview of the
2020 Annual Enforcement Report.

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ED AIR POLLUTION SPECIALIST RATLIFF: Enforcement
is a team effort across CARB with efforts led by the
Enforcement Division in close coordination with Legal and
program implementation staff. Our primary goal is to
ensure the highest possible compliance rate in every
program we enforce. At the same time, we address
environmental injustice by focusing our enforcement
actions in disadvantaged communities. By doing both, we
create a level playing field across industry, so that
violators do not benefit from noncompliance.

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ED AIR POLLUTION SPECIALIST RATLIFF: The events
of 2020 provided numerous challenges forcing us to think
differently and to adapt our enforcement programs to new realities. In 2020, we conducted more than 13,000 inspections of diesel vehicles, equipment, and ships with 73 percent of inspections in disadvantaged communities and directed $6.8 million in penalties to supplemental environmental projects, or SEPs. We resolved a landmark defeat device case with Daimler Mercedes-Benz resulting in a settlement exceeding $1 billion nationally with $285 million in penalties and mitigation to California.

We continued to expand our stationary source work publishing a report describing the San Joaquin Valley Emission Reduction Credit Program, which is leading to reforms in local permitting practices. And lastly, we resolved 959 routine cases and citations for more than $22 million.

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ED AIR POLLUTION SPECIALIST RATLIFF: In today's presentation, I will start by introducing how enforcement works and describe our efforts to address environmental injustice by focusing on compliance in disadvantaged communities. Then I will describe 2020 highlights in three major enforcement areas: diesel vehicles, product requirements, and stationary sources. I will close with a brief discussion on where our programs are moving in 2021.

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ED AIR POLLUTION SPECIALIST RATLIFF: Our enforcement process is described in our Enforcement Policy, which was developed by a public process, updated in 2020, and is published online at the link listed on the bottom of this slide. CARB conducts field, desk audit, and laboratory inspections, and investigates to document violations. If violations are identified, we issue a Notice of Violation to the responsible party and initiate discussions to resolve the violation. The case is settled when the responsible party agrees to come into compliance and pay a penalty. The associated settlement agreement is a contract between CARB and the responsible party, all of which are publicly posted on our website.

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ED AIR POLLUTION SPECIALIST RATLIFF: Civil penalties are designed to deter future violations, both at the individual company level and across industry as a whole. To be a credible deterrent, the penalty must exceed the economic benefit of noncompliance. In our enforcement process, we first calculate the maximum penalty based on the number of violations and the maximum penalty amounts established in State law. Penalties can be negotiated based on several factors that are established in State law, including environmental harm and compliance history. We publish the range of penalties per
unit or per day of violation for each emission program in our annual enforcement report in Appendix J.

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ED AIR POLLUTION SPECIALIST RATLIFF: We are committed to a transparent enforcement program. All our case settlements and inspection results by program are posted online at the link on this slide. We created our Enforcement Data Visualization System to present the results of our inspections each year. The system is searchable by location and program, providing the result of each inspection we conducted from 2015 to 2020.

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ED AIR POLLUTION SPECIALIST RATLIFF: Next, I will discuss how we focus our enforcement efforts in communities to better address environmental injustice.

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ED AIR POLLUTION SPECIALIST RATLIFF: A history of red-lining and other racist land-use practices led to many people of color and lower income communities being located in close proximity to pollution sources. Where you live is a major determining factor in health outcomes. And so these communities are much more vulnerable to health impacts caused by air pollution. People in these communities often feel that their voices are not heard or are ignored by State and local authorities.
Government was part of creating these inequities, so government needs to be part of the solution. Through enforcement, we can listen to community concerns and help ensure pollutant sources in these communities are compliant with local, State, and federal laws. Through our SEP program, we can help address community identified priorities.

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ED AIR POLLUTION SPECIALIST RATLIFF: We focus our efforts in disadvantaged communities first. We participate in community meetings to better understand local pollution concerns, then prioritize our inspections and programmatic enforcement efforts to provide as much benefit as possible to disadvantaged communities.

Enforcement staff participate in the development of Community Emission Reduction Plans, or CERPs. Specifically, CARB and air districts develop community specific enforcement plans that are integrated into each CERP. Because the magnitude of the problem is so large in prioritizing our efforts, we try to build as much efficiency into our work as possible. Sometimes this means prioritizing particular programs and other times it means prioritizing inspections in select communities. We also work to respond to complaints and direct penalties to SEPs benefiting, and in many cases created by,
disadvantaged communities.

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ED AIR POLLUTION SPECIALIST RATLIFF: The slide highlights two examples of how we address community concerns. We assisted the Department of Toxic Substances Control, or DTSC, with their case against Schnitzer Steel. The facility, as seen overhead in this satellite photo, had been releasing hazardous waste into the community for years. CARB evaluated the air emissions control system and worked with the local community to develop a SEP to benefit them.

In another example, residents near the Van Nuys Airport complained about health impacts from exposure to jet exhaust. The picture on the right, taken from a person's front yard, shows an idling jet directly across the street from a home. We observed aircraft activity at the site and worked with local politicians and Los Angeles World Airports to reduce aircraft idling in the immediate vicinity of houses. We were able to lessen the impact of aircraft emissions on neighbors, but the issue is that homes are still across the street from an active airport hangar.

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ED AIR POLLUTION SPECIALIST RATLIFF: West Oakland is an AB 617 community heavily impacted by the
port, local trucking, and industrial facilities. Our inspections were limited in 2020 due to the COVID-19 pandemic, but we were still able to conduct 300 inspections. We identified several companies that were not complying with the smoke opacity testing requirements for cargo handling equipment, and are working to resolve these violations.

To supplement this work, we reviewed business, inspection, and vehicle registration records initiating 48 ongoing audits of diesel fleets operating in the area. In addition, we worked with the West Oakland Environmental Indicators Project to design a $1.9 million SEP to provide air filtration systems in area schools and community buildings as well as a mobile asthma clinic.

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ED AIR POLLUTION SPECIALIST RATLIFF: The Wilmington-Long Beach-Carson area is an AB 617 community heavily impacted by the ports and trucking activity. Limited by the pandemic, we conducted 1,000 inspections in the community as shown in this table. Engine label violations result when the required emission control label is missing or illegible. This violation is easily corrected by replacing the label.

Additionally, vehicles were cited for excessive smoke and idling. Compliance rates were highest for fuels
and the Truck and Bus Rule and lowest for cargo handling equipment annual opacity testing.

Enforcement helps to ensure regulatory compliance. However, communities still voice concern about compliant operation of vehicles and equipment.

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ED AIR POLLUTION SPECIALIST RATLIFF: SEPs are community-based projects funded by a portion of penalties received from our enforcement settlements. In 2020, the program funded urban tree planting projects in Fresno and Los Angeles, school air filtration projects across the State, and implementation of a major community-driven study by the Public Health Institute in Brawley, located in the Imperial Valley.

In 2020, we allocated $6.8 million in penalties to SEP projects. Today, because of our program, 40,000 students in 65 underserved schools breathe clean air from SEP-funded filtration systems, nearly half from 2020 funding alone. Forty projects currently await funding and we continue to look for partners to build stronger community-driven SEP proposals. We believe SEPs could be a much more powerful tool for affecting change in communities and we are continuing to improve the program.

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ED AIR POLLUTION SPECIALIST RATLIFF: Next, I
will discuss our diesel enforcement work.

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ED AIR POLLUTION SPECIALIST RATLIFF: Diesel particulate matter is a carcinogen and the most significant source of air toxic health risk in California communities. CARB regulations require the use of particulate filters in trucks and will transition on-road and off-road diesel engines to advanced emission control technologies. Our enforcement programs will transition over the next few years. We are achieving compliance with CARB's Truck and Bus Rule, so we are building new enforcement technologies, techniques, and regulations to ensure these trucks, equipped with emission control systems, are well maintained during operation.

The state's ports and harbors are busy hubs for trucks loading and unloading goods. We also maintain a robust enforcement program focusing on ships and other equipment at ports.

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ED AIR POLLUTION SPECIALIST RATLIFF: With a lot of hard work from across CARB over the past few years, including the use of innovative enforcement techniques, extens --

(Voice interruption.)

ED AIR POLLUTION SPECIALIST RATLIFF: --
extensive advertising and outreach, and a new law
requiring trucks to demonstrate compliance in order to
register in California, the Truck and Bus Rule compliance
rate now exceeds 95 percent, with 98 percent for the
heaviest, highest emitting trucks. We are currently
working to clean up the remaining non-compliance. We
estimate the compliance rate for out-of-state trucks at a
minimum of 88 percent.

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ED AIR POLLUTION SPECIALIST RATLIFF: We inspect
trucks at border crossings and across California. When we
identify a non-compliant fleet from another state
operating in California, we can pursue the case directly
or refer to another agency. CARB continues to partner
with the U.S. EPA, which settled the cases shown on this
slide based on information provided by CARB.

In 2020, we developed a new partnership with
local district attorney's offices and referred 528
noncompliant companies dating back to 2017 for additional
investigation.

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ED AIR POLLUTION SPECIALIST RATLIFF: In 2020, we
inspected 11,698 diesel fleet vehicles and issued 1,350
citations. This was down by about one-third from last
year due to the pandemic. We developed an area-focused
investigation strategy as a way to adjust to the pandemic. Using complaints, vehicle registrations, and inspection information, we identified fleets likely to be non-compliant and operating in target areas.

We focused these investigations in Santa Maria, Salinas, and West Oakland recommending 133 companies in these regions for audit. These investigations are ongoing.

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ED AIR POLLUTION SPECIALIST RATLIFF: With the fleet rapidly transitioning to exhaust emission controls, most excess emissions will be generated by a small fraction of high-emitting trucks. CARB developed its Portable Emission Acquisition System, or PEAQS, which takes a picture of a truck license plate and measures emissions as the truck passes the system. Results can be used to identify high-emitting trucks for enforcement.

Once identified, we send a letter to notify the vehicle owner of options to comply. We now have two permanently installed systems at agriculture inspection stations at border crossings and mobile systems, which we deployed at eight locations, screening more than 12,000 vehicles.

This is the future of our heavy-duty truck enforcement program. We are designing and building the
physical and information technology systems. We will deploy 12 new systems to begin program operation by January 2023.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB is developing a new Heavy-Duty Inspection and Maintenance Program as directed by Senate Bill 210. In this program, which is essentially a heavy-duty Smog Check Program, operators will be required to submit onboard diagnostic data to prove their trucks are well maintained.

By 2023, the program will apply to over 1.2 million heavy-duty vehicles operating in California, half of which come from out of state.

We will initially deploy 12 new stationary PEAQS units in the San Joaquin and South Coast air districts to help enforce this program. PEAQS will be used to identify trucks operating without a certificate of compliance with the Heavy-Duty I&M Program, high emitting trucks in need of repair, and non-compliant trucks registered outside of California. We can also use PEAQS to identify high emitting engine makes and models for potential in-use compliance and certification requirement enforcement.

When high emissions are identified, we will work with the truck operator, and if necessary, the truck manufacturer to ensure the vehicle is repaired and
emissions are low.

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ED AIR POLLUTION SPECIALIST RATLIFF: Another important diesel program is marine enforcement. This consists of four major areas: ocean-going vessel fuels, ships docked at berth, cargo handling equipment, and commercial harbor craft.

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ED AIR POLLUTION SPECIALIST RATLIFF: We inspect ships to ensure they are using low sulfur distillate fuel. Compliance rates are high, exceeding 98 percent and we enforce against companies who do not meet requirements. Each year, we audit all ocean-going vessel fleets for compliance with the At-Berth Regulation. This requires a ship to reduce using its own engines for power and instead use shore power. In 2020, we audited 2019 data, which indicates the overall industry exceeds the regulatory requirements of 70 percent reduction.

Notably, we assessed a nearly $2 million penalty to Del Monte for violations of the at-berth regulation at the Port of Hueneme. This is our largest at-berth regulation settlement to date, which reflected several years of the fleet's failure to meet requirements.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB's
regulations apply to a wide array of vehicles, engines, and other consumer products, including solvents, composite wood products, automotive parts, and air cleaners. We evaluate products and enforce where non-compliance is identified.

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ED AIR POLLUTION SPECIALIST RATLIFF: Vehicles and engines must be certified by CARB and issued an Executive Order before they can be legally sold in California. To obtain certification, manufacturers report how the equipment works and conduct testing to demonstrate emissions limits will be met over the life of the vehicle or engine. CARB staff tests vehicles and equipment to verify compliance, and if emissions exceed the standards, investigate.

Often, a failed part is identified as the problem and CARB regulations specify procedures the manufacturer must follow to recall and fix affected vehicles or engines. These recalls are implemented by Certification and In-Use Compliance staff.

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ED AIR POLLUTION SPECIALIST RATLIFF: The certification process is fundamental to CARB's mobile source program. Sometimes during emissions testing and investigation, CARB staff identifies issues that go beyond
failing parts. These violations are extremely serious. In these cases, Enforcement and Legal staff join the team to investigate and document violations of certification requirements. Violations include failure to report or disclose information during or after certification or illegal software called a defeat device. These violations are resolved in collaboration with the California Attorney General's Office, United States Environmental Protection Agency, and United States Department of Justice.

ED AIR POLLUTION SPECIALIST RATLIFF: In 2015, CARB testing of Daimler/Mercedes-Benz vehicles identified undisclosed Auxiliary Emission Control Device calibrations, or AECsDs, and defeat devices in 250,000 model year 2009 through 2016 diesel vehicles sold in the U.S., including almost 37,000 sold in California.

These undisclosed AECsDs cause the vehicles to appear compliant when being tested on regulatory test cycles, but then operate differently during real world driving. Daimler's vehicles emitted oxides of nitrogen, or NOx, in excess of emission standards under normal driving conditions, which is illegal and a threat to public health.

Daimler also programmed the on-board diagnostic, or OBD, systems in the vehicles to work with the defeat
devices to ensure that vehicles pass certification testing and smog checks when emitting excess emissions.

CARB, the Attorney General's office, and the U.S. worked together to hold Daimler accountable. The resulting settlement fixed the vehicles, mitigated environmental harm caused by NOx emissions and deters future violations through a combined settlement exceeding $1 billion, including $285 million to California.

The settlement was the product of years of staff collaboration from CARB's certification, in-use compliance, testing, enforcement, and the legal office.

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ED AIR POLLUTION SPECIALIST RATLIFF: Our enforcement program applies to vehicles and engines of all types. Here are three examples of cases we settled in 2020. Honda sold small off-road gasoline engines used in generators and lawn and garden equipment that did not meet CARB evaporative emission requirements. Navistar failed to disclose changes they made to engines after they were sold, which is a violation of certification requirements. Enforcement staff also inspect dealerships to ensure only CARB-certified vehicles and engines are offered for sale in California. Flagship illegally modified 50 new vehicles for sale into California.

Our enforcement program ensures vehicles and
engines meet California's stringent emission limits to protect public health.

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ED AIR POLLUTION SPECIALIST RATLIFF: Emission controlled vehicles and engines cannot be modified with parts that increase emissions. Our aftermarket parts enforcement program focuses on the entire supply chain from manufacturers, to wholesalers, distributors, retailers, and end users. We ramped up our enforcement program in 2012 due to widespread noncompliance. Over the past eight years, we have closed more than 100 cases and assessed $20 million in penalties. In 2020, we settled a case with Comoto Holdings, an aftermarket parts retailer, for $1.9 million for selling illegal parts.

In 2018, we started a compliance assistance initiative with industry, ultimately resulting in the release of a compliance advisory describing what industry can do to comply with CARB requirements.

The Specialty Equipment Market Association, or SEMA, also expanded its voluntary labeling program for its members so they might more clearly label parts not legal for sale in California.

A testament to the success of our anti-tampering program, a recent U.S. EPA compliance initiative identified that California had the lowest tampering rate
for medium- and light-heavy duty diesel trucks, 1.8 percent, three times lower than any other state.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB regulates the amount of volatile organic compounds, or VOCs, in various categories of consumer products. In 2020, we settled 20 cases for selling non-compliant products assessing over $602,000 in penalties.

One notable case was with Drybar, which sold non-compliant hair spray products resulting in more than nine tons of excess emissions.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB established emission standards for composite wood products to protect the public from formaldehyde emissions. The program is enforced through CARB deconstructive testing and audits. In 2020, we closed four cases for $357,811, including a case with TJX Companies.

Increasingly, we are using a scanning tool to measure formaldehyde emissions from products. Recently using this screening tool, we identified several children's furniture products with high formaldehyde emissions. We quickly contacted the manufacturer who immediately removed all products from stores. This technique shows promise for further protecting public health.
health from non-compliant products.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB's fuel -- fuels regulations specify formulation requirements to reduce smog-forming potential and greenhouse gas emissions. We regularly sample fuels, inspect facilities, and evaluate low carbon fuels standards reporting to identify violations. In 2020, we settled cases with Shell Oil for violations of reformulated fuel requirements and with British Petroleum for violations of the Low Carbon Fuel Standard.

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ED AIR POLLUTION SPECIALIST RATLIFF: Next, I will present our enforcement and related work focused on stationary sources.

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ED AIR POLLUTION SPECIALIST RATLIFF: State law gives 35 local air districts primary authority over enforcing criteria pollutant emissions from stationary sources. CARB supports the air districts by providing training, and reviewing district permitting, regulatory, and enforcement programs to ensure effectiveness in accordance with our oversight authority in State law. CARB adopts regulations designed to reduce greenhouse gases, which apply to stationary sources such
as landfills and oil and gas facilities. We can enforce these laws directly and in many cases have delegated enforcement authority to local air districts. We also operate a statewide Portable Equipment Registration Program.

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ED AIR POLLUTION SPECIALIST RATLIFF: Air districts range in staff size from the hundreds to just one for the entire district. Our training program is especially helpful for the smaller rural air districts. In 2018 and 2019, we worked with local air districts to develop a training plan and in 2020 we released four new online courses to provide fundamental enforcement training. Most stationary sources in California are subject to smoke opacity limits, which are enforced through U.S. EPA Method 9, Visual Emission Evaluation.

CARB is the sole training provider in the state and any inspector must pass a certification test every six months in accordance with federal requirements. This program must be conducted in person and thus was impacted by the pandemic. We amended our class protocols to ensure social distancing, provided protective equipment, and trained over 1,000 students without illness.

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ED AIR POLLUTION SPECIALIST RATLIFF: Our review
programs are designed to help ensure effective local permitting and enforcement. In 2020, we reviewed the San Joaquin Valley Emission Reduction Credit System and Imperial Valley Air District enforcement procedures and worked with districts to implement improvements. We also worked with the California Energy Commission and Bay Air -- Bay Area Air Quality Management District to strengthen public health protection for back-up generator operations.

Using CARB's new Technology Clearinghouse, the Bay Area Air Quality Management District declared large tier four diesel engines as best available control technology for stationary back-up generators. The Technology Clearinghouse is an important tool that CARB is developing and you will hear more about it later today.

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ED AIR POLLUTION SPECIALIST RATLIFF: CARB's Landfill Methane Regulation is designed to reduce methane emissions from municipal solid waste landfills. In 2020, we inspected seven landfills identifying methane emission exceedances at five. We are working with the responsible districts to resolve these violations.

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ED AIR POLLUTION SPECIALIST RATLIFF: We also operate portable equipment registration programs to ensure
compliance with the emission control requirements. Last year, we processed 8,000 applications and collected $9 million in fees, which cover program implementation costs. The Cargo Tank Vapor Recovery Program reviews applications to certify the fuel vapor systems of cargo tanks. In 2020, over 6,000 applications were reviewed. To enhance this program, we created a compliance assistance program that includes training and outreach to regulated companies.

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ED AIR POLLUTION SPECIALIST RATLIFF: Finally, let's discuss current activities and future plans.

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ED AIR POLLUTION SPECIALIST RATLIFF: With pandemic constraints easing, we are working to improve our enforcement programs. We are adapting to the new hybrid telework environment and putting new tracking metrics in place to ensure productivity is maintained or enhanced. We continue to work to be more effective in our enforcement efforts and interactions with disadvantaged communities. As CARB develops new regulations, we provide input to help ensure enforceability. We are developing our next generation of heavy-duty truck enforcement programs and expanding our work on stationary sources.

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ED AIR POLLUTION SPECIALIST RATLIFF: Despite the challenges that the pandemic presented, our enforcement programs remained defective in 2020. Our enforcement report is published at the website shown. This concludes my presentation and we will now be happy to answer any questions you may have.

CHAIR RANDOLPH: All right. Thank you. We will be hearing from the public who raised their hand to speak on this item. Will the Board Clerk please call the commenters

BOARD CLERK ESTABROOK: Thanks, Chair. We have one person with their hand raised. It looks like Matt Homes. Matt, I have activated your microphone. You can unmute yourself and begin your comment.

Matt, are you there?

It looks like you're unmuted, but we can't hear you and now you're muted again.

Hello?

Or is Dillon this line?

MATT HOLMES: How about now?

BOARD CLERK ESTABROOK: Yes, we can hear you.

MATT HOLMES: Yeah, so I'm actually commenting on behalf of Dillon in his role as an Environmental Justice Advisory Committee member. So I don't know if that affects your clock or not. I'm his designated alternate.
So I'll get to the point.

Thank you, Chair --

BOARD CLERK ESTABROOK: So I --

MATT HOLMES: Sorry?

BOARD CLERK ESTABROOK: -- just wanted to clarify, sorry, this is the enforcement item that we're -- that we're covering right now for public comment.

MATT HOLMES: I thought we were taking public comment on the Scoping Plan.

BOARD CLERK ESTABROOK: No, the enforcement item is what's currently being heard.

MATT HOLMES: Okay. Well, I was raising my ass Dillon for the Scoping Plan, so I will withhold my comments.

BOARD CLERK ESTABROOK: Okay. Yeah, we'll come back to that. Thank you.

Okay. Chair, that concludes the list of commenters then for this item.

CHAIR RANDOLPH: Okay. All right. So this is an informational item, so there's no need to close the record, but I will open it up to Board members for questions or comments. Please click the raise hand symbol if you would like to make a comment or have a question.

Board member De La Torre.

BOARD MEMBER DE LA TORRE: Thank you. I just
wanted to thank our Enforcement team, particularly in this last year, how difficult it must be to be out there. And a lot of us have the luxury of being able to work from home. They don't. They have to be out there doing their enforcement work.

And the statistics that they presented in terms of the compliance are really impressive. I remember when we did the amendments on the Truck and Bus Rule. We were at 80 percent compliance. So that was just a couple years ago. And to be where we are is really, really impressive. We have a lot of additional work to do. I know -- I don't know if Senator Leyva is on the line, but her legislation is really going to help us a great deal with those heavy-duty dirty trucks.

And so I just want to acknowledge that I appreciate everything that's done. It really is where the rubber meets the road. It's -- I know it's cheesy, but -- that we do these regulations and our Enforcement team is out there making sure that people are following through.

So thank you to Todd and the whole team.

CHAIR RANDOLPH: Okay. Board Member Takvorian.

BOARD MEMBER TAKVORIAN: Thank you, Chair.

I -- Mr. De La Torre took all my comments, so I just want to echo those and appreciate the hard work of staff with the -- I think the diligence to protect and --
all of our communities, and especially disadvantaged communities especially during this pandemic year. It was really outstanding. And they -- Todd and his whole team really deserved a lot of our gratitude for really hanging in there during this year and really exceeding their goals.

I want to say that the enforcement data visualization map is a really useful tool. And I think it's a good model to build on for what I hope in the future will be complete information for all in -- for facilities from permitting to enforcement, so that we can have that for the entire state of California. And I did want to note, just a regional note, that the staff had pointed out to me during the briefing, and I think it really deserves acknowledgement was their partnership with San Diego Air Pollution Control District who conducted about 3,500 heavy-duty inspections, and issued over almost 300 citations. So that also seems like a very good model to partner with local districts who are on the ground. And I hope that can be used in other regions, so thank you very much.

