

VIDEOCONFERENCE MEETING

STATE OF CALIFORNIA

AIR RESOURCES BOARD

ZOOM PLATFORM

THURSDAY, JANUARY 27, 2022

9:02 A.M.

JAMES F. PETERS, CSR
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APPEARANCES

BOARD MEMBERS:

Liane Randolph, Chair

Sandra Berg, Vice Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Senator Dean Florez

Assemblymember Eduardo Garcia

Davina Hurt

Gideon Kracov

Senator Connie Leyva

Tania Pacheco-Werner, PhD

Barbara Riordan

Supervisor Phil Serna

Dan Sperling, PhD

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

APPEARANCES CONTINUED

STAFF:

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change and Research

Craig Segall, Deputy Executive Officer, Mobile Sources and Incentives

Ellen Peter, Chief Counsel

Ashley Arax, Deputy Director, Office of Legislative Affairs, Chair's Office (CO)

Megan Cleveland, Legislative Analyst, Office of Legislative Affairs, CO

Sonya Collier, Staff Air Pollution Specialist, Research Planning Climate Analysis Section, Research Planning, Administration, and Emission Mitigation Branch, Research Division (RD)

Michael FitzGibbon, Branch Chief, Atmospheric Science and Climate Strategies Branch, RD

David Garcia, Legislative Director, Office of Legislative Affairs, CO

John Herner, Branch Chief, Research, Planning, Administration, and Emission Mitigation Branch, RD

Bonnie Holmes-Gen, Branch Chief, Health and Exposure Assessment Branch, RD

Margret Kim, Senior Attorney, Legal Office

Lucy Negrete, Air Pollution Specialist, Implementation Section, Air Quality Planning and Science Division (AQPSD)

Sarah Pittiglio, Manager, Research Planning Climate Analysis Section, RD

Margaret Sanchez, Creative and Social Media Manager, CO

APPEARANCES CONTINUED

STAFF:

Elizabeth Scheehle, Division Chief, RD

Melanie Zauscher, Manager, Emerging Strategies Section,
Sustainable Transportation and Communities Division (STCD)

ALSO PRESENT:

Michael Boccadoro, Dairy Cares

John Bottorff, CleanEarth4Kids.org

Teresa Bui, Pacific Environment

Marie Camino, Mercy For Animals

Emma De La Rosa, Leadership Counsel for Justice and
Accountability

Tom Frantz, Association of Irrigated Residents

Madeline Harris, Leadership Counsel for Justice and
Accountability

Gary Hughes, Biofuelwatch

Suzanne Hume, CleanEarth4Kids.org

Jamie Katz, Leadership Counsel for Justice and
Accountability

Kathleen Kilpatrick, Safe Ag Safe Schools

Patrick McDuff, California Fueling, LLC

Brent Newell, Public Justice

Patricia Ramos-Anderson, League of United Latin American
Citizens

Mariela Ruacho, American Lung Association

John Velasco, Heart of Compassion

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PROCEEDINGS

1
2 CHAIR RANDOLPH: And good morning, everyone. The
3 January 27th, 2022 public meeting of the California Air
4 Resources Board will come to order. Before the Clerk
5 calls the role, I just wanted to note that San Diego
6 County Board of Supervisor Chairman Nathan Fletcher
7 recently resigned earlier this month from the San Diego
8 Air Pollution Control District and also from CARB due to
9 his extensive duties as Chairman of the Board of
10 Supervisors. We're incredibly appreciative of Supervisor
11 Fletcher's work on the Board over the last three years.
12 We will miss his thoughtful public policy perspective, and
13 his kindness, and his sense of humor on the Board. And
14 the residents of San Diego are very fortunate to have his
15 leadership and we will miss him.

16 So with that, Clerk, can you please call the
17 roll.

18 BOARD CLERK ESTABROOK: Yes. Thanks, Chair.

19 Dr. Balmes?

20 BOARD MEMBER BALMES: Here.

21 BOARD CLERK ESTABROOK: Mr. De La Torre?

22 Mr. Eisenhut?

23 BOARD MEMBER EISENHUT: Here.

24 BOARD CLERK ESTABROOK: Senator Florez?

25 BOARD MEMBER FLOREZ: Here.

1 BOARD CLERK ESTABROOK: Assemblymember Garcia?

2 ASSEMBLY MEMBER GARCIA: Present.

3 BOARD CLERK ESTABROOK: Ms. Hurt?

4 BOARD MEMBER HURT: Present.

5 BOARD CLERK ESTABROOK: Mr. Kracov?

6 BOARD MEMBER KRACOV: Here.

7 BOARD CLERK ESTABROOK: Senator Leyva?

8 Dr. Pacheco-Werner?

9 BOARD MEMBER PACHECO-WERNER: Here

10 BOARD CLERK ESTABROOK: Mrs. Riordan?

11 BOARD MEMBER RIORDAN: Here.

12 BOARD CLERK ESTABROOK: Supervisor Serna?

13 BOARD MEMBER SERNA: Here.

14 BOARD CLERK ESTABROOK: Professor Sperling?

15 BOARD MEMBER SPERLING: Here.

16 BOARD CLERK ESTABROOK: Ms. Takvorian?

17 BOARD MEMBER TAKVORIAN: Here.

18 BOARD CLERK ESTABROOK: Vice Chair Berg?

19 VICE CHAIR BERG: Here.

20 BOARD CLERK ESTABROOK: Chair Randolph?

21 CHAIR RANDOLPH: Here.

22 BOARD CLERK ESTABROOK: All right. Madam Chair,
23 we have a quorum.

24 CHAIR RANDOLPH: All right. Thank you.

25 I'd like to bring with few housekeeping items.

1 In accordance with Assembly Bill 361, we are conducting
2 today's meeting remotely using Zoom with public
3 participation options available both by phone and in Zoom.
4 A closed captioning feature is available for those of you
5 joining us in the Zoom environment. In order to turn on
6 subtitles, please look for a button labeled CC at the
7 bottom of the Zoom window, as shown in the example on the
8 screen now. I would like to take this opportunity to
9 remind everyone to speak clearly, and from a quite
10 location, whether you are joining us in Zoom or calling in
11 by phone.

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

17 (Interpreter translated in Spanish)

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

20 BOARD CLERK ESTABROOK: Thank you, Chair.

21 Good morning, everyone. My name is Katie
22 Estabrook and I am one of the Board Clerks here at CARB.
23 I'll be providing some information on how public
24 participation will be organized for today's meeting. If
25 you wish to make a verbal comment on one of the Board

1 items or during open comment period at the end of today's
2 meeting, you must be joining using zoom webinar or calling
3 in by phone. If you are currently watching the webcast on
4 CAL-SPAN but you do wish to comment, please register for
5 the Zoom webinar or call in. Information for both can be
6 found on the public agenda for today's meeting.

7 To make a verbal comment, we will be using the
8 raise hand feature in Zoom. If you wish to speak on a
9 Board item, please virtually raise your hand as soon as
10 the item has begun to let us know you wish to speak. To
11 do this, if you are using a computer or tablet, there is a
12 raise hand button. If you are calling in by phone, dial
13 star nine to raise your hand.

14 Even if you have previously indicated which item
15 you wish to speak on when you registered, you must raise
16 your hand at the beginning of the item, so you can be
17 added to the queue so that your chance to speak will not
18 be skipped.

19 If you will be giving your verbal comment in
20 Spanish and require an interpreter's assistance, please
21 indicate so at the beginning of your testimony and our
22 translator will assist you. During your comment, please
23 pause after each sentence to allow for the interpreter to
24 translate your comment into English. When the comment
25 period starts, the order of commenters will be determined

1 by who raises their hand first. I will call each
2 commenter by name and will activate each commenter's audio
3 when it is your turn so speak. For those calling in, I
4 will identify you by the last three digits of your phone
5 number. We will not be showing a list of commenters.
6 However, I will be announcing the next three or so in the
7 queue, so you are ready to testify and now who is coming
8 up next.

9 Please, note that you will not appear by video
10 during your testimony. I would also like to remind
11 everyone to please state your name for the record before
12 you speak. This is especially important in the remote
13 meeting setting, and it is especially important for those
14 calling in by phone to testify on an item. We will have a
15 time limit for each commenter. The normal time limit is
16 three minutes, though that could change based on the
17 Chair's discretion.

18 During public testimony, you will see a timer on
19 the screen. For those calling in by phone, we will run
20 the timer and let you know when you have 30 seconds left
21 and when your time is up. If you require Spanish
22 interpretation for your comment, your time will be
23 doubled.

24 If you wish to submit a written comment today,
25 please visit CARB's send-us-your-comments page or look at

1 the public agenda on our webpage for links to send these
2 documents electronically. Comments will be accepted on
3 each item until the Chair closes the record for that item.
4 If you experience any technical difficulties, please call
5 (805)772-2715, so an IT person can assist you. That
6 number is also located on the public agenda.

7 Thank you. I'll turn it back to you, Chair.

8 CHAIR RANDOLPH: Thank you. The first item on
9 the agenda is Item number 22-1-1, clean fuels for fleets
10 certification for the 70 ppb ozone standard. If you wish
11 the comment on this item, please click the raise-hand
12 button or dial star nine now. We will call on you when we
13 get to the public comment portion of this item.

14 Mr. Corey, would you please summarize the item?

15 EXECUTIVE OFFICER COREY: Yes. Thank you, Chair.

16 The clean fuels for fleets certification for the
17 70 parts per billion ozone standard continues California's
18 long tradition of being at the forefront of mobile source
19 emission reductions. In 2015, U.S. EPA lowered the 8-hour
20 ozone standard from 75 to 70 parts per billion. For
21 non-attainment areas, above prescribed population
22 thresholds classified as serious or above, the Clean Air
23 Act requires that the area comply with the U.S. EPA clean
24 fuel vehicle programs or opt out by submitting a
25 substitute program that is at least at equal -- or equal

1 or more stringent than the emissions reductions otherwise
2 delivered.

3 California has opted out of the program since the
4 first California State Implementation Plan was submitted
5 in 1994, and approved by the U.S. EPA in 1999.

6 California's low emission vehicle, or LEV, programs are
7 implemented statewide and far exceed the level of
8 reduction that would be achieved through the
9 implementation of the U.S. EPA program. California has
10 continued to strengthen the requirements for the
11 light-duty passenger cars adopting LEV II in 1998 and LEV
12 III in 2012 as part of the Advanced Clean Cars Program,
13 which will also expand zero-emission vehicle requirements.

14 Therefore, it's appropriate that California
15 continue to utilize the Act's opt-out provision by
16 adopting this certification. The certification before you
17 today is applicable to the Coachella Valley, Sacramento
18 metropolitan area, San Joaquin Valley, South Coast Air
19 Basin, Ventura County, and West Mojave Desert
20 non-attainment areas. These areas are classified as
21 serious or above for the 70 parts per billion zone
22 standard and had a 1980 population of 250,000 or more.

23 CARB staff recommends that the Board adopt the
24 California clean fuels for fleets certification for the 70
25 ppb ozone standard from the non-attainment areas

1 previously mentioned and direct me as Executive Officer to
2 submit the certification to U.S. EPA as a revision to the
3 California SIP.

4 That concludes my remarks.

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

8 BOARD CLERK ESTABROOK: Madam Chair, there are no
9 commenters with their hands raised to speak on this item.

10 CHAIR RANDOLPH: All right. Thank you. I will
11 now close the record on this agenda item. The Board has
12 before them Resolution number 22-1.

13 Do I have a motion and a second?

14 VICE CHAIR BERG: Berg, so moved.

15 BOARD MEMBER BALMES: Second.

16 BOARD MEMBER HURT: Second.

17 CHAIR RANDOLPH: All right. Clerk, would you
18 please call the roll.

19 BOARD CLERK ESTABROOK: Yes.

20 Dr. Balmes?

21 BOARD MEMBER BALMES: Yes.

22 BOARD CLERK ESTABROOK: Mr. De La Torre?

23 Mr. Eisenhut?

24 BOARD MEMBER EISENHUT: Yes.

25 BOARD CLERK ESTABROOK: Senator Florez?

1 BOARD MEMBER FLOREZ: Yes

2 BOARD CLERK ESTABROOK: Ms. Hurt?

3 BOARD MEMBER HURT: Aye.

4 BOARD CLERK ESTABROOK: Mr. Kracov?

5 BOARD MEMBER KRACOV: Yes.

6 BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?

7 Mrs. Riordan?

8 BOARD MEMBER RIORDAN: Aye.

9 BOARD CLERK ESTABROOK: Supervisor Serna?

10 BOARD MEMBER SERNA: Aye.

11 BOARD CLERK ESTABROOK: Professor Sperling?

12 BOARD MEMBER SPERLING: Aye.

13 BOARD CLERK ESTABROOK: Ms. Takvorian?

14 BOARD MEMBER TAKVORIAN: Aye.

15 BOARD CLERK ESTABROOK: Vice Chair Berg?

16 VICE CHAIR BERG: Aye.

17 BOARD CLERK ESTABROOK: Chair Randolph?

18 CHAIR RANDOLPH: Yes.

19 BOARD CLERK ESTABROOK: Madam Chair, the motion

20 passes.

21 CHAIR RANDOLPH: All right. Thank you.

22 The next item on the agenda is Item number

23 22-1-2, the proposed research projects for fiscal year

24 2022 and 2023. If you wish to comment on this item,

25 please click the raise hand button or dial star nine now.

1 We will call on you when we get to the public comment
2 portion of this item.

3 CARB's Research Program was established in
4 legislation with the recognition that robust science must
5 be the foundation of the work we do to reduce air
6 pollution in the State. For over 50 years, this agency
7 has established a reputation for relying on the best
8 science to support its mission and advancing science in
9 monitoring, analyzing, and reducing air pollution.

10 The research program continues to support CARB's
11 air quality planning efforts, provides a scientific
12 foundation for regulatory decision making, aiding efforts
13 to meet the Global Warming Solutions Act, State
14 Implementation Plans, community air protection goals,
15 environmental justice efforts and other commitments, and
16 facilitates important collaborations with other research
17 funding organizations. In addition, the research program
18 strives to remain responsive to changing priorities.

19 As we will hear in a later item, the agency has
20 multiple goals and priorities and the research program can
21 support these with scientifically rigorous research.

22 Mr. Corey, would you please summarize the item.

23 EXECUTIVE OFFICER COREY: Yes. Thanks, Chair.
24 Today, staff will present the proposed research projects
25 for fiscal years 2022 through 2023, which includes seven

1 research projects and two white paper projects. The
2 proposed research projects were developed through a public
3 process which began in the spring of 2021, with a public
4 solicitation of research concepts and comments.

5 Concepts were prioritized in consultation with
6 CARB staff, community members, stakeholders, advocates and
7 research partners through individual meetings and two
8 public workshops on June 16th, and September 22nd. The
9 project concept prioritization was also guided by the
10 Triennial Strategic Research Plan for fiscal years 2021
11 through 2024, which was presented to the Board and
12 approved on March of 2021.

13 The proposed research projects support CARB's
14 regulatory priorities related to health, environmental
15 justice, air pollution, and climate change. With a
16 limited research budget to support the agency's long-term
17 goals, CARB cannot fund all concepts and focuses on
18 holistic projects addressing agency priorities.

19 The Research Program relies on partnerships in
20 collaboration with other states and federal entities to
21 make our research dollars go farther. If approved by the
22 Board, the projects described through the 2022 through
23 2023 will be released for pre-proposal solicitation to the
24 CSU and UC systems. UC and CSU researchers are encouraged
25 to team up with non-academic partners where appropriate.

1 I'll now ask Sonya Collier of the Research
2 Division to give the staff presentation.

3 Sonya.

4 (Thereupon a slide presentation.)

5 RD STAFF AIR POLLUTION SPECIALIST COLLIER: Thank
6 you, Mr. Corey. Good morning Chair Randolph and Board
7 members. Today, we'll be presenting CARB's proposed
8 research projects for fiscal years 2022 through 2023. The
9 proposed projects were released for public comment on
10 December 17th, 2021.