CHAIR RANDOLPH: Thank you.

Board Member Riordan.

BOARD MEMBER RIORDAN: Thank you, Madam Chair. I, too, want to comment the staff for the work
that they've done this past year. The Enforcement staff has always been very effective and particularly under difficult circumstances as was pointed out.

From the perspective of the mid-sized and small districts, we just can't say enough how important it is to work with our enforcement people. Establishing the webinars for training has been very helpful, particularly in the more remote districts, as well as thought we need to hopefully continue, because not everything can be done on a webinar training situation, particularly the smoke detection.

And I think I would be remiss if I didn't remind the staff that anything you can do to make that accessible -- more accessible for our staff, since it occurs once every six months, I would be very grateful. And I know that the smaller and mid-sized districts would be grateful to. To travel great distances to take that class is sometimes very difficult and very expensive. So anything you can do to augment some local training programs, I would be very grateful, as they would.

Thank you.

CHAIR RANDOLPH: Thank you.

Any other questions or comments from Board members?

All right. Seeing none.
I will add my thanks to the Enforcement staff. I very much appreciate the critical point that was made about government had a hand in building these systematically racist land use and structures. And it's our responsibility to protect those residents that are impacted by that and our Enforcement Program is an excellent opportunity to do that. So thank you so much for that excellent work. And since we don't have a vote, I will move on to our next agenda item.

Okay. The next item on the agenda is Item number 21-5-4, an informational update on the 2022 Scoping Plan process. If you wish to comment on this item, please click the raise hand button or dial star nine now and we will call on you when we get to the public comment portion of this item.

At the May Board meeting, the Board voted to convene the Environmental Justice Advisory Committee. And there was a request for staff to come back and provide an update on the process to develop the 2022 Scoping Plan update. The AB 32 Scoping Plan must be updated every five years. The last update was approved by the Board in late 2017.

We all know climate change is here and it is having a devastating effect on public health, the environment, and our economy. Without action, these
effects will only get worse, especially for communities
that already suffer disproportionate health impacts.

Not only will the 2022 Scoping Plan update assess
progress towards achieving the SB 32 2030 GHG reduction
target, but it will lay out a path to achieve carbon
neutrality no later than 2045. The 2030 target is a
milestone to achieving our mid-century goals and a
progress check on where we are, and what strategy
adjustments are necessary is critical.

Earlier this month, we held kick-off workshops
for the Scoping Plan to have some table setting updates on
the status of key scoping plan topics, such as
transportation and natural and working lands. I attended
some of those sessions, including the EJAC Committee
kick-off and panel. Add I want to thank the Board members
that virtually attended as well.

I want to particularly acknowledge Chanell
Fletcher and Rajinder Sahota for an their collaboration
and inclusion of EJAC members in the opening comments for
the workshop and prioritizing members for comment after
the panel presentations concluded.

Today, we're going to hear more about the process
and the technical analysis that staff will develop as they
build a draft of the update for initial Board hearing in
early 2022. I appreciate the hard work that is going into
this process and improving the Scoping Plan work going forward. I want to elevate the EJAC and thank them once again for agreeing to do this important work.

Over the last month, as we have gotten started, I've observed a lot and heard a lot from various stakeholders and I think it's important for me to share a few thoughts. So I'm going to digress a little bit and talk about our environmental equity work generally and how it isn't helping -- how it is in helping inform me about the Scoping Plan process.

I am very proud of the progress we have made to build on our past efforts to incorporate environmental justice work into the work that we do every day. Since my first Board meeting in February, we have set forth a path to fully implement Senator Florez's bill to phase out ag burning in the San Joaquin Valley. We've created a new Deputy Executive Officer for Environmental Justice, increased the diversity of senior staff, and are working with employees to implement strategies around diversity, equity, and inclusion within the agency.

We have incorporated environmental equity strategies into our triennial research projects. We've made progress incorporating environmental justice into our incentive program, for example, by shifting our last tranche of CVRP funds earlier this year into our equity
programs to serve lower income residents and we've been working on incorporating environmental justice into our rulemaking processes, such as Advanced Clean Cars II, where we have upcoming workshop that will focus on issues of equity. We have continued our hard work on the AB 617 Program, and have welcomed a new head of the Office of Community Air Protection.

And so we are challenging ourselves to ensure that we are incorporating equity into the Scoping Plan process. We are trying to do better. We've been listening to feedback and adjusting on the fly as we hear that feedback. We're listening and we're working hard to make actionable progress.

We have a lot of work to do on the Scoping Plan. And I want to make sure that we are talking not just about process, but about substance. Yes, process is important. I want to make sure that future workshops incorporate issues of environmental equity into substantive conversations and not just a separate panel. I want to make sure that the EJAC meetings themselves are not just about receiving information presented by staff, but there's a robust opportunity for give and take. And I'm confident, based on my work with staff, that they're taking this seriously and they're adjusting how they approach this work.
But we also need to recognize that we have to produce a substantive product and I take that obligation very seriously. Our statutory mandate is to complete the Scoping Plan in 2022 and we will do that. We will lay out a path to achieve our 2030 target and we will lay a path on how to achieve carbon neutrality by 2045. This is critical work at a critical juncture and we must chart our way to a zero-emission future.

At the end of the day, something as complex as the Scoping Plan can't really be drafted by committee. It will be up to our staff to produce a document for us to consider, but the substance of that document will be informed and made more complete by the work of the EJAC. We will need to make sure there are opportunities for the concepts, views, and lived experience of the EJAC members to not just be noted in the document itself, but also to influence and advise the content. And it is that openness to finding areas of commonality and opportunity to adjust that I hope we can bring to this scoping plan process.

I recognize that there will certainly be areas of disagreement and there will be proposals that are not ultimately adopted, but I know we have a lot of common ground. We all want to chart a path away from fossil fuel extraction, refining, and consumption in an equitable area. And I'm hopeful that with the true spirit of
collaboration, we can be open to looking for those areas of common ground that will help us build the best strategies to achieve these goals.

This item is informational, so the Board will not be taking any formal action today, but I am very much looking forward to the comments and input from our Board members.

Mr. Corey, will you please introduce the item?

EXECUTIVE OFFICER COREY: Yes. Thanks, Chair.

As noted, the goal of today's item is to hear from staff on the plan's process, and construction and analysis of the AB 32 Scoping Plan update. And as noted, the Scoping Plan was last updated and approved by the Board in late 2017 and is due back to the Board in late 2022 for consideration. Staff will highlight the governing statutes, Executive Orders, EJAC, and public process, and analytical work that is to be conducted throughout the development process.

Earlier this month, staff held kick-off workshops to help orient stakeholders to the process. We're now currently in an open public comment period on those workshops. And as noted, this is just the beginning of the process to update the Scoping Plan, but our evaluation of deep decarbonization, emission reductions has been ongoing for years, per direction in other statutes and
Board resolutions. Staff will highlight some of these efforts that will feed into the Scoping Plan process.

The staff presentation will also include a timeline and plan for engagement. Staff will work with the EJAC to further refine engagement efforts on the Scoping Plan to ensure strong outreach to environmental justice communities. And while Chanell Fletcher and Rajinder Sahota are the deputies leading the development process of the plan, as you noted, they're supported by at least half of the divisions within the agency, as the plan touches every sector -- every sector of the economy.

As an example, work related to mobile sources, which represents the majority of GHG emissions and air pollution is under the umbrella of at least three deputies and their divisions in the agency. Another area of coordination will need to be with our sister agencies who have primary jurisdiction over key sectors of the economy, such as energy and natural and working lands.

With that, I'll ask Carey Bylin of the Energy Section to give the staff presentation.

Carey.

(Thereupon a slide presentation.)

ISD AIR RESOURCES SUPERVISOR BYLIN: Thank you, Mr. Corey. As you noted, we are just starting the process to develop the 2020 Scoping Plan update. In this
presentation I will provide an overview of the development process, introduce the process to integrate the Environmental Justice Advisory Committee, outline structural pieces of the Scoping Plan and key guidelines we follow, and end with the timeline and next steps.

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ISD AIR RESOURCES SUPERVISOR BYLIN: This graphic should be familiar to many of us. It shows that since 2000, we have made significant progress in reducing emissions per capita per GDP, and in total, while the economy and population continue to grow. We achieved the 2020 target of returning to 1990 greenhouse gas emissions levels in 2016, four years earlier than mandated by AB 32.

The pie chart shows what sectors contribute the most to your greenhouse gas emissions in the AB 32 emissions inventory. Approximately half of the industrial sector emissions are from oil and gas extraction and refining, which means the transportation sector is responsible for about 50 percent of the state's emissions.

We have seen emission reductions in the electricity sector and we have been able to constrain emissions in the industrial, and residential, and commercial sectors, as the population and economy grew. But emissions in the transportation sector remain the most challenging to reduce. At the beginning of this year,
several of the key climate policies doubled in stringency
to help deliver the deeper reductions we need in this
decade. This includes the Renewables Portfolio Standard,

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ISD AIR RESOURCES SUPERVISOR BYLIN: We know that
climate change is happening and we have an imperative to
act. The evidence is clear. The changes in our physical
environment are impacting public health and the economy.
We also know that these impacts are disproportionately
felt by front-line communities, which are often
communities of color. Poor air quality has increased
susceptibility to respiratory illness, such as COVID-19.
Summer after summer, the state has experienced
catastrophic wildfires that have resulted in loss of life,
severe smoke episodes and destruction of property. We
have also seen extended periods of drought that have
resulted in job losses and significant damages to our
agricultural industry. Drought and heat events also
strain our energy grid.

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ISD AIR RESOURCES SUPERVISOR BYLIN: Actions we
take to address climate change must protect public health
and address opportunity gaps. With and economy-wide
climate change plan, we have many opportunities to make a
real difference in heavily burdened communities and make sure that they are the first to benefit from climate action. It is also clear the situation we find ourselves both in terms of air quality and climate change is the result of our dependence on fossil energy -- fossil fuel energy.

Moving away from the combustion of those fuels will bring the necessary benefits to air quality and public health. And we continue to believe that the funds generated through carbon pricing should continue to be reinvested to benefit heavily burdened communities and address opportunity gaps. All of this means we need to be purposeful in integrating equity as we develop the Scoping Plan. Doing so will be an ongoing discussion with the Environmental Justice Advisory Committee, which I will refer to as the EJ Advisory Committee.

Staff's initial thoughts for integrating equity include working across all levels of the organization to engage with the EJ Advisory Committee and exploring discrete actions in the plan that benefit communities first.

As has been mentioned by others, we will explore and integrate actions in the Community Emissions Reduction Programs that can provide near-term air quality benefits and longer term greenhouse gas reductions. And we already
know that we must protect low-income households from high energy costs. We look forward to discussing these issues and others with the EJ Advisory Committee and the public.

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ISD AIR RESOURCES SUPERVISOR BYLIN: This next slide is to show how we will integrate the input we receive on environmental justice as we develop the Scoping Plan and engage with the EJ Advisory Committee. The committee is established to -- in AB 32 to provide recommendations to CARB on the development of the Scoping Plan. We will support the Advisory Committee throughout the -- throughout the Scoping Plan development possess, as it holds public and community meetings to develop recommendations and to enable the community members to share their thoughts with CARB and sister agency staff directly.

Integration of environmental justice input will happen at every level of the process for developing the Scoping Plan. The CARB Chair and Executive Officer will meet regularly with the Deputy Executive Officers for Environmental Justice and Climate and Research and will be available to meet with environmental justice advocates upon request.

The Executive Officer will also update board members on the possess and input provided by the EJ
Advisory Committee.

The Deputy Executive Officers for Environmental Justice and Climate Change and Research will jointly attend committee meetings as possible. The deputies will also regularly brief the Chair and Executive Officer and have biweekly meetings to ensure close coordination. The deputies will also confer with the relevant divisions as environmental justice and equity issues are raised.

And to ensure the key divisions involved in the development of the Scoping Plan are integrated into the process, staff representing those divisions will attend the EJ Advisory Committee meetings. These staff will also be available to provide deep dives on topics that are of particular interest to the Advisory Committee. As part of the process to develop the Scoping Plan, the staff joining the Committee meetings will share what they hear and learn with their division management teams for consideration.

We believe the structure and the feedback channels created will result in better integration of environmental justice input into the development of the Scoping Plan. We will evaluate and refine the structure as we move through the process. We will also explore how to do an equity analysis of the Scoping Plan.

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ISD AIR RESOURCES SUPERVISOR BYLIN: Scoping
plans are actionable plans to lay out cost effective and technologically feasible paths to ensure we meet the statewide greenhouse gas reduction targets. Each scoping plan includes a suite of policies to achieve the broad mandates that guide development of the plan. They each have a combination of incentives, regulations, and carbon pricing, many of which are mandated or authorized via statute, like the Renewables Portfolio Standard and the Cap-and-Trade Program.

AB 32 requires that CARB update the Scoping Plan at least once every five years. This is our fourth scoping plan update, and all previous plans leverage traditional air quality programs to provide both greenhouse gas and air pollution emissions reductions.

We are required to minimize leakage, also known as the situation where production of goods and jobs leaves the state, so it looks like we reduced emissions, but those merely moved out of our inventory. When production leaves the state, it can result in a loss of jobs in the state.

Finally, AB 32 requires that policies in the plan are cost effective with flexible compliance options and directs CARB to facilitate subnational and national collaboration. Climate change is a global issue and without action from like-minded partners, we will still
face the impacts of climate change.

For global pollutants, such as greenhouse gases, a reduction anywhere is a benefit everywhere. Our goal has always been to develop scalable and exportable programs that other jurisdictions can implement and use to reduce emissions within their borders. That is one of our biggest contributions to addressing this global threat.

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ISD AIR RESOURCES SUPERVISOR BYLIN: The 2020 Scoping Plan will assess progress to achieving our 2030 target and will evaluate how to put ourselves on a path that ultimately achieves carbon neutrality. On this graphic, you can see the 2030 target of 40 percent below 1990 levels by 2030. If we achieve that target and maintain that rate of reductions, we would be able to achieve 80 percent below 1990 levels by 2040. That puts us in a good position to achieve carbon neutrality by 2045.

The orange line depicts an existing Executive Order for 80 percent below 1990 emissions levels by 2050 and allows for a less ambitious rate of reductions after 2030. Our goal should be to maintain emission reduction trajectories to ensure our path to 2030 also leads us to achieving carbon neutrality in 2045.

So 2030 is a milestone on the way to achieving
carbon neutrality. The level of transformation required to hit carbon neutrality by mid-century means that we should prioritize actions and technologies that will not result in stranded assets after 2030. A longer policy signal is also critical to attract private capital for action and investment in clean technology.

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ISD AIR RESOURCES SUPERVISOR BYLIN: This slide from the 2017 Scoping Plan update depicts the economy-wide nature and suite of policy types identified to help achieve the 2030 target. Programs touch every sector of the economy and some sectors may be subject to several policies to ensure all tools are being utilized to reduce emissions in that sector.

For example, the transportation sector has clean fuels and clean technology policies. Importantly, the 2017 Scoping Plan highlighted the need to leverage our existing air quality programs to achieve our greenhouse gas targets and continue to drive down harmful air pollution in vulnerable communities.

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ISD AIR RESOURCES SUPERVISOR BYLIN: I want to now pivot to this 2020 Scoping Plan, which is due to the Board in late 2022 for consideration and approval.

Every scoping plan has had a different purpose to
reflect new legislative mandates, climate goals, or types of assessments needed at that time. The 2020 Scoping Plan will assess progress towards the statutory 2030 target to reduce greenhouse gas emissions by at least 40 percent from 1990 levels by 2030. And 2045 is the science-based target for carbon neutrality, if we are to avoid the worst impacts of climate change.

Given that it looks out over 20 years, this scoping plan will have the longest planning horizon relative to any previous version. This means we will place a larger focus on outcomes we need to achieve by that time. In identifying outcomes, the modeling will also provide paths for clean technology and energy development, for example, the rate of sales of light-duty electric vehicles or electric appliances.

These metrics, in addition to the annual greenhouse gas inventory, can help us track progress moving forward. Importantly, these outcomes must be considered in both the context of achieving near-term air quality benefits and longer term greenhouse gas benefits.

Each scoping plan is a mix tech -- policy and technical work. This graphic is from the 2017 Scoping Plan and the first step is to model what emissions would look like if you took no further action. This is shown with the solid blue line that hovers around 400 million
The second step in the process is to design mitigation scenarios that show potential paths to reach the targets.

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ISD AIR RESOURCES SUPERVISOR BYLIN: In designing scenarios, staff endeavors to build options that align with existing statutes and Executive Orders, meet the greenhouse gas goals, and work in concert with our existing and emerging air quality programs. Importantly, the scenarios must include features that will deliver near-term air quality benefits, especially in heavily burdened communities.

When scoping plan scenarios are presented to the Board, we provide details that demonstrate its consistency with statute and Executive Orders. We also identify the trade-offs amongst among scenarios and balance multiple statutes that speak to benefits, costs, minimizing leakage, and technical feasibility. The exception to this may be a scenario or scenarios that reflect the views of specific stakeholder groups, which I will discuss in a few slides.

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ISD AIR RESOURCES SUPERVISOR BYLIN: The primary
greenhouse gas modeling tool we will use is called PATHWAYS. This is the same model we used for the 2017 Scoping Plan and is also used by some sister agencies for their longer term modeling. This model is State level and has inputs for all sectors of the economy except natural and working lands.

It produces State level outputs for greenhouse gases, fuel demand by fuel type, and costs that can -- and costs. And these can all be disaggregated by sector.

PATHWAYS does not model local air quality or health impacts, but the outputs are used to run subsequent economic, air quality, and health impact analyses. In order to have time to do all of this additional work, the modeling at this step must be concluded about five months prior to us publishing a draft or final plan.

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ISD AIR RESOURCES SUPERVISOR BYLIN: To make this more tangible, the next two slides will show the types of analysis that we have done previously. In this chart, the five columns represent the scenarios that were evaluated during the 2017 Scoping Plan update. The proposed scenario in the first column is the scenario staff ultimately proposed to the Board and that was adopted by the Board.

Alternative one replaced the Cap-and-Trade
Program with regulations, alternative two replaced the Cap-and-Trade Program with a $50 per metric ton carbon tax, and alternative four replaced a Cap-and-Trade Program with a program that made each facility reduce emissions by four percent each year and also pay for the emissions that remained. These three alternatives were informed by feedback from the EJ Advisory Committee and public comments. Alternative three reflected input from industry where cap-and-trade played a larger role than in the proposed scenario.

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ISD AIR RESOURCES SUPERVISOR BYLIN: The first endpoint we evaluated was a reduction in 2030 mortality levels under each scenario, the second endpoint was a reduction in hospitalizations in 2030, and the final endpoint we looked at was a reduction in emergency room visits in 2030. These comparisons are important in that they allow you to see the magnitude of health trade-offs between the scenarios.

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ISD AIR RESOURCES SUPERVISOR BYLIN: In this slide, we see the same scenario, but this -- the same scenarios but this table lets us compare economic impacts of each. The first row shows the change in the state's GDP in 2030 in the different scenarios and these vary
significantly.

The next metric is job number changes in 2030. And finally, we looked at changes in household income in 2030. We will be doing similar analyses for the 2020 Scoping Plan update.

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ISD AIR RESOURCES SUPERVISOR BYLIN: AB 197 requires each scoping plan to do analyses for the cost per ton, the social cost of carbon, and estimated air quality benefits. In the 2017 Scoping Plan, we used the Obama era social cost of carbon numbers. The social cost of carbon is damage done if you release a ton of carbon. The metric is limited as it does not capture secondary damages, such as health issues caused by more smog due to warmer days.

We believe that the updates to these values under the Biden Administration will be more comprehensive than the values we used the last time and will be higher, which means that we can show that by taking action, we will avoid significant damages.

Finally, as always, we will include a CEQA analysis.

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ISD AIR RESOURCES SUPERVISOR BYLIN: I started the presentation talking about the imperative to act and public health. We know climate change exacerbates
existing and creates new public health issues. But when it comes to public health, it goes beyond the physical health of an individual -- of an individual. Community resiliency is how well a community can recover or adapt from an event or from changing conditions, like climate change.

Efforts to improve community health that go beyond emission and technology controls, and that strengthen health conditions overall will create healthier, stronger, and more resilient individuals and communities.

And for this type of analysis, it's important to know what happens to communities under status quo and what changes with action. That is what we will be trying to show in this scoping plan with both quantitative and qualitative work. We will be doing a quantitative analysis of health impacts that will build off of what we did in the 2017 Scoping Plan and the recently released joint agency SB 100 report.

We will be looking at new health endpoints, such as premature mortality, and evaluating and including the economic impact of those new endpoints in the analyses. It is uncomfortable to put any price on a human life, but we want to clarify that our models value every life the same regardless of job. We look forward to ensuring that
this and other factors related to the health endpoints and
their economic valuation are well understood through our
work with EJ Advisory Committee and the public later this
year.

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ISD AIR RESOURCES SUPERVISOR BYLIN: We need to
redefine our scop of sources and inks in the framework of
carbon neutrality in the 2020 Scoping Plan. Simply put,
carbon neutrality is achieved when emission sources equal
sinks. Up until now, every scoping plan has focused on
reducing the emissions from the sources defined in the AB
32 inventory, which focuses on fossil energy and
industrial sources. We do have a separate inventory for
our natural and working lands.

As we shift to the framework of carbon
neutrality, we will expand the scope to include all
sources, which means the emissions from natural and
working lands and all sinks. Sinks can be natural and
working lands, carbon capture and sequestration for large
emitters, and direct air capture and permanent storage of
carbon dioxide from the atmosphere.

In this new framework, we must continue to drive
down emissions in the AB 32 inventory sources, as those
will result in benefits to air quality. And we must
continue to maximize all sinks.
ISD AIR RESOURCES SUPERVISOR BYLIN: With respect to the natural cycles and the inclusion of natural and working lands, I want to draw a clear distinction between emissions that are occurring from events like wildfires or forest decay versus fossil fuel combustion and other anthropogenic emissions.

Fossil-fuel combustion releases ancient carbons stored underground for millions of years that the atmosphere has not seen in any recent carbon cycle. And these emissions are accumulating in the atmosphere at an unprecedented rate. The earth’s terrestrial carbon cycle transfers carbon between the land, ocean, and atmosphere. When in equilibrium, the cycle balances fire, plant respiration, and decomposition with plant growth and other processes that take place over decades or centuries, resulting in relatively minimal change in the total concentration of atmospheric carbon dioxide.

In contrast, emissions from fossil fuel combustion are putting this cycle out of balance and contributing to a negative feedback loop for California's forests and lands, and so we must prioritize reducing the fossil fuel emissions first and then look to our natural and working lands for additional support in meeting our climate objectives.
ISD AIR RESOURCES SUPERVISOR BYLIN: Recognizing the importance of the state's natural and working lands for our climate efforts, Governor Newsom issued an Executive Order last October directing CARB to update the target for natural and working lands in support of carbon neutrality as part of the Scoping Plan. Fortunately, we have an existing body of natural and working lands, climate work to build off of.

Past scoping plans have included both sequestration targets as well as emission reduction targets for natural and working lands, and other state efforts have identified key actions to take or have provided more detailed priorities for specific land types.

Based on these past efforts, we are able to establish a number of principles that we think should guide the natural and working lands target-setting work going forward, shown here on the left.

We also know that setting a target for natural and working lands isn't enough. The state must have concrete mechanisms for action. The right side of this slide provides a summary of some of those mechanisms, which include direct public funding and market-based approaches to spur action. These are not actions that CARB can take -- CARB alone can take, and many require
partnerships across multiple levels of government and the private sector.

To help guide State agency action, and in response to the Governor's October Executive Order, the California Natural Resources Agency is currently developing a Climate Smart Lands Strategy. CARB staff are coordinating closely with the Natural Resources Agency on this effort and we believe it will help in identifying priority strategies and mechanisms for action for the state's natural and working lands and will support our scoping plan work.

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ISD AIR RESOURCES SUPERVISOR BYLIN: In summary, the Scoping Plan is an actionable blueprint to align efforts to achieve the state's climate goals. Each scoping plan is underpinned by dozens of discrete statutes, regulations, and incentive programs across State agencies. The final plan is considered and adopted by the Board, and staff provides annual implementation updates to the Board.

Importantly, since the plan is economy-wide, it does not get into the design and detail of any individual program. It also does not create or change existing statutes or regulations.

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ISD AIR RESOURCES SUPERVISOR BYLIN: After each scoping plan is adopted, CARB and other State agencies start the process of reviewing and updating related programs to align with any outcomes identified in the Scoping Plan. Aligning these programs requires on multiple divisions across CARB and other State agencies taking action based on their establishes roles and authority.

For CARB, that means we bring forth dozens of regulations and programs to the Board to approve, which will help implement the plan. Each of these has their own public process and detailed technical analysis.

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ISD AIR RESOURCES SUPERVISOR BYLIN: In developing a scoping plan, there are many points of direction and coordination. The next three slides provide a sense of the governing requirements and guidance we must follow. The list is not exhaustive and we focus on a few key statutes like AB 323 and 197 -- and AB 197 as shown on this slide.

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ISD AIR RESOURCES SUPERVISOR BYLIN: There are also statutes that cover topics like short-lived climate pollutants, community air protection, forestry, or others that can provide valuable input into the Scoping Plan.
There are also a number of Executive Orders we must consider. These go back to before AB 32 was signed up to the recent ones issued last year by Governor Newsom.

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ISD AIR RESOURCES SUPERVISOR BYLIN: This slide gives a sense of the multi-agency coordination that must happen in the development of the plan as it touches many sectors and many of the policies fall under the purview of sister agencies. This list is not exhaustive, but really helps to show that successful development and implementation of any plan requires close coordination and understanding of the jurisdiction of other agencies.

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ISD AIR RESOURCES SUPERVISOR BYLIN: And so as we work across State agencies with the Environmental Justice Advisory Committee, and with the public, we have lots of questions we need to address for the Scoping Plan. For example, how do we maximize air quality and public health benefits for vulnerable communities as we design the path forward?

How do we provide a transition that minimizes cost or employment impacts and what strategies exist that are technologically feasible and cost effective across sectors?

Even when we are able to identify those
technologies and approaches, another important aspect is evaluating the pace at which sectors will be able to realistically transition. We also expect that not all sectors or industry segments will be able to electrify. So in those cases, are there options for renewable natural gas and renewable hydrogen? What infrastructure is needed to facilitate use of these renewable fuels to replace or reduce fossil fuels?

For actions related to natural and working lands, it will be important to identify the environmental and economic trade-offs and how they intersect with other sectors.

Finally, Governor Newsom issued recent direction that CARB evaluate in the Scoping Plan how to phase out oil extraction by 2045. How do we ensure that we are also reducing petroleum demand in conjunction with phasing out extraction. Of course, these represent just a sampling of the questions that are relevant to explore as part of the Scoping Plan development.

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ISD AIR RESOURCES SUPERVISOR BYLIN: In closing, AB 32 requires that the Scoping Plan be updated every five years, so we need to bring the plan before the CARB Board for adoption by the end of 2022. The timeline here depicts major milestones we're planning -- we're planning
around to meet the adoption deadline. There will be ample opportunities for the public to engage through the upcoming scoping plan workshops on specific topics, Environmental Justice Advisory Committee meetings and community meetings being planned for this summer, and ongoing through next year. We're also planning to provide a progress update to the Board this fall.

As the slide shows, we will be -- we plan to release the draft scoping plan and present it to the Board in spring of 2022. We will follow this with the release of the final scoping plan in fall 2022 for proposed adoption by the Board at a Board meeting in winter 2022. That concludes my presentation.

I would next like to invoice the following members of the Environmental Justice Advisory Committee to share their thoughts and comments. I'll list your names and will call on you individually.

Martha Dina Argüello, Thomas Helme, Luis Olmedo, Sharifa Taylor, and Paulina Torres.

Martha Dina, you should be able to unmute yourself and activate your video, if you wish.

MARTHA DINA ARGÜELLO: Um-hmm. And I have.

So one, it's really exciting to have seen that presentation. I just want to note that the scenario -- the environmental justice scenario that the EJAC
recommended it appeared to have, if I read that slide correctly, the most health benefits and endpoint -- health endpoints benefits. And so I will start with saying I think listening to the environmental justice community, figuring out how to integrate our input in a more organic way is really key. And I -- and we do see movement on that. I would like to recommend that as part of those deep dives, we actually meet with ISD staff before August 15th, in the spirit of creating that pre-scoping process, so where we can ask more questions around the methods, and around the tools, so that we create a collective understanding of what is going into this scoping plan.

I also want to say that I think it's incredibly important that we begin to incorporate the issue of pesticides. They must be measured. They have a greenhouse gas impact. They're a critical part of addressing both a just transition for farm workers, but also getting off the cycle of petrochemicals, because we can't -- we have to remember that the feedstocks for those pesticides are often petroleum products. So it's incredibly important that we figure that out and that we figure that out early.

And with that, I am going to stop and hand it over to my other amazing colleagues.

And actually, I do want to say one thing. You
know, this is my third EJAC and I am incredibly excited by the energy and talent that is part of the EJAC, and their commitment to do this right and the commitment I also see from the CARB staff to help to working with us to achieve environmental justice.

So I want to thank the staff and the rest of my Committee members for all the work they've already done leading up to this meeting.

Thank you.

ISD AIR RESOURCES SUPERVISOR BYLIN: Thank you very much.

Thomas Helme, you can unmute and begin speaking.

THOMAS HELME: Hello. Thanks for having me.

Thanks for letting me speak. Tom Helme from Valley Improvement Projects in Stanislaus County and coordinator of California Environmental Justice Coalition.

I'd like to agree with the comments from Martha. And definitely as a new member to EJAC, I learn from, you know, people that have been doing this work for longer. It's one of those things where the more you learn, the more you realize you need to learn about things. So I'm still going through that process. A lot of my knowledge comes from the San Joaquin Valley, more even specifically the Northern San Joaquin Valley.

So that's the perspective that I'll be bringing,
but I definitely want to learn more about things that go on throughout the state. I know that there's more, you know, populated reasons -- regions, there's more -- there's regions with more industry, different industry than I have experience with. And I want to learn the issues that have to do with that.

With a risk of, you know, wanting to talk about so many different things, I'll try to keep it brief. I feel like just since I've been appointed to this committee, that I've had, you know, ample opportunities to speak. So I feel like I kind of putting comments into two categories, things I've already said and things that -- that -- things that if I comment on will lead to just bigger discussions that we don't have time for in these comments.

So things I've already said, you know, environmental justice, we're here because of public health reasons. We're here because of inequitable public health reasons stemming from environmental racism. Let's call it what it is going back to red-lining and unequal treatment of people of color and poor people for centuries, and we're still living with the consequences of that.

There's environmental classism obviously too, but studies have shown that even middle class people of color deal with pollution even sometimes more than poorer white.
So they're both mixed together, but we can't -- we can't separate them and we can't undervalue the role that racism has played in this process.

And kind of getting into the other category of things that are going to be too large to continue to discuss, but I'll just -- I'm just mentioning it because it's what's on my mind. You know, what this comes down to is how much value? It was mentioned earlier in the presentation, you know, how much value are we placing on human life over the power structures that exist and the influences that those power structures have from big business, to government agencies, to, you know, industries that we -- that do provide jobs. And many times, those jobs are too low income and people of color.

It's kind of going back to the other category of things I've said over and over again. We're tired of having to make that choice. We both need jobs to feed ourselves and our families, to have a place to live and to survive day-to-day, and at the same time, you know, what good is that job if it's putting food on the table that night, but it's going to take ten years, five years off of my kid's life, if it's going to -- if it's going to make my grandkid live with asthma and not allow them to have the opportunities that they would have had if they were a different skin color -- if they had a different skin color
or where raised in a different zip code.

And that's really what it comes down to to me. So all of the discussion about the -- the improvement of the inclusion of environmental justice communities is great. It's excellent. But it's still -- at the end of the day is talk over action.

So like I said, I'm one of the new members of the committee, so I will -- I will be, you know, sitting back listening and learning, and giving my input and seeing what happens. I'm sure everybody already knows there's a lot of skepticism in processes like this to actually see how much influence folks like us are going to have on things that involve, you know, vast amounts of money, and big business, and big industry, and powers that are deeply embedded in our government and in the power structure of our state.

So I'll be -- I'll remain skeptical. I will keep an open mind, keep an open ear, and I will express my opinion when I feel the time calls for it and I have a lot of hope. And Martha just mentioned, you know, that it does -- things seem differently than in committees in the past. I will -- I will keep that hope alive as much as possible. But, you know, at the first turn where it comes to, well, this is that decision. That is going to be that tough decision. This is, you know, a large industry that
makes lots of donations to a lot of people and has a lot of power and sway is going to have to, you know, take a punch in the nose, not literally obviously, and so that -- so that poor people and people of color can have their life improved and not have the length of their life and the value of their health and their lives be taken down by or be not considered as much as those powerful entities in our state.

And I'll leave it at that. And I thank you for giving me yet another opportunity to speak and the many kind words and encouraging words about how much our voices are going to be taken into account, but I will still be waiting to see what happens and will share my opinion on that at the times that it comes.

So thank you for everybody for all your hard work. I know this isn't easy. I know it can be easy to just, you know, make the comments, like I made, and, you know, maybe sound like just complaining. But I know it's not easy. I know this is a tough thing, but I'm -- like others are doing their job, I feel like that's my job to express that point of view and I'll continue to do that. And I hope that's why you picked me to be on the Committee.

So thank you and thanks, everybody, for all their work that came before me and allowed me to be in the place
to do that.

Thank you.

ISD AIR RESOURCES SUPERVISOR BYLIN: Great.

Thank you. And I had mentioned Luis Olmedo might speak next, but I think he might not be on the call.

Pausing for a second in case I'm wrong.

If not, we'll move on to the next speaker,

Sharifa Taylor.

SHARIFA TAYLOR: Hi, everyone. I'd like to thank the Board members and staff for their efforts in including equity in these processes, as well as the organizational awareness of the shortcomings of the last scoping plan. As a member of the EJAC, I'd like to see true participation and integration of the EJAC's recommendation in this scoping plan, rather than the pseudo participation that happened during the 2017 Scoping Plan, where none of the 198 EJAC recommendations were integrated into the main body of the final plan.

Kind of like Thomas was just saying, it's not enough to verbally commit to integrate EJ concerns, rather, meaningful action is crucial for achieving both the SB 32 2030 goals and the 2045 carbon neutrality goals. Because carbon neutrality is enforced by a Executive Order, rather than by law, and it relies on offsetting emissions, you know, it's one of many feasible possibly
climate solutions. And the most recent leaked Intergovernmental Panel on Climate Change, or the IPCC, draft report indicated that our climate crisis -- excuse me, climate crisis is getting worse and more urgent than before.

And so I'd just like to say that it's very important that as we're drafting the plan, and as we're, you know, taking into account what the rest of the Committee has to say, it's important for us to not skip our 2030 goals, because we're getting to a point where our climate impacts are becoming accelerated and potentially unstoppable.

So I'd like to thank everybody for their time and just say I'm, you know, grateful for the opportunity to speak.

ISD AIR RESOURCES SUPERVISOR BYLIN: Great. Thank you.

And, Paulina, it looks like you're ready to go next.

PAULINA TORRES: Good afternoon, Madam Chair and members of the Board, and CARB staff, and the public. My name is Paulina Torres, EJAC member, and attorney at the Center on Race, Poverty, and the Environment. I appreciate that following the last Board meeting there have been steps implemented by CARB staff to integrate EJ
into the Scoping Plan process. And I appreciate those
efforts, along with Ms. Bylin's presentation that
highlights the procedural integration of EJ.

I really urge this Board to direct staff to
ensure more meaningful engagement into the substance of
the Scoping Plan update. I appreciate Chair Randolph's
comment earlier about ensuring that equity isn't just in
form and process, but is actually substantive. And I
think this takes so many forms. But at the end of the day
and what that means for me, at least for a first step, is
that this Board direct staff to review the 2017 EJAC
recommendations and conduct an in-depth analysis.

I think several EJ groups have called for this.
Several of my fellow EJAC members have called for this.
And I want to emphasize that, you know, this in-depth
analysis of the past EJAC recommendations can also assist
current -- you know, the current EJAC as we endeavor into
our own recommendations and will be helpful to kind of
build off of those recommendations.

And I think it's also one way to signal that EJAC
recommendations won't just be appendicized somewhere, but
that staff is really prioritizing and taking these
measures seriously and conducting the necessary detailed
analysis.

And I also want to build off of Mr. Corey's
earlier comment about how the Scoping Plan -- the Scoping Plan touches on so many areas, and want to name that one of those areas that has been far too long left out of this conversation is pesticides and their contribution to greenhouse gas emissions. I think in the -- in Ms. Bylin's slide, I saw the sister agencies -- kind of the names, and I was scanning and searching for the Department of Pesticide Regulation to be included in that list.

You know, recognizing -- or despite, you know, the fact that pesticides contribute significantly to GHG emissions with studies showing just three fumigant pesticides, leading to as much as a hundred-fold increase in NOx emissions. And so nitrous oxide, a greenhouse gas considered 300 times more potent than carbon dioxide, it really needs to be -- you know, pesticides have to be included in the Scoping Plan.

There's also opportunities to incorporate pesticides through carbon sequestration, and as Martha stated earlier, recognizing that pesticides in an of themselves are petrochemicals and that their production is highly energy intensive. So I urge this Board to direct CARB staff to consult with the Department of Pesticide Regulation and ensure that DPR is one of these sister agencies that works collaboratively with CARB on the Scoping Plan.
Appreciate the opportunity to speak and thank you all for your time.

ISD AIR RESOURCES SUPERVISOR BYLIN: Great.
Thank you very much to our Environmental Justice Advisory Committee members that were able to join us and thank you very much for your contribution to this discussion. Very much look forward to continuing these discussions on an ongoing basis.

And with that, I will conclude our portion -- the presentation portion of this.

CHAIR RANDOLPH: Thank you. We will now hear from members of the public who raised their hand to speak on this item. Will the Board Clerk call the first few commenters, please.

BOARD CLERK ESTABROOK: Yes. Thank, Chair. We currently have 18 people who have raised their hand to speak on this item. Please raise your hand in Zoom or dial star nine if you're going to speak on this item. And I apologize in advance if I mispronounce your name.

Our first three commenters will be Will Barrett, Julia Levin, and Cynthia Pinto-Cabrera. Will, I have activated your microphone. You may unmute yourself and begin.

WILL BARRETT: Thank you very much. I'm Will Barrett. I'm the Director of Clean Air Advocacy for the
American Lung Association. The Lung Association really views the Scoping Plan as a critical milestone in California's climate leadership. And we know that each plan has really taken on greater urgency as the extent of our climate health crisis has really come into clear focus. We know the strategies in the Scoping Plan can have a range of health benefits or impacts and the timing and location of emission reductions matter. We appreciate the focus and the principles for exploring discrete actions in the plan that bring benefits first heavily burdened communities. We also very much appreciate the comments of our colleagues serving on the EJAC. We believe that a more comprehensive health analysis of the Scoping Plan is critical. The health analysis really has to provide meaningful and actionable information on the priorities, timing, and location of actions to inform the plan.

Beyond the air quality analysis, we support incorporating the broader health analysis that can be informed by the California Department of Public Health, OEHHA to highlight and accelerate the wide range of health pathways possible and to minimize health risks, especially in our most disadvantaged communities.

We urge you also to focus the Scoping Plan on near term direct and local emission reduction strategies
to maximize health benefits in these most disadvantaged communities.

We appreciate that the targets are for 2030 and 2045, but we really do want to echo the call from Ms. Taylor on the EJAC and urge the Board to prioritize early actions that provide certainty in eliminating harmful pollutants and boosting community health benefits.

As Chair Randolph, you laid out in your opening comments, we need to see a clear path to zero-emission technologies and off of combustion technologies as central to this plan. Developing an implementing the strongest possible zero-emission vehicle bus, truck, off-road equipment, and other rules that are coming to the Board in the next few months and the next year will really be key.

In addition to that transition from combustion to zero-emission technologies, one additional policy area that we think should be a very high priority is healthier land-use and transportation planning. We recommend that CARB pursue a strong multi-agency approach to reducing vehicle miles traveled in the Scoping Plan. CARB analysis has already clearly shown that the goals and benefits of SB 375 Sustainable Communities Strategies have not been achieved, so we do urge CARB to continue the coordination with sister agencies like CalSTA and CDPH to build transparent, accountable, VMT reduction metrics that can
be reported on following the adoption of the plan.

I'll also note that ClimatePlan's Executive Director, Nailah Pope Harden, also asked that I note her strong interest in this area as well and will be following up with you on that.

So in closing, we really do look forward to the Scoping Plan placing a high priority on improving community health, ensuring the rapid transition from combustion to zero emissions, and really building out frameworks for healthier land use and transportation planning, and look forward to working with you and the staff.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

And Julia Levin, you may unmute yourself and begin your comments.

JULIA LEVIN: Good afternoon. Julia Levin with the Bioenergy Association of California.

We are very excited to begin the next scoping plan update. And we're very happy to see the new focus on natural and working lands, as well as the focus on carbon neutrality.

On the other hand, we're very disturbed to see the significantly reduced focus on short-lived climate pollutants. According to climate scientists short-lived
climate pollutants have caused half of all of the global warming to date, and that is the only tool we have to significantly affect climate change in the next decade, which is truly critical to avoid catastrophic climate change.

Short-lived climate pollutants are also very serious air pollutants, particularly methane and black carbon, also known as PM or soot. So when we focus on reducing short-lived climate pollutants we also provide a huge benefit to air quality.

And finally, everything we need to do to reduce short-lived climate pollutant, those are the same things we need to do to achieve carbon neutrality, because they provide carbon negative emissions. The biggest sources of short-lived climate pollutants in California by far come from organic waste, and that means wildfire, controlled burns of forests and agricultural waste, dairy manure, and the organic waste that's currently going to landfills.

All of these sources of short-lived climate pollutant emissions can be reduced by converting that organic waste to energy, particularly bioenergy and biofuels. And when we use the biofuels to replace diesel and heavy-duty trucks and backup generators, we provide yet another huge benefit for air quality by getting diesel off the road as fast as possible.
In addition, the Air Board's own report to the Legislature from last month on the state's climate change investments found that the investments in bioenergy are by far the most effective and the most cost effective of all of the state's climate investments. In fact, in many cases, they are providing carbon reductions at the cost of nine or ten dollars per ton, nine or ten dollars per ton for dairy methane and diverted organic in comparison to $200 per ton that we spend in the Low Carbon Fuel Standard. So these are extremely effective and extremely cost effective carbon reductions.

Despite all of that, we were really alarmed two weeks ago at the launch of the Climate Change Scoping Plan that neither of the electricity sector nor the transportation sector presentations ever mentioned short-lived climate pollutants or the role of bioenergy in meeting the state's climate and air quality goals.

So we urge the air Board to put short-lived climate pollutant reductions front and center in the next climate change scoping plan. The science requires that and the law requires it, and we cannot meet our climate goals without it.

Thank you.

BOARD CLERK ESTABROOK: Thank you. Cynthia Pinto-Cabrera, I've activated your microphone. You can
unmute yourself and begin.

CYNTHIA PINTO-CABRERA: Hello, Chair Randolph and members of the Board. Cynthia Pinto-Cabrera commenting on behalf of the Central Valley Air Quality Coalition today, because Executive Director Dr. Catherine Garoupa White, who is a member of the Environmental Justice Advisory Committee could not be here. Thanks for the opportunity to comment.

CVAQ will also be submitting more detailed comments in the letter later on. So my comments are revolving the San Joaquin Valley. Communities across the San Joaquin Valley are the frontlines of the climate crisis along with -- along with epidemic sick -- levels of sickness caused by our severe air pollution problems, the COVID-19 pandemic, levels of sickness caused by our severe air pollution problems, the drought that is likely to be another -- result in another season of catastrophic wildfires, and just a few of these critical challenges to our everyday health and quality of life.

The impacts of these unfolding disasters are not experienced equally. People of color in communities of lower incomes bear a disproportionate burden of the negative impacts while lacking access to environmental benefits like tree canopies and access to safe, affordable drinking water.
The Scoping Plan is a significantly critical, important to the quality of life for our regions. And in order to ensure the plan's success, we'd like to recommend that CARB procure robust, independent, technical analysis, including of the EJAC recommendations, include pesticides in their plan and as long -- and has a long advocate -- and as a long advocated by environmental justice communities, this plan must also move beyond offsets and definitions of carbon neutrality that only work on paper, but not in reality.

Now is really the time for the State to invest in truly transformative solutions like equitable access to clean renewable energy and storage, integrated land use and transportation planning, as well as farming practices that are sustainable for the local environment and feed low populations. The outline -- the outline of the Scoping Plan provides -- it provides a perpetuate false solutions or if done right, it can align priorities in support of equity and sustainability.

Overall, CVAQ and our partners look forward to informing the Scoping Plan and working together to assess the enormous challenges and opportunities ahead.

Thank you for the opportunity to comment.

BOARD CLERK ESTABROOK: Thank you.

Our next three speakers will be Edwin Lombard,
John Larrea, and Kevin Maggay.

Edwin, I have activated your microphone -- oh, it looks like Edwin, I have a notification that your older version of Zoom is not allowing me to elevate you. If you could dial into the phone number that is displayed on the screen, we can call on you that way by your phone number.

So with that, I will go to John Larrea. John, I have activated your microphone. You can unmute yourself and begin.

JOHN LARREA: Okay. Thank you. Can you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

JOHN LARREA: Okay. Good afternoon. I'm John Larrea, Director of Government Affairs for the California League of Food Producers. I represent industrial food processors with operations throughout our state. Thank you for the opportunity to comment on this item.

First and foremost, it will be important for the Scoping Plan to critically analyze any recommendations that would impose unreasonable costs on the production of essential food items. The food processors that produce staple food, such as milk, cheese, canned and dehydrated fruits and vegetables are the same ones that are in the Cap-and-Trade Program.

The Scoping Plan also needs to address the likelihood of excessive compliance costs in light of the
lack of new technologies for our sector. Food costs, especially for low income consumers should be a major consideration when CARB crafts compliance regulations for food processors.

The Scoping Plan recollect -- recommendations should also focus on maintaining the economic viability of the low-income rural communities in which we operate. Most of the food processors in the Cap-and-Trade Program are located in rural and disadvantaged communities in the Central Valley employing tens of thousands of workers from these communities and providing both good jobs and local tax revenues.

The state's push to decarbonize comes at a time when food processors are also facing rising costs for energy, water, labor, and transport, just to name a few. And all of those will affect the long-term economic viability of our operations.

Any measures that would reduce emissions at the cost of production in our sector would have a devastating effect on any number of local and regional economies. Simply put, reduced production would be inconsistent with both the state's social justice goals, as well as the goals of AB 32.