11 --o0o--

12 RD STAFF AIR POLLUTION SPECIALIST COLLIER: CARB
13 is seen as a world expert in monitoring, analyzing, and
14 regulating air emissions. This reputation is the result
15 of using sound science and up-to-date research to inform
16 our work. The Research Program is key to providing that
17 scientific foundation, as envisioned by the Legislature,
18 when they created the Board's Research Program in 1971
19 specifically to support CARB's goal by providing the
20 scientific foundation for effective air pollution control.

21 The Research Program encompasses all aspects of
22 air pollution and plays an important role in meeting the
23 challenges of increasingly stringent federal air quality
24 standards and long-term climate goals, and it serves as
25 the foundation for effective regulatory decisions. The

1 program enables research using the best available
2 technology in key areas, such as environmental justice,
3 economics, climate, air quality, and health.

4 The Triennial Strategic Research Plan is an
5 important tool for collaboration and for communicating
6 CARB's research priorities. Every three years, staff
7 compiles information on our past and current research
8 projects and future research priorities into the plan.
9 The development of the future research priorities in the
10 plan is also guided by public input. This document aids
11 in our annual research planning process and is an
12 important tool in our outreach efforts.

13 --o0o--

14 RD STAFF AIR POLLUTION SPECIALIST COLLIER: The
15 Research Program priorities are driven by CARB incentive
16 and regulatory program needs. Additional research
17 priorities remain responsive to the triennial plan,
18 internal and external coordination, and emerging topics
19 identified through external input and the scientific
20 literature.

21 These Research Program priorities are then
22 converted into research projects, which can be completed
23 by leading scientists and community researchers through
24 external research contracts and by CARB staff through
25 in-house research or through collaborations with other

1 State, national, and international experts. We do remain
2 committed to increasing coordination with large external
3 research efforts to make our research dollars go further.

4 We have a variety of project types. These
5 include robust scientific studies related to mobile
6 sources, atmospheric measurements, and modeling, and
7 community engagement projects amongst others. We also
8 fund white paper projects to collect the latest
9 information available on emerging topics or in response to
10 community concerns. The research results derived through
11 these various efforts inform CARB programs and help
12 advance our mission to protect public health and the
13 environment.

14 --o0o--

15 RD STAFF AIR POLLUTION SPECIALIST COLLIER:

16 CARB's in-house research expertise spans a broad
17 set of disciplines including engineering, science, health
18 and analytics, in topics such as air quality, health,
19 behavioral economics, sustainable community strategies,
20 climate science, emissions, and indoor air quality. CARB
21 research staff make our research dollars go further by
22 utilizing data and results from contracted research
23 projects and doing further analysis or creating models.

24 CARB staff also conducts in-house measurements
25 and develops scientific instruments to measure air quality

1 from various source types. Our staff's work has a large
2 impact, since staff participates and contributes to these
3 studies, and produce peer-reviewed publications. Staff
4 also manages and contributes to the contracted research
5 projects. CARB usually funds nine to 12 projects each
6 year.

7 --o0o--

8 RD STAFF AIR POLLUTION SPECIALIST COLLIER: The
9 Research Program is an important part of CARB's work and
10 we are committed to operationalizing racial equity within
11 the program. We are in the initial stages of developing
12 an equity framework that will outline how CARB's Research
13 Program will engage with communities, and how equity will
14 play into the Research Program as a whole. The framework
15 will also include new guidelines for staff and internal
16 processes to operationalize racial equity in our research
17 with criteria based on project type.

18 In addition, we will strive to maintain
19 transparency on how public guidance is used and
20 implemented in the program, and how we communicate
21 research results to the public. The framework will
22 consider all aspects of the research program, including
23 research planning, project implementation, and outreach
24 methods.

25 In response -- in response to public comments and

1 input from environmental justice and community advocates,
2 we have started implementing changes to the Research
3 Program. As part of this effort, CARB has funded
4 community engagement projects focused on incorporating the
5 voices of concerned community members interested in
6 research on a specific air quality or public health issue
7 occurring in their community. The objective is to create
8 a research roadmap with community members that highlights
9 potential research projects for future funding
10 consideration.

11 CARB has pilot tested a project in the Salton
12 Sea. And this year, we'll be kicking off a similar
13 project in the remainder of the Imperial Valley.

14 A community engagement project is also being
15 proposed in the list before you today for funding in
16 2022-2023. We have made our changes to annual research
17 planning process, in response to comments we have
18 received, to increase transparency, reduce burdens on the
19 public, and have more touchpoints where community members
20 can provide guidance on project selection.

21 In addition, the community -- in addition to
22 community engagement projects, we will also consider
23 projects focused on equitable outcomes. We will be
24 examining how best to incorporate community voices and
25 expertise throughout the Research Program.

1 Different types of projects will require
2 different levels of engagement and outreach. We will
3 discuss the preliminary changes we have made with the
4 public to get further guidance on those changes, as well
5 as ideas for additional changes.

6 --o0o--

7 RD STAFF AIR POLLUTION SPECIALIST COLLIER: We
8 will now discuss the annual research process -- research
9 planning process including additions we have made to
10 incorporate more stakeholders in the process, encourage
11 additional university proposals, and increase
12 transparency. I will point out the opportunities for the
13 public to guide the process. Text in blue points to
14 changes we have made in response to public feedback.

15 Our research planning process begins each year by
16 identifying research project concepts through a public
17 concept solicitation. We also get input from CARB staff,
18 Board members, and external stakeholders. In response to
19 public input, we have increased engagement at this stage.
20 We have already modified the comments and concept
21 collection survey to be more flexible and allow for more
22 open-ended comments to be submitted. We also hosted two
23 public meetings in 2021 through this process.

24 After we have received all project ideas and
25 prioritized them through internal and external engagement,

1 a final list of proposed projects is presented to the
2 Board for approval. Right now, we are at this stage in
3 the process.

4 After Board approval, we released the
5 solicitation for proposals from the Universities of
6 California and California State Universities. In order to
7 increase the transparency of our solicitation award
8 process and foster the development of multi-disciplinary
9 research teams, this year we are holding solicitation
10 meetings and hosting online forums.

11 Proposals are reviewed and winning proposals
12 selected and finalized. Once proposals are finalized, the
13 Research Screening Committee, composed of various subject
14 matter experts, independent of CARB, reviews the proposals
15 and provides comments. With their approval, proposals are
16 accepted and then developed into contracts. The executive
17 officer provides final approval and these projects become
18 active research. During this phase, online progress
19 updates and outreach are done. When appropriate, we
20 establish project advisory committees to provide oversight
21 and direction.

22 Once projects are finalized, the Research
23 Screening Committee approves final results, which are
24 disseminated to the public through seminars and online
25 documents. We have started requiring research contractors

1 to create accessible and clear outreach documents that can
2 be used to disseminate results to the public.

3 At the end of every project, there is a public
4 seminar where the contractors present their research
5 results.

6 --o0o--

7 RD STAFF AIR POLLUTION SPECIALIST COLLIER: I
8 will now give a brief overview of the nine research
9 projects we would like to fund in 2022-2023. For this
10 funding year, we have a total budget of \$3.8 million. And
11 the list of proposed project concepts covers topics in
12 three general categories of health and exposure impacts,
13 methods of evaluating emissions and mitigating exposure,
14 and emerging pollutant issues.

15 Environmental justice and equity are a part of
16 several projects within those categories. For example,
17 the intergenerational impacts projects will look at the
18 persistence of air pollution exposure impacts by race and
19 ethnicity. In the next slides, I will provide highlights
20 on some of the research topics that led up to the proposed
21 projects and also provide additional background on each of
22 the proposed projects.

23 --o0o--

24 RD STAFF AIR POLLUTION SPECIALIST COLLIER: In
25 the past, CARB's Research Program has investigated various

1 topics related to air quality impacts on health. These
2 include total exposure to air pollution and noise,
3 respiratory effects in communities near major sources such
4 as freight corridors, air pollution and toxics impacts on
5 diseases such as Alzheimer's and on birth outcomes, and
6 impacts from wildfire smoke. And recently, we have
7 started investigating community health indicators to
8 better track how health outcomes change over time. We
9 also examine statewide air pollution and asthma impacts.

10 This research helps support various programs,
11 including community air protection. And our new focus on
12 health analysis is critical for more comprehensively
13 showing the benefits of our regulations and plans.

14 In addition, our health research is leveraged for
15 community education, outreach, and health protection.
16 Research into the health impacts of air pollution and
17 climate effects is ongoing and various future research
18 needs remain. We will continue to expand health analysis
19 research. A challenging and important topic includes
20 investigating the health effects of multiple pollutants
21 and toxics. It is also important to investigate the
22 health benefits of various exposure and mitigation methods
23 and sustainable community strategies.

24 Finally, an active area of research includes
25 health impacts of buildings and indoor exposure.

1 --o0o--

2 RD STAFF AIR POLLUTION SPECIALIST COLLIER: The
3 proposed projects related to health this year build on the
4 remaining questions just outlined and focus on quantifying
5 health and exposure impacts. We are proposing three new
6 projects in this area. As a whole, these projects will
7 help quantify health impacts and determine how health
8 effects may persist over time.

9 The first project will help us to more
10 comprehensively quantify, monetize, and communicate the
11 health benefits of our regulations by identifying and
12 measuring additional health outcomes. This work will
13 identify additional health outcomes associated with air
14 pollution using California-specific data and will augment
15 quantification methods. This expanded health analysis
16 will be used to support CARB's programs and regulations.

17 The second project will examine air pollution
18 exposure impacts and persistence across generations and
19 how these differ by race and ethnicity by analyzing air
20 quality, residential, demographic, and health data.

21 Finally, we hope to initiate a
22 community-engagement project focused on industrial sources
23 of toxics and create a research roadmap incorporating the
24 voices of concerned communities.

25 --o0o--

1 RD STAFF AIR POLLUTION SPECIALIST COLLIER:

2 Another critical research area involves
3 investigating and evaluating different emission and
4 exposure mitigation methods. We have proposed three new
5 projects that will help answer what methods can be
6 implemented to reduce exposure to criteria pollutants and
7 lower carbon emissions, and how can we evaluate their
8 effectiveness.

9 The first project focuses on identifying high
10 priority subsectors for commercial building
11 electrification, including analyzing costs, benefits,
12 strategies, health risks, equity, and barriers to inform
13 development of future regulatory actions. The project
14 will emphasize impacts on frontline communities and on
15 equitable decarbonization.

16 The second project will be an in-house project
17 testing different messaging methods with quantified
18 real-world measurements of efficacy, such as website and
19 clean air center visits. The project will determine more
20 efficient methods of communicating messages that can be
21 applied to other CARB programs.

22 Each year, CARB also funds a handful of white
23 paper projects. White papers consolidate all the known
24 information on the particular topic and make
25 recommendations for future research. In response to

1 public concern, we have proposed a white paper addressing
2 public comments related to air cleaning devices. The
3 objective of this project is to write a white paper
4 summarizing the current knowledge on potential emissions
5 and health impacts of non-ozone related air pollutants and
6 outline knowledge gaps associated with electronic air
7 cleaning technologies.

8 --o0o--

9 RD STAFF AIR POLLUTION SPECIALIST COLLIER: Our
10 next category of projects includes wildfire research.
11 Over the last several years, CARB has been stricken with
12 massive wildfires and this is expected to continue as an
13 effect of climate change. Wildfires are a major source of
14 air pollution and carbon in the atmosphere, and are
15 impacting people across the State every year. CARB has
16 performed a large body of research on fire and air quality
17 including: measuring emissions from different types of
18 vegetation to inform inventory models; measuring emissions
19 from prescribed fires to determine what their air quality
20 impacts are relative to wildfires and to inform future
21 forest management practices; and collaborating on large
22 wildfire emission measurement campaigns.

23 Additional research includes analyzing the
24 impacts of wildfire smoke on air quality, examining the
25 infiltration potential of smoke into different indoor

1 environments, examining the benefits of clean air centers
2 during smoke exposure days, and also researching the
3 health effects of short-term but acute smoke exposure
4 events.

5 These various research efforts benefit CARB
6 programs, such as the development of State Implementation
7 Plans, the Scoping Plan, and the emission inventory. As
8 wildfires increasingly encroach on urban areas, a crucial
9 research need, and one that will be addressed in the
10 proposed projects for fiscal year '22-'23, is
11 characterizing emissions at the wildland urban interface.

12 --o0o--

13 RD STAFF AIR POLLUTION SPECIALIST COLLIER: As
14 noted in the last slide, wildfires are one research area
15 that is changing significantly and becoming increasingly
16 important. As emission sources shift and change over
17 time, the relative impact of these different sources
18 changes, and it is critical to characterize how emerging
19 pollutant issues may affect public health. Here, we are
20 proposing three research projects that will help us to
21 quantify the potential effects of emerging pollution
22 issues and to inform mitigation strategies.

23 This first project covers the research gap
24 outlined in the previous slide, with an objective to
25 quantify emissions from burning structures to characterize

1 the air quality and health impacts of fires at the
2 wildland urban interface and to inform future policies on
3 forest management and defensible space. We expect this
4 project to leverage upcoming work in this area.

5 In the second project, we propose to measure and
6 quantify real-world emissions and brake of brake and tire
7 wear particulate matter emissions under various on-road
8 conditions, including California representative light- and
9 heavy-duty vehicles powered by various propulsion methods.
10 This project could provide valuable information on how
11 particulate matter emissions can be lowered from tire and
12 brake wear.

13 In this last proposed project, the objective is
14 to analyze air quality data from an intensive field
15 campaign in the South Coast Air Basin. This will be to
16 improve the understanding of the sources and processing of
17 local particular matter and assess the relative role of
18 recent pollutants.

19 --o0o--

20 RD STAFF AIR POLLUTION SPECIALIST COLLIER:

21 Additional funds for research to support
22 sustainable community and transportation programs may
23 become available later. This slide shows a list of
24 additional project concepts related to sustainable
25 transportation and communities that could be developed

1 into full project proposals if additional funding is
2 secured.

3 These concepts include: emerging trends that may
4 impact vehicle miles traveled; strategies to equitably
5 advance building decarbonization; the interactions among
6 policy, equity, and the secondary zero-emission vehicle
7 market; research to improve quantification methodologies
8 for California climate investments; housing and equity,
9 including combined housing and transportation costs; and
10 opportunities and barriers for climate action at the local
11 government level.

12 --o0o--

13 RD STAFF AIR POLLUTION SPECIALIST COLLIER: If
14 the Board approves the proposed projects for fiscal year
15 2022-2023, staff will develop full project scopes and
16 include them in a proposal solicitation. We are required
17 by the Health and Safety Code to look for expertise in the
18 University of California and California State University
19 systems first. We are releasing this solicitation on an
20 online platform called Empower Innovation, which will
21 facilitate the development of partnerships between UC and
22 CSU researchers and non-academic researchers and community
23 partners.

24 We are also holding a solicitation meeting on
25 Wednesday, February 23rd in order to provide guidance on

1 these projects and the use of the Empower Innovation
2 website, particularly for researchers who have not worked
3 with CARB previously. Future solicitation meetings will
4 be held once funding becomes available for the additional
5 research priorities noted earlier.

6 Will also continue the process to operationalize
7 racial equity in CARB research by increasing engagement
8 efforts, gathering new suggestions and feedback on changes
9 we make to the program, and continuing to leverage
10 internal CARB resources and efforts.

11 --o0o--

12 RD STAFF AIR POLLUTION SPECIALIST COLLIER: Staff
13 are recommending that the Board approve Resolution 22-2,
14 which includes the proposed research projects for funding
15 year 2022-2023 and concepts for future funding.

16 With that, I'd like to thank the Board and the
17 public for your attention today.

18 CHAIR RANDOLPH: Thank you, Dr. Collier.

19 Now, we will hear from the public who raised
20 their hand to speak on this item. Will the Board Clerk
21 please call any public commenters?

22 BOARD CLERK ESTABROOK: Yes. We currently have
23 three people with their hands raised to speak on the item.
24 They are Kathleen Kilpatrick, John Bottorff, and Suzanne
25 Hume.

1 Kathleen, I have activated your microphone. You
2 should be to unmute and begin.

3 KATHLEEN KILPATRICK: Thank you. Yeah, again,
4 I'm Kathleen Kilpatrick, I live in Watsonville. I'm a
5 member of Safe Ag Safe Schools. And that's under the
6 umbrella of California for Pesticide Perform -- Reform.
7 And I also am in a group called Campaign for Organic and
8 Regenerative Agriculture, which seeks to work toward the
9 conversion of our Pajaro Valley for that type of
10 agriculture.