That said, support for incentive programs in investment and technology should be a key focus of the
Scoping Plan. Food processors can contribute to the state meeting its emissions reduction goals but only if new technologies are available to help us reach those goals. To emphasize that point, two years ago, CARB held a workshop to discuss the findings from a study that provided a sector-by-sector analysis of technology development between now and 2030. All covered sectors showed potential for advanced technologies going forward, except for the food processing industry. Longer emissions reductions are expensive and a one-size-fits-all approach to technology adoption is just not feasible, unless financial incentives, such as a Food Production Investment Program, or FPIP as it's known, are a key recommendation in this Scoping Plan update, the ability of the food processing sector to meet emissions reductions targets will be hindered.

Finally, expanding the development and the use of new agricultural offsets needs to be seriously considered. Increasingly, agricultural operations are being viewed as a significant potential source of emissions reductions. Food processors, and the farmers who supply us, are linked together, and there are significant opportunities for collaboration and emissions reductions in the supply chain as long as the offsets are available for purchase and use.

The Scoping Plan should explore expanding the
type and number of agriculturally based emissions offsets
that could contribute to maximizing emissions reductions
in the agricultural sector.

That concludes my remarks. Thank you. And I'm
available for any questions

BOARD CLERK ESTABROOK: Thank you.
Kevin Maggay, I've activated your microphone.
You can unmute yourself and begin.
KEVIN MAGGAY: Thank you. Can you guys hear me okay?

BOARD CLERK ESTABROOK: Yes, we can.
KEVIN MAGGAY: Okay. Thank you, Chair Randolph,
Board members. Good afternoon. My name is Kevin Maggay
with SoCalGas. We commend CARB to embark on this massive
effort of developing the 2022 Scoping Plan update. I
think that you truly have your work cut out for you.
Meeting carbon neutrality by 2045 is going to be an
enormous challenge, and we at SoCalGas look forward to
working with you and supporting you as best we can.

And I understand that this is really early in the
development process, but I did want to provide a few
initial comments. First, because it will be such a
challenge, every strategy needs to be on the table. A
true portfolio approach is needed and we need to explore
both regulatory strategies as well as market-based
solutions. We need new programs and we need to leverage and potentially expand existing programs.

A program like LCF -- LCFS has been successful in driving down carbon intensity for transportation fuels. Cap-and-Trade has been successful in reducing emissions. It's also been successful in generating revenue for programs that reduce emissions including clean mobility for schools, clean freight projects, clean vehicle financing, energy efficiency, work development just to name a few.

Second, we understand that the modeling will take up to five to six months to develop, I believe. And we request that the modeling and development of scenarios, mitigation strategies, and inputs that that's transparent throughout the entire development process, not just at the end -- and not just at the end when it's very close to being final. Perhaps frequent meetings and technical work groups should be established to ensure that real engagement and real input is achieved.

Lastly, I want to echo Julia Levin's comments regarding short-lived climate pollutants, particularly for bioenergy. We know that there will be hard to decarbonize sectors and carbon negative fuels like bioenergy can play a critical role in offsetting those sectors to reach carbon neutrality.
Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next three speakers will be Sara Jaramillo, Graham Noyes, and Ryan Kenny.

Sara, I have activated your microphone. You can unmute yourself and begin.

Sara, are you there?

SARA JARAMILLO: Hi. Yes. Can you hear me now?

BOARD CLERK ESTABROOK: Yes, we can. Thank you.

SARA JARAMILLO: Thank you.

Good afternoon. My name is Sara Jaramillo and I'm speaking as a resident of Oakland and a legal intern with Communities for a Better Environment. I'm here today to both commend the CARB Board and staff for their commitment to integrate EJ and environmental justice into the Scoping Plan and also to voice my concern about the lack of meaningful integration of environmental justice so far, both in process and in substance.

To me, environmental justice at its core is about addressing entrenched power imbalances that allow environmental harms to be clustered in historically marginalized communities. In order to meaningfully address those environmental injustices, it's not enough to tack on some procedural changes that seam sort of like afterthought. There has to be a good faith effort to not
just invite EJ communities to the table, but to truly listen and take action to address their real pressing needs.

Making the Scoping Plan actionable should not mean that market-based solutions are the sole solution or the ones that are most prioritized. Instead a thorough analysis of the social costs and the unequal public health risks must be centered the in drafting process, and the EJAC's recommendations should be adopted.

As has been acknowledged already, none of the EJAC's 198 recommendations were adopted in the 2017 Scoping Plan. That should be remedied. Four years later, we now know even more about the dire climate crises that we're going to see in the coming years. And we've also seen even worse social inequality that's going to keep compounding those climate crises.

I would ask that the Board direct staff to report back on how they plan to ensure that we will reach a 40 percent greenhouse gas reduction beyond the 1990 level by 2030. I want to highlight three points in particular that I think the plan should address.

First, the plan must aim to reduce total carbon emissions, rather than relying on natural solutions, or carbon capture mechanisms that would reduce the net carbon emissions, while allowing fossil fuel industry to keep on
winning at the expense of EJ communities.

Second, while I value a nuanced plan that takes into account the potential value of natural and working lands and other carbon sinks, I urge the CARB Board and staff to prioritize reducing emissions from all other sectors first and foremost.

And third, we need the scoping plan to provide a complete cost benefit and social cost analysis that takes into account air and water pollution from other particulate matter and other toxics that fossil fuels emit. The situation we're in calls for aggressive and creative solutions to these multi-faceted and urgent problems. The Scoping Plan must take seriously that ever-increasing urgency of climate change and its effect on vulnerable California communities.

I respectfully ask the Board to hear our concerns and integrate EJAC's updated recommendations. Thank you for the opportunity to comment on this item.

BOARD CLERK ESTABROOK: Thank you.

GRAHAM NOYES: Thank you. My name is Graham Noyes. I the Executive Director of the Low Carbon Fuels Coalition. Chair Randolph, Board members, and EJAC members, I appreciate the opportunity to provide these
comments regarding the Scoping Plan and welcome the
participation of EJAC in this process.

This is obviously a crucial process. The Low
Carbon Fuels Coalition is dedicated to the support and
expansion of low carbon fuel policies. And we have world
leaders in multiple sectors ranging from biofuels, to
direct air capture, to renewable power generation, to
electric vehicle charging stations. And all of these
companies come together in the Low Carbon Fuels Coalition
because of the leadership California has shown, and
particularly its market-based, and technology-neutral, and
performance-based policy structures, like the Low Carbon
Fuel Standard, where we've seen over 75 million metric
tons of greenhouse gases reduced, and we've even a $9
billion credit market since the beginning of the program.

I want to be sure to point out that it's fossil
fuel companies that are generating the value in this
program, rather than California taxpayers. We have some
crucial items in the LCFS rulemaking process. And I
encourage the Board and staff to reinitiate that process.
It's a vital part of meeting the ultimate goals.

Throughout the Scoping Plan process, we encourage
CARB to harness California's existing resources, and it
has -- and as has been stated, integrate the consideration
of short-lived climate pollutants in particular.
California has an enormous amount of biomass living here in the foothills. We have dangerous amounts of biomass in some parts. And if we don't utilize that biomass properly and responsibly, we face the emissions from its decomposition, and also increased wildfire risk.

Above all, we would encourage CARB to maintain its scientifically based approach and remain technology neutral. We encourage the inclusion of the existing fuels that have been -- proven to be highly effective in greenhouse gas reduction, including ethanol, renewable diesel, and biodiesel, and encourage movement on the low emission diesel standard.

To this end, we encourage the Board and staff to be rigorous with models, to demand that they remain current, and use correct assumptions, and watch for bias. Because ultimately, we all rely upon California to maintain its leadership in this area.

We thank you for this understanding and we look forward to working with you throughout.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Next, we will have Ryan Kenny. After Ryan, Fariya Ali, Matt Holmes, and Julia May.

Ryan, I have activated your microphone. You may unmute yourself and begin.
MR. KENNY: Great. Thank you. Good afternoon, Board Member Randolph -- or Chair Randolph and Board members. My name is Ryan Kenny with Clean Energy. My company is the largest provider of renewable natural gas and transportation fuel in the country.

And I'd like to highlight two slides that were presented today, one of which is slide 28, which provides example topics from the scoping plan.

The fourth point down begins with, "Given potential limits to electrification, how do we best use RNG and renewable hydrogen. And I'm assuming it does not pertain to transportation, but our industry believes it should. And the presentation today was really focused on more longer term goals. You have a 2030 target. It's supported by the Governor's Executive Order for heavy-duty electrification to occur by 2045. And even that's with a clarifier of "where feasible".

And we really feel as an industry that the Scoping Plan should take a look at both the near-term and long-term. And of course, that's where low-NOx trucks with renewable fuel come this, especially within the next five to ten years.

We urge the Board to obviously look at electrification for the long term. I think our industry supports the Executive Order and long-term
electrification, but we do think that the Board should direct staff to provide an economic and environmental analysis evaluating alternative scenarios.

Right now it's very much focused on a hundred percent electrification. And as I mentioned, in the near term, heavy-duty ZEVs really aren't available in the next five to ten years to displace diesel on a one-for-one basis.

Also, slide 12 did mention a scenario, which includes near-term air quality benefits. And again, you'll get that with the low-NOx trucks with renewable fuel in the near term, if that really is a scenario that CARB wants to pursue in the near term. Also, it was mentioned public health is a goal. And, of course, low-NOx trucks displace diesel trucks and reduce greenhouse gas emissions, NOx and PM. So we high encourage the Board to take a look at that and direct staff to look at alternative scenarios, which do consider the near term and also low-NOx trucks with renewable fuel.

Our industry has a belief that we believe that it's zero and near zero not "or". So we're inclusive of all the technologies. But again, it's that near-term focus is what we believe CARB should be taking a look at hear, in addition to the longer term 2030 and 2040 targets.
With regards to carbon neutrality, renewable CNG is the only carbon negative fuel in the LCFS on average. And we do think that that should be part of the discussion. And to date it is not. That's a huge breakthrough for the LCFS and for the industry.

So again, we do ask that the Board direct staff to evaluate alternative scenarios for public review.

Thank you.

CHAIR RANDOLPH: Can I -- Board Clerk, I just wanted to note that if you have not yet raised your hand to get in the queue and you want to speak, you should do so now. We will close the queue to new hands at 2:35.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Fariya Ali, I have activated your microphone. You may unmute yourself and begin.

FARIYA ALI: Thank you. Chair Randolph, and Board members, and members of the EJ Advisory Committee, my name is Fariya Ali. And I'm just going to make a few comments today on behalf of Pacific Gas and Electric.

PG&E continues to support California's ambitious climate goals as it has since the inception of AB 32. We appreciate the information that has been shared with stakeholders on the process thus far and would just like to encourage continued transparency, including on all of
the assumptions and inputs that will be feeding into the
upcoming modeling.

We believe that both market based and direct
measures should continue to be included in the scenarios
that will be considered as part of the Scoping Plan. We
look forward to working with CARB and other stakeholders
to consider what else is needed to achieve both our
near-term and long-term climate goals, to provide
affordable energy for our customers, and to address the
specific concerns of local communities, through the
scoping plan process.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Matt Holmes, I have activated your microphone.

You may unmute yourself and begin.

MATT HOLMES: Hi. Thanks. I'm here as Little
Manila Rising's alternate delegate to the EJAC. There's
not structure for alternate participation, so please
forgive my hurried comments as I try to meet the three
minute mark.

But I want to start by honoring the expertise of
CARB staff. I've had numerous positive experiences
learning from CARB. I hope to accrue similar confidence
from you all around our expertise and the history of white
supremacy and the white cultural institutions that presume
to govern us. CARB is one of those. It's a historically racist institution. It has an irrefutable history or holding different expectations for communities of color than it does for first world California. I still see some of that in this scoping plan.

You know, embracing this evaluation can really help you see how the practice of dangling incentives to influence markets is deeply rooted in white privilege. So-called cost effective and flexible compliance is exactly what has perpetuated our elevated mortality rates, because markets couldn't care less about how they injure us. We're not their consumer base.

So, for example, market-based voluntary opportunism results in you guys funding replacement refrigerators for a wealthy company like Whole Foods and a wealth community like Sebastopol. You know, that happened the same year we were told there wasn't enough money to reduce exposure in disadvantaged communities. Things like that erode trust. They undermine the mission of CARB and they reveal persistence of that outdated culture.

Moreover, focusing solely on market-based motives leaves with a labor industry impasse that pits our community against itself. Incentivizing some creativity in the labor sector, you know, who -- they've not surprisingly sided with the people paying them.
Some creativity there would go a lot further than enticing, you know, non-human companies that care more about us. Labor has made it clear that they don't have the vision to look around the corner. This plan should help them see through that.

You know, we know from history that industry can be told what to do. I understand you're trying to work in partnership and collaborate, and I want some of that too, but they can be told what to do. It's happened before. They'll do fine. Workers will earn more and we'll live long, so we can all get what we want.

With regards to the Scoping Plan, you know, we hope to see more independent analysis of the proposed scenarios directed by the EJAC to include the analysis of social cost of carbon. It's hard to take economic analyses seriously that failed to include social and public health costs in their calculation. You know, that's the equivalent of keeping two sets of books. That's what they got Al Capone on.

We also need to see really significant and defined metrics or reductions from oil and gas, transportation, and industrialized agriculture. I saw earlier that you got the data on that. I'm happy to see it. It's okay to give them a tough benchmark. If they don't meet it, we can deal with it then, but we don't need
to give them passive goals.

The plan also has to include pesticides and fertilizers. They're killing the soil in the waterways, the very places where we can sink carbon without some clever devil engineering scheme. Speaking of which, no more false solutions like biomass and biogas. Setting stuff on fire is not a part of the solution.

Carbon capture and sequestration, they still lack proof of concept. And, you know, it only seems to come to our community because we're politically vulnerable. I'll believe in CCS when they're willing to bury it in first world California. And then we'll get onto offsets, ERCs. We saw out corrupted they were. We need concrete reductions yesterday.

I hope you can help me acknowledge the history that we need to center justice here. It's -- it doesn't just hurt us. It's hurt everybody. I hope you'll find a way to share power.

Thank you for your time.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Julia May. After Julia, we have a user name called call-in user 3, Evan Edgar, and then Abby Mullet.

Julia, I have activated your microphone. You may unmute yourself and begin.
JULIA MAY: Thank you. I'm Julia May, Senior Scientist with Communities for a Better Environment, or CBE, an environmental justice organization. And I'm representing CBE's Wilmington team and statewide concerns.

We really appreciate how much hard work is necessary of staff to pull together all these details and the strong comments of Chair Randolph. CBE Takes part intensively in technical issues as well in regulating transportation, electricity, refining and oil extraction. So we know how much hard work is necessary.

We did need to call out one statement from the slides, because it's important to start with a realistic look at what worked and what did not in the past. Specifically, the slides glossed over the failure to cut emissions so far except in the electricity sector. But the slides stated that while electricity emissions were cut, CARB was able to quote constrain emissions in the other sectors, as if this was a success. But this means emissions stayed the same for those other sectors. They did not go down, as they were supposed to.

This was not in keeping with the goals of the previous scoping plans. Thus, Cap-and-Trade failed to achieve the cuts needed. It's essential in writing a successful plan this time around to knowledge failures in meeting previous goals.
This conclusion is not just our assessment. It bears repeating that the Legislative Analyst's Office said the cap is likely not having much, if any, effect on overall emissions in the first several years of the program. That was the 2017 to '18 budget report. The 2018 CARB data showed the same results.

The reason electricity achieved serious cuts was because of the RPS outside of the Cap-and-Trade program. So in recognizing the much bigger cuts needed to get to 2030, 2045, and 2050, we look forward to taking a realistic stock of where we are and what worked and what did not work the past and to identifying direct emission cuts in quantifiable fossil fuel phaseout across all sectors.

That's necessary to save the planet from climate disaster, to meet smog standards, and to achieve healthy and equity -- equitable communities and in our EJ communities and all communities.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

User -- call-in user number 3, you should have received a prompt to unmute yourself and then you may begin your testimony.

RANJI GEORGE: Hello. This is Ranji George. Can you hear me?
BOARD CLERK ESTABROOK: Yes, can. Thank you.

RANJI GEORGE: All right. Thank you. Ranji George. I was a scientist with South Coast AQMD and led the ZEV crusade there at AQMD in the early nineties and mid-nineties. I strongly support staff's use of ZEV technologies to meet climate goals. There are numerous health benefits of doing so. Near combustion and combustion technologies still have residual health concerns, which we cannot ignore. So thank you, Board and -- for supporting staff's initiatives on this.

Having said that, unfortunately, last 20 years, there has been a huge disparity of funding towards battery ZEVs at the cost of hydrogen fuel cells. And as of now, 98 percent of the vehicles out there are battery ZEVs and plug-in vehicles and only two percent hydrogen. That is 10,000 vehicles, whereas there are 500,000 ZEVs.

Now, there's a great danger fuel cells will be snuffed out by continuing this disparity. So when you as a Board get together, you should firmly address how do we bring equitable funding back to hydrogen fuel cell, both at the light-duty and heavy-duty sector. My friends drive hydrogen vehicles and they're very pleased with it. The only thing, they don't have hydrogen stations to go to, and where -- they go to, there's a big line, and sometimes hydrogen supply is up.
This discourages people from hydrogen fuel cell, where it's taking off. This technology is taking off in Europe, Japan, Korea, name it. So I would encourage you to look at it. One thing Hydrogen does give is multi-unit apartment complex. One station can help several apartment complexes, just like it mimics the gasoline stations today. So that's a huge advantage of hydrogen. Plus, there are no -- and the second part I would like you -- the Board to consider is the battery recycling. It's a huge problem. This generation may not recognize it. They're all focused on cleaning the air and that's good. All three communities will benefit from batteries -- battery vehicle, but next generation have to deal with the batteries that are spent and exhausted.

There will be huge battery recycling plants that need to be constructed. And this Board needs to embrace that. Please do not hide and say somehow it will go away. We have inn South Coast a company called GNB and Exide. It went out of business. But it used to be a lead acid recycling. Just one out of the two big facilities there. And there's such a commotion going on, lawsuits after lawsuits. Even though they declared bankruptcy, the litigation from the communities of color over that whole episode is still going. And that's just one battery recycling. Imagine in future if 20 recycling plants are
going to be built in, what could be the chaos that will be created.

And I appeal to the EJAC community to --

BOARD CLERK ESTABROOK: Thank you. That concludes your time.

RANJI GEORGE: Thank you.

BOARD CLERK ESTABROOK: Our next speaker is Evan Edgar. Evan, I have activated your microphone. You can unmute yourself and begin.

EVAN EDGAR: Chair and Board members. My name is Evan Edgar. I am the engineer for the California Compost Coalition. And we have participated in each and every scoping plan since 2006 when the law was signed. And this is our third rodeo and we do agree with everything that Julia Levin said today from the Bioenergy Association of California and how biomass and bioenergy and biomethane is being left behind.

We participated in each workshop this month and we have filed comments today on the proposed process. We feel this is a staff-driven process that needs more oversight from the CARB Board and we're glad to see it coming back in the fall time to look at the modeling.

Over the last year, near-zero fleets use an in-state renewable natural gas that's carbon negative has been squeezed out of the CARB portfolio. What we offer is a
value proposition for the most cost effective program to achieve near-zero goals for NOx and greenhouse gas before 2030. We are net zero now in 2018. We don't have to be -- wait till 2045.

I think that staff is focusing on a perfect carbon-neutral electrification plan by 2045 and leapfrogging over the obvious heavy-duty, short-lived climate pollutant reduction strategies that are working today. We feel that staff is still offering a siloed approach in the workshops and is squeezing out biomethane and biomass.

It is forcing many fleet owners in the refuse sector to stay on diesel for the next 13 to 18 years due to the policies of electrification today. We're trying to go towards a near-zero platform till 2030 and we are forcing to stay on diesel, which is against what CARB stands for.

At the workshop, I did ask staff to integrate the Legislative audit that is underway. By August 2021, you're going to identify the effectiveness of each and every incentive program. By February 2022, you're suppose to translate the metrics for each of the incentive programs and beginning 2022 use these metrics and the data that are cost effective. Even the 2021 climate California investment records show that near-zero vehicle program and
the CalRecycle's compost and anaerobic digestion programs
and the most come effective programs are -- of record.
And we don't want to strand those investments on RNG
fueling and RNG production due to the policies that are
being proposed to electrify way to soon.

Staff was adamant that the results of Legislative
audit and those metrics will not be part of the Scoping
Plan that is in process. Well, when -- when we wonder in
modeling the 2030 goals of the pathways being proposed,
that these metrics are imperative to be part of the probe
and integrate those into the scoping plan third update.

So we hope that in the fall when the staff checks
back with the Board, that these metrics will be used for
future modeling, where staff needs your oversight, such as
the Legislature has demanded. So please don't look over
real carbon negative solutions today and with a dream of
electrification tomorrow by 2045. Time is imperative. We
need to act now. So we urge your Board to use the metrics
of the Legislative audit as part of the AB 32 Scoping Plan
integration. Thank you very much.

BOARD CLERK ESTABROOK: Thank you.
Abby Mullet will be our next speaker. And after
Abby, we'll have Erin Rodriguez, Neha Malik, and Shayda
Azamian.

Abby, I have activated your microphone. You can
unmute yourself and begin.

ABBY MULLET: Good morning, Madam Chair and members of the Board. Thank you for allowing me to speak for comments today.

My name is Abby Mullet and I'm a law student at the University of San Francisco and I'm interested in environmental justice. And I currently work the groups and communities in the Central Valley region. I would first like to touch on the fact that zero our of 198 EJAC recommendations were adopted in 2017. These recommendations still stand, are relevant, and need to be implemented into the strategy in order to meet our climate goals.

As a result, the scoping man must provide for full and complete analysis of the prior EJAC recommendations, as well as include the current EJAC recommendations. Ultimately, it is critical for staff to design and show how CARB will meaningfully integrate EJ into this process. EJ is deeply interconnected to all divisions making it a critical foundation and it should be treated as such.

I would also like to quickly note that SB 32 needs to be our focus over the carbon neutrality 2045 Executive Order. 2030 is in the statute and this deadline will come sooner than 2045. We cannot allow the State to
essentially buy itself more time.

Thank you for allowing me the opportunity to comment today.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker is Erin. Erin, I have activated your microphone. You may unmute yourself and begin.

ERIN RODRIGUEZ: Good afternoon, Chair Randolph and Board members. Erin Rodriguez with Union of Concerned Scientists.

I want to thank staff and Board members for their hard work taking up this scoping process. UCS looks forward to engaging on this over the next year and a half, and we want to highlight a few things we hope the Board and staff will focus on as this process moves forward.

As noted, one of the Governor's Executive Orders includes goals to decarbonize the transportation sector. Specifically, we'd like to see the Scoping Plan held accountable to the goal of transitioning all medium- and heavy-duty trucks on the road, not just sales, to zero emission by 2045, and ensure all light-duty vehicle sales are true zero-emission vehicles by 2035.

We also know that driving down refinery emissions is going to be key. And in doing so, we want to ensure that the assumption isn't made that if we reduce gasoline and diesel demand from California trucks and cars, that
refinery emissions will automatically go down.

For example, continued demand for these fuels outside of California can stall emission reductions at our refineries. UCS would like to see an updated electricity sector emission reduction target. Previous scoping plans set the range of emissions for the electric sector that the CPUC then plans for.

Currently, the CPUC is planning for 38 million metric tons. We believe the electric sector will need to plan for 30 MMT to ensure the state reaches its 2030 emissions reduction goals. We would also like to support the environmental justice organizations' call for more integration of environmental justice and more opportunities for meaningful involvement of EJ groups in the scoping plan process, which includes implementation of their recommendations.

We will all benefit from environmental justice groups' expertise being incorporated into the plan, particularly the expertise that we heard today from the EJAC group.