11 So CARB has had a key role and has a key role now
12 in mapping this state's roots to carbon neutrality. And
13 CARB has also been a very reliable ally for those of us
14 who are working on environmental justice. And I applaud
15 those attempts. I do want to say that in spite of your
16 efforts, that many or most of those -- most impacted by
17 the issues that we work on have not been in a position to
18 participate for a number of reasons.

19 So the members of our -- the coalitions that I
20 worked with work -- we've been working for pesticide
21 reduction and conversion to organic agriculture are
22 repeatedly told that our work can't be included as a
23 priority, because there's insufficient research. And yet,
24 we're not included as a research priority.

25 The term "point source pollution" in the

1 industrial is a trigger for me, because that means that
2 industrial ag often gets a pass. And the greenhouse gas
3 emissions of their cycles and other forms of harmful
4 emissions go largely unmeasured.

5 So the CPR has submitted a letter that covers
6 some of the research that's been done. But as a clinician
7 who sees environmental health entwined with the other --
8 all those other aspects of the pollutants, I want to
9 remind you that fumigants are toxic air contaminants and
10 many of those harmful chemicals are carcinogens and
11 reproductive and developmental toxins. And just as with
12 wildfire smoke, we don't yet know how those toxins are
13 volatilized. We know they contribute to ozone, but how do
14 they get into the lung and are they adhering to the PM10s
15 and -- that are a soup over the San Joaquin Valley.

16 So I'm going to refer you back to your nice Venn
17 diagram with holistic in the center and remind you that
18 researching conversion to organic strategies covers all of
19 those aspects, that it covers health, air quality,
20 climate, environmental justice, and environmental impacts
21 of those toxic chemicals, if they are really, truly
22 measured, which I hope you will put more effort into
23 including them in your measurements of economic and social
24 impacts of toxic chemicals.

25 Thank you.

1 BOARD CLERK ESTABROOK: Thank you.

2 Our next speaker will be John Bottorff. John,
3 you can unmute yourself and begin.

4 JOHN BOTTORFF: Yes. Hello. Thank you. My name
5 is John Bottorff with CleanEarth4Kids.org. Thank you for
6 taking my comment.

7 In addition to the proposed wildfire smoke
8 projects, I do ask CARB for a white paper on the effects
9 of wood smoke from residential fireplaces and camp fire --
10 beach fires. People just don't know how toxic wood smoke
11 is. Here in Oceanside, California, there fire rings at
12 the harbor beach that fill the air with smoke almost every
13 night. I've called our air control district and was told
14 they don't have jurisdiction over fire rings or even
15 people's fireplaces.

16 As far as I'm concerned, CARB should have
17 jurisdiction over any source of air pollution, and, of
18 course, has the duty to educate the public on the dangers
19 in the air we breathe. As you all know, wood smoke is
20 toxic. It's a complex mixture of gases and particulate
21 matter. One of the main components of smoke is PM2.5, you
22 know, roughly 120th diameter of a human hair. Would smoke
23 travels for miles in the air. PM2.5 passes through the
24 nose, mouth, and lungs, and makes their way to the
25 bloodstream. Particulate matter irritates the lungs. And

1 there is a growing body of research that shows -- clearly
2 shows that wood smoke increases the risk of serious health
3 outcomes, including asthma, heart attacks, strokes, cancer
4 and brain conditions, like Alzheimer's, Parkinson's, and
5 dementia.

6 Wood smoke also contains cancer-causing
7 pollutants like benzene, formaldehyde, acrolein, and
8 polycyclic aromatic hydrocarbons, along with carbon
9 dioxide, carbon monoxide, and methane. Burning 10 pounds
10 of wood in one hour creates the same cancer-causing PAHs
11 as 6,000 packs of cigarettes. Yes, we allow people to
12 burn wood around the clock on our beaches and in our camp
13 fires exposing people, especially children, to toxic
14 pollution.

15 So please take action to educate the public about
16 the dangers of wood smoke, work with local cities to stop
17 wood fires, and please do a white paper to really document
18 the health risks.

19 My other ask would be to fund a white paper on
20 the health risks of pesticide drift. Absolutely agree and
21 echo the comments from the previous speaker. There's a
22 large amount of studies showing the health impacts from
23 living near agricultural pesticides. We're talking
24 increased cancer and other serious health effects. My
25 wife and I we had to move from our home in Oceanside where

1 west coast tomato growers spray pesticides within -- you
2 know, less than a few hundred feet from our home. And
3 it's being sprayed right by a lot of people's homes in
4 this area and even high school. And that's just one
5 example of pesticides being sprayed right where people
6 live, work, and go to school. You know pesticide drift is
7 an absolute proven threat, but it's not a priority for
8 CARB or DPR. So please fund a white paper on drift. You
9 know, use it to create legislation. You know, use it to
10 show the health risks, so that legislation can move
11 forward.

12 Thank you so very much for your time. Thank you.

13 BOARD CLERK ESTABROOK: Thank you. Suzanne Hume.
14 You may unmute and begin.

15 SUZANNE HUME: Thank you. Good morning, CARB.
16 And thank you for your very important work to protect
17 clean air. My name is Suzanne Hume. I am the educational
18 director and founder of CleanEarth4Kids.org. We
19 enthusiastically support your very important proposed
20 projects and white papers. Additionally, I will share
21 four white papers that we hope that you will include.
22 And, of course, we support these statements by the
23 previous two speakers very important. Pesticide drift
24 must be addressed by CARB. This is personal for me as I
25 was poisoned by pesticides, because of pesticide drift.

1 We are absolutely not protected.

2 So much to say. The U.S. only bans 15
3 pesticides. China bans 51 and the EU bans 175 pesticides.
4 We have kids living right next to pesticides and we have
5 children working in the fields legally in California. And
6 is the Office of Pesticide Programs looking at this? No.
7 What do they do? They excluded inhalation risks for
8 children working in the fields from pesticides. They're
9 only looking at the dermal risks. They're using studies
10 from the 80s. And they are minimizing risks saying that
11 because children work more slowly and touch things less,
12 and that's dermal, that they're -- you know, that they
13 have a reduced risk for working in these fields. So they
14 limit the scope. We sit on meetings or we listen to
15 meetings with the EPA, and the Office of Pesticide
16 programs. Also, additionally, Senator Blumenthal spoke
17 out about this and said that there is terrible problems
18 happening there.

19 Also, we have tried very hard to work with DPR.
20 And there are some good people at DPR for sure, but this
21 is not being handled. We have kids living right next to
22 pesticides that drift. I have all of my medical papers.
23 We were asked to move, instead of suing the County of San
24 Diego and the City of Oceanside, because of leasing to
25 west coast tomato growers, we decided to start a

1 nonprofit. I didn't know if I would live a year. I'm
2 here to beg you to take this on. Please help us.

3 Also, additional important things to say. As you
4 know, that California studies are showing elevated
5 childhood cancer risks from agricultural pesticides
6 applied up to 2.5 miles away and we do have the kids
7 there. Please include wood smoke and residential
8 fireplaces, a white paper to show the harm. Also, health
9 risks from inhalation of synthetic turf and crumb rubber.
10 This is very important. And also look at PFAS, the
11 boomerang effect. When PFAS get into our water, then they
12 are volatilized into the air. So all of those things.
13 And will follow up with a letter. Thank you from
14 CleanEarth4Kids.org.

15 BOARD CLERK ESTABROOK: Thank you so much. And
16 just a reminder for the written comments that the
17 send-us-your-comments page is available on the CARB
18 website.

19 Chair, that concludes the list of speakers for
20 the item.

21 CHAIR RANDOLPH: Okay. Thank you. Does staff
22 want to address any issues before I close the record on
23 this item?

24 EXECUTIVE OFFICER COREY: No further comments,
25 Chair.

1 CHAIR RANDOLPH: Okay. Great. So I am now
2 officially closing the record. And Board members, if you
3 have questions or comments, please raise your hand, or
4 click the raise hand symbol on Zoom.

5 Dr. Balmes.

6 BOARD MEMBER BALMES: Thank you, Chair Randolph.
7 So first off, I wanted to remind the older Board members,
8 I mean the ones that have been around longer, and perhaps
9 the new Board members that our previous Chair Nichols
10 charged Professor Sperling and me a few years ago with
11 trying to get the Research Program of CARB to be a little
12 bit more relevant to the regulatory actions we needed to
13 take, both in terms of climate change mitigation, and air
14 quality and public health.

15 And I'm pleased actually with the research plan
16 that has been presented today. And I can't speak for Dr.
17 Sperling, but I have had more engagement over the past
18 year with the Research Division than I've had in previous
19 years. So I really appreciate the Research Division
20 trying to work with me and others to try to improve the
21 quality of the projects that we fund.

22 So I just wanted to -- it's a shout-out to the
23 Research Division for good work. And I especially applaud
24 the effort to come up with projects through an equity lens
25 to address environmental justice concerns. I have a

1 feeling that other Board members will speak to that, so I
2 won't -- I won't go on.

3 I wanted to address the specific comments of the
4 three public speakers. So with regard to ambient
5 pesticide exposure, pesticide drift, it's no secret to
6 many of you that I have been concerned about this for a
7 while. And it -- ambient pesticide exposure gets caught
8 in the -- in between CARB and the Department of pesticide
9 control -- Pesticide Regulation, DPR. And I've been upset
10 about this for a long time. I think -- I actually don't
11 even really know -- I don't think any of us really know
12 how much of a problem ambient pesticides are in terms of
13 health, because we just don't have good enough data. And
14 I think it's really a shame that California can't get it
15 together. We have -- We're the biggest agricultural
16 producing state in the country, one of the biggest
17 agricultural producers in the world, and we should be in
18 the forefront of dealing with pesticide toxicity,
19 including ambient pesticides. So I feel that CARB should
20 work with other parts of CalEPA, especially DPR, to come
21 up with a Research Program to address health effects of
22 pesticide drift. So I agree with the speakers on that.

23 With regard to Mr. Bottorff -- I'm probably
24 mispronouncing his name -- Bottorff, and wood smoke, first
25 off, you said that your local air district didn't have

1 authority to regulate fireplaces. I think that's probably
2 not correct, because both in the San Joaquin Valley Air
3 Pollution Control District, and the Bay Area Air Quality
4 Management District - I don't know about other districts -
5 fireplace and stove burning is regulated. And there
6 are -- in the Bay Area we call them spare the night --
7 days, nights, and there's actually enforcement.

8 Potentially Bay Area Air Quality Management District staff
9 drive around to see if there is -- are problems with wood
10 smoke on those days.

11 I don't think we need a white paper. I think we
12 need public communication about the health risk of
13 wildfire -- wild -- of wood smoke, not wildfire smoke,
14 wood smoke -- residential wood smoke. You know, I've
15 testified both before the Bay Area Air Quality Management
16 District and local Berkeley -- the Planning Commission in
17 Berkeley about whether there should be bans, for example,
18 on fireplaces -- wood burning fireplaces in new homes.
19 We -- I've been studying wood smoke for decades. We know
20 that it's toxic just like Mr. Bottorff said. I don't
21 think we need -- we don't need more research with regard
22 to residential wood smoke. We need action and public
23 communication. So I would support that. I mean, maybe
24 that takes a white paper, but I think we could -- we don't
25 have to use the research budget, which is limited, to fund

1 this public communication.

2 And then with regard to Ms. Hume and synthetic
3 turf, I would reminder her that another CalEPA agency, the
4 Office of Environmental Health Hazard Assessment, has been
5 engaged in studying synthetic turf for several years. I'm
6 actually the Chair of the external advisory committee for
7 that research project. So I would -- I would refer her to
8 OEHHA, a sister agency in CalEPA.

9 Thank you.

10 CHAIR RANDOLPH: Thank you.

11 Dr. Pacheco-Werner.

12 BOARD MEMBER PACHECO-WERNER: Yes. Thank you,
13 Chair. Thank you, Elizabeth, Sonya, all the research
14 team. Just seeing how these projects have evolved even in
15 my short time here is really, really encouraging in
16 particular. The push to include more community engagement
17 in the projects, which I think is really absolutely
18 essential. In terms of the comments that were raised, one
19 of the -- one of the questions I think -- you know, just
20 flat out question, but then also maybe an opportunity for
21 the people that came -- is to be involved in the scoping
22 plan process. And so I guess my question to staff is are
23 we currently planning to include the pesticides into the
24 Scoping Plan or anything about pesticide drift in the
25 Scoping Plan? And if not, maybe, you know, this is

1 presenting an opportunity to understand this further.

2 Thank you.

3 CHAIR RANDOLPH: Executive Officer Corey, do you
4 want to respond to that?

5 EXECUTIVE OFFICER COREY: Yeah. Chair, I'll ask
6 Rajinder, Deputy Executive Officer, because I know she's
7 been directly engaging with DPR on this very topic in
8 terms of pesticides in the context of the Scoping Plan
9 update. So, Rajinder, if you can take that.

10 DEPUTY EXECUTIVE OFFICER SAHOTA: Sure. And good
11 morning, Board members. And Dr. Pacheco-Werner, that's a
12 great question. We have been meeting with CalEPA. They
13 have been doing a broader effort across several State
14 agencies to coordinate research efforts, because when you
15 look at the 3.8 million, it looks like a big number, but
16 it's not in terms of the needs of the state and all of the
17 different areas that we need to keep making progress on to
18 support our programs, and answer some of these other
19 broader health questions for the residents in the state.

20 We do think that there is a place for pesticide
21 discussion in the Scoping Plan, but the Scoping Plan is
22 more than just a place for one pollutant or one sector,
23 because it is economy wide. We will be speaking to the
24 way that pesticides are introduced and how you can limit
25 the way they're introduced and used through farming

1 practices and changes there, as part of the natural and
2 working lands piece. But we don't go into significant
3 detail any one issue in that plan, because it is that
4 broader piece.

5 But I think this idea of the -- being caught
6 between ARB, that Dr. Balmes raised, and DPR is one of the
7 things we are going to take back to the interagency group
8 trying to figure out what those research gaps are and how
9 we can get the right amount of money to actually deploy
10 projects for research that won't make an incremental
11 difference, but actually can answer more significant
12 questions to actually move the needle in terms of the
13 action with the Legislature, or the Governor, or
14 regulatory process.

15 I feel like there's been research that's done on
16 the health impacts. We know that these are harmful
17 pollutants. We know that these are harmful compounds to
18 be used out there, but what we really need is a targeted,
19 comprehensive proposal for a research project that
20 actually answers the question definitively in a way to
21 actually push action now. And I think that takes joint
22 resources.

23 BOARD MEMBER PACHECO-WERNER: Absolutely. And I
24 think other members might agree, you know, not to speak
25 for them. But however we can support that effort to get

1 that rolling, please, you know, would really love to
2 understand that further and actually answer that question
3 for our community on the ground. Thank you.

4 DEPUTY EXECUTIVE OFFICER SAHOTA: Um-hmm.

5 CHAIR RANDOLPH: Thank you. And I know Secretary
6 Blumenfeld has been very engaged in working with the new
7 Director of DPR to try to kind of, you know, build some of
8 this communication and research to make progress in that
9 area. And so we have been also, you know, speaking
10 directly with the new Director and looking at
11 opportunities, so we'll continue that work.

12 Okay. Board Member Hurt.

13 BOARD MEMBER HURT: Thank you, Chair. I want to
14 thank the staff. They met with me and discussed the
15 current framework, and really listened to my thoughts on
16 how to operationalize diversity, equity, and inclusion in
17 research. And what I've seen today from what I saw when I
18 first got onto this Board is a great improvement, and
19 difference, and change. And so I just want to thank them
20 all for that.

21 When we talk about equity, you know, this should
22 be integrated in everything we do just as a matter
23 business. And so I know folks are looking at a framework.
24 And an improved framework for me, it needs to be an
25 objective review standard that includes metrics for

1 equity. Some of the topics that we discussed, I had
2 discussed increased pathways for diverse voices and
3 research, whether they're co-leads with communities. You
4 know, we need to be more creative about how we bring
5 community in at the beginning and bring in voices that are
6 not often heard.