Last, we encourage ARB to consider further modeling analysis for more aggressive action on our GHG emission reduction targets, as we have seen many other states and countries go further on reductions since the last scoping plan.
Thank you. And we look forward to continuing to work with you throughout this process.

BOARD CLERK ESTABROOK: Thank you.

Neha Malik, I have activated your microphone. You may unmute yourself and begin your comment.

NEHA MALIK: Good afternoon, Madam Chair and the members of the Board. Thank you for holding this space for comments today. My name is Neha Malik and I'm a law student at UC Davis currently in -- working in environmental justice alongside community groups in the Central Valley,

I would like to address the lack of meaningful consideration of EJ work others have done before me. In its own words, CARB has committed to incorporating environmental justice as a fundamental part of all of its programs. Yet, while some efforts towards EJ work have been made, such as holding an EJ equity workshop and having EJAC by the first in public comment today, these efforts seem more to be an afterthought, rather than a fundamental and foundational part of the Scoping Plan process.

In 2017, as someone mentioned prior, zero out of 198 EJAC considerations were adopted. There's an opportunity now to correct that oversight and provide greater weight to these still relevant and necessary
recommendations.

As the first step towards meaningful engagement, this Scoping Plan must provide a full and complete analysis of the those and other EJ recommendations. Further, staff must plan for the meaningful integration of four overdue recommendations from the 2017 EJAC Board, namely, one, prioritizing direct emission reductions, two, considering the social cost of GHG reduction measures, three, phasing out oil and gas extraction and petroleum refining, and four, eliminating offsets.

A status update on the implementation of these recommendations would be appreciated.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Shayda Azamian. After Shayda, we will have Jon Costantino, Andrew Meredith, and Matthew Schrap. Shayda, I have activated your microphone. You may unmute yourself and begin.

SHAYDA AZAMIAN: Thank you. This is Shayda Azamian with the Leadership Counsel for Justice and Accountability. And I want to first thank staff, Chair Randolph, and our EJAC members for their work in this process so far, and for the comments underscoring the importance of substantive environmental justice policies in the Scoping Plan.
Public members, especially those most impacted, have a right to not only benefit from improved policies of the Scoping Plan, but also a right to contribute to their construction and their design. A scoping plan without an innate understanding of EJ and without the scale of action needed to correct environmental injustice frankly means nothing of value to most Californians or toy any of us when it comes to our near-term future in the face of compounding climate disasters.

I also know you've heard countless times how polluting natural gas and biofuel technology can be, especially dairy digesters. And truthfully, some of us would like to be past the lapse in understanding around this. We do critically need to reduce short-lived climate pollutants, but not at the expense of environmental justice communities and not by using inefficient technology. Many comments made Board members and EJAC members today have clearly said government needs to play a role in correcting environmental injustice in our state.

If any agency or division is experiencing any confusion about the social and health costs of dairy digesters in local communities, please do conduct an analysis. Please come speak to residents who are downstream of dairies and can't breathe their air or drink their water. Residents live right next to dairies that
have actually increased their herd sizes in order to
maximize their biofuel profit.

We and especially each agency involved in this
process should be fully aware of the polluting impacts of
supposedly clean bioenergy technologies before
incorporating them into State strategy. Local communities
and the public at large deserve that much and deserve that
transparency.

Secondly, I underscore the need to reduce
greenhouse gas emissions across all industries, even those
that have not appeared in previous scoping plans. We
agree that the climate impact of pesticides cannot be
overlooked in the Scoping Plan and this plan must also
include measures that reduce emissions from industrial
sources well before the 2030 target.

This is possible through reduced and changed
industrial practices, measures that reinvent and reexamine
our assumptions about business and economics as usual.
These measures needed yesterday, as colleagues have said.
I appreciate, especially Secretary Blumenfeld, Board
members, and staff here who have acknowledged this at the
scoping plan workshops as well that we need major leaps in
our actual emissions reductions, instead of interim or
half-baked ideas that are not rooted in reality.

We thank CARB for the conversations thus far and
look forward to making sure the Scoping Plan sets us on a
safe path that truly responds to the grave danger more and
more our state is experiencing and that EJ communities are
experiencing acutely.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Jon Costantino, I have activated your microphone.

You can unmute and begin.

JON COSTANTINO: Good afternoon. Thank you.

My name is Jon Costantino and appreciate the time
today. I'm speaking on behalf of a variety of clients,
including renewable and traditional fuel providers, offset
developers, new technology startups and those that are --
initiated efforts to reduce their carbon intensity and
their direct GHG emissions.

I want to start by sort of going back in time to
the previous scoping plans that put a price on carbon and
let everybody know that it's actually working.

A couple examples include Phillips 66 converted
an entire refinery over to biofuels. There's a biofuel
refiner in the midwest who has ordered his CCS equipment
and has a an approved pathway. So that's happening
immediately. Rondo Energy is developing a thermal
renewable technology for industrial steam. That's coming.
Offset providers continue to invest in hundred-year
commitments to reduce emissions.

And all these actions are a direct result of Cap-and-Trade and Low Carbon Fuel Standard's stable regulatory regime. We can't forget that and not strand all those investments and assets that were discussed.

Now, moving to this scoping plan and the carbon neutrality items that are in front of the Board, there is a lot of work to be done, resolving the accounting, the integration of life-cycle policy, the balance that needs to be struck between reducing emissions and sequestration. These are all important questions that should be discussed and I know will be in an open and transparent process.

Keeping these investments and stakeholders coming to California, as we know the rest of the world is starting to follow what we do, takes a long-term policy signal from this Scoping Plan that says everybody is still welcome. If we list only electrification as the solution, then you've distracted from all these other technologies, which are coming, have been developed, and do take time. It takes a long time to convert a refinery, to get permitting, to invest, to give buy-off.

And I just want to say that I look forward to working with staff on all these issues and including the role of offsets in the carbon neutrality policy moving forward.
Thank you.

BOARD CLERK ESTABROOK: Thank you.

Andrew Meredith, I have activated your microphone. You may unmute yourself and begin.

ANDREW MEREDITH: Good afternoon, Madam Chairman and members of the Board. This is Andrew Meredith with California State Building and Construction Trades Council. As you're aware as an organization, we have a long history of being at the forefront of emerging technologies, including in the renewable energy markets. With nearly half a million members including 70,000 apprentices, our members build the vast majority of renewable energy projects in California to date. And we're engaged on the front end of offshore wind development, as well as the carbon capture push in California.

On behalf of our organization, we encourage staff, the EJAC, and CARB to ensure that the modeling, discussions, and conclusions that will be a part of the scoping process include all available technologies. We were disheartened negativity from EJAC members towards the concepts of carbon capture, biomass, and hydrogen technologies during the recent scoping plan workshops.

These technologies and any emerging technologies like them should be considered and should not be ignored as part of this process. We encourage you to make the
2022 Scoping Plan truly meaningful by evaluating all pathways to carbon neutrality. Do not let personal ideologies impeded the ability to be diverse in addressing the climate change goals of California. Carbon capture, hydrogen, offshore wind, biomass, all of these technologies can potentially be crucial to achieving carbon neutrality.

We also encourage you to act swiftly to include labor's voice on the EJAC. This Board gave clear direction in May to seat a labor representative on EJAC. As of today, that still has not happened. The longer this exclusion continues, the more one-sided this process will be. Our members live and work most impacted communities in California. Their voices deserve to be heard in preparing the Scoping Plan and are an absolute requirement to any conversations around a just transition.

In regards to the comments from Little Manila Rising today about labor lacking the ability to look around the corner, I think a history lesson is in order. Organized labor has a strong history of environmental engagement, diversity, and inclusion in California. Any implications otherwise are ridiculous.

Statements like this prove that some in the EJ community want nothing more than a bully pulpit to scream and yell from. They are coming into the scoping plan
process with their minds already made up. They don't care about any solutions they don't fit their preconceived notions. The scoping plan cannot adopt a similar tone. This type of divisiveness is not productive.

As I've said in previous comments, our members working in the industries are not the problem. They will be part of the solution. They are the skilled and trained workers building California's infrastructure and they'll be needed to meet California's ambitious climate goals.

To the CARB Board members, thank you for the time and I appreciate your dedication to the State of California.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Our next speaker will be Matthew Schrap. After Matthew, we have Tiffany Roberts, Roger Lin, a phone number ending in 552, and then Mikhael Skvarla. And those are our last commenters for the item.

Matthew, I have activated your microphone. You can unmute yourself and begin.

MATTHEW SCHRAP: Thank you for the opportunity to comment, Chair and Board members. My name is Matt Schrap. I am the CEO of the Harbor Trucking Association, or HTA. Our members move cargo into and out of the ports and intermodal hubs throughout California.
While our industry has been responsible for the reduction of harmful diesel particulate matter through strict regulatory policy, we understand that it is never enough, especially related to the climate challenge and with health impacts. We look forward to working with our partner organizations, CARB members, and staff in finding workable solutions to achieve the ambitious goals put forth.

While we understand the Scoping Plan doesn’t delve into the details on program or regulatory design, the framework that is currently being proposed in order to achieve the goals, at least for drayage trucks is aggressive, to say the least. While this is not the place for discussing specifics of the Advanced Clean Fleets Rule, it may be, in fact, be the place to mention the overwhelming need in infrastructure upgrades for charging of heavy-duty battery electric power trucks in port service.

Since it is clear the most cost effective solution for interim emissions reductions is being side-stepped in the plan, that being low NOx heavy-duty vehicles fueled by RNG, we urge the Board, and any of the dedicated folks who are listening to this hearing, to bang the drum in the need for federal dollars from the maybe potentially agreed upon infrastructure bill to target
major investments in grid resiliency and heavy-duty charging infrastructure into California first, before the rest of the country.

If the State wants to convert the drayage fleet by 2035, then I implore you all to use the momentum coming from D.C. to get the money to upgrade the grid and provide the heavy-duty charging infrastructure that we will need to meet these goals. That is all for now. I appreciate the opportunity to comment.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Tiffany Roberts, I have activated your microphone. You can unmute yourself and begin.

TIFFANY ROBERTS: All right. Thank you. Good afternoon, Madam Chair and Board members. I appreciate the opportunity to speak today. My name is Tiffany Roberts. I'm the Vice President of Regulatory Affairs for Western States Petroleum Association.

This is such an important conversation. And as you all know, the world is watching. So there really is a lot to say and we'll be following up with written comments. But in the short amount time, I'd like to point out some key issues.

First, and most importantly, we care deeply about the communities we operate in. The Scoping Plan work
isn't just about plans, and data, and numbers. We're talking about people's lives and the vast economic and health considerations the scoping plan will encompass can't be over stated.

This is a complex undertaking and it merits a robust conversation, where everyone is at the table coming together to look for and identify solutions. And there's no silver bullet to this complex problem either. We will need to make sure we have all solutions and options available.

So we're asking that CARB not put their thumb on the work when it comes to this work and the analysis that goes into it. Rather, we ask that you be willing to consider an all-of-the-above approach to meeting these goals.

Next, in terms of the idea of reducing production of crude here in the state, let me just say that the state continues to consume a significant amount of crude and we all recognize this. If the state were to try to reduce in-state production, that product is going to come from somewhere outside of this country and that will increase our net greenhouse gas emissions.

AB 32 directs CARB to minimize leakage. And so we want to be able to work with you, so that you all have a solid understanding of what the full impact, from a
greenhouse gas emission perspective, would be of reducing in-state production. It's a very important point.

And lastly, let me just say that the modeling work associated with the Scoping Plan is going to be extraordinarily complex. The analysis is going to be underpinned by data and assumptions. We want to be able to provide input on relevant data and evaluate the veracity of the data that's being used.

And because of this, we would recommend that CARB host a series of workshops focused solely on providing an opportunity for discussion and debate of the data and assumptions going into the modeling work in order to provide greater transparency and a more equitable outcome.

So with that, I will conclude my remarks and thank you for the time.

BOARD CLERK ESTABROOK: Thank you. Roger Lin, I have activated your microphone. You can unmute yourself and begin.

ROGER LIN: Chair Randolph, members of the Board. Roger Lin. I'm an attorney with California Environmental Justice Alliance.

Two quick points. First, I don't think I need to spend much time on the comments from the Building Trades just now, which are clearly biased and more like opinions from the oil industry. Having those opinions on the EJAC
is clearly contrary to AB 32's mandate, but I'm sure staff is not fooled by that strategy.

Seconding, since the last Board meeting where the EJ community voiced frustration with the disregard of equity -- again, zero out of 198 is unacceptable -- we have seen some efforts to listen our voices such as having members of the EJAC provide public comment first.

While we appreciate this, we have yet to see any evidence of how this is not simply cosmetic compliance. We're still waiting for an answer or even a proposal of how this agency will meaningfully integrate EJ into decision making. In other words, how will this agency ensure that EJ voices are equal decision-making partners to determine the strategies or scenarios in the Scoping Plan.

Echoing Chair Randolph's comments how will this agency move beyond mere procedural acknowledgement of EJ voices to actually integrating EJ voices into the substance of decision-making or the substance of the Scoping Plan update.

I thank staff for the presentation. But again, the presentation only suggests procedural integration and lacks any detail about how CARB will substantively integrate EJ recommendations.

I offer one solution to accompany others that
need to be developed as soon as possible, analyze prior and future EJAC recommendations in the Scoping Plan. And you can start with the prior recommendations now to catch up and save this EJAC time and resources.

And actually analyze them to the same technical degree that staff analyzes other measures. That analysis should determine how EJAC or other recommendations from the EJ community fits in or determine their strategy and proposed scenario to meet our climate goals.

Finally, we've already requested that staff begin implementing prior and overdue EJAC recommendations immediately, including compliance with AB 197 and prioritize and direct emission reductions, while considering social or public health costs.

To be clear, compliance with AB 197 is beyond what staff just presented. There has to be actual prioritization of measures (inaudible) direct measure reduction and not just identification of direct emission reductions after the fact that measures have already been selected.

We have offered you options to meaningfully integrate environmental justice into the substance of the Scoping Plan update and we'll continue to do so, but today urge the Board to take action and direct staff to ensure meaningful and substantive engagement.
Thank you for the time.

BOARD CLERK ESTABROOK: Thank you.

Phone number ending in 552, please state your name for the record and you may begin.

I believe you need to press star six on your phone to unmute yourself.

NICOLE WRIGHT: Yes. Yes. Hello.

BOARD CLERK ESTABROOK: We can hear you.

NICOLE WRIGHT: Perfect. This is Nicole Wright, President of the California Natural Gas Vehicle Coalition.

Good afternoon, Madam Chair and Board members.

We are pleased to be here today to provide comments during these very initial stages of the Scoping Plan discussion. We appreciate your efforts in pulling together this plan and we offer ourselves as a collaborator and a partner to the Board to work on these very important issues.

As for the transportation section of the plan, we urge the Board to adopt an inclusive solution that includes immediate as well as longer term strategies to reduce greenhouse gas and short-lived climate pollutant emissions, so we can achieve greater reductions for today as well as tomorrow.

This is a transition. So why would we forfeit the benefits of cleaner air now, when we have the technology to improve air quality today?
We appreciate the mention in today's presentation of the consideration of how best to use RNG given the potential limitations to electrification. We support this action and we urge this analysis, because we know that a major source of air pollution are diesel heavy-duty trucks. And we also know that low NOx heavy-duty trucks fueled by renewable natural gas can displace these vehicles with a cleaner option.

Low NOx heavy-duty trucks are 90 percent cleaner than the heavy-duty diesel trucks that are currently on the road, and when fueled by renewable natural gas, it is a carbon negative fuel, which means that is the best technology available today to significantly reduce greenhouse gas emissions.

We agree with the public policy goal that's been discussed throughout the beginning of the Scoping Plan that dictates the reduction of harmful pollutants to improve public health outcomes for millions of Californians. And so we urge the Board to just be inclusive and driven by science, driven by need, the availability in the marketplace, and most importantly about the fulfillment of that public policy goal for immediate benefit to millions of Californians.

We look forward to future conversations. And once again, thank you for this opportunity.
BOARD CLERK ESTABROOK: Thank you.

MIKHAELE SKVARLA: Yeah. My name is Mikhael Skvarla. I'm with the Gualco Group, speaking on behalf of the California Council for Environmental and Economic Balance. CCEEB is a business labor organization that supports strong environmental policy and economic balance.

I wanted to take a few minutes to talk about the deep dive opportunities that face us in this scoping plan opportunity and process. I think we've heard today from a number of stakeholders across different spectrums of the discourse that greater review and a more iterative process around the dialogue and understanding of the modeling is necessary.

CCEEB supports perhaps a series of technical working groups to ensure that all stakeholders have a fuller understanding of the very complex modeling exercise that informs the processes to inform the drafting of this next scoping plan. We continue to support the Cap-and-Trade Program as the economic signal that sends the long-term -- the long-term economic signal to compliance entities while mitigating emissions today.

Doubled stringency in the last year will continue to ensure that this program delivers the necessary
emission reductions that have been scoped for. And as we embark on this opportunity, we get to plan for the future and discuss the rigor of all the programs throughout the scoping plan.

California has made tremendous progress to date, but we continue to need to press and work diligently together to improve our environment, while maintaining our economy. As such, we should drive for consensus in this process. We look forward to sharing our carbon neutrality principles with all stakeholders and we look forward to the activities and challenging discourse that's in front of us. The expectations that we've heard today are for an unprecedented stakeholder coordination.

And to that end, CCEEB looks forward to engaging with everyone cooperatively to help California advance these goals.

Call it -- urban neutrality will require every tool in the box. And to that end, we're supportive of our labor members who will be building those tools. They will be deploying the future infrastructure and energy systems necessary for us to achieve carbon neutrality in our 2030 Scoping Plan goals.

And to that end, we hope that we can continue to engage meaningfully with both the Board, staff, and the Environmental Advertise Advisory Committee and strive for
greater policy in this area that achieves the goals at the
lowest possible economic cost in order to avoid undue
economic impacts.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Chair, that concludes the list of commenters that
were signed up by 2:35.

CHAIR RANDOLPH: All right. Thank you very much.

This is an informational item only, so there is
no need to officially close the record. So I will open it
up to Board members for questions and comments.

Sorry, I wasn't actually looking at the screen
that shows the hands, so I'll just show the -- them in the
order that I see them now.

Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Yeah. Thank you.

Thank you to each and every person that made your comments
today. I think robust conversation is exactly what we
need to be having and I hope that as there are more
opportunities to have more information and understand the
methodology more, that our conversations can become more
(inaudible) and more of a dialogue. And to this end
really, you know, this is more of a conversation aspect
with our staff of, you know, it's clear there's a call for
more engagement. I'd also like to see more engagement.
And I also know that that's also a capacity question. And so as you think about the timeline, you know, is there a possibility for added workshops, you know, especially so that -- you know, on the methodology, and, you know, how can we support you in terms of the capacity needed to really have that more robust engagement, because what I really saw by this conversation is that more information is needed by all and the opportunity for more dialogue, as people learn more and more about this process.

I'd also like to see if the -- if -- what I didn't see on here -- on the update is what the status of the expansion of membership is and if we -- and I may have missed that on -- I apologize, but if there was an update on the expanded membership, I'd really like to know where that's at as well for the EJAC.

Thank you.

CHAIR RANDOLPH: Okay. I think I'll take a few more comments and then we'll go to staff to answer those questions.

All right. Board Member De La Torre.

BOARD MEMBER DE LA TORRE: Thank you. Thank you, staff, for the overview. Again, we're at the very beginning of the process. Our EJAC is not complete. It will be soon. These other task forces I -- some of them
have met. I don't know if all of them have met yet. And
our staff is again synching up all of our efforts. So
we're at the very beginning stages of something that's
going to take about a year and a half to accomplish and so
we have to keep that in mind.

I also want us to keep in mind that we got a --
to our 2020 target three years early, our GHG target for
the state and so that's fantastic and we patted ourselves
on the back.

To get to the 2030 target though, there are three
significant sectors that are going to have to really
deliver reductions in GHGs that did not for the previous
decade. Those are transportation, natural and working
lands, and short-lived climate pollutants. So we are very
clear here at CARB what we have in front of us. And the
short-lived climate pollutants are methane,
hydrofluorocarbons, and black carbon. So, to me, and I've
said this before here and I say it all the time, those
three have to step up, along with the reductions that we
got to get to our 2020 target early.

So if we're going to do this, and I believe we
are, then we need to have all of these sectors deliver GHG
reductions in the next nine years. So that's just my
North Star, my big picture that I always want to remind us
of what we're needing to accomplish.
Thank you.
CHAIR RANDOLPH: Thank you.

Board Member Takvorian.

BOARD MEMBER TAKVORIAN: Thank you, Chair.
I'm sorry. Can you hear me? I seem to have a little difficulty.
CHAIR RANDOLPH: Yes, we can hear you.

BOARD MEMBER TAKVORIAN: Thank you so much.

Sorry about that.

I want to appreciate you, Chair, for docketing this staff report in response to the Board's request at the last meeting and also want to appreciate the comments that you made at the beginning of the meeting, which I think provided a really clear framing of the item for the Board today.

The staff report I thought really reflected an increased understanding of the feedback provided by the public and the Board. And for that, too, I'm very appreciative.

I really enjoyed and appreciated hearing directly from the EJAC members today. And I would like to ensure that continues to be the practice whenever there is a Board discussion on the Scoping Plan. And so I hope that we can integrate that into our practice. I have had the opportunity to participate in the Scoping Plan process...
since the first -- since AB 32 was originally adopted in 2009 and I served on the first EJAC, and then during the 2017 update as a Board member.

And what we're seeing today, we've seen over these many years, and that is that the Scoping Plan preparation attracts a lot of attention. It's seen as a critical benchmark in California's quest to reduce climate pollutants. And while the plan itself is not a policy, it is the roadmap. So the priorities that are set in the Scoping Plan are critically important and really deserve our attention.

So I -- towards that end, I just wanted to make three recommendations. I always look back at the 2017 plan. And when I look at Figure 7 on page 28, we see that the overall reduction goal is 621 million metric tons of CO2 equivalent from 2021 to 2030. So this figure estimates the distribution of reductions across six measures, including Cap-and-Trade, short-lived climate pollutants, mobile sources, and energy.

These large overarching categories provide CARB with the priorities we need to focus on to achieve the state's GHG reduction dowels. And I understand from my staff briefing that the Board will receive a sector analysis towards the 2030 goals at an upcoming Board meeting.
So my first request and recommendation is I'd like to confirm the date for that report as soon as possible. I really believe it's critical to the Board's understanding of the Scoping Plan process and to the prioritization of the focus and potentially legislative measures that need to be taken to both -- bolster those sectors that are not performing or change course.

And honestly, I feel like we should have that information now, if we're going to prioritize where we're going to go with the Scoping Plan. And it troubles me to think that we're waiting many months before we see that. So I'd really appreciate a staff response to that.

My second recommendation is that what we see in this -- in the 2017 plan is that Cap-and-Trade represents about 40 percent of the reductions expected from the Scoping Plan measures. And given the reliance on that specific strategy, I would like to see it receive an in-depth analysis incorporating the analysis of the 2020 annual report of the Independent Emissions Market Advisory Committee. I didn't see that report referenced in the staff report and I'd like to know that it will be included, as well as I'm sure other data that the staff has access to, because I really look forward to the assessment of the progress of the 2017 Scoping Plan to use this data for how to achieve our 2045 targets.
And then I want to address the EJAC, because there's been a lot of discussion about it. The overarching comments, which I think we all share and which I heard you say, Chair, is that the EJAC must be incorporated into the Scoping Plan process in a collaborative and an integrative way, and a meaningful way.

And I attended the EJAC launch and I was thrilled to see over 150 people attending. So there's clearly an enormous of interest from environmental justice communities in the Scoping Plan. And now the EJAC includes representatives from the previous EJAC. And the new EJ representatives are also experts from EJ communities. These are really experienced and knowledgeable members whose expertise should be used strategically and wisely. And that, I think, is reinforced by the wise comments that they provided to us today.

I appreciate the updates that the staff made to today's presentation related to the EJAC collaboration. But frankly, I continue to be concerned that the current plan for the EJAC mirrors the previous process, which while very comprehensive, was also overwhelming. The 2017 EJAC spent hundreds of hours in meetings and workshops, and produced detailed recommendations and a report, which
were not substantially integrated into the 2017 Scoping Plan.

That said, I think there have been numerous programs and policies that have come forward since 2017 that have focused on equity and disadvantaged communities. Just today, we heard from communities that are benefiting from the Electrify America program, the AB 617 Program, directly seeks to reduce emissions. The Advanced Clean Truck and the upcoming Advanced Clean Freight -- Fleets rules will address some of the pollution that causes the most health and environmental impacts in disadvantaged communities. So these programs reflect some of the key recommendations that the EJAC made in 2017. And these should be acknowledged and reflected in the 2022 Scoping Plan and in the evaluation.

On the other hand, the EJAC recommendations related to offsets, oil and gas operations, rural concerns with industrial agriculture, and large dairies have not been well discussed or integrated, and maybe they need to be.

So my last recommendation is that we build on the 2017 EJAC report, as many people have requested, evaluate all of the EJAC recommendations and determine their current status. I think we'll find that some of them have absolutely been integrated. The EJAC focus should be
determined by the EJAC. They are the EJ experts and they are on the ground where the impacts are the worst. We also must integrate the input of the EJ communities through 617 and other EJ programs.

I don't know if we need a whole series of scoping plan workshops, but rather meaningful engagement, which may not look the same as it did in 2017. So I really encourage us to think outside the box and not just check the box, as we're thinking about community engagement. So those are my recommendations and I look forward to staff's response.

Thank you.

CHAIR RANDOLPH: All right. Thank you.

Dr. Sperling and then Dr. Balmes.

BOARD MEMBER SPERLING: Thank you very much. I want to also credit the staff for a great presentation about the Scoping Plan. And I would comment though that it's quite -- it comes across as quite overwhelming, massive lists of ideas and opportunities. And many of the public commenters added even more good ideas and good actions.

So let me play the role here of helping frame the challenges and priorities following up on what Board Member De La Torre was saying, but focusing on transportation, which, as the staff said, is half the
problem.

So I'm going to refer to -- I helped lead a study commissioned by the Legislature. It asked the University of California to -- California to analyze and provide recommendations for how to get to zero carbon in transportation by 2045 while improving health, high quality jobs, environmental justice.

And I would note, by the way, that there's going to be a series of webinars starting in July for anyone that wants to get access to some of that. And, of course, there's a full report. And I think CARB can provide anyone that asks access to that information.

But the number one finding from this study and from every single major study that's been done on the transportation sector is that electric vehicles are the number one priority, the number one strategy for decarbonizing transportation. When I electric vehicles, I mean cars and trucks, and I also mean hydrogen fuel cell vehicles.

And -- but everyone of these studies says if we want large reductions, the greatest opportunity by far - there's nothing even close - is electrification of cars and trucks. And it's even more relevant to this discussion in this Scoping Plan and CARB, because this is one of those few activities that are in the Scoping Plan.
that CARB really does have authority and jurisdiction
over.

And the policies that we already have in place
that we just need to strengthen and build are the
zero-emission vehicle mandate, the Low Carbon Fuel
Standard, which actually not only weans us off of fossil
fuels, but also provides incentives and subsidies for
electric vehicles and hydrogen use in vehicles.

We also have policies that have some effect on
charging infrastructure and hydrogen infrastructure. You
know, one of our best acts I think ever of CARB was just a
little tweak to the Low Carbon Fuel Standard where we gave
special credits for hydrogen infrastructure in th LCFS and
it's led to a real boon in investments.

Other things CARB is doing with the
electrification strategy is the truck fleet purchase
requirements and the truck -- the ACT, the truck fleet --
the requirement for truck manufacturers to sell electric
trucks as well as incentives.

So this is within our wheelhouse and it's the
most important thing we're going to -- it's the most
important thing we're going to do as part of this Scoping
Plan -- as follow-up on the Scoping Plan process.

And I add to it, I really emphasize this, because
not only does it reduce greenhouse gases, it also reduces
public health -- improves public health, reduces air
pollution, and this is probably the most important point
of all is every study now that's looking at this
carefully, including ours, found that electrification
leads to economic savings. In other words, when we switch
to electric vehicles, this is not going to cost the
economy money. This is going to save the economy money.
And when I say economy, I mean consumers.

And this cross-over point is going to be on
average somewhere between six and eight or nine years,
where this cross-over point is going to happen, where
we're going to be saving money.

So -- and then I want to point out, the number
two strategy, and a couple -- a few people mentioned it,
is reducing vehicle use. And when I say that, it also
includes dealing with land use and transit as well. This
is the second most important strategy, but it's also, as
Will Barrett said, it's a strategy that's failed for the
most part in California through our SB 375 process so far.

And -- but I would argue that in many ways this
mobility strategy is, in a broader sense, just as
important as electric vehicles, not in terms of reducing
carbon, if we strict -- focus strictly on the carbon
metric, electric vehicles just swamps everything else.

But if we look at it more broadly in terms of
urban sustainability, land use, public safety, jobs, sprawl, cost of travel, which is a number one priority for environmental justice community, and even more so, if we focus on accessibility and mobility, especially for low income and disadvantaged communities, all of that is part of a mobility strategy.

And so if we look at all of that, our more ability strategy seem -- has to have a top priority, even though it's not going to get anywhere near the greenhouse gas reductions we will get from electrification.

So there's one principle I want to highlight going forward in this. And it's reiterating what the staff said, and that is for any of these strategies to be effective and successful, we need to work closely with -- we need to coordinate with other agencies, and also with other states, and with other countries even, because what we do here in California is probably -- what's most important is that we're a model and a leader. And we need others to be following and imitating. And they have been doing that, and that has been our biggest impact on climate change.

And so all these other things include, you know, investment for infrastructure, financing -- just in transportation area, infrastructure, financing transportation, urban land use regulation. And then if
you get into natural and working lands and electricity production, that's almost totally outside of our control. So we do need to work with others. And so I say all this, because I think we need a little focus here. You know, everyone's, of course, got all their favorite little projects and actions, but we really need to stay focused, and we will be staying focused on where we can really have an impact, and where the benefits are the greatest. And it's not just the greenhouse gas benefits. It's the -- it's environmental justice. It's land use. It's much more than that. So thanks.

I did want to ask a question to the staff, different from what I was just talking about. And it follows up with what Diane Takvorian just said -- Board Member Takvorian, and that is we heard people over and over again say that in 2017 the EJ -- the EJAC proposed 150, 198 recommendations and that none of them were accepted.

Now, Board Member Takvorian said some of them, you know, were. I'd like to ask the staff to comment on to what extent those recommendations have been adopted or not by CARB over the years.

Thank you.

CHAIR RANDOLPH: Okay. Thank you. And I am keeping the list of questions to make sure we don't forget
any, after everyone has a chance to put theirs on the table.

Okay. Dr. Balmes and then Board Member Kracov.

BOARD MEMBER BALMES: Thank you, Chair Randolph.
And I want to thank you for your opening comments. I really thought that set the tone for the discussion well and I thank you for that.

Because I was one of the people that kind of bitched and moaned about the lack of integration of the Environmental Justice Advisory Committee early on in the process of the development of the new scoping plan, I take both your opening comments and staff's presentation very positively. And my long-time friend in the EJ community Martha Dina Argüello I think said it well. She's giving us a chance. And I think as Ms. Takvorian said, we've got to make sure that we come through, walk-the-talk not just talk-the-talk.

But I'm very pleased with the tone that you and staff set with regard to incorporating the Environmental Justice Advisory Committee's input to really engage them early on in the process. And I also want to say that since I called out Rajinder Sahota last time, I'm really pleased with how Ms. Sahota and Ms. Fletcher are working together with EJAC. So I'm making a public apology for maybe being precipitous in my calling out.
And then I wanted to set a -- try to synthesize a little bit Hector De La Torre's wanting us to focus on short-lived climate forcing emissions. I'm going to leave methane aside for a second, but nitrogen oxides and black carbon, and I'm going to synthesize that with Dr. Sperling's call for us to focus on transportation. Not that we shouldn't do other things, but I agree with his focus on where we need to put most of our energy. And, you know, to me, linking reducing nitrogen oxides and black carbon emissions and focusing on transportation means we need to double down on our efforts to get rid of diesel. That will have the most public health impacts in our environmental justice communities, as well as helping us with climate forcing emissions.

So I have one other question for staff that's a little bit orthogonal to what I was just saying. And while I greatly supported what Ms. Takvorian was saying before, one thing that she said I would like staff to respond to, she said that Cap-and-Trade was supposed to be dealing with 40 percent of our greenhouse gas emissions. That's about double what I thought we were getting out of Cap-and-Trade. So I just want to -- when staff is going through that long list of things you have to respond to, I'd like you to respond to that one as well.

Thank you.
CHAIR RANDOLPH: All right. Thank you.

All right. Board Member Kracov followed by Board Member Hurt.

BOARD MEMBER KRACOV: Yes. I appreciate very much this excellent presentation on the process, the content, the timeline of the Scoping Plan. It's been great to get to know our staff a little bit from ISD and all the other divisions at CARB in an interdisciplinary way, as we embark together on this exciting journey that's so fundamental to our mission, it really is a team effort.

And I especially want to thank Executive Officer Corey, staff for considering the questions and feedback so far from the new Board members and new Chair Randolph, the perspective that we were appointed to share. I've not lived through the prior scoping plans and I sympathize with this challenge, the imperative of the task at hand and meeting the goals that we Californians, Governor Newsom have set for ourselves. I have so much to learn.

And, Dr. Pacheco-Werner, thank you for raising the staff capacity question. It's a darn good point.

I also appreciate the commitment of the EJAC and all the stakeholders, our friends in labor in making this effort as positive and effective as possible. Thank you, all of you, for speaking today. You know, they say that beginnings sometimes can be the most important part of the
work. And to this end, I wanted to thank staff and highlight staff's effort I think identified in Ms. Bylin's presentation— I think slide 5—to work together to define and refine the EJAC's role, to take the lessons learned as to best practices and to set expectations at the outset colleagues as to the needs, the interests, and the roles. It may take some effort now. Yet, it will ensure that this ship is solid as we set sail, so—and that's going to be together.

I imagine that's how we also are going to help make this effort the best it can be to mold consensus among all the stakeholders, all of those agencies on slide 27, DPR too, on the substance, the critical issues that we have been asked, colleagues, to tackle. So thumbs up on this presentation and our beginnings. And thank you.

CHAIR RANDOLPH: All right. Thank you.

Board Member Hurt.

BOARD MEMBER HURT: Thank you, Chair Randolph. I'd like to thank the staff for outlining this process as the executive leadership sees it moving forward. Undoubtedly, this is a critical time and everyone needs to do their part in ensuring California meets our emission reduction goals for today and our children's future tomorrow, where everyone will truly need to dig deep with behavioral changes and look for creative solutions, since
our economy me is so tightly interwoven with fossil fuels.

My review of the work and critical eye is really going to be guided by the fact that not all of our regions are in clean air attainment with the suite of policies we currently have deployed. And there are many communities of color and low income communities who are struggling to breathe clean air.

I just read today an article that emphasized with COVID that African Americans with Hispanic Americans have suffered the biggest U.S. decline in life expectancy and the U.S. Since World War II. So public health is top of mind.

And while the primary data shows emissions have reduced, is it bold enough, is it aggressive enough to meet or exceed our goals of carbon neutrality in 2045? It's not clear. And I would also like to emphasize do people practically feel a difference in their everyday lives? Granted, without the policies that we've done thus far, and I'm proud of the work that CARB has done, it could be worse, but is it truly better?

Clean air attainment still escapes some jurisdictions. And I'm really looking to figure out how do we get there with regular Board reviews and check-ins, with solutions that are California focused. And I'm so glad here equity is front and center. But I'd like to
emphasize that there's also the piece of inclusion that is very important.

While I was not here for the last scoping process, we do not want to repeat the same mistakes. And so I think it's really great that staff is going to be present in these community meetings, but the real challenging and necessary work is true integration of the EJAC recommendations who are again representing lived experiences, some generational.

So I too have questions of how do we build off from the list of prior EJAC recommendations and integrate that work, so that California can truly and authentically be a model, where our most impacted communities often of color and low income are not left behind in this transitioning economy and not struggling to breathe clean air.

I really hope, and I look forward to working with all of you, all the stakeholders. I don't want us to rely just on the numbers, but that those communities highly impacted really feel a difference. I'm excited for the work ahead. I'm invested and committed. And again, I think everybody has to be involved, because it's going to take the different sectors, it's going to take the different stakeholders to reach what are some -- the urgency is present and some very difficult goals of 2045
carbon neutrality. And I look forward to the work. I think it's going to be very hard.

Thank you, Chair.

CHAIR RANDOLPH: Thank you. Okay. Before I turn it over to staff, I just wanted to echo a few comments of my colleagues. I completely agree that we need to see significant reductions in transportation. So that has to be a key focus of the Scoping Plan and really -- you know, we have a lot of strategies in that area and excited to see that sector analysis come together to lay out those opportunities.

And I also just wanted to note, I really, really appreciated Board Member Takvorian's comments about the 2017 recommendations, because previously when folks had mentioned that, I had always been a little bit hesitant, like, you know, do we really -- so much has changed and so I was worried if we spent too much time on that, that that might not be the right focus. But I think Board Member Takvorian articulated the opportunity really clearly, which is to look at what has happened between 2017 and now, areas where we have taken action, and then areas where we might look for potential opportunities.

So while I want to make sure that we keep the EJAC process moving and have an opportunity to really delve into the conditions as they are today, I think
spending some time thinking about the list of recommendations, what has changed, and how that can help -- as Dr. Pacheco-Werner mentioned, how that can help kind of maybe sort of speed up some of the basic beginning of the work. I think there might be some opportunities there.

Okay. So I am going to turn it over to Mr. Corey to respond to some of the questions and the recommendations that we discussed. And I kept the list, so if you forgot any, I'll remind you.

(Laughter.)

EXECUTIVE OFFICER COREY: Oh, no. Thank you, Chair. A few areas that I'll try and work through here, but then I'm going to be shored up by both Rajinder and Chanell who I'm going to call on shortly after I complete this.

So the list I had, one was -- it concerned process steps, realizing that 18 months, a lot of work to do. You went through a timeline. But the fact of the matter is we're going to -- there's going to be learnings along the way, and I think it was Dr. Pacheco-Werner, the opportunity to be nimble enough, whether that's a workshop, webinars, different elements that basically we're getting feedback on that can be more responsive to an issue and more interactive. The answer to that is yes.
I mean, the process will be designed -- is designed to allow for that flexibility and nimbleness. And I think it's going to be important going forward to learn what's effective and what isn't.

We also asked about the status of the additional EJAC members. And in a minute, I will have Channell add a little bit more detail, but I just wanted to underscore the direction from the Board was loud and clear when it -- the existing EJAC members that continued on, as well as the additional members, there were identification of gaps that the Board had, in terms of geographic gaps, tribal representation, and labor. We put out a solicitation. We're actually in the process of reviewing that. And the plan was to complete that by early July, but we can say a little bit more about that in a minute.

The other question concerned progress, in other words by sector from a GHG standpoint because the point was made by Member Takvorian and a number -- another commenter that a good share of the reductions had been from the electricity sector. That's actually correct.

Transportation VMT continue to go up. The weight of vehicles continue to go up. SUVs took off over those year period, so it was pretty flat. Emissions didn't go up, but that obviously isn't enough. And I want Rajinder to speak a little bit about information that we can make
available to respond to that question, because it's really important to see what are we seeing from a sector-by-sector basis, because the point made multiple times by Board and the team here, we won't get to 2030 or 2045 without every sector playing a role here and a significant role.

Another comment, and this was with respect to the -- really the theme, an ongoing theme that is super important from our team's standpoint, and both Chanell and Rajinder who are working daily, in terms of the integration of the EJAC effort into the overall scoping plan design and development. And both Chanell and Rajinder will speak to that in a minute.

Two or three more things. Both Board Member Sperling and the Chair mentioned transportation. And you did make the point very eloquently clearly, but I want to add to the point. Transportation is responsible for, if you include upstream, 50 percent of our GHG emissions, 80 percent of our NOx emissions, and 95 percent of our diesel PM emissions. We don't get to our GHG targets, we don't get to our health-based air quality targets, we don't reduce diesel PM in communities without a significant transformation of the transportation sector.

In a way, it really is a triple play. The transportation -- the electrification of the
transportation sector delivers all those areas. And that's why it is so important moving forward, in terms of light-duty and heavy-duty, because we simply don't meet the targets without moving forward in that space.

And the Chair mentioned the previous recommendations. I appreciated the comment. And I certainly have heard a number of comments here and elsewhere about the 2017 process and the recommendations. I will say this, there is a difference of perspective, a perspect -- I've heard folks have the perspective that no recommendations were followed. I certainly have a different perspective, but that's important. It probably is a breakdown in communication. I think I would concede that and I would concede too actually I think a pretty good placing look at is us posting those recommendations. We're going to do that, so everyone sees them. They were public at the time, but too hard to find on the website today. We're going to put them out there just so people have them.

And I think rather than necessarily a complete revisit, what can we learn from that going forward, because some may well be really effective going forward, what has happened since then, and learn from that process. So I think we're conceding that. There's clearly an opportunity to learn from it and improve going forward.
I'm also going to briefly ask Rajinder to speak to short-lived climate pollutants, because there's law that defines actually action by CARB on short-lived climate pollutants, methane, HFCs, I think N2O as well. And there certainly are a number of regulations we've adopted and more that we need to do going forward.

And the last item that I had, I think it was Dr. Balmes asked, which is a really important question, what is the relative share of reductions being delivered by the different strategies, including the Cap-and-Trade Program?

But I will say this, and Rajinder I will go to you in just a moment on this, one response is the 2017 Scoping Plan, which you can respond what the end expectation was at that point. The real thing is the new Scoping Plan. The 2017 Scoping Plan didn't have a Governor's Executive Order calling for the full electrification of light-duty, heavy-duty, medium-duty, and off-road. The relative share of the reductions will change and shift as a part of the work in the underlying analysis in this -- in the revised plan.

But with that, I'd first like to go to Rajinder to amplify, add, correct as appropriate, anything I put out there, and then I'll ask Deputy Fletcher to bring us home in terms of any additional areas.

DEPUTY EXECUTIVE OFFICER SAHOTA: Thanks,
Executive Officer Corey. Rajinder Sahota, Deputy Executive Officer for Climate Change and Research here at ARB. I'll speak first to the workshops. We will remain nimble on the format of the workshops and the frequency of the workshops. One of the things I want to reassure folks of is that just like we did in the last scoping plan, we will have a description and a workshop to talk about the models that we use in the Scoping Plan, so folks can ask questions about how it's -- how the models are structured, underlying assumptions, and then also about the inputs that we will use.

And we will take comments on those, and make sure that, to the extent that we're able to, we incorporate those comments. So there's more to come on the models and the methods that we will be using in any of the analyses here.

In terms of the progress on the different sectors, we will -- we can pull back -- go back and pull together a report that goes into each sector, talks about the trends that we're seeing, and try and identify the drivers of those trends. For example, when we talk about transportation, Executive Officer Corey was correct, VMT has gone up. And the kinds of vehicles that took off in sales, those changed more than we thought they were going to change towards the heavy-duty vehicles. And so
efficiency and economy went down in the fleet.

And so it's important for us to be able to identify those features, because transportation is going to take multiple tools addressing multiple factors. We can do that for some of the other sectors as well. For example, in electricity, it's not just the RPS Program that helps to make sure that we are procuring and consuming in California renewable or low carbon electricity, we have also integrated the carbon price from Cap-and-Trade into the dispatch models, which means that when California needs power and we need to dispatch something quickly, it's zero carbon power that is dispatched first, not something like natural gas or coal that's coming into the state. So we can have some of that discussion as well. I want to do -- I do want to talk about the share of reductions.

In 2017, when we did the Scoping Plan, it was a snapshot in time. It was the best available data that we had. It did not foresee a global pandemic. And so all of the reference scenarios that talked about how we expected emissions to change between 2017 and 2030 and beyond, they were predicated on a world where there was no global pandemic, so there was no dramatic drop in emissions for about 14 months and then some recovery period.

And what the recovery period looks like is up for
debate right now. It could look like a hockey stick, a W, a V pattern. It's unknown. And so we are going to have to go back and redo that reference case to reflect what happened with the pandemic.

So when we do that update with the reference case and then we look at what programs are in place to get us to 2030, that -- that the amount of reductions we need is going to change, which also means that when you include in the Executive Order for the ZEVs, the SB 100 procurement by 2045 for retail falls to zero carbon electricity, the 60 percent RPS, which also wasn't included in that modeling at the time, the share of Cap-and-Trade should be reduced.

So it will have a smaller role to play. And that is to reflect that there are new policies and new targeted places where we are expected to focus attention and get reductions. And in each of those, those are going to deliver not just GHG reductions but importantly some of the air quality reductions that we need to see in the state of California.

Now, the comment was made that this is a plan and that we need to bring action forward, and we take action here at the Board, and other agencies, and proceedings, et cetera. That is all true, but that's not where the action ends. We have programs like LCFS that have been sending
signals that we want to value, renewable diesel, biodiesel, clean fuels. These fuels are re--are delivering reductions in diesel PM today and we want these fuels to be available, but we are also seeing signals by the private sector to retool and reconfigure their refineries, their facilities to produce these new fuels for us that will deliver those air quality benefits.

But the challenges that we're seeing on the ground for all of this is opposition to permitting and opposition to where these facilities will be located. And so I think a more nuanced conversation also needs to happen with the Scoping Plan, that if we're sending these signals that we value these fuels and they will deliver GHG and air quality benefits that are badly needed in our frontline communities, who and where do we produce these fuels, where does this energy come from?

Because we can set ambitious targets, but if during implementation we are putting up hurdles through permitting processes or other kinds of processes that need to happen before you can break ground and actually have that production happen, then we're not actually going to realize those reductions and benefits that we anticipate in any of the plans, not just the Scoping Plan but, also in our SIPs, our State Implementation Plans.

And alongside that is we want to keep some of
these facilities, because they will deliver and they will continue to provide economic activity in the region and they will keep jobs in the state of California. So that nuanced conversation needs to come out as part of the Scoping Plan and we see how those pieces are fitting together.

With that -- oh, I have SLCPs on my list. Sorry. So short-lived climate pollutants were talked about in the three-day workshop that we had for the kick-off. We have measures in place early action like the Oil and Gas Regulation that are already delivering reductions in fugitive methane. We have the LCFS program, which is currently incentivizing RNG, capture fugitive methane from dairies and landfills, and bringing it into the transportation sector.

We also have modeling that shows that over time, and with the ZEV Executive Order, we will see a role for RNG decreased in the transportation sector, but we also have hard-to-electrify sectors that need high heat such as cement, glass, and steel. And so for us, it's how do we redirect these fuels where they're going to be needed and where they can serve a more targeted purpose to make sure that not only are we addressing SLCPs, but we're providing energy that is going to keep the facilities open and not have them close down because they don't have access to
cleaner fuels.

The other part about this is HFCs, from our modeling last year, it was a very clear that even if we phased out all combustion and fossil fuels in the state of California, HFCs remain in the system. And that is because we need refrigeration. It is because we were going to need fire suppression. It is because we're going to need air conditioning units. It's just going to get hotter.