7 I also talked a little bit about the protection
8 of highly impacted communities to prevent further trauma
9 by making sure that the data that's being gathered through
10 the CARB lens are true seeds of change in those
11 communities. If we look to close past inequities, we
12 really should focus on research that is truly needed in
13 those communities. And so maybe similar to cities that
14 have, for example, inclusive housing policies, maybe we
15 should ensure we have at least 25 percent of these
16 research projects directly for those highly impacted
17 communities. Just a minimum percentage that would
18 directly affect positively, for example, AB 617
19 communities.

20 The public commenter that discussed pesticides,
21 really dedicating research to highly impacted communities
22 and the things that they need, and want, and being true to
23 that.

24 I also kind of think about all the historical
25 inequities and just the true need for funding in those

1 impacted communities, and research is the foundation for
2 change. And we should be driven by research to those who
3 are highly exposed, and they often are our black and brown
4 communities.

5 So a lot of good work has happened over the past
6 year or so, and I look forward to this being refined, and
7 again, a more equitable framework, but excited to see
8 what's ahead in the changes, but it's a good start. And
9 thank you, staff.

10 CHAIR RANDOLPH: Thank you.

11 BOARD Member Takvorian.

12 BOARD MEMBER TAKVORIAN: Thank you, Chair. I
13 just wanted to add a couple of things. Much of what I
14 wanted to say has already been said, which I appreciate,
15 by our other Board members. I really appreciate the
16 staff's work to continue to build a really robust research
17 agenda. I agree with Ms. Hurt. And over the several
18 years that I've been on the Board, I really feel like that
19 it has really improved, and I'm really thrilled to hear
20 that Dr. Balmes is satisfied and encouraged with the work
21 going forward, particularly the emphasis on health and the
22 inclusion of equity and environmental justice.

23 I really appreciate the staff's consultation with
24 racial equity experts, understanding that those are both
25 university scholars and community residents, both of whom

1 have expertise that's valuable for a complete
2 understanding of the impacts of air pollution and
3 informing CARB's ability to communicate about those issues
4 more effectively. And I really agree with Ms. Hurt's
5 comments about methods and ideas for expanding the focus
6 on equity and making it more metric based.

7 I want to say that I'm very hopeful that the
8 budget allows for the inclusion of the VMT research
9 projects, as described, and also to include the role of
10 transit. This is a critical environmental justice issue
11 throughout California, and particularly in urban areas
12 where freeways crisscross our communities and create quite
13 a bit of air pollution that folks are impacted by. So I'm
14 hopeful that the budget will allow for the inclusion of
15 that project.

16 And I also appreciate Board members' responses to
17 the public comments that have been raised and staff's
18 responses. And I look forward to more action oriented --
19 more action that's oriented towards these issues. And
20 perhaps as Dr. Balmes has said, we don't necessarily need
21 more research, but we can go forward with more action on
22 those. So thank you very much.

23 CHAIR RANDOLPH: Thank you.

24 Dr. Sperling.

25 BOARD MEMBER SPERLING: Thank you.

1 I do want to support what Dr. Balmes said and the
2 other Board members that I do think our Research Division
3 has been using its resources well, but I'm not -- to
4 follow on a word that Board Member Takvorian said, I am
5 not satisfied, because we are not doing nearly enough, you
6 know, with Building up our -- building up our research
7 capacity. You know, this -- as the staff report said,
8 CARB success is grounded in science, and that is why we
9 have so much credibility, that is why we are impactful.

10 And I understand that more than anything this
11 means strong technical staff. And we are, CARB is,
12 delivering on that, you know, big time. We do attract
13 some of the very best technical people from around the
14 State and beyond. And I know that, because many of my
15 best PhD and MS master students have sought and gotten
16 positions at CARB. And that's not true. They don't seek
17 out positions at other government agencies for the most
18 part.

19 But I worry that we are letting our commitment to
20 research funding and research collaborations with
21 university researchers to atrophy. Our budget should be
22 much more. You know, 3.9 million or 3.8 million, that's
23 pathetic. That's tiny. You know, the -- four University
24 of California Institutes of Transportation Studies, I head
25 up the one at Davis, we spend more than 10 times that

1 every year, more than 10 times that, and we only do
2 transportation.

3 And so, we've -- you know, and -- okay, on top of
4 that, CARB has greatly expanded its mission over the last
5 10 years -- you know, 10, 15 years. We're now doing all
6 of this regulation and policy on climate change. And that
7 goes -- in so many ways, that's far more complicated than
8 the air quality regulations we did the previous 40 or 50
9 years.

10 And now, on top of that, we're adding
11 environmental justice. I mean all the Board members are
12 talking about all the things more we should be doing, and
13 we should, but -- and we're talking about wildfires as
14 well. I mean, we probably tripled our mission over the
15 last 15 years at CARB, and yet, you know, we've seen
16 almost no -- we've seen no increase in the research.

17 Now, it doesn't mean we have to greatly expand
18 our research budget. You know, we can get better at
19 leveraging the capacity around the state of California and
20 beyond, and partner better, and collaborate better. I
21 know we're hindered, in some ways, by all kinds of rules
22 about how, you know, research funding is spent. But I
23 think we need a -- we really need a rethink on this. You
24 know, just listening to these comments, there's -- you
25 know, if we're going to be credible, if we're going to

1 continue to be adopting these nationally-leading,
2 globally-leading regulations and policies, we've got to
3 have the science behind it. We've got to have the
4 technical capacity to support that. And I worry that
5 we're falling behind in that.

6 Thank you.

7 CHAIR RANDOLPH: Dr. Balmes.

8 BOARD MEMBER BALMES: Thank you, again, Chair
9 Randolph. Since I've already spoken, I'll just be brief.
10 But I 125 percent agree with Dr. Sperling that we need to
11 have a broader funding base for our research. And, you
12 know, I don't know the actual numbers, but the four
13 million, 3.8 million that this year's plan has is probably
14 about the same, you know, as we had a decade ago. And we
15 have increased our mission as Dr. Sperling so eloquently
16 said.

17 And, you know, I just applied for a grant to the
18 California Energy Commission for \$4 million about
19 residential home electrification to try to improve
20 childhood asthma. I mean that's over three years, but
21 that's on grant from the CEC, for \$4 million. And yet,
22 we're -- you know, we have a year's worth of research,
23 whatever it is, nine different projects with more in the
24 wings with a \$3.8 million budget. So it's really
25 incumbent upon us to figure out a way to fund more.

1 CHAIR RANDOLPH: All right. Thank you.

2 I'll just make a couple of quick comments. I
3 think the point about additional funding for research is
4 an excellent one. And I encourage Board members to share
5 those thoughts widely, and we can also kind of think about
6 what are some creative strategies around that going
7 forward.

8 On the pesticide question, I appreciate all the
9 comments. And as I noted, we are continuing to engage
10 with CalEPA on this issue, but I do think that we need to
11 make sure that the perfect is not the enemy of the good,
12 meaning like if we -- we should continue to really
13 coordinate and try to come up with a good overall research
14 strategy. But to the extent we can identify, in our next
15 round of research projects, opportunities where we might
16 be able to take the lead in some of the aspects of
17 pesticide issues, I really think it would be incumbent
18 upon us to explore the potential for that opportunity,
19 and, you know, continue the engagement with DPR and CalEPA
20 as well. So those are kind of my two main comments. Do
21 we have any other Board comments before we take up this
22 resolution for a vote?

23 All right. Seeing none, do I have a motion and a
24 second?

25 BOARD MEMBER DE LA TORRE: So moved, De La Torre.

1 BOARD MEMBER SPERLING: Second, Sperling.

2 CHAIR RANDOLPH: Board Clerk, would you please
3 call the roll.

4 BOARD CLERK ESTABROOK: Yes.

5 Dr. Balmes?

6 BOARD MEMBER BALMES: Yes.

7 BOARD CLERK ESTABROOK: Mr. De La Torre?

8 BOARD MEMBER DE LA TORRE: Yes.

9 BOARD CLERK ESTABROOK: Mr. Eisenhut?

10 BOARD MEMBER EISENHUT: Yes.

11 BOARD CLERK ESTABROOK: Senator Florez?

12 Ms. Hurt?

13 BOARD MEMBER HURT: Aye.

14 BOARD MEMBER FLOREZ: Florez, aye. Sorry about
15 that guys.

16 BOARD CLERK ESTABROOK: Thank you. No problem.

17 Mr. Kracov?

18 BOARD MEMBER KRACOV: Yes.

19 BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?

20 Mrs. Riordan?

21 BOARD MEMBER RIORDAN: Aye.

22 BOARD CLERK ESTABROOK: Supervisor Serna?

23 BOARD MEMBER SERNA: Aye.

24 BOARD CLERK ESTABROOK: Professor Sperling?

25 BOARD MEMBER SPERLING: Aye.

1 BOARD CLERK ESTABROOK: Ms. Takvorian?

2 BOARD MEMBER TAKVORIAN: Aye.

3 BOARD CLERK ESTABROOK: Vice Chair Berg?

4 VICE CHAIR BERG: Aye.

5 BOARD CLERK ESTABROOK: Chair Randolph?

6 CHAIR RANDOLPH: Yes.

7 BOARD CLERK ESTABROOK: Madam Chair, the motion
8 passes.

9 CHAIR RANDOLPH: All right. Thank you.

10 Okay. The next item on the agenda is item number
11 21-1-3[SIC], the 2021 legislative update. If you wish to
12 comment on this item, please click the raise-hand button
13 or dial star nine now. We will call on you when we get to
14 the public comment portion of this item.

15 The Legislature continues to show interest in our
16 programs, and 2021 was no exception, with the Legislature
17 enacting a number of notable bills related to CARB's
18 programs and regulations. I'm pleased that the
19 Legislature has continued to focus investment on our
20 funding programs that reduce greenhouse gas emissions and
21 improve air quality, particularly in impacted communities.

22 Additionally, the Legislature made unprecedented
23 investments in zero-emission vehicle and infrastructure
24 programs, providing critical support to our State efforts
25 to transition our transportation system to zero emissions,

1 while ensuring that the benefits of this transition are
2 shared by all Californians.

3 The support of the Legislature is critical to
4 CARB's success in ensuring clean air for all Californians
5 and preventing the worst impacts of climate change.

6 Mr. Corey, would you please introduce this item?

7 EXECUTIVE OFFICER COREY: Yes. Thanks, Chair.

8 And as you mentioned, last year, the Legislature
9 and Governor made significant appropriations to CARB
10 programs that support our agency's work to achieve diverse
11 and ambitious goals to better protect priority
12 populations, improve air quality, and reduce greenhouse
13 gas emissions. The 2021 budget also made historic
14 investments in the state's efforts to accelerate the
15 transition to zero-emission technologies across a wide
16 range of economic sectors and industries.

17 To complement these investments, the Legislature
18 enacted a number of notable bills. Senate Bill 372 by
19 Senator and Board Member Leyva establishes a new CARB
20 program that will provide support to fleets transitioning
21 to zero-emission vehicles. Assembly Bill 1261 by Assembly
22 Member Burke provides CARB the opportunity to further
23 improve our transportation incentive programs in
24 accordance with the recommendations made by the State
25 auditor following its audit last year.

1 Additionally, AB 1346 by Assembly Member Berman
2 directs CARB to develop regulations to essentially
3 eliminate emissions from small off-road engines. In line
4 with AB 1346, the Board approved staff's proposed SORE
5 regulation in December of 2021.

6 The Legislature also enacted legislation to
7 include labor co-benefits in the state's air quality and
8 climate work.

9 And Assembly Bill 794 by Assembly Member Carrillo
10 and Assembly Bill 680 by Assembly Member Burke integrate
11 labor standards and equity goals into several of CARB's
12 funding and incentive programs. We recognize that our
13 path forward on air quality and climate must include fair
14 labor standards and equity, which supports high-road job
15 development and working conditions.

16 I'll now ask Megan Cleveland of the Office of
17 Legislative Affairs to give the staff presentation.

18 Megan.

19 (Thereupon a slide presentation.)

20 LEGISLATIVE ANALYST CLEVELAND: I'm sorry. I was
21 still on mute. Thank you, Mr. Corey. Good morning, Chair
22 and members. My name is Megan Cleveland and I'm a
23 legislative analyst with the CARB Office of Legislative
24 Affairs. And today, I have the pleasure of providing you
25 with the 2021 legislative update.

1 --o0o--

2 LEGISLATIVE ANALYST CLEVELAND: First, a quick
3 overview of the items that I will be covering this
4 morning. To begin, I will share a summary of the notable
5 legislation enacted last year, followed by key bill
6 statistics from 2021. Then I will briefly discuss the
7 challenges and uncertainties that are facing the
8 Legislature in 2022.

9 --o0o--

10 LEGISLATIVE ANALYST CLEVELAND: As Chair Randolph
11 said, the Legislature continued to show interest in CARB's
12 programs in 2021. Key legislation that we saw last year
13 included bills supporting the state's transition to
14 zero-emission technologies in a variety of sectors,
15 implementing recommendations made by the California State
16 Auditor in response to audit of CARB's incentive programs,
17 integrating labor and equity into CARB's work, and
18 reducing greenhouse gas emissions from the cement sector.

19 Additionally, last year's budget appropriated
20 unprecedented funds to support CARB'S work and programs
21 and made historic investments in the State's efforts to
22 accelerate our transition to zero-emission vehicles.

23 In the next several slides, I will discuss each
24 of these bills in further detail.

25 --o0o--

1 LEGISLATIVE ANALYST CLEVELAND: Building on
2 this -- on CARB's existing vehicle incentive programs, SB
3 372 by Senator and Board Member Leyva directs CARB to
4 establish a new financing assistance program to support
5 the deployment of zero-emission vehicles in the medium-
6 and heavy-duty sectors. CARB is directed to develop this
7 new program by January 1, 2023, which will be administered
8 by the California Pollution Control Financing Authority.
9 The program will make financing tools, such as grants and
10 vouchers, as well as non-financial supports, including
11 calculators and outreach, available to the operators of
12 medium- and heavy-duty vehicle fleets. The bill places
13 particular emphasis on small fleets, which have some of
14 the highest barriers ZEV adoption.

15 Additionally, SB 372 ensures that at least 75
16 percent of these funds will be directed towards fleets
17 that directly impact or operate in priority communities,
18 including low-income and disadvantaged communities. The
19 new program established by SB 732 will support
20 California's air quality, equity, transportation
21 electrification, and climate goals consistent with CARB's
22 mission.

23 --o0o--

24 LEGISLATIVE ANALYST CLEVELAND: The Legislature
25 also enacted AB 1261 by Assembly Member Burke to codify a

1 subset of the recommendations made by the California State
2 Auditor in the 2021 report based on its audit of CARB
3 incentive programs. AB 1261 directs CARB to better
4 isolate the greenhouse gas emission reductions across our
5 various transportation related incentive programs.

6 The bill also directs CARB to create a process to
7 define, collect, and evaluate data on behavioral changes
8 resulting from and the socioeconomic benefits ascribed to
9 these programs. AB 1261 requires CARB to use this data
10 when making funding and design recommendations in funding
11 plans and annual reports to the Legislature. In
12 implementing this bill, CARB will contract with the
13 University of California or California State University
14 systems to collect data and conduct analyses. The work
15 outlined in AB 1261 is contingent upon appropriation and
16 must be completed within three years of that
17 appropriation. Given the immensity of the work
18 established by this bill, and required by the audit,
19 additional resources are critical to CARB in completing
20 this work.

21 --o0o--

22 LEGISLATIVE ANALYST CLEVELAND: AB 1346, by
23 Assembly Member Berman, was enacted to address emissions
24 from small off-road engines, or SORE, which include
25 equipment such as lawn mowers and leaf blowers.

1 The bill provides Legislative support for CARB's
2 cost effective and technologically feasible regulation
3 adopted last year that will effectively eliminate engine
4 exhaust and evaporative emissions from new small off-road
5 engines. AB 1346 also requires CARB to identify and make
6 available funding for incentives to support the transition
7 to zero-emission small off-road equipment.

8 The 2021 budget appropriated \$30 million to CARB
9 to establish a new SORE incentive program, which will
10 support greater deployment of these zero-emission
11 technologies. In advance of AB 1346 becoming law, the
12 Board approved CARB staff's proposed SORE regulation last
13 month in December.

14 Additionally, in accordance with the 2021 budget,
15 the Board also approved the annual funding plan that
16 included SORE incentive money as part of the Clean
17 Off-Road Equipment Voucher Incentive Project in November
18 of 2021.

19 --o0o--

20 LEGISLATIVE ANALYST CLEVELAND: The Legislature
21 also demonstrated interest in integrating labor and equity
22 into the state's air quality and climate work. Two bills,
23 SB 794 by Assembly Member Carrillo and AB 680 by Assembly
24 Member Burke were enacted in 2021 to incorporate fair
25 labor standards into CARB's funding and incentive

1 programs.

2 CARB recognizes that it is critical that our
3 work -- our path forward on air quality and climate
4 supports labor and equity goals. AB 794 establishes
5 new -- new requirements related to workforce and labor
6 standards for drayage and short haul trucking fleets
7 participating in certain CARB incentive programs, such as
8 the Hybrid and Zero-Emission Truck and Bus Voucher
9 Incentive Project, or HVIP, and the Carl Moyer Program
10 amongst others.

11 Beginning in fiscal year 2022-2023, AB 794
12 directs CARB to implement new compliance verification
13 requirements for labor standards for participating fleets.
14 Under the bill, fleets must provide a self-attestation and
15 demonstrate that they do not have any applicable labor law
16 violations. Furthermore, fleet purchasers who receive
17 CARB incentive funds are required to sign contracts
18 conditioning any incentives received on compliance with
19 the requirements of the bill.

20 Finally, AB 794 requires CARB to evaluate
21 third-party claims of untruthful attestations. CARB will
22 coordinate with the California Division of Labor Standards
23 Enforcement to implement these new requirements. AB 794
24 will allow the State to simultaneously incentivize cleaner
25 vehicles as well as increase the compliance of

1 participating fleets with existing labor and workforce
2 standards.

3 --o0o--

4 LEGISLATIVE ANALYST CLEVELAND: Similarly, AB
5 680, by Assembly Member Burke, directs CARB to work with
6 the California Labor and Workforce Development Agency to
7 update the California Climate Investments funding
8 guidelines by July 1, 2025. The updated guidelines will
9 ensure that all applicants to grant projects that receive
10 continuous appropriations from the Greenhouse Gas
11 Reduction Fund, also known as GGRF, meet fair and
12 responsible labor standards, have inclusive procurement
13 policies, and pay prevailing wage for any construction
14 work funded by the grant.

15 The bill also requires that applicants seeking
16 GGRF funds for construction projects over \$1 million
17 provide evidence of a community workforce agreement.
18 Additionally, AB 680 gives preference to projects that
19 create high quality jobs, projects that are in priority
20 population regions, and projects that demonstrate a
21 partnership with an educational institution or training
22 program targeting residents of disadvantaged, tribal, and
23 low income communities. In sum, this bill will allow CARB
24 to ensure fair and responsible labor and workforce
25 practices are incorporated into GGRF funded grant

1 projects.

2 --o0o--

3 LEGISLATIVE ANALYST CLEVELAND: Last year, the
4 Legislature also enacted bills focused on reducing
5 greenhouse gas emissions and addressing climate change.
6 One such bill was AB -- sorry, SB 596 by Senator Becker
7 requiring CARB, by July 1, 2023, to develop a
8 comprehensive strategy to reduce cement sector emissions
9 to net zero no later than December 31st, 2045. The bill
10 also outlines specific guidelines for CARB in developing
11 the strategy.

12 Additionally, SB 596 directs CARB to establish
13 interim greenhouse gas intensity targets with the goal of
14 reducing the greenhouse gas intensity of cement used in
15 the state to 40 percent below the 2019 average by December
16 30 -- December 2035.

17 The bill also authorizes CARB to adjust the
18 interim targets to reflect technological advancements and
19 process -- and progress in addressing barriers to the
20 deployment of GHG emission reduction technologies and
21 processes. Finally, SB 596 requires CARB to implement the
22 strategy upon appropriation by the Legislature.

23 By directing the cement sector to reduce GHG
24 emissions beyond 2030, this bill will contribute to the
25 state's efforts to achieve the 2045 carbon neutrality

1 goal.

2 --o0o--

3 LEGISLATIVE ANALYST CLEVELAND: Consistent with
4 previous years, the Legislature prioritized accelerating
5 the transition to zero-emission vehicles in all sectors,
6 enacting bills including those supporting increased
7 electric vehicle charging infrastructure and establishing
8 expedited zero-emission requirements for certain
9 autonomous vehicles.

10 Adequate electric vehicle charging infrastructure
11 is essential to meeting California's ZEV goals. However,
12 permitting delays can slow the buildout of charging
13 stations, hindering California's efforts to spur adoption
14 of and increased access to EVs. AB 970 by Assembly Member
15 McCarty further streamlines local permitting of EV
16 infrastructure projects. The bill provides default
17 approval to certain EV charging station permits that meet
18 specified conditions after 20 or 40 business days,
19 depending on the number of charging stations at the site.

20 The bill will ensure that permits are approved in
21 a timely manner allowing for the safe and more rapid
22 deployment of the EV infrastructure needed for California
23 to achieve its ZEV, clean air, and greenhouse gas
24 reduction goals.

25 --o0o--

1 LEGISLATIVE ANALYST CLEVELAND: SB 500 by Senator
2 Min requires that to the extent allowed by federal law, by
3 2030, any new light-duty autonomous vehicle, or AV, that
4 is equipped with Level 2 -- Level 3, 4, or 5, excuse me,
5 automation be a zero-emission vehicle. The bill expedites
6 the ZEV targets established by Governor Newsom's 2020 ZEV
7 Executive Order by requiring new light-duty autonomous
8 vehicles to be ZEVs five years earlier than the 2035
9 requirement for new passenger vehicles.

10 While AVs offer several potential benefits
11 including increased safety and mobility, among others,
12 their deployment could adversely impact climate and air
13 quality by increasing GHG and air pollutant emissions, due
14 to more congestion and sprawl. SB 500 will allow
15 California to benefit from the opportunities provide by
16 autonomous vehicles without adversely impacting our
17 climate and air quality goals.

18 --o0o--

19 LEGISLATIVE ANALYST CLEVELAND: Due to a sizable
20 surplus and federal aid money, 2021 was an extraordinary
21 year for California's budget. Last year, the Legislature
22 and Governor approved several budget bills that
23 appropriated unprecedented funds to CARB. Cumulatively,
24 more than two and a half billion dollars were appropriated
25 to CARB for investments in low carbon transportation and

1 zero-emission vehicles, community air protection
2 incentives for the most disproportionately impacted
3 communities, incentives to modernize the agricultural
4 sector fleet through the Funding Agricultural Replacement
5 Measures for Emission Reductions Program, also known as
6 the FARMER Program, and funding for several other existing
7 CARB programs.

8 The Legislature also approved several important
9 CARB budget change proposals that provided resources to
10 critical programs, including continued funding for 22
11 permanent positions with CARB's Office of Community Air
12 Protection, as well as more than 30 new positions and
13 additional resources for CARB's new Southern California
14 headquarters in Riverside.

15 Additionally, the budget appropriated funding to
16 CARB to establish two new incentive programs, including
17 \$30 million for a small off-road equipment incentive
18 program, and \$180 million for an incentive program for
19 alternatives to agricultural burning in the San Joaquin
20 Valley.

21 The CARB funding appropriated in last year's
22 budget also included more than \$1.5 billion from the ZEV
23 package, which is discussed in more detail on the next
24 slide.

25 --o0o--

1 LEGISLATIVE ANALYST CLEVELAND: Among the notable
2 budget actions last year, was the approval of a historic
3 ZEV package that promises more than \$3.9 billion through
4 fiscal year 2023-2024 to the CARB, the California Energy
5 Commission, the California State Transportation Agency,
6 and the Governor's Office of Business and Economic
7 Development. These investments will provide significant
8 support for zero-emission vehicle and infrastructure
9 programs.

10 Although this funding is promised, the current
11 Legislature cannot dictate the actions of future
12 legislatures and it will be up to legislative members
13 to -- excuse me -- up to legislative members to make the
14 corresponding annual appropriations in future budget
15 bills.

16 Of the funding, CARB will receive more than \$1.5
17 billion this fiscal year to support increased
18 zero-emission vehicle adoption in the light-, medium-, and
19 heavy-duty sectors with a cumulative total of \$2.3 billion
20 promised through fiscal year 2023-2024. The light-duty
21 and mobility ZEV investments include \$150 million for
22 CARB's suite of clean transportation equity projects in
23 this budget year, with at least half of those funds
24 earmarked for the Clean Cars 4 All Program. The ZEV
25 package also promises additional \$250 million over the

1 next two years to expand the Clean Cars 4 All Program
2 statewide.

3 In addition, the budget included \$525 million for
4 the Clean Vehicle Rebate Project, or CVRP, over the next
5 three years. For the first time, the Legislature
6 appropriated this funding up front allowing CARB to
7 formulate a multi-year funding plan to focus these rebates
8 where they're needed most. The Legislature also gave CARB
9 the direction to incrementally phase down CVRP over the
10 coming years.

11 These appropriations to CARB will provide timely
12 investments in communities and industries across the state
13 to achieve a diverse and ambitious set of goals to empower
14 and better protect priority populations, improve air
15 quality, reduce GHGs, and catalyze transitions to new
16 technologies and economies in the near future.

17 --o0o--

18 LEGISLATIVE ANALYST CLEVELAND: Next, I will
19 provide a brief overview of some of the key bill
20 statistics from 2021. Last year, legislative members
21 introduced 2,421 bills. A total of 836 bills reached
22 Governor Newsom's desk, or approximately 34 percent. Of
23 those bills, Governor Newsom signed 770 bills, roughly 92
24 percent, and vetoed 66 bills, or approximately eight
25 percent.

1 The key bill statistics from 2021 are more
2 consistent with pre-pandemic years in terms of legislation
3 introduced and sent to the Governor. However, you will
4 note there was an increase in the number of bills signed
5 and a corresponding decrease in the number of bills vetoed
6 compared to the previous two years.

7 Despite the variation in overall bill statistics
8 over the past three years, the number of CARB bills
9 tracked and analyzed by our office remained fairly
10 consistent. CARB's office of Legislative Affairs tracked
11 405 bills and resolutions related to air quality and
12 climate change last year. And of those, we analyzed 112.

13 The bills we analyzed generally -- were generally
14 those that the Governor's office requested CARB to
15 analyze, or those that were of particular importance to
16 CARB and our programs and regulations. A full summary of
17 the bills that we tracked can be found in the 2021 annual
18 legislative summary. Beginning in 2020, our office moved
19 the annual legislative summary to a new modernized online
20 format. This year's summary can be accessed on CARB's
21 website using the link included on this slide.

22 --o0o--

23 LEGISLATIVE ANALYST CLEVELAND: As this graph
24 illustrates, the number of bills that the Office of
25 Legislative Affairs tracked and analyzed over the past

1 decade shows an upward trend. The oscillation that you
2 generally see coincides with the first and second year of
3 the two-year legislative cycle, with the second year
4 typically having more bills than the first. We expect
5 this upward trend to continue in 2022 as new bills are
6 introduced and added to the number of remaining bills that
7 didn't make it across the finish line in 2021.

8 --o0o--

9 LEGISLATIVE ANALYST CLEVELAND: This year, the
10 Legislature and staff will be grappling with several
11 challenges. It remains unclear how the COVID-19 pandemic
12 will impact the work of the Legislature in 2022. As in
13 previous years, as new variants emerge, the Legislature
14 will have to adapt to ever-changing conditions. The
15 Legislature could also face continued challenges in
16 providing pre-pandemic level opportunities for committees
17 to meet due to COVID policies and procedures.

18 Additionally, last year, the Legislature embarked
19 on demolishing and rebuilding the East Annex of the
20 Capitol building, which houses the Governor's office, the
21 vast majority of legislative offices, and several
22 legislative committee hearings rooms, including two of the
23 largest committee rooms. In preparation for the
24 demolition of the East Annex, legislators and their staff
25 have been located -- relocated to a swing space that is

1 approximately two blocks from the Capitol bidding.

2 As the Legislature will continue to meet in their
3 respective chambers in the State Capitol, the distance
4 between member offices and legislative chambers will
5 likely create logistical challenges for members and staff.
6 Regardless, the Legislature has continued to show interest
7 in CARB's work and programs in 2022 and we look forward to
8 updating you at the end of this session on the
9 legislate -- on what the Legislature was interested in and
10 how that will impact our work on air quality and climate
11 in the future.

12 --o0o--

13 LEGISLATIVE ANALYST CLEVELAND: The Office of
14 Legislative Affairs relies on close coordination from a
15 dedicated team, as well as collaboration with staff in
16 nearly every division of CARB.

17 We are incredibly grateful for all the support of
18 the CARB staff that make our work possible. Their
19 assistance and expertise are invaluable. It is an honor
20 to be part of the Office of Legislative Affairs and to
21 work alongside amazing and hard working colleagues. We
22 would specifically like to acknowledge the contributions
23 of two legislative analysts, Natalya Eagan and Andrew
24 Tsiu, who each served as our Interim Deputy Legislative
25 Director last year as we went through the hiring process.

1 They each took on immense managerial and administrative
2 responsibilities at a critical time.

3 In addition, our office welcomed two new members
4 last year, Ashley Arax, who returned to the Office of
5 Legislative Affairs as Deputy Legislative Director, and
6 DeShannon Correa who joined our office as an
7 administrative assistance. Ashley and DeShannon are
8 wonderful additions to our team.

9 Thank you very much for the opportunity to
10 provide you with this update on the legislative actions
11 from last year. Our Legislative Director, David Garcia,
12 and I are happy to answer any questions that you may have.

13 CHAIR RANDOLPH: All right. Thank you.

14 Okay. Next, we will hear from the public on this
15 agenda item. Will the Board clerk please call any members
16 of the public who would like to speak?

17 BOARD CLERK ESTABROOK: Thank you, Chair. If you
18 would like to speak on this item, please raise your hand
19 in Zoom or dial star nine.

20 There are currently no public members with their
21 hands raised to speak on this item, Chair.

22 CHAIR RANDOLPH: Okay. This is an informational
23 item, so we don't need to worry about closing the record,
24 so we can bring this to Board members for discussion.

25 Dr. Balmes.

1 BOARD MEMBER BALMES: Thank you, Chair Randolph.
2 Just because Dr. Sperling already made a point of the fact
3 that his students go on to work for our agency, I just
4 want to welcome Ashley Arax to her new position as Deputy
5 Director of the Legislative Liaison Office, because Ashley
6 was my student. Thank you.

7 CHAIR RANDOLPH: Very nice.

8 Board Member De La Torre.

9 BOARD MEMBER DE LA TORRE: Thank you and thank
10 the legislative team. That was a busy year last year and
11 got some good stuff that we're going to be implementing.
12 And I look forward to making it all happen. This year,
13 obviously the budget is another big item and there have
14 been a couple of things that the Board has requested that
15 are kind of floating around out there and we'll see
16 whether that leads to legislation that could help us move
17 ahead.

18 I also wanted to speak to something that
19 happened, and it's kind of legislative, but it's important
20 to me. You'll recall -- the Board will recall that five
21 years ago when we did our mid-term review on the vehicles
22 standards, I spoke about the tension between California
23 and Washington D.C., namely the Trump administration at
24 the time, and it all came to pass unfortunately. There
25 was a division with us and the auto manufacturers. And a

1 few of the auto manufacturers stood up with California,
2 Ford, Honda, BMW, Volkswagen, and Volvo, and other auto
3 manufacturers did not. And as a result of that, General
4 Motors is one of the companies that did not. They clearly
5 took President Trump's side in that division that took
6 place, and so they were prohibited from selling vehicles
7 to the California fleet because of that. And I don't know
8 if that was legislative or administrative. I don't recall
9 what the circumstances were, but this Board was very
10 supportive of that.