And so making sure that we are looking for alternatives for those HFCs, the high global warming HFCs, is important, and making sure that we are able to switch appliances and switch out air conditioning units to actually use the lower global warming potential is going to be very important.

And there was an example about I think Whole Foods took the bulk of the money for one of the programs -- one of the incentive programs. What I know is that for everyone that applied to get that money, everyone that subscribed, they were able to get money in that program. And so maybe this is more of an issue of us making sure that we get the right information out and we get it out to the right folks so that they know these opportunities to be able to get access to these funds, and are able to come to us and ask -- and ask for the funds
and have those be made available.

So with that, I will conclude and I would like to ask Deputy Executive Officer Chanell Fletcher if she would like to make her comments.

Thank you.

DEPUTY EXECUTIVE OFFICER FLETCHER: Thank you. Thank you. Thank you. First of all, I just -- you know, before I go into my comments, I just wanted to say a huge thank you both to, I think, you know, my boss Richard, but also Rajinder. I think we've been doing a lot of work right now to really think about how are we collaborating as a team and CARB on this front, right? And so there's so many other staff that I didn't name, but we're thinking about that, right? We're thinking about how ISD and how EJ Unit is working together collaboratively, and how that comes up to leadership.

And we're also hoping that that comes across, I think, in these presentations, even if, for example, ISD is leading it or other -- you know, the EJ unit is leading it. We really want to kind of emphasize that we are working together, that we are taking in the feedback, and that it really is shaping what comes next and what comes out of that.

I think I have a couple of points to speak on. One of those is that integration piece. And when we're
talking about the integration, I definitely hear every
comment. And I hear the Board members' concerns on that
front. Yes, like the slide that we kind of posted was
procedural, because right now we're at the very beginning
of this process. And I know it -- I guess It doesn't feel
like it, but the EJAC is -- the EJAC just got announced in
May and now we're in June, so we're at the very beginning.

But I think our goal and what we're trying to do
is really build in that strong process and procedures in
place, so that when we get to the substantive
communications, we really have the structures in place to
make sure that the EJAC recommendations are going to be
informing and shaping the Scoping Plan, and not just the
process pieces of it, but the actual foundational building
blocks.

I think that's something that I think Richard,
Rajinder, myself, the Chair, we've all talked about and
have agreement on in that front. And part of why there
was that graphic in the slide show was to really show here
is how we're seeing this -- again, this process, this
procedure mapping out, so that we really get to those
outcomes that we want to see.

The other things that I will say is that I
absolutely like one thousand percent agree that the EJAC
should be determining what they focus on. And in that
vein, what we're really trying to do is exactly that. So right now, we had our first meeting in June. And one of the things that I think, you know, myself, and our staff, and our team walked away with was that we want the EJAC to be saying like what are your priorities? What are the things that you want to focus on? What comes up, what do we talk about, and how do we do that, and how do we shape it in a transparent and public way.

So we're actually meeting with our facilitators tomorrow to talk about how do we give the EJAC the powers and the tools to really start to shape the conversation and shape what they're focusing on. And in the same vein, I think as Richard noted, we have already started to send the EJAC the information and the materials. So, for example, the foundational reports that are informing the Scoping Plan, that's gotten sent to the EJAC. We're going to send them that matrix that kind of lists out the recommendations and the actions that CARB has taken, because I think -- as I think I've said this individually to Board members, but absolutely the 2017 recommendations are the foundation. The EJAC is going to have a conversation about it.

And I think the point is is that we want to make sure, like when that conversation happens, how it's going to be framed, that really is EJAC's decision to do and to
make, and that's what we're really invested in. And I think -- you know, I think to that comment that Board Member Takvorian made about maybe it's not more workshops, right? Like, maybe it's that more meaningful, you know, community engagement. I think that absolutely rings true for me.

And at the same point in time, I'm not hear, I think, to speak on behalf of what the EJAC wants to do, so we really are interested in those conversations around what does it look like, how do we shape this kind of engagement, and how are we prioritizing the feedback that you're giving us?

Other things that I'll speak to is really about the additional members. And I think we have -- we have the resolution. We've heard the feedback. I think, as Richard shared, we are in the middle right now in terms of the process of selecting the additional members to the EJAC. I think we were -- we just had our meeting with our panel. Our panel, you know, included current, you know, existing EJAC members, because as I've pointed out, it's really, really essential that the EJAC is a part of this decision-making process.

And so we've had that conversation. We're honestly right now just vetting, I think, the applicants that rose to the top from that panel meeting and the panel
conversation. And basically, I think after that, really I think we're hoping by like early June we really get to a place where we're able to kind of announce those additional EJAC members.

But I do want people to know that while I wasn't here in 2017, as a history undergrad -- go Slugs, if anybody went to Santa Cruz -- the point for me is that if we're not looking at our past and that's not kind of informing and shaping our future, then we're going to just kind of repeat the same mistakes again and again.

And so I think what you're really seeing, not just from me, but from, like I said, Rajinder, as I said from Richard, from all of us is that we really are looking at what happened previously and really using that to inform how we move in the future. And I think what we hear loud and clear is listen to the EJAC. And I think that is what we're going. And I think we're also just trying to be very transparent in the ways in which, yes, we are absolutely listening and here is what we as government have to think about and take into consideration and how do we move forward in that vein.

And I think that is I think the conversation that we're hoping to continue to have, right, and continuing to being transparent and honest about what I think we're facing from those challenges as well.
So with that said, I will turn it back to Richard.

EXECUTIVE OFFICER COREY: Back to the Chair.

CHAIR RANDOLPH: All right. Thank you very much, Rajinder, and Chanell, and Richard. That was really helpful. And you hit all of the questions and comments that I wrote down on my list, so congratulations.

Okay. So this is an informational item that does not require action by the Board. I see Board Member Takvorian, so I will recognize her.

BOARD MEMBER TAKVORIAN: Thank you, Chair. Sorry. Perhaps I didn't hear it, but I -- one, I wanted to know when the evaluation of the 2017 measures was coming back? What I heard Richard say is we need to look forward and I heard Rajinder say -- excuse me -- we need to evaluate based on the pandemic having occurred. Agree with both of those. When do we see the data for where we are from 2017? And if I missed it, I apologize.

DEPUTY EXECUTIVE OFFICER SAHOTA: Yes. Board Member Takvorian, this is Rajinder. We are going to be looking at modeling what the emissions would look like if we took no further action over this summer and into fall, because we want to make sure that we do have that public discussion on what the models are, how they're structured, and the inputs into those models. So it will be much
later in this year, probably towards late fall or winter
before we are able to come back and share how the pandemic
is going to reflect the new future, in terms of a
reference scenario. But we will also be pulling together
a report on the sectors so far and how they have
responded, and some of the factors that have influenced
our impacted those sectors.

The challenge again will be that we will be
limited into only being able to speak to the 2019 data,
because the inventory we are putting out this year will be
through 2019. The inventory will not have the 2020 data
in it, because that data is still being collected and
reported to us and to the federal agencies from where we
pull it from to develop the inventory. So later this
year, we will have both of those to bring back.

BOARD MEMBER TAKVORIAN: That's helpful. Thank
you. So when we have our Board meeting, which is
projected for the fall, we'll be seeing that data is what
hearing you say.

DEPUTY EXECUTIVE OFFICER SAHOTA: That is the
hope.

BOARD MEMBER TAKVORIAN: Thank you.

CHAIR RANDOLPH: All right. Any other Board
member questions or comments?

Okay. Seeing none. Thank you very much to
staff, and EJAC members, and public commenters. That was a really good discussion.

Okay. The next item on the agenda is Item number 21-5-5, an informational update on the AB 617 Technology Clearinghouse. If you wish to comment on this item, please click the raise hand button or dial star nine now. We will call on you when we get to the public comment portion of this item.

CARB continues to work with air districts in communities to implement AB 617 with the goal of reducing emissions and exposure in communities most impacted by air pollution. Underpinning AB 617 is the principle that community members are active partners with CARB and California's 35 local air districts in envisioning, developing, and implementing strategies to clean up the air in their communities, a paradigm shift in how we truly partner with communities, one in which we aspire to achieve, but frankly have a ways to go to fully deliver on AB 617's vision.

AB 617 calls for a reduction in criteria pollutants and toxic air contaminant emissions at the course and an up-to-date statewide listing of the cleanest technology options for stationary, area, and mobile sources will help realize that vision.

So the topic of this item is an update on the
development of that statutorily required Technology
Clearinghouse. The goal of the Technology Clearinghouse
is to help identify opportunities to reduce emissions in
communities across the state.

To do this, the Technology Clearinghouse must
transparently collect and provide information on available
technologies that meet the needs of a diverse set of
users, from air district permit engineers to high school
students. The Technology Clearinghouse will significantly
enhance public access to reliable information on emission
control options, including available zero-emissions
technology, and will highlight opportunities for achieving
emissions reductions in communities statewide.

It brings together emissions control policy
information from all of the 35 air districts and CARB in a
way that is accessible, and user-friendly, and designed
around direct community input we have received.

With that, Mr. Corey, would you please introduce
the item?

EXECUTIVE OFFICER COREY: Yes. Thanks, Chair.

AB 617 establishes a Community Air Protection
Program, and amongst several provisions directed CARB to
develop and maintain a Technology Clearinghouse. This
system will serve as an important resource to support the
identification of emission reduction strategies in
communities, as well as to inform local air district
permitting decisions. It will enhance the access to
up-to-date emission control technology information and
help to drive down emissions in communities. The
Technology Clearinghouse brings together existing policy,
emission limits, and control technology from California's
35 air districts and CARB programs. The system will
present this information in a way that allows users to
identify the control technologies and regulatory measures
required today for specific categories of
emission-producing sources, as well as available next
generation technologies that are cleaner than currently
required.

Making this information available at a statewide
level will support more robust deliberation and discussion
of emission controls in regulatory processes, such as
permitting of stationary sources or in opportunities to
use incentive funding to replace existing equipment with
new zero-emission technologies.

The effort meets the intent of AB 617 to increase
transparency for community members and other stakeholders
as they participate in these processes. The ultimate
goals of the Technology Clearinghouse are to increase use
of lower and zero-emission technologies and drive down
emissions in communities as well statewide.
CARB has worked closely with local air districts, community groups, and industry to develop and release a number of stand-alone prototype tools. While these prototypes do not have the full functionality of the final system, which is being developed over the next two years, they provide an important bridge by making data available today. The prototypes have already proven their utility with over 20,000 combined hits today from users browsing advanced technologies for back-up engines, comprehensive air district rules, and other currently available information.

This informational item will update you all on the status and the process -- or rather progress of the Technology Clearinghouse and demonstrate some of these prototype tools.

With that, I'll ask Alex Huth of the Office of Community Air Protection to give the staff presentation.

Alex.

(Thereupon a slide presentation.)

OCAP AIR RESOURCES ENGINEER HUTH: Thank you, Mr. Corey. Good afternoon, Chair Randolph and members of the Board. I'm Alex Huth and I'm happy to speak with you today. You've heard from the Office of Community Air Protection before about community selection and emissions reduction programs under AB 617.
Today, I'll update you on another critical element of the program, the Technology Clearinghouse. The Clearinghouse is an online, interactive, searchable database that will contain the rules, regulations, and equipment that will collectively drive the use of the cleanest technology throughout the state.

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OCAP AIR RESOURCES ENGINEER HUTH: AB 617 is the most comprehensive air quality program in California in decades and the first to truly recognize the longstanding nature of the disparities in air pollution that leave many communities behind. This is why communities are at the center of the program.

Now, the law calls for CARB and the air districts to work together and use all existing authorities to support community-driven local air quality protection.

We rely on technical expertise and evidence-based approaches, and our policies are grounded in science. We use both investments and incentive funding and rules and regulations to reduce air pollution and mitigate climate change. We develop and implement strategies for enforcing our rules and ensuring compliance, while our incentives and regulations drive the development of new cleaner technologies. This is where the Clearinghouse fits in.

The Technology Clearinghouse is a new system that
brings together information on requirements and emission controls for all sources, stationary, mobile, and area in order to drive advancements in technology in a transparent way.

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OCAP AIR RESOURCES ENGINEER HUTH: By the end of today's presentation, my goal is for you to understand how the Technology Clearinghouse supports the goals of AB 617. The law calls on CARB to increase transparency around air quality decision making. The Clearinghouse helps address the significant challenges facing community members as they try to compare how similar sources are controlled in different locations and jurisdictions across the state.

We'll also take a video tour of some of the Clearinghouse prototype tools that are available to the public today and highlight how feedback from stakeholders, primarily community members and air districts, has influenced our work.

After the video, we'll talk about next steps for the Technology Clearinghouse project and what you can expect from the full Technology Clearinghouse system once our software development contract is complete.

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OCAP AIR RESOURCES ENGINEER HUTH: So what is the role of the Technology Clearinghouse in 617
implementation? First and foremost, the Clearinghouse provides easy access to emission control information for stationary, area, and mobile sources in one location on the web. Users can quickly identify what rules and regulations may apply to a given source and browse the record of what emission controls have actually been required in specific instances.

The Clearinghouse database ties this information together with rich context and cross-references to help users identify the cleanest technologies available. To support continuous improvement, the Clearinghouse also offers a window into the next generation of clean technology. Centralizing information about the cleanest technologies available and showcasing zero-emission choices will help community members compare technology options for reducing emissions below current regulatory limits.

Industry can also benefit by using the Clearinghouse to identify categories that offer the most opportunity for cleaner products and solutions. Bringing together past requirements, today's requirements, and a view of where technology can take us in the future is the kind of transparency that communities want, need, and deserve.

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OCAP AIR RESOURCES ENGINEER HUTH: The program implementing AB 617 was designed with many elements to support improvements in local air quality for selected communities, for AB 617 eligible communities, and statewide. Each of these elements is described in detail in the program's governing document, called the blueprint. Appendix F to the blueprint in particular outlines new tools and resources, including the Technology Clearinghouse and the ways in which this system supports critical elements of the program to extend its benefits statewide.

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OCAP AIR RESOURCES ENGINEER HUTH: So why is the Technology Clearinghouse necessary for identifying reduction opportunities?

You're looking at a representation of a moderately complex stationary course. This example is based on a real facility, a landfill that captures waste gas and uses it to produce grid electricity. There are over 70 different pieces of equipment involved. But the information describing this equipment and all required controls is spread across three separate permits and 13 prohibitory rules.

The permits and rules themselves have further exemptions, conditions, references to other standards and
methods, and so on. It's effectively impossible today for a member of the public to find all this documentation, compare what they learn about this facility to other facilities in the State, and reach an understanding of any reduction opportunities that may exist here, not because members of the public are incapable or unwilling, but because the information is so scattered and decentralized.

It is essential for this information to be accessible and transparent for members of the public, especially regarding sources of concern for their community. Having this information empowers members of the public to work directly with regulatory agencies to identify and pursue reduction opportunities.

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OCAP AIR RESOURCES ENGINEER HUTH: That's where the Technology Clearinghouse comes in. We've taken the fundamental questions that community members and air district staff alike must answer when identifying reduction opportunities and priorities, and designed the Clearinghouse to address those questions in a way that's both accessible and effective.

What sources emit pollutants of concern can be answer with detailed data from the emissions inventory. Once the user identifies a source of concern, our system can tell them what emission limits may apply. It can lead
them to understand why a limit applies to one course, when a similar source may be exempt, and it can show them what controls are currently installed on that source in the context of all the control options that we know to be available for that type of source.

Armed with this information, members of the public can engage with confidence as we work together to address the core question of what opportunities may or may not be available to reduce emissions from that source in their community.

This is a challenge that AB 617 selected communities have been tackling for some time and one that many more communities are dealing with today, but it's not just the public who feel that need. Air districts also have to gather and compare information on technology, so they can issue permits with the best possible requirements. Every district does this individually. The Technology Clearinghouse is CARB's way of taking a more active role in supporting the integrity and efficiency of that process across the state.

Now, building a first-of-its-kind system like the Technology Clearinghouse is a major undertaking and won't happen overnight. But our stakeholders can't wait for the conclusion of a lengthy software development process to identify and pursue clean technology. There is a clear
and immediate need for solutions now.

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OCAP AIR RESOURCES ENGINEER HUTH: That's why, in 2018, we released the first of a series of focused publicly available prototype modules that can meet the short-term need while also informing the final design of our system.

The process for developing these prototypes starts with outreach to a wide list of stakeholders. We have traveled to communities to ask what tools and features people want. Our joint work group with air district staff helps us account for caveats and complexities in our system design. And we've formed a focus group that gives us rapid feedback as we develop and release new tools.

Understanding the need allows us to define the solution. And from there, we've taken an iterative approach. We start with a modular design, build out small pieces of that design as prototypes and bring those prototypes quickly to the public.

The feedback we receive on a prototype allows us to make refinements to the design of the larger system, while also improving the prototypes. The guiding principles of this development process are continuous improvement and quick response to user needs.
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OCAP AIR RESOURCES ENGINEER HUTH: Here are some of the things that community members have told us they need and we take that feedback very seriously. You'll see in a moment how our prototype tools incorporate many of these needed features and capabilities.

We have worked closely with air district staff to make sure that the Technology Clearinghouse, along with each of these prototype tools is designed to be accessible to an audience starting at around the eighth grade level. Our iterative process helps us to stay in line with that goal, while also working towards the greater goal of being able to combine more varied data and documents into the sort of comprehensive reports that will make the Technology Clearinghouse a one-stop shop for understanding particular sources and technologies.

But why keep telling you when we can show you. I'm really excited to present the following three minute video demonstration of some of the prototype tools that we've already released

(Thereupon a video was played.)

VOICE-OVER: CARB has released multiple prototype tools which are available today for public use. These prototypes provide an important bridge by giving access to data today and allowing for ongoing feedback. However,
they do not encompass the expected features and utility of the final system.

To get to the Technology Clearinghouse, search CARB Technology Clearinghouse and choose the Clearinghouse tools on the left. The first two modules, BACT and Rules, bring together data on existing regulatory requirements across the state.

These tools allow users to search, filter, and compare data. For example, you could search for emergency in the BACT tool to obtain more information on emergency backup power requirements for all air districts across the state. You can then compare emissions limits graphically for selected pollutants. The graph shows multiple NOx limits for this emissions category. You can select other pollutants in the drop-down.

While the tool makes information easier to understand, there is still a lot of context to be considered when comparing data, such as differences in limit units. To help better understand this data, additional information is included in the tool along with corresponding source materials.

The Rules module also contains a new prototype for CARB regulatory programs. This prototype is in early development and only contains data for CARB's Airborne Toxic Control Measures so far.
Once complete, this prototype will provide one location for users to explore all of CARB's regulatory programs. Users can search using alternative names or keywords to assist in finding programs of interest.

While the BACT and Rules modules describe what is required today, one primary goal of the Technology Clearinghouse is to highlight technologies that are beyond existing regulatory requirements using the Next Generation, or NextGen, module.

The commercial backup power tool shows commercial installations of NextGen technologies across the country that are cleaner than currently required. This information allows users to determine opportunities for additional emissions reductions.

These prototypes provide immediate value. However, we envision substantial improvements in the final Technology Clearinghouse system. The final system will bring together all of these prototypes into one consistent environment with improved features, speed, and user experience.

(Thereupon the video ended.)

OCAP AIR RESOURCES ENGINEER HUTH: I hope you enjoyed that video. I want to quickly note that you can find the video on the CARB YouTube account. The air toxic control measures prototype tool mentioned in the video is
now live. And as of earlier today, our prototype tools have been viewed nearly 27,000 times and rank in the top 10 percent of CARB web pages for weekly traffic.

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OCAP AIR RESOURCES ENGINEER HUTH: Now, here's an example of how powerful this approach can be. Recent years have seen a large increase in demand for backup power generation. In the Bay Area, new permit applications for backup power at data centers since 2019 will more than double the total backup power installed, with over 60 percent of these new engines being proposed within disadvantaged communities.

This was an important opportunity for CARB and air districts to address potential emissions increases. In 2020, CARB, South Coast, and Bay Area collaborated to identify installed technology with emission rates below existing limits and publish this data in a new prototype tool.

As a result, Bay Area was able to greatly reduce their regulatory limits on new backup power generators above 1,000 horsepower. This action significantly mitigates the emissions for new backup power in the Bay Area and it is directly protective of disadvantaged communities, but it also applies to the rest of the District and will likely spread throughout the state.
And there's our last queue. Thank you.

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OCAP AIR RESOURCES ENGINEER HUTH: We've made a lot of progress toward addressing community needs, but we still have a lot of work left to build out the Technology Clearinghouse as a true integrated system. Here are some next steps.

We're continuing to gather feedback on our prototypes and use that feedback to inform and refine the development of the larger system. We'll begin working with an external contractor for software development later this year.

In the meantime and throughout that development process, we'll continue to release new prototypes, gather feedback, and keep expanding and improving on all the resources that we can make available now to support AB 617 communities and statewide strategies.

Thank you. This concludes my presentation.

CHAIR RANDOLPH: Okay. Thank you very much.

Now, we will hear from the public who raised their hand to speak on this item. Will the Board member -- the Board Clerk please call the first few commenters.

BOARD CLERK ESTABROOK: Yes. Thanks, Chair.

There are currently eight people with their hands raised
for this item. First three commenters will be Timothy Jeffries, and phone number ending in 841, and Katrina Fritz.

Timothy, I have activated your microphone. You may unmute yourself and begin.

Timothy, are you there?
You should be prompted to unmute or dial star nine -- star six, if you're on the phone.
All right. I'll come back to you.

Phone number ending in 841, I have activated your mic. You can unmute yourself and begin.

Phone number ending in 841, can you press star six to unmute yourself?

INDIA ROGERS-SHEPP: Hello. Can you -- Okay. Perfect

BOARD CLERK ESTABROOK: Yes.

INDIA ROGERS-SHEPP: Hello. Thank you, Madam Randolph -- Chairwoman Randolph, and the CARB Board, and the rest of the CARB team. My name is India Rogers-Shepp and I'm here for the rest of the Stanford Climate and Health Group. Here with me are Avanthi Puvvula and Sohayla Eldeeb.

AVANTHI PUUVULA: Yes. So this past year, we have worked with other institutions in Northern California and with our community partners in Stockton to support
Stockton in its transition to becoming an AB 617 community. And one of our goals was to pinpoint Pollutants and pollution sources through a variety of pollution tracking tools, like the CARB Pollution Mapping Tool.

So related to this tool and other Clearinghouse tools, we really appreciate the easy breakdown of industrial pollutants and their sources placed visually in a map in their respective communities and areas. This makes the tool much easier to use. However, the majority of data was upwards of three years old. And in the Stockton area, only five industrial polluters were present were and compared to nation databases which showed dozens. So it is difficult to provide current solutions with outdated and incomplete data. Updated and more through data reporting is crucial for both the public and other researchers.

Additionally, many Stockton residents expressed to us that many databases and tools are awfully hard to use due to their heavy use of jargon or lack of familiarity with the tools. And I know that Mr. Huth addressed this, but we just fear that these characteristics may also be found in the mapping and Clearinghouse tools. And we urge the Board and the team at CARB to continue their efforts to designing and fitting
the data tracking tools for the demographic that they
serve and not just for the researchers in the program.

SOHAYLA ELDEEB: With that being said, we'd like
to offer some other like factors and things that we
noticed when using the Clearinghouse tool. Also, with
some of the comments that we've received from community
members and organizations that we chatted with, one, when
looking at the zip code breakdown, the level of facilities
reported proved to be not enough as in many zip codes, if
the data is taken literally. And it would seem that there
are no industrial pollutants affecting those areas.

Also, the Clearinghouse tool could be easier to
navigate for any community member by easily choosing their
geographical location that provides information more
specifically on air monitoring and their pollutants and
polluters within -- found within their backyard and
possibly a Spanish language version for the Spanish
speaking population.