11 Well, on a Sunday, January 9th -- which is
12 interesting, usually you dump bad news on a Friday night.
13 This was so bad they dumped it on a Sunday -- said that it
14 had agreed to recognize California's authority to set
15 vehicle emission standards under the Clean Air Act. And
16 in return, they could be eligible for government fleet
17 purchases by the State of California. So they get to sell
18 California cars in return for saying something that is
19 useless. They -- we know we have authority under the
20 Clean Air Act. We know we have a waiver that has been
21 approved by every president, Democrat or Republican, since
22 Richard Nixon up until President Trump, at that time.

23 And so after one year with no changes in their --
24 in their performance, no changes in their compliance with
25 California standards, we just say, okay, let's sing

1 Kumbaya. We'll embrace you in return for telling us
2 something we already now. And so I was very frustrated to
3 see that one year in to the Biden Administration with no
4 demonstrable change by GM, except for this empty
5 statement. They're going to be able to sell cars to
6 California, which is all they want to do anyway, and I
7 understand that.

8 But the conditions that were there in November of
9 2020 are the same today. Nothing has changed. And so I
10 was very frustrated to see that they are going to be
11 allowed to sell cars to California without changing their
12 behavior.

13 So with that, I know that was a long comment, but
14 I just felt it needed to be said, because this is our
15 first meeting since that took place on January 9th.

16 Thank you, Chair.

17 CHAIR RANDOLPH: Thank you.

18 Dr. Pacheco-Werner.

19 BOARD MEMBER PACHECO-WERNER: Yes. Hi. Thank
20 you, David and team. You know, in terms of the breakdown
21 that you gave on the slide 13 on the ZEV package, I know
22 that we have some pretty significant legislation -- I'm
23 sorry, regulation coming up on marine vessels. And I'm
24 sure pretty much with what's happening at the ports, as we
25 were trying to -- there will be something, you know, to

1 come in the future. And I'm wondering if there's room for
2 a line or a, you know, subcategory on marine vessels, and
3 if the -- you know, any type of harbor craft, any of that?
4 And if the amount is zero, then, you know, that's
5 something that will be informative to us. But I think if
6 there's any information you can give now, that would be
7 really helpful. But definitely, I think as we start
8 enacting some of these upcoming rules, it would be helpful
9 to have as a breakdown as well.

10 LEGISLATIVE DIRECTOR GARCIA: Great. I'll start.
11 Thank you for that question, Board member. There is
12 nothing specific in this budget carved out for marine
13 vessels. However, we do have existing incentive programs
14 that can be used to fund that turnover. And for that, I
15 would ask the Deputies or Division Chiefs over some of
16 these incentive programs, like the Carl Moyer Program, or
17 the Volkswagen settlement, if they have anything they
18 would want to add regarding the existing incentive
19 programs.

20 EXECUTIVE OFFICER COREY: This is Richard. I'll
21 just note that there are some off-road heavy-duty, which
22 captures marine in the budget, but I will also note that
23 those dollars are stretched along several categories. So
24 as the budget process plays itself out over the next
25 several months, and as you noted, Dr. Pacheco-Werner, as

1 we're discussing some of the regulations going forward
2 including the marine work, which has a lead time, that's
3 time for those funds to be directed at projects for early
4 action and securing early reductions.

5 So we could expect those conversations to
6 continue in terms of where are the opportunities for
7 additional funding, the additional projects that can --
8 funding pots that can fund off-road, including marine as
9 well as the current budget process, are there additional
10 opportunities?

11 So really appreciate you bringing this up and
12 it's the right time in considering the range of actions
13 that will be coming before the Board and that I'll be
14 talking about in a few minutes.

15 BOARD MEMBER PACHECO-WERNER: Oh, wonderful.
16 Yeah, especially because, you know, as we heard during our
17 first hearing on harbor craft, you know, from the
18 community, we're talking about significant money that's
19 not just like the same to replace an individual car or
20 even a truck. So thank you.

21 CHAIR RANDOLPH: All right. Thank you.
22 Dr. Sperling.

23 BOARD MEMBER SPERLING: Thank you. On this issue
24 of money, you know, a little bit ago -- you know,
25 connecting up to the research discussion, a moment ago I

1 talked about how and Dr. Balmes talked about how the
2 mission and activities of CARB have greatly increased.
3 Well, another way it's greatly increase is we're spending
4 massive amounts of money that we never did before, \$1.5
5 billion. Are we evaluating which of these programs are
6 working, and how well, lessons learned, so that we can
7 keep doing it better? And the answer is mostly no, as
8 much as I know. And this is something that plagues all
9 government agencies. You know, a rule of thumb is three
10 to five percent of funding should be used for evaluation.

11 And so this is not strictly research, but it's
12 kind of quasi-research. And this is something I would
13 urge more attention to. We're spending -- I know some
14 programs I'm familiar with, you know, we're spending a lot
15 of money and we have no idea how well they're really
16 working. We ask for a little reporting, but it's kind of
17 very minor and not very useful for evaluation. So let's
18 do evaluation better and learn from the past.

19 CHAIR RANDOLPH: All right. Supervisor Serna.

20 BOARD MEMBER SERNA: Thank you, Chair.

21 First, let me start by thanking our leg team for
22 a great presentation and they're ongoing work to inform
23 this Board about the connection that we share by design
24 with the Legislature and our activities relative to mostly
25 implementation of the product of what goes on at the

1 Capitol.

2 One of the things that I found a little
3 disappointing, however, in the presentation, and forgive
4 if I may have missed it, is a reflection of what this
5 Board, especially over the last year, has addressed and
6 commented on several times, and that is the lack of
7 funding for AB 617 implementation. And as a member of our
8 local air district board of directors, I can tell you that
9 there is ongoing growing frustration over the fact that we
10 have very, very limited resources at the local level to,
11 you know, commit to that directive.

12 And so as Board Member De La Torre referenced,
13 and I think as we all know, we're in a very unique place
14 with the very healthy robust budget that we have -- that
15 we're fortunate to have at the State right now, it seems
16 to me that this should be an elevated priority for us and
17 for our partnership with our local air districts to really
18 work very hard to make the case for, you know, finding
19 those financial resources to assist local districts and
20 carry out the mission of AB 617. So I just wanted to make
21 sure that I was on record, you know, mentioning that in
22 the context of this update I think it's very relative. So
23 I don't if staff has any thoughts on that, but I'd be
24 curious to know if there's any intent to do what I've
25 suggested.

1 CHAIR RANDOLPH: Executive Officer Corey, would
2 you like to address that?

3 EXECUTIVE OFFICER COREY: Yes, supervisor, thanks
4 for raising the question. In fact, we returned to the
5 Board for the February 10th Board hearing, so next
6 month -- early next month to discuss some additional 617
7 communities. And in the context of that discussion, we're
8 going to be talking about this very thing, which is
9 capacity under the program. How do we take on
10 progressively more communities, when we're getting pinched
11 from an operations standpoint? We really do need to
12 rethink the approach and the program, but also in the
13 budget side. And we're talking with communities. We're
14 talking with districts and there clearly are a number of
15 conversations legislatively to build on the experiences
16 with the program and how do we take it on to expand it to
17 a much, much larger number of communities.

18 So we'll be discussing -- the point is really
19 quite timely, appropriate, and useful. So that will be on
20 the docket for discussion when we bring the additional
21 communities, but also over the next several months as the
22 budget process works through the process, because your
23 recognition of the challenges is a very real issue.

24 And I'd like to just -- and I'll do this in one
25 minute. It went quickly to the next comment with respect

1 to the observation that Dr. Sperling made about tracking
2 the dollars, how they move through. There's a number of
3 efforts that I really want all you to know about. One,
4 the contractual agreements, the grant agreements, there's
5 additional reporting requirements that we're putting in
6 those that we're reporting and having more transparency
7 access, public access to the reporting metrics in terms of
8 what's being funded, where it's being funded, all that
9 information in one Place. Also, I have a research
10 contract in place to help us on this. And there were
11 elements responding to the audit in terms of what programs
12 are working, how are they working, how are those dollars
13 being distributed geographically across the state.

14 So we're taking no doubt, those appropriations,
15 which are unprecedented, very, very seriously. And they
16 do present a real opportunity to learn where -- how can we
17 be more effective in delivering reductions, particularly
18 delivering benefits at a community level, and the
19 underlying metrics that you need to have to be able to
20 quantitatively make that determination. So to both of
21 you, thanks for those questions.

22 BOARD MEMBER SERNA: Thank you, Richard.

23 CHAIR RANDOLPH: Thank you.

24 Dr. Balmes.

25 BOARD MEMBER BALMES: I want to thank Supervisor

1 Serna for bringing up the AB 617 budget issue. I knew
2 about the -- or I know about the February meeting where
3 we're going to be addressing AB 617, as Mr. Corey just
4 outlined. But I should have brought up the issue about AB
5 617, because as you all know, I Chair the AB 617
6 Consultation Group, which has stakeholders from
7 communities, environmental justice groups, business
8 interests, and the local air districts. And the
9 Consultation Group this diverse body doesn't agree on
10 much, but everybody agrees that more funding is needed to
11 make the program successful, especially if we want to
12 reach out to all the communities that deserve the
13 activities that come along with implementation of AB 617.

14 So I just wanted to strongly echo what Supervisor
15 Serna said about the need for AB 617 and going to the
16 Legislature to try to get more funding for the program.
17 And I would just say that the Executive Officer of the
18 South Coast Air Quality Management District, Wayne Nastri,
19 has been already going to the Legislature about AB 617
20 funding. So I just hope that we are working in tandem
21 with -- ASSEMBLY MEMBER GARCIA has got his hand up. I
22 think I might hear something, hopefully good. Anyway,
23 thank you.

24 CHAIR RANDOLPH: Board Member Riordan.

25 BOARD MEMBER RIORDAN: Yes. I want to also

1 underscore more funding for our communities under the
2 program. While we do not have one in the district that
3 I'm involved in, I know how the districts that do have
4 those community programs are really stretched for funding.
5 And we need to make these efforts successful. And it can
6 only really be done with some additional funding, so
7 hopefully that will come.

8 My question is to the staff. I think the
9 reauthorization of the Carl Moyer Program is about to be
10 needed. And what is happening there? That program I
11 think is a terrific program. And from a district point of
12 view, it's a big success, so what do we know about that?

13 LEGISLATIVE DIRECTOR GARCIA: So thank you, Ms.
14 Riordan, for that question. As you probably are aware,
15 last year, the administration did propose to reauthorize
16 the programs through the budget via a trailer bill, and
17 that effort was unsuccessful. We are aware that there
18 are -- there's nothing public yet. There's no bill that's
19 been introduced. However, I have had conversations with
20 several offices confidentially, so I don't want to betray
21 their confidence too much in this space --

22 BOARD MEMBER RIORDAN: Yeah.

23 LEGISLATIVE DIRECTOR GARCIA: -- that they are
24 working on reauthorizing the program this year or at least
25 there are efforts that are being considered for action

1 this year.

2 BOARD MEMBER RIORDAN: So are they looking for
3 sponsors of a bill then at this time?

4 LEGISLATIVE DIRECTOR GARCIA: Anyone who would
5 like to support the bill should definitely engage in the
6 process. And as best I can tell, AB 8, and the fees and
7 programs that they support are wildly popular with
8 support -- broad spectrum support from agriculture, and
9 business, to environmentalists, and they should definitely
10 talk to their legislators about the need to reauthorize
11 these programs.

12 BOARD MEMBER RIORDAN: Okay. Great. Thank you.

13 CHAIR RANDOLPH: All right. Thank you.

14 ASSEMBLY MEMBER GARCIA.

15 ASSEMBLY MEMBER GARCIA: Good morning, everyone.
16 Thank you for the opportunity to chime in a bit here. I
17 am very interested in working on some type of permanent
18 funding source for AB 617 this session. I think with the
19 amount of money that we've seen before us in the
20 legislature last budget and projected surplus revenues
21 this budget, there is absolutely no reason why we could
22 not put forward a plan that could go out, you know, five
23 years, 10 years, as it relates to funding AB 617 programs.

24 I think of what the Legislature did with the safe
25 clean drinking water, you know, efforts, where we

1 identified a funding source for 10 years. I know it's
2 been, you know, debated and deliberated whether that was
3 the right funding source or not, but it was identified and
4 it was agreed to, ensure that there are 10 years of
5 funding available for addressing clean water efforts
6 throughout the state. That's happening. We can do that
7 with AB 617. I have had preliminary conversations with
8 some of the air quality districts who would get behind an
9 effort of that sort and I've had some conversations with
10 some of our colleagues in the Legislature who would get
11 behind that type of effort. So I look forward to, you
12 know, getting the support of the members here on CARB to
13 make that push. We've had some preliminary discussions
14 with some of the administrative -- administration
15 representatives who work in this space, and, you know,
16 they, of course, just kind of nodded and said we're
17 receptive to the idea. This is -- this is the time that
18 we really fulfill our commitment to this work as it
19 relates to our AB 617 communities, especially if we're
20 going to continue to add communities to the list and the
21 work that comes with that.

22 I want to make another comment, and that is, you
23 know, I've been approached to consider the reauthorization
24 to the Carl Moyer Program via a piece of legislation. I
25 want to get some feedback on the program. You know, the

1 proposal that has been put in front of us is a simple, you
2 know, straightforward extension. That probably shouldn't
3 be that difficult running a bill of that sort, but I'd
4 rather, you know, kind roll up our sleeves and look at the
5 program, what it's done, its effectiveness, where it's
6 worked, where it hasn't, and is there need to revamp the
7 program in a way where we are far more intentional and
8 prioritizing where we can have the biggest impact with the
9 program and not just a simple extension and it be business
10 as usual.

11 So I look forward to having that conversation.
12 If it's not me, I'm sure it will be someone who we work
13 very closely with that will reintroduce this program for
14 an extension and -- but I would like to see us consider
15 how do we make this program more effective, get a bigger
16 bang for the buck, as they say, and overlap it with
17 programs like AB 617, so that we are more intentional with
18 our outcomes with these specific Investments.

19 So I just wanted to just make it known that we're
20 listening and not just listening, but we're hearing loud
21 and clear what needs to be done as it pertains to the AB
22 617 communities and the sustainable continuous funding
23 that is necessary in order for us to achieve those
24 objectives. So those are my comments and appreciate the
25 attention on the matter.

1 CHAIR RANDOLPH: Thank you.

2 Board Member Hurt.

3 BOARD MEMBER HURT: Thank you, Chair.

4 I just wanted to also chime in. I know Bay Area
5 Air Quality Management District would really like to see a
6 dedicated funding source. So for all the folks who are
7 going to be working to that end, please let us know how we
8 can support those efforts. People I think sometimes
9 underestimate the need for community engagement and the
10 money that's required behind it. And so we definitely are
11 struggling to make sure we do the job right and additional
12 resources, when it comes to funding, is really key.

13 And I was curious, based upon Board Member
14 Riordan's question about the Carl Moyer Program, if Mr.
15 Corey had any updates on the Board member led working
16 group in partnership with the air district and
17 stakeholders about the Carl Moyer Program? Do you have a
18 status update on that?

19 EXECUTIVE OFFICER COREY: I do. So at the --
20 there's two elements to this, so it's a great question.
21 At the November Board hearing, November 2021, where the
22 Board authorized the -- last year's expenditures, the last
23 year appropriations, there was discussion about some
24 near-term adjustments to Moyer. One, it was move forward
25 with the air districts, get those dollars and communities,

1 but it was direction to change the cost effectiveness
2 provisions for zero emission and lower emission
3 technologies.

4 That's the process we initiated in our -- in that
5 workshop process right now with districts and other
6 stakeholders to land that in the very near term, so we can
7 get those grant agreements in place and get the funding
8 going on.

9 There was also step two, a broader discussion for
10 more significant changes to Moyer, including the smaller
11 fleet related provisions, in terms of benefiting and
12 partnering with smaller fleets.

13 There was also how to more effectively, and you
14 indicated this earlier, integrate equity, environmental
15 justice in a basic design and implementation of Moyer.
16 We're initiating a process to establish a incentive
17 working group that will include Board members, include
18 district, include other stakeholders. That's launching in
19 the next -- I believe it's, if not next month, March we're
20 pulling that together. And over the course of this year,
21 we'll be working through multiple work group meetings,
22 public workshops to inform really what I'm calling
23 reforming, a strengthening, a shoring up the learnings
24 from the Moyer Program.

25 So two steps, one was immediate acting on the

1 direction we already got from the Board, get those past
2 dollars out and partner with the districts on doing that.
3 Two, the reimagined Moyer and that process. We've
4 initiated it and are pulling together and it will play
5 itself out over the course of this year.

6 CHAIR RANDOLPH: And if I could just also briefly
7 add that I asked Vice Chair Berg to start kind of pulling
8 together that group. And so she and I spoke earlier this
9 week with staff. And so the Board members who expressed
10 interest in participating in this process already will be
11 getting some calendar outreach, in terms of scheduling a
12 meeting. And if there are any other Board members that
13 haven't yet indicated their interest in participating in
14 that process, please do let me know.

15 BOARD MEMBER HURT: Great. That's all great to
16 hear. I know I recently saw a workshop posted on the Carl
17 Moyer Program. So I was just curious about that group,
18 that working group put together. And I look forward to
19 Vice Chair Berg leading that effort and make sure that
20 happens.

21 Thank you.

22 CHAIR RANDOLPH: Board Member Kracov.

23 BOARD MEMBER KRACOV: Yeah. Thank you very much,
24 Chair. And, Mr. Corey, just following up on this Moyer
25 discussion. It's very important to the South Coast Air

1 District as well. Really excited that we're going to be
2 embarking on a process including the Board members and
3 potentially Vice Chair Berg's leadership on that. Just a
4 clarification, I know that a workshop notice did come out
5 for March 1st on Moyer that's referred to the November
6 Board hearing, and says that during the hearing,
7 stakeholders indicated a desire for further administrative
8 changes outside the immediate scope of the Board hearing
9 to streamline requirements and processes to ensure program
10 participation is better and accountability.

11 That's the kind of stuff that really matters to
12 the South Coast District. Is this workshop in March
13 different than the one that's going to happen with the
14 Board members? And if so, I'm a little concerned about
15 that. It seems like this should be an integrated
16 approach.

17 EXECUTIVE OFFICER COREY: The -- Board Member
18 Kracov, the workshop you're referring to was to act on
19 Board direction to get those near-term changes done,
20 because it's a condition of moving the dollars and getting
21 grant agreements in place, so we're trying to move very
22 quickly, not that there won't be some broader discussion,
23 but the second step that I spoke about is right on the
24 heels of finishing the near-term changes, which will occur
25 quickly as just described. And then we will launch, just

1 as the Chair indicated, the working group with Board
2 members and the public process associated with that.

3 So we were trying to act on Board direction,
4 which is a precursor of basically funding those projects.
5 So change the cost effectiveness, get that done. We've
6 started that public process. We'll land that really in
7 the next several weeks and be done with it and move on to
8 the broader reimagined Moyer Program going forward.

9 BOARD MEMBER KRACOV: Okay. Thank you very much
10 and thank you, Chair, for helping get this off the ground,
11 and potentially Vice Chair Berg for helping lead the
12 efforts.

13 CHAIR RANDOLPH: Thank you.
14 Board Member Takvorian.

15 BOARD MEMBER TAKVORIAN: Thank you, Chair. I
16 just wanted to chime in and appreciate the discussion of
17 the need for the increase in permanent funding for the 617
18 program. I realize that without our San Diego Air
19 Pollution Control District representative in Supervisor
20 Fletcher, I just wanted to be sure that San Diego's voice
21 was included in the conversation. And I think certainly
22 staff and Board members know that there's consideration of
23 adding another community, being the border community, in
24 San Diego and we're excited about that consideration and
25 concerned about how that can be a successful program with

1 flat funding or reduced funding.

2 So I real appreciate Assemby Member Garcia's
3 statement that perhaps we could work together on increased
4 and permanent funding for the program, not only obviously
5 for San Diego, but throughout the State there's so many
6 communities that really could benefit from this program.
7 So I really look forward to the subquorum meeting and look
8 forward to working with you all to make that happen.

9 Thank you.

10 CHAIR RANDOLPH: All right.

11 Vice Chair Berg, did you have anything else you
12 wanted to add?

13 VICE CHAIR BERG: (Shakes head.)

14 CHAIR RANDOLPH: You're good. Okay. All right.
15 So that was an informational item, so we don't need to
16 take a vote. So thank you for all of your engagement in
17 this discussion. And thank you to staff for doing a great
18 job with the Legislature and this is a ton of work and a
19 lot of both detailed and big picture engagement. So I
20 appreciate all of your work and your effort, so thank you.

21 Okay. The last item on our agenda is item number
22 22-1-4, a report on the California Air Resources Board's
23 program priorities for 2022. If you wish to comment on
24 this item, please click the raise-hand button or dial star
25 nine now. We will call on you when we get to the public

1 comment portion of this item.

2 So it's been almost -- basically a year since my
3 first meeting of the Board as Chair. And over this past
4 year, I've really enjoyed rolling up my sleeves and
5 working with you all and the comprehensive range of
6 programs and efforts CARB is engaged in. And I've
7 experience first hand the impressive level of expertise,
8 acumen, and commitment at every level of this
9 organization.

10 During my trip in the fall to Glasgow to
11 represent California and CARB at COP26, I was able to
12 really appreciate the impact of CARB's work beyond our
13 borders more fully. While I was there, I had numerous
14 conversations on engaging issues ranging from how do we
15 transition to zero-emission vehicles in all sectors and
16 how do we deploy those electric vehicles at scale, what
17 are the best regulatory strategies to accomplish that, to
18 how is California working, to implement the only statutory
19 short-lived climate pollutant target, to how can
20 governments work with indigenous communities to protect
21 forests.

22 California seeks to set an example globally, not
23 just by working towards a carbon neutral future with the
24 urgency that the current climate crisis demands, but
25 trying to achieve clean air in our frontline communities

1 with the urgency required by the pollution burdens they
2 continue to face.

3 I emphasized to our international partners that
4 CARB and California are committed to ensuring that our
5 actions on climate clean the air and improve quality of
6 life in communities that are disproportionately impacted
7 by the negative impacts of air pollution and climate
8 change. And that same commitment to equity informs the
9 Governor's proposed \$15 billion climate budget allowed --
10 announced earlier this month. The proposed budget's
11 unprecedented investments in zero-emission vehicles and
12 infrastructure, as we discussed earlier, reflect the
13 administration's commitment to ensuring that
14 transformation of the transportation sector is conducted
15 equitably, and that our most burdened communities have
16 access to clean vehicles and alternative mobility options.

17 And the budget also proposes investments in our
18 community based transportation equity projects that expand
19 clean transportation options, reduce vehicle miles
20 traveled, and increase access to zero-emission mobility in
21 low-income communities. And so together, those
22 investments place an emphasis on moving away from
23 combustion, but also moving away from cars as our primary
24 mode of transportation.

25 Successfully transforming our transportation

1 sector means doing more than simply replacing combustion
2 engines one-for-one with ZEVs on California's roads.

3 So when we talk about California leading the
4 world, we want that leadership to reflect our commitment
5 to all of our communities and especially to underserved
6 frontline communities, bearing the brunt of health impacts
7 of freeways packed with diesel trucks and of freight
8 movement from ships, to ports, to railyards, and
9 distribution centers.

10 I emphasize this, because 2022 is, in many ways,
11 going to be a momentous year on that front. It is the
12 year when CARB and California will set the course to move
13 definitively away from fossil fuels and away from
14 combustion, and transition on all fronts into a new
15 paradigm built on a commitment to cleaning up our hardest
16 hit communities and the equitable acceleration of
17 zero-emission technologies, in all sectors.

18 Our work this year will have three major anchor
19 points, Advanced Clean Cars II, which will move us to 100
20 percent zero-emission car sales by 2035; the State Clean
21 Air Implementation Strategy, which will enable us to meet
22 stringent federal air standards in 2037; and the Scoping
23 Plan, which will lay out a path for California to achieve
24 a 40 reduction in GHG from 1990 levels by 2030 and carbon
25 neutrality by 2045 or sooner.

1 There are many other programs and actions we will
2 take this year to support our efforts, many of which look
3 decades ahead. We are not taking on these challenges
4 alone. To succeed, we need to work with a wide range of
5 partners, not only within the administration, but with
6 stakeholders in our communities, industry, and the
7 academic community, as well as with our federal partners.
8 So it will really be an all-hands-on-deck effort.

9 I believe the actions that we take this year will
10 be recognized as examples of California leading the nation
11 and the world, not only with innovative science-based
12 programs, but with the full and steady commitment to those
13 actions improving the health and lives of all of our
14 communities, and particularly those who have suffered the
15 most from our dependency on fossil fuels.

16 This year, more than ever, we have the
17 opportunity to set California on a clear course to
18 transform our society and build a hopeful future, where
19 everyone here at CARB and all of our partners can proudly
20 say we did our best to make the difference that is needed,
21 that we did our best to make a clean and healthy future
22 for all.

23 And with that, I am pleased to turn things over
24 to Executive Officer Corey, for an overview of what this
25 year holds for CARB and the people of California.

1 Mr. Corey.

2 (Thereupon a slide presentation.)

3 EXECUTIVE OFFICER COREY: Thanks, Chair. And
4 that captured it quite well. 2022 is indeed an important
5 year for CARB and for California. We have a series of
6 major efforts before us that are going to set the stage
7 for the next -- at least the next two decades, signature
8 plans and regulations that will focus on addressing
9 community needs, cleaning the air, and mitigating climate
10 change.

11 My presentation is going to cover a lot of ground
12 in keeping with the broad role and authority of the Board.
13 Thus, by necessity, the treatment of any given topic will
14 be brief realizing that each will be subject to
15 consideration, public process, and future Board
16 engagement, so put the seat belts on.

17 The signal -- single element that binds these
18 efforts and drives them all is the transition away from
19 combustion. We have a 50-plus year history of
20 implementing science-based policies to mitigate the
21 impacts of combustion by cleaning up sources of pollution,
22 but we're now at a key turning point.

23 --o0o--

24 EXECUTIVE OFFICER COREY: This year, we're moving
25 beyond cleaning up the engines and sources that pump

1 toxics and pollution from combustion into the air. To
2 that point, 2022 is the year when we set a course to
3 liberate ourselves from the century-long dependence on
4 fossil fuels and move into a era of zero-emission
5 alternatives for virtually every source category. This
6 will benefit all Californians, but especially communities
7 overburdened by air pollution.

8 We take this course of action anchoring off a
9 direction from the Legislature, Executive Orders from the
10 Governor, and our mission to deliver clean air to all
11 Californians and achieve our climate goals. As was the
12 case in 2021, many of the actions the Board will be
13 considering are world-leading measures.

14 --o0o--

15 EXECUTIVE OFFICER COREY: This is how we envision
16 California's passenger vehicle population evolving over
17 the next 30 years. To achieve our ambition -- ambitious
18 emission emission-reduction targets, 100 percent of
19 light-duty vehicle sales in 2035 should be either
20 zero-emission and plug-in electric vehicles. And as
21 recognized, here our approach encourages competition and
22 does not define a single solution.

23 --o0o--

24 EXECUTIVE OFFICER COREY: A theme that will come
25 through in my remarks is that the transition away from

1 combustion will require multiple strategies working
2 together, including regulations and incentives, built on
3 strong partnerships throughout government, academia,
4 communities, and industry.

5 --o0o--

6 EXECUTIVE OFFICER COREY: We also need to
7 continue to reduce emissions of diesel PM, NOx, and GHGs
8 as we move forward with the transition from combustion.
9 This means a continued focus on those emissions if we're
10 to achieve our health-based air quality standards, protect
11 communities, and meet our GHG reduction targets. It's
12 clear that we need to explore additional strategies to
13 hasten the turnover of the existing combustion fleet.

14 --o0o--

15 EXECUTIVE OFFICER COREY: To better understand
16 where we're going, let's take a look at the major strides
17 that we made in the past year that helped lay the
18 foundation for achieving a zero-emission future and
19 provide a reference point for optimism.

20 --o0o--

21 EXECUTIVE OFFICER COREY: As a Board last year,
22 you adopted the first ever sales requirement for
23 heavy-duty emission trucks -- zero-emission trucks. The
24 Advanced Clean Trucks Regulation or ACT, will drive
25 zero-emission truck supply and provide expanded choices

1 for fleets.

2 --o0o--

3 EXECUTIVE OFFICER COREY: The ACT Regulation also
4 provides critical certainty for product planning and
5 private investment in infrastructure buildout, part of a
6 broader multi-agency approach that includes all aspects of
7 the ZEV transition. In keeping with the thrust of our
8 efforts to address environmental justice issues, it will
9 provide much needed relief to communities burdened by
10 trucks.

11 --o0o--

12 EXECUTIVE OFFICER COREY: ACT also sends a signal
13 to other states and really the rest of the world.
14 California has already assisted five states in the last
15 year in successfully adopting the Advanced Clean Truck
16 Rule and more are expected to join.

17 --o0o--

18 EXECUTIVE OFFICER COREY: Internationally,
19 California continues to work through new and existing
20 channels to support zero-emission truck policies.

21 --o0o--

22 EXECUTIVE OFFICER COREY: This includes the
23 actions of Chair Randolph and Secretary Blumenfeld, who
24 are leading the Transportation Decarbonization Alliance,
25 or TDA, group of cities, countries, and companies. Chair

1 Randolph presented TDA's call for action on zero-emission
2 transport infrastructure at COP26 in Glasgow.

3 --o0o--

4 EXECUTIVE OFFICER COREY: As mentioned, we need
5 to continue to ensure existing combustion-based vehicles
6 do not pollute our communities. Just last year, the Board
7 approved a first-of-its-kind comprehensive Inspection and
8 Maintenance Program for heavy-duty trucks and buses. The
9 equivalent of Smog Check for trucks was authorized by
10 legislation penned by Senator and Board Member Connie
11 Leyva and begins in 2023. The program includes a roadside
12 emissions monitoring network, periodic vehicle testing and
13 reporting of on-board diagnostics data, and enhanced
14 enforcement efforts.

15 --o0o--

16 EXECUTIVE OFFICER COREY: This comprehensive
17 regulation will deliver the largest reduction of NOx and
18 PM emissions from heavy-duty vehicles since CARB's
19 pioneering Truck and Bus Regulation and its a foundational
20 measure in the SIP.

21 --o0o--

22 EXECUTIVE OFFICER COREY: Last month, the Board
23 also took historic action by requiring small off-road
24 engines, mainly used in landscaping, such as leaf blowers
25 and lawn mowers to transition new sales entirely to

1 zero-emission alternatives in 2024. This is the first
2 complete transition from combustion for any source.

3 --o0o--

4 EXECUTIVE OFFICER COREY: Despite being small
5 engines, as you know, they're highly polluting and are a
6 major source of smog-forming emissions, and without action
7 the you took, would have exceeded emissions from passenger
8 cars in the coming years.

9 --o0o--

10 EXECUTIVE OFFICER COREY: As we implement this
11 regulation, we'll continue to raise awareness amongst user
12 groups by loaning equipment through demonstration programs
13 and enhancing outreach efforts, particularly to the
14 smallest businesses to ensure a successful transition to
15 zero-emission equipment. This will provide significant
16 health benefits to current users, especially low-income
17 communities of color and those who work in the landscaping
18 industry. We're working closely with our air district
19 partners to implement incentives for the program.

20 --o0o--

21 EXECUTIVE OFFICER COREY: In February of last
22 year, the Board acted to phase down agricultural burning
23 in the San Joaquin Valley by 2025, taking a major step
24 toward ensuring all residents in the valley have healthy
25 air to breathe. The action requires effectively

1 eliminating burning, which releases fine particulate
2 Matter or PM2.5 into the air causing or contributing to a
3 number of adverse health effects including asthma.

4 --o0o--

5 EXECUTIVE OFFICER COREY: The Governor's budget
6 provided 180 million toward that transition. And I'm
7 pleased to report that the funding the San Joaquin Valley
8 Air District set aside to purchase chippers and grinders
9 is oversubscribed, and grower demand for incentives is
10 also strong. As the burning season has started, very
11 little of the chipped biomass is being shipped off-site.
12 Most of it is being incorporated into the soil on-site and
13 open burning has dropped 25 percent from 2020 to 2021.
14 We'll continue to update the Board on the progress of
15 phasing out ag burning.