And in the support module, there could possibly
be more intersections between health and pollutants to
inform the community members of all possible risks.

INDIA ROGERS-SHEPP: Lastly, I just wanted to say
that we noted in the previous presentation that there
was -- they showed how certain permits have been expired.
And we think that these expired permits -- or who has
permits that have expired and those that are still relevant are shown on the Clearinghouse Tool and would like to thank CARB so much for the time you've allowed for us to speak here.

Thank you.

BOARD CLERK ESTABROOK: Thank you. And if I could have you, for the record, if those of you that spoke could state you name one more time in the order that you spoke -- in the order --

INDIA ROGERS-SHEPP: India Rogers --

BOARD CLERK ESTABROOK: Sorry. Go ahead.

INDIA ROGERS-SHEPP: Sorry. India Rogers-Shepp.

AVANTHI PUvvULA: Avanthi Puvvula.

SOHAYLA ELDEEB: And Sohayla Eldeeb.

BOARD CLERK ESTABROOK: Okay. Thank you.

INDIA ROGERS-SHEPP: Thank you.

BOARD CLERK ESTABROOK: Okay. Our next speaker was Katrina Fritz. Katrina, I have activated your microphone. You can unmute yourself and begin.

KATRINA FRITZ: Good afternoon Chair Randolph, Board members, staff, and the public. This is Katrina Fritz, Executive Director of the Stationary Fuel Cell Collaborative. The Collaborative would like to express appreciation and support for the continued development of the AB 617 Technology Clearinghouse as an important public
tool to show the vast portfolio of commercially available near-zero and zero-emission technologies to improve air quality today in local communities.

Prior to the development of this Clearinghouse, public information was only available on best available control technologies for permitted emitting stationary sources. Because non-combustion fuel cell systems are low or zero carbon emitting resources with no criteria air pollutants, they are exempt from air quality permits.

In contrast cast to combustion engines commonly used for electricity generation from similar fuel sources, non-combustion stationary fuel cells provide clean, highly efficient, energy conversion from small kilowatt units for individual buildings to multi-megawatts for supporting the grid and utility generation, all with virtually zero emission of criteria pollutants and virtually zero water consumption.

Fuel cell systems provide continuous clean, reliable, load following power and can be configured to transition to meet critical loads in the case of a utility grid outage, eliminating the need for backup diesel generators. Fuel cells can also support combined cooling, heat, and power generation, as well as hydrogen generation that can be used for fuel cell electric vehicles, medium-, light-, and heavy-duty vehicles, and cargo and material
handling equipment. This hydrogen can also be used in small scale zero-emission fuel cell systems that are used today as a direct replacement for backup diesel generators in places like telecommunication towers and hubs, traffic signals and railroad crossings.

Many of these fuel cell systems are listed in the Technology Clearinghouse prototype system. The Technology Clearinghouse next generation technology area provides a new and critical designation for low- and zero-emission resources that are exempt from permits and therefore have historically not been considered to be BACT and which simply had no other public listing for community access.

The Collaborative is already using the prototype tools within the Clearinghouse website in our education and outreach work. We're very please with the progress of the prototype tools and look forward to utilizing the final technology Clearinghouse to continue promoting clean, stationary, primary, and backup power resources for air quality improvement and carbon reduction.

Thank you for the opportunity to provide these comments and your time and attention.

BOARD CLERK ESTABROOK: Thank you.

Our next three speakers are Carsten Baumann, Christopher Chavez, and Cynthia Pinto-Cabrera.

Carsten, I have activated your microphone. You
can unmute yourself and begin.

CARSTEN BAUMANN: Yeah. Good afternoon, Madam Chair and Board members. My name is Carsten Baumann. I'm a Director of Strategic Initiatives and represent Schneider Electric, a global leader in energy management and automation for homes, buildings, data centers, and infrastructure in general and industries.

We provide technology solutions that help data center customers implement more energy efficient designs. And most recently, we invested in research to find sustainable and cost effective solutions to diesel backup generators.

According to CBRE's 2021 U.S. real estate outlook report, data center demand is projected to grow nearly 14 percent in 2021 alone. Silicon Valley currently provides 280 megawatt of data center capacity with about another 25 megawatt under construction. That capacity represents to 2.5 terawatt hours of energy consumption annually. It makes Silicon Valley the third largest data center concentration in the United States. And traditionally, all these data centers are using diesel backup generators to provide resiliency.

And with Public Safety Power Shutdowns measures, these hundreds of megawatt assets will run more and longer. As these diesel assets are designed and planned
to operate for 20 plus years, we need to enable data centers with sustainable alternatives. And I believe that that time is actually right now. As a result, it is our opinion that the Technology Clearinghouse would be a great tool to not only catalogue proven technologies, but to also include emerging ones, which then could enable California citizens and businesses that want to familiarize themselves with sustainable deployed projects, their benefits, costs, and compare those to other fossil fuel based projects.

Number two, it's our opinion that such a resource would also foster collaboration amongst vendors and customers, to participate in federal grant opportunities, as well as leverage existing and future State-funded activities.

And number three, the Clearinghouse would also bring together different stakeholders on specialized topics around alternatives to fossil fuel backup generation solutions. We believe that a combination of different technologies can provide next generation and substitute diesel backup generators to lower pollution and greenhouse gases and other emissions. Our research shows that a combination of more sustainable technologies installed behind the meter, such as fuel cells, natural gas, specifically renewable natural gas, photovoltaic, and
energy storage system offer a reliable solution.

Thanks for giving me the opportunity to speak on behalf of Schneider Electric on this matter and I appreciate everything CARB is doing.

And I yield my remaining time.

BOARD CLERK ESTABROOK: Thank you.

Chris Chavez, I have activated your microphone.

You can unmute yourself and begin.

CHRISTOPHER CHAVEZ: Yes. Good afternoon, Board members. This is Chris Chavez with Coalition for Clean Air.

Today's conversation on the BARCT clearinghouse is important, because it is a key component of answering two questions, one, what is considered BARCT, and two, when will it be implemented?

First, regarding what is classified as BARCT is a significant concern for environmental and public health advocates. Some districts have tended to go for the low bar when defining BARCT. For example, backup newer tier diesel-powered generators have been defined as BARCT, while fuel cells, battery backup systems, and other zero-emission options are available.

CARB and the air district should strive to define BARCT as a technology that provides the greatest emission reductions. And if that option isn't chosen, either the
Clearinghouse or the districts should be able to explain why other less effective technologies were selected.

The other question, when will BARCT be -- technologies be deployed is also relevant to this discussion. AB 617 creates a 2023 deadline for BARCT implementation. Yet, we have heard multiple air districts are on track to fail meeting this deadline. For example, at South Coast AQMD, rule 1109.1, which relates to NOx emissions from refineries is projected to be fully implemented by the early 2030s.

This rule, by the way, is overdue by two years. It is likely to be delayed again by the oil industry stalling tactics, which have even suggested the continued use of reclaim in violation of both AB 617 and the South Coast 2016 AQMP. To their staff's credit, South Coast staff has been pretty resistant to that proposal. And we appreciate that, but it goes to show the length and the amount of stalling that has gone in this process because of industry pushback.

The BARCT clearinghouse should help push forward AB 617 implementation. While CARB and the air districts deserve praise for much of AB 617's implementation, BARCT implementation and enforcement remains a weak point.

Thank you very much.

BOARD CLERK ESTABROOK: Thank you. Cynthia
Pinto-Cabrera, I have activated your microphone. You can unmute yourself and begin.

CYNTHIA PINTO-CABRERA: Hello. Good afternoon. Cynthia Pinto-Cabrera again, the policy assistant with the Central Valley Air Quality Coalition. Thank you for the opportunity to comment. CVAQ staff and members have provided feedback throughout the process of developing the Clearinghouse. And we appreciate that outreach from staff to provide input on this tool. Overall the Clearinghouse is a useful resource, with one of the most noteworthy features being able to compare rules between air districts.

Before this rule, it was a time-consuming process going into each air district website and trying to search for different rules. I personally did this research on my own when reviewing some of the rules for the San Joaquin Valley PM2.5 SIP.

And while this tool has great information, we would like to suggest that it be more directly integrated into the -- into supporting the AB 617 process in the San Joaquin Valley. Additional outreach and information sharing with community steering committee members would be beneficial. Oft -- many times, for example, in the Stockton 617 community, where we -- our CSC members, there was a lot of delay in the process due to technical -- due
to lack of technical knowledge from the community members. And that would have -- this kind of information would have allowed for community residents to able to understand some of the more technical details.

The user video -- the user-guide videos are very helpful, but they are not enough. The Clearinghouse is still difficult to navigate. And as the presentation measure -- mentioned, assuming an eighth grade level is not adequate for a lot of communities in the San Joaquin Valley. And another area for continued improvement would be to request that CARB continue to work on streamlining information available from the air districts. For instance, we'll -- it is easier to search for similar rules and best available control technology, air districts use those different units and measurements for their emissions limitations and thresholds creating yet another barrier for the public to be able to use this tool to conduct their own comparisons.

We appreciate the investments of the staff and the resources in making this information available and easily accessible to the public and we look forward to continuing to be engaged in utilizing and enhancing the Clearinghouse.

Thank you.

BOARD CLERK ESTABROOK: Thank you.
Our final three speakers for this item are Melissa Vargas, Amy Kyle, and Julia May.

Melissa, I have activated your microphone. You can unmute yourself and begin.

Melissa, it looks like you've unmuted, but we cannot hear you.

You're unmuted again. If you can try hitting that again and unmuting. You're unmuted currently.

Unfortunately, we cannot hear you still.

I'm going to ask if you can call into the number that is posted that is shared on the screen now and raise your hand by dialing star nine, then we will be able to call on you then, and I'll try again after the next couple commenters.

Okay. So that goes -- brings us to Amy Kyle.

Amy, you can unmute yourself and begin your comments

DR. AMY KYLE: Thank you. My name is Amy Kyle. And I'm an environmental health scientist. I was at UC Berkeley for a number of years and I'm now retired. And I have been before the Board a number of times to talk to about various issues related -- especially to stationary sources of air toxics and rules for reporting, et cetera, how to make that system work better.

And so I'm a -- I have a couple things to say about this technology system. And one is I think it's a
great idea. I mean, you've heard all the comments about how it is to work through it. There's a lot to do, et cetera. Those -- I think that's all been covered.

But there's so much that the Board, and the staff, the ARB as a whole could do to bring information that is scattered and buried everywhere in technologies of 50 years ago forward into the public view that would really help everybody to understand better what's important to do, what's possible to do, what we can learn from each other.

It's not just in this area. I mean, there are obvious examples of that for the Scoping Plan. You know, where it -- where is the data dashboard for that? There is -- there isn't one for the climate policy. So I commend this, even though it's not there yet.

One thing I wanted to say particularly - I have two main comments about it - is that I am concerned about portraying the value of the emissions inventory for toxics as it currently exists. The emissions inventory for toxics that the State maintains is really terrible and inconsistent, and everybody doesn't report the same thing, and some of the numbers are probably, to use a word, bogus.

So I think that needs a caveat when people are talking about that and it should be more carefully
caveated online.

I would remind you that you all adopted rules last November to fix some of that and we're still waiting the completion and filing of those rules. So I would make a plea for can we get those done and then a few years from now we -- maybe we will have emissions data for toxics that we can actually use.

The last thing I want to say though is that this problem of things that are scattered and not well represented anywhere that you can reach is broader, even with -- within air pollution than the current technologies. And I think there are opportunities to address that, both in a forward- and backward-looking way. And, you know, I encourage you to support creative thinking on that. One thing that would seem valuable to do as well, and some other people have mentioned this in other contexts, is to put a focus on new technologies as well that will come into being as part of the climate transition and look for what is the state-of-the-art on things that we may need more of like maybe battery facilities as well.

Thank you.

BOARD CLERK ESTABROOK: Thank you. I'd like to try this phone number ending in 410. Melissa, I believe that is you, if you can try to unmute yourself. I believe...
you press star six.

MELISSA VARGAS: Hi.

BOARD CLERK ESTABROOK: Is this Melissa?

MELISSA VARGAS: Hello. Sorry. Yes. Sorry about that.

BOARD CLERK ESTABROOK: Oh, perfect.

MELISSA VARGAS: Good -- Good afternoon, Chair, CARB Board and CARB staff. My name is Melissa Vargas and I'm with the Environmental Justice Program at Catholic Charities Diocese of Stockton. Today, I would like to express our gratitude for the Technology Clearinghouse and CARB staff, in particular Cassandra Lopina and her team.

When we had the opportunity to collaborate with Stanford and Santa Clara University students on air quality research in Stockton, Cassandra and her team were actively seeking feedback from the community and the student research teams about how they can make the Technology Clearinghouse tools more efficient and clearer to use, as well as learning about the challenges students face while undergoing the technical analysis of the AB 617 process.

We thank the students of Stanford and Santa Clara for their hard work, and additionally, Cassandra and her team took the suggestions from students about organizing air quality information in a way that is easily digestible
for the community, and developed a new video series that shares information about air quality control and how to navigate the Clearinghouse.

So we're very excited to see the huge benefits that holistic collaboration with academia, community-based organizations, and State agencies can bring so that we can protect the public health of our communities.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

We have Julia May. And then after Julia, Paula Torrado.

Julia, I have activated your microphone. You can unmute yourself and begin.

JULIA MAY: Julia May, Senior Scientist with Communities for a Better Environment representing Wilmington, which is the largest concentration of oil refineries on the west coast representing for CBE.

And I'm speaking spontaneously. I commented on the Scoping Plan, but I couldn't resist on this item. Thank you for your work. These kinds of tools are great. But it may also help to have some follow-up support from CARB staff and the Board to make sure that good measures get implemented.

As Chris Chavez mentioned earlier, rule 1109.1 in the South Coast District is under attack by the oil
industry. It's a long overdue measure. Boilers and heaters at refineries drive the energy use and there's an overlap with greenhouse gases as well. There's over 230 massive ones in the refineries in the South Coast. Over -- just in Wilmington, Carson and West Long Beach 3.4 million pounds a year of NOx. And now the refineries are proposing that they want to wait until 2035 and they want to use cap-and-trade as the bridge standard, rather than meeting the tight NOx standards that could cut emissions 95 percent using standard SCR, selective catalytic reduction. It has been available for decades.

So this is a good example of a technology that's been around for a good long time, could have cut millions of pounds a year of NOx in EJ communities. It would also have cut greenhouse gases, if CARB had implemented the boiler and heater rules it was looking at in, you know, early in the scope -- first scoping plan instead of Cap-and-Trade.

But now we've had Cap-and-Trade and we've had RECLAIM programs with pollution trading that failed to implement these technologies that have been around for a long time. So we're way behind. We could really use CARB's help in ensuring that we get these emission reductions from boilers and heaters at refineries. If they're not willing to meet the tight two part per million
standard that's achievable and that could cut 95 percent
of these millions of pounds per year of NOx, then they
should be required to shut down, which would also cut the
greenhouse gases out, and that would eliminate these old
dinosaur boilers and heaters there at refineries.

So we appreciate your staff's work. We could use
some help in implementing the Clearinghouse as well as
just listing the measures.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Paula Torrado, I have activated your microphone.

You can unmute yourself and begin.

PAULA TORRADO PLAZAS: Thank you. Thank you.

Good afternoon, everyone. This is Paula Torrado Plazas
with Physicians for Social Responsibility, Los Angeles.
And I am the Air and Toxics Policy Analyst currently part
of the South LA AB 617 community steering committee.

And I wanted to comment and say thank you to OCAP
and the EJ -- the CARB EJ's office for engaging us in this
process of the development of the Tech Clearinghouse
tools. And I wanted to mention how important these tools
are for us to identify best practices and best available
control technologies to reduce emissions.

And I'm looking forward to seeing how this -- the
implementation of these tools can help us pursue a
sector-based multi-pollutant approach to AB 617 that can reach equal or greater emissions reductions for -- of all emissions. And it's also an approach, how can we use these tools towards developing an approach that can help transition and transform toxic industries that are overly concentrated in many EJ communities. How can these tools collaboratively with EJ communities, and CARB, and agencies help develop those sys -- those best strategy -- strategies that might exist already within the BACT Tech Clearinghouse tool, and develop real emissions reductions, and support and be shared with all other communities, not just the ones that have been selected for a community emissions reduction plan.

And so we are thankful and we really are looking forward to being part of the process. We really want to ensure and develop a simpler regulatory system that reduces redundancy across regulations in ways that that can significantly reduce emissions. And that can only be approached -- achieved by looking at what exists right now and what we can do moving forward in terms of moving upstream.

But the goal is to get into real emissions reductions on the ground. And that cannot be achieved without sharing best lessons learned and in getting those benefits to all communities, not just those that have been
selected through AB 617.

    Thank you very much. I appreciate your time.

BOARD CLERK ESTABROOK: Thank you.

Madam Chair, that concludes the list of

commenters for this item.

CHAIR RANDOLPH: Thank you.

This is an informational item only, so there is
no need to officially close the record. So I will turn
this over to the Board. Do any Board members have
questions or comments?

    Board Member De La Torre.

BOARD MEMBER DE LA TORRE: Thank you. I actually
wanted to say the point that was said right at the very
end there, that I've talked numerous times about AB 617
being a sampler platter of solutions statewide. And so
this is the sampler platter. This is putting it all out
there, so that all of the communities, whether they're 617
or not, if they're facing these challenges, that they have
access to the information, so that they can push for these
solutions at the local level with all the relevant
jurisdictions.

    I would only hope that after this piece of it is
done, we would add things -- like we had the enforcement
review earlier today. I know that the Enforcement team
has put together proposals that local jurisdictions can
take on, things like idling ordinance -- ordinances, truck
idling, truck routes, some of the transportation stuff
that we think are best practices and put those on the
website, along with this information, so again these
communities can advocate for those changes at the local
level that would improve their air quality.

So thank you.

CHAIR RANDOLPH: All right thank you.

Board Member Kracov.

BOARD MEMBER KRACOV: Just checking my video
here. Sorry.

Board Member De La Torre ditto, agree with that a
hundred percent, and thank you for the comments. I want
to acknowledge also staff for this presentation, all of
the work that I've learned has gone into this
Clearinghouse. Ms. Lopina, Mr. Hughes -- I think I
pronounced it right, Mr. Huth, all the others who were
working, who I haven't mentioned, so hard on this tool.
And I'll keep my comments on it, you know, mercifully
short. It's been a long day. And I believe that
Assemblymember Garcia, the author of 617, that her staff
are watching this, take a bow. AB 617 has many elements.
And we focus so much on the 617 communities, the CERPs,
and there are six in the South Coast. It's undoubtedly a
priority, you know, for my work certainly here as the
representative from the South Coast.

But this presentation reminds us that there are other aspects of the law, the Technology Clearinghouse and statewide efforts, and the BARCT retrofit technology rule work, which is so important. Now, we are in the process of approving and implementing many of those rules in the South Coast. You heard about one or two of them from the commenters. And this rule work has to remain a priority too in all the other air districts along with the CERPs, the incentives, you know, really to make AB 617 all that it can be, all that the author intended it to be.

So I just wanted to raise that. And, of course, this Clearinghouse work has real promise, very supportive of these efforts and commit being an ally to staff in supporting this work.

CHAIR RANDOLPH: Okay. Thank you.

I see no other Board members commenting and this is an informational-only item, so I'll just join in my thanks to staff for all of their hard work and the tool is looking very, very user-friendly. I really appreciate that.

Okay. That concludes our agenda items, so we will now move to open public comment. If you wish to provide a comment regarding an item of interest within the jurisdiction of the Board that is not on today's agenda,
please raise your hand in zoom or dial star nine if you are on the phone.

Will the Board please call those who have raised their hand.

BOARD CLERK ESTABROOK: Yes. Thank you.
Sean Edgar, I have activated your microphone.
You may unmute yourself and begin your comment.
It looks like you're unmuted now.
Sean, are you there?
I will come back to you.
Phone number that is ending in 528, I'ver activated your microphone. You can unmute and begin.

LAURA ROSENBERGER HAIDER: Hello. Can you hear me.

BOARD CLERK ESTABROOK: Yes.

LAURA ROSENBERGER HAIDER: This is Laura Rosenberger. Do you hear me?
Oh, yeah. I have an idea that's going to help a lot of low income people go a hundred percent solar like next month and it will also reduce vehicle miles traveled. Well, the idea, but it -- the one thing it needs from you is to get small lots of land and half the lot will be for a tiny house the size of tool shed like eight feet by eight feet and have solar panels on the roof, and battery storage, and -- like it will be so small scale that it
will be so cheap and even have a small little hot plate
run off solar -- batter solar and electric -- the electric
stove.

But the thing is they won't need a freezer,
because they'll have a -- making -- suggesting a
greenhouse so people can grow their own food year-round,
instead of -- because when you put something in the
freezer, you've got to -- also a lot of the frozen food
has be heated to high temperatures like 160 degrees and
thawed also. And that's a lot of energy required to do
it. It's better just to grow something fresh. It costs
less energy to cook in. And then you didn't talk about
the refrigerator trucks and everything that bring --
transport all this refrigerated frozen food, and all the
time it takes to drive to store and the farmers market to
get stuff.

But the thing is and the air filters could
actually put -- did you ever examine passive air
filtration using wind. When the wind blows through the
window, the air is filtered or else the window -- and
nothing will go through the window if there's no air
current. I think that will work. I don't know. It's
just a possibility I was considering.

And also -- and some people don't even need heat.
Some people are adapted to cold climates or -- or some
people don't need air conditioning, because they're
adapted to -- just genetically adapted for generations for
being out in the summer heat. They don't need air
conditioning. They don't need -- some people, northern
Europeans that don't need heating in the winter in Fresno.
And -- but the thing is like organic food is very
healthy. And when they have the vegetable scraps, instead
of throwing in -- instead of throwing them in the garbage
pail so they rot and make a lot of methane, is to compost
them immediately to reduce the food waste.

And what was also in this -- oh, the no -- what's
going to reduce the vehicle miles traveled, first growing
your own food. The second thing is when they realize that
EMF radiation of electric cars. It's kind of -- it's bad
news, but not that bad. There's not --

BOARD CLERK ESTABROOK: Thirty seconds remaining.

LAURA ROSENBERGER HAIDER: -- it's not unsafe.
The levels of EMF from electric cars is not unsafe. It's
20 percent -- it's not unsafe. It's 20 percent of the
maximum amount, but yet it's twice the EMF radiation from
a car that's oil based -- gasoline based and not electric.
And, of course, people want to reduce their exposure.
They don't want to get cancer. There's a link to a small
probability of cancer from EMF frequencies over exposure
to it, so they'll drive less miles to be on the safe side.
BOARD CLERK ESTABROOK: You've exceeded your time.

LAURA ROSENBERGER HAIDER: All right. Thanks.

BOARD CLERK ESTABROOK: All right. Let's try Sean Edgar one more time. Sean, I have activated your microphone. You can unmute yourself and try again.

You are unmuted.

All right. Sean, I will come back to you one more time after this next commenter.

We have a phone number ending in 050. You can unmute yourself by dialing star six and begin.

It doesn't look like you've been able to unmute, phone number ending in 050. Please dial star six on your keypad.

All right. Then let's try Sean one more time.

Sean, are you able to unmute?

Unfortunately, the last two commenters that are in the queue, Madam Chair, are unable to access the line.

CHAIR RANDOLPH: Okay. Thank you for trying.

Okay. So since, we have no other commenters, the June 24th, 2021 CARB Board meeting is adjourned.

(Thereupon the Air Resources Board meeting adjourned at 5:07 p.m.)
CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of July, 2021.

JAMES F. PETERS, CSR
Certified Shorthand Reporter
License No. 10063