16 --o0o--

17 EXECUTIVE OFFICER COREY: We have aggressive air
18 quality targets and substantial challenges, but I'm
19 optimistic about our chances of success. My optimism is
20 built on CARB's history of success predicated on science,
21 extraordinary talented staff, strong partnerships, and a
22 visionary Board, all of which will be essential elements
23 going forward.

24 --o0o--

25 EXECUTIVE OFFICER COREY: As you can see from

1 these maps, the actions the Board has taken continue to
2 improve air quality, cutting ozone, fine particulate
3 pollution, and greenhouse gases.

4 --o0o--

5 EXECUTIVE OFFICER COREY: And over the next two
6 decades, we'll need to meet increasingly stringent
7 standards for ozone and PM, as well as challenging climate
8 targets and elevate our focus and effectiveness on
9 addressing California's hardest hit communities. Our
10 challenge is daunting. Future regulations will become
11 increasingly more challenging to implement as we seek
12 emission reductions from smaller sources.

13 --o0o--

14 EXECUTIVE OFFICER COREY: We've consistently
15 demonstrated that we can make progress in reducing
16 emissions while growing the economy and benefiting
17 impacted communities. In fact, California's leadership is
18 creating opportunities, including becoming a hub for the
19 production and use of cleaner fuels and zero-emission
20 transportation. We need to continue moving in that
21 direction. But to be clear, achieving the needed
22 reductions will require an unprecedented effort by the
23 Board and all our partners.

24 --o0o--

25 EXECUTIVE OFFICER COREY: That leads us to this

1 year. What the Board does in 2022 and sets -- set the
2 course for how we redouble our efforts to meet those
3 goals. To help demonstrate the benefits and outcomes
4 related to our actions this year, I want to focus on three
5 main areas, communities, clean air, and climate.

6 --o0o--

7 EXECUTIVE OFFICER COREY: While equity, community
8 engagement, and environmental justice are the
9 responsibility of all CARB's offices and divisions, we'll
10 look to our Equity, Communities and Environmental Justice
11 Division to lead the way. This newly formed division, led
12 up by Chanell Fletcher -- Deputy Executive Officer Chanell
13 Fletcher includes an Office of Environmental justice, an
14 Office of Community Air Protection, and soon to be
15 launched Office of Racial Equity. This slide includes
16 CARB staff and community representatives at the Office of
17 the West Oakland Environmental Indicators Project
18 preparing for an enforcement tour of West Oakland.

19 --o0o--

20 EXECUTIVE OFFICER COREY: At the October Board
21 Hearing, we provided an update on the Community Air
22 Protection Program in the form of powerful testimony from
23 community and air district leaders. We are reminded that
24 our work needs to center on communities. We also shared
25 lessons learned so far and reinforced that AB 617 requires

1 us to address a much larger number of communities
2 throughout the state than we're currently able to do so
3 with the existing model.

4 --o0o--

5 EXECUTIVE OFFICER COREY: 2022 will be a
6 transformative year for the Community Air Protection
7 Program as discussed with you all a short while ago. Next
8 month, you'll hear our recommendations for two more
9 communities, as well as the process to reset, and expand
10 the program.

11 In May, we'll provide an update on our equity
12 work. One example is the development of the People's
13 Blueprint, an effort to capture the experiences and
14 perspectives of a number of environmental justice leaders
15 who have helped implement the program since the beginning.
16 The approach for expanding the program will be built on
17 robust engagement with all stakeholders that will occur in
18 the spring and summer of 2022, along with continued
19 engagement with our AB 617 Consultation Group.

20 --o0o--

21 EXECUTIVE OFFICER COREY: The program's 15
22 communities offers lessons learned that we can use to
23 benefit all communities in California. Currently, the air
24 districts are working with communities to develop and
25 implement their emission reduction plans. This include

1 replacing dirty engines with cleaner ones, controlling
2 hexavalent chromium emissions at small businesses, and
3 incentivizing alternative approaches to open burning of
4 agricultural materials.

5 --o0o--

6 EXECUTIVE OFFICER COREY: Effective engagement
7 must be the foundation of all CARB's programs. We'll take
8 the lessons we've learned from the Community Air
9 Protection Program, other CARB engagement efforts
10 throughout the agency, and our relationships with
11 communities to create training tools for all CARB staff.

12 --o0o--

13 EXECUTIVE OFFICER COREY: And now you'll see a
14 video about the Richmond Air Ranger team, a community air
15 grant recipient who's doing community air quality
16 monitoring.

17 (Thereupon a video was played.)

18 VIDEO MODERATOR: When I think of clean air, I
19 think of my home town, Richmond, California. I love
20 Richmond, which is why I chose to be a part of groundwork
21 Richmond's Air Rangers team

22 I grew up hear, my family is from here, and my
23 son is hear. To me, making a difference is about
24 servicing those in need. By installing high quality air
25 monitors across Richmond, we're able to track and

1 safeguard our air now and for future generations. Clean
2 air for all (inhales), that's work of an Air Ranger.

3 (End of video.)

4 --o0o--

5 EXECUTIVE OFFICER COREY: And I can't move on
6 without just noting how inspiring that video is, truly
7 inspiring.

8 In May, we'll bring the statewide strategy to the
9 Board as an informational item. And you're going to hear
10 directly from EJ leaders whose foundational work on the
11 People's Blueprint underscores our commitment to equity.
12 You'll also hear from our air district partners about
13 their goals for the program, and you'll hear from staff
14 about additional approaches to bring benefits to more
15 communities.

16 --o0o--

17 EXECUTIVE OFFICER COREY: I'll now turn to some
18 of the regulations the Board will consider in 2022 that
19 have impacts statewide but will provide the most air
20 quality and climate benefits to communities impacted by
21 vehicle emissions. In all these regulations, we are
22 escalating the focus on equity. That means developing
23 solutions to ensure that frontline communities benefit.
24 Let me start with the heavy-duty trucks.

25 Almost everyone of our communities -- or priority

1 communities is heavily impacted by trucks. It comes up in
2 virtually every community meeting. And central to our
3 effort of moving away from combustion is continuing to
4 accelerate the rate at which heavy-duty trucks transition
5 to zero-emission.

6 --o0o--

7 EXECUTIVE OFFICER COREY: The Advanced Clean
8 Fleet Regulation will help speed up this transition. The
9 regulation is focused on the most effective opportunities
10 for expanding the zero-emission truck fleet. For example,
11 the proposed regulation pushes drayage trucks to make a
12 complete transition to zero-emission technologies by 2035.
13 The regulation also quickly ramps up zero-emission truck
14 purchases for public fleets, and it strikes a balance
15 between moving the rest of the market to zero emissions as
16 quickly as possible by focusing on the fleets that are
17 most suited for electrification. Importantly, the
18 regulation will send a clear signal regarding the end of
19 combustion trucks sales by 2040.

20 --o0o--

21 EXECUTIVE OFFICER COREY: Cleaning up railyards
22 is crucial to cleaning up the air in our hardest hit
23 communities. CARB is developing an In-Use Locomotive
24 Regulation to reduce local exposure and help reach
25 attainment by increasing the turnover of old locomotives

1 and moving the market toward zero-emission technology.
2 The regulation under development would apply to all line
3 haul, switch, and passenger locomotives that operate
4 within the state. Staff anticipates that the proposed
5 regulation will be presented to the Board for
6 consideration this fall.

7 --o0o--

8 EXECUTIVE OFFICER COREY: And in November, staff
9 presented the proposal to transition several types of
10 harbor craft in California to much cleaner options,
11 including everything from fishing vessels, to ferries, to
12 tugboats. Continuing our efforts to clean the air and
13 port-adjacent communities, staff will return to the Board
14 within the next few months for the second hearing and
15 final vote on the proposed amendments to the Commercial
16 Harbor Craft Regulation.

17 --o0o--

18 EXECUTIVE OFFICER COREY: And as you can see, the
19 rule will achieve much needed criteria emission reductions
20 and reduce local exposure to toxic diesel emissions. As
21 directed by the Board, we're currently following up with
22 stakeholders to streamline the extension process, develop
23 the scope for the program implementation review, and
24 evaluate opportunities for funding. We're also planning a
25 tour of the San Diego ports to further discuss how to

1 effectively implement the program.

2 --o0o--

3 EXECUTIVE OFFICER COREY: A continuing issues of
4 concern for many communities is addressing toxics from
5 chrome plating facilities. Chrome plating and chromic
6 acid anodizing are used in wide ranging applications from
7 decorative coatings for the automotive sector to high wear
8 resistant coatings in aerospace and military equipment.

9 In 2022, staff will propose amendments to the
10 Chrome Plating Air Toxic Control Measure to further reduce
11 or eliminate hexavalent chromium emissions from chrome
12 plating operations. The current regulatory concepts are
13 geared toward replacement of hexavalent chrome plating,
14 commonly referred to as Chrome VI with less toxic
15 alternatives.

16 --o0o--

17 EXECUTIVE OFFICER COREY: Communities throughout
18 California are seeing more days of smoke and unhealthy
19 air. This is clearly an outcome of insufficient fuels
20 management funding for decades as well as the accelerated
21 impacts of climate change.

22 --o0o--

23 EXECUTIVE OFFICER COREY: CARB is continuing to
24 mitigate the impacts of wildfires by supporting the
25 state's forest management priorities, including an

1 increase in prescribed fires and learning from indigenous
2 practitioners who have been safeguarding lands for
3 thousands of years. Here's an example of a prescribed
4 fire in Ukiah using heli-torch, a California Climate
5 Investment Project, funded by proceeds from Cap-and-Trade.
6 We're also supporting communities, districts, and
7 personnel in the field with a number of tools, including
8 enhanced monitoring capabilities and improved public
9 outreach.

10 --o0o--

11 EXECUTIVE OFFICER COREY: CARB has distributed
12 100 portable PM2.5 monitors, known as EBAMs, to five
13 strategically caches across the state to monitor wildfire
14 smoke. We've also provided over 700 PurpleAir sensors to
15 local air districts to expand wildfire smoke monitoring
16 efforts statewide with plans to distribute an additional
17 200 sensors this year. To help people proactively prepare
18 for wildfire smoke in 202, CARB will expand the successful
19 Smoke Ready California social media campaign.

20 --o0o--

21 EXECUTIVE OFFICER COREY: Another outreach tool
22 is California's Smoke Spotter, California's first mobile
23 app, launched in 2021 to help Californian's plan for
24 potential smoke impacts from prescribed fires. CARB staff
25 is currently working to integrate wildfire information,

1 wildfire smoke forecasting, and real-time PurpleAir sensor
2 data.

3 --o0o--

4 EXECUTIVE OFFICER COREY: 2022 will also see an
5 entirely new effort to protect communities and individuals
6 from wildfire smoke with the opening of the first Clean
7 Air Centers. In response to AB 836, by Assembly Member
8 Buffy Wicks, CARB is partnering with air districts and
9 CAPCOA to develop a network of Clean Air Centers across
10 the state that will be easily identified with
11 CARB-developed branding and signage. Funding will provide
12 updated facility filtration and ventilation or portable
13 air cleaning devices.

14 --o0o--

15 EXECUTIVE OFFICER COREY: Protecting communities
16 also means providing residents with a broad range of
17 alternatives to having a vehicle to get around. We've
18 been working to increase sustainable transportation
19 options like walking and biking, but recent analyses
20 indicate that the number of miles driven statewide, or
21 VMT, continues to rise despite the implementation of the
22 Sustainable Communities and Climate Protection Program
23 known as SB 375.

24 Clearly, ZEVs alone are not going to be enough.
25 We need to reenvision our developed landscape and the

1 transportation system that supports it to provide viable,
2 efficient, and equitable mobility options other than
3 single occupancy vehicles. And we'll only be effective by
4 partnering with local governments, communities, and
5 developers to better align incentives with the needed
6 outcomes.

7 --o0o--

8 EXECUTIVE OFFICER COREY: We're partnering with
9 the Department of Housing and Community Development to
10 develop and implement a new incentive program that
11 provides grants to Metropolitan Planning Organizations to
12 further the implementation of Sustainable Communities
13 Strategies, reduce VMT, promote housing development, and
14 advance equity.

15 This year, we'll continue to work closely with
16 our State partners on a range of activities, including
17 implementation of the Climate Action Plan for
18 Transportation Infrastructure and our joint board meetings
19 with the California Transportation Commission and HCD,
20 among many other initiatives.

21 --o0o--

22 EXECUTIVE OFFICER COREY: As noted, getting at
23 the VMT issue will require many efforts, including pilots
24 and experimentation. For example, with seven million from
25 the California Climate Investments and four million of

1 resource contributions, the Los Angeles Department of
2 Transportation in collaboration with a diverse set of
3 partners launched the South Los Angeles Universal Basic
4 Mobility Pilot. This initiative, and it -- was co-created
5 with community residents and representatives. The pilot
6 will increase mobility and reduce transportation-related
7 GHG emissions through projects that meet the specific
8 needs of South LA's residents.

9 --o0o--

10 EXECUTIVE OFFICER COREY: Residential and
11 commercial buildings account for one-quarter of our GHG
12 emissions. Decarbonizing all buildings, moving away from
13 natural gas, and making them more energy efficient will
14 result in significant air quality, public health, and
15 greenhouse gas benefits.

16 --o0o--

17 EXECUTIVE OFFICER COREY: There are several
18 important considerations that CARB is keeping in mind as
19 we move forward with our partners on building
20 decarbonization efforts. As noted earlier, building
21 decarbonization supports the achievement of climate
22 targets as well as improved indoor and outdoor air quality
23 and improved health. Momentum to decarbonize buildings is
24 accelerating and we'll be working closely with our sister
25 agencies, the California Energy Commission, the California

1 Public Utilities Commission, and the California Department
2 of Housing and Community Development, to accelerate this
3 work, while focusing on the need for affordable energy
4 rates.

5 --o0o--

6 EXECUTIVE OFFICER COREY: The second major focus
7 this year is setting our course to achieve clean air for
8 all Californians. This is driven by the need for
9 California to meet increasingly stringent air quality
10 standards, but will also provide benefits to communities
11 and reduce GHG emissions.

12 --o0o--

13 EXECUTIVE OFFICER COREY: As you can see, we're
14 facing a significant challenge. The areas in orange are
15 air districts that are not meeting the 70 parts per
16 billion 8-hour ozone standard now or even the less
17 stringent standards. This is the year when we'll set out
18 our strategy to meet those goals by no later than 2037 and
19 achieve other standards along the way.

20 --o0o--

21 EXECUTIVE OFFICER COREY: In areas like the LA
22 basin, even with all existing programs in place, we still
23 face a shortfall, securing the needed reductions in NOx to
24 achieve our ozone standards, including the 8-hour 70 ppb
25 standard. And rising temperatures resulting from climate

1 change, especially in the summer, create a climate penalty
2 that will make it even more difficult to get there.

3 But we will get there, and this year, we're
4 developing the document that will guide us, the State
5 Implementation Strategy. The SIP is often considered just
6 a technical discussion of tons per day and parts per
7 billion. In fact, the SIP serves a crucial function to
8 align all our programs statewide in pursuit of a common
9 goal of meeting federal air quality standards. And I
10 should mention that not meeting the commitments we make in
11 the SIP can result in sanctions and even the loss of
12 federal funding. Consideration of the new SIP in 2022
13 will be one of the most significant items coming before
14 the Board this year.

15 --o0o--

16 EXECUTIVE OFFICER COREY: Because of the
17 aggressive control programs that California and local air
18 districts have put in place, federal sources dominate our
19 emissions. Attaining health-based air quality standards
20 is simply not possible without the federal government
21 doing its part on locomotives, off-road diesel equipment,
22 ships, and planes. The State commitments will be confined
23 with air district commitments to create the final SIPs,
24 which are due to U.S. EPA in August. We'll be updating
25 you on the SIP Strategy approach this February, next

1 month, as well as efforts to secure federal action on
2 sources it regulates.

3 --o0o--

4 EXECUTIVE OFFICER COREY: The third focus for the
5 year is climate. Linked to our efforts to protect
6 communities and clean the air, our actions to address
7 climate change will need to escalate. After all, the
8 primary sources are generally the same, the combustion of
9 fossil fuels. As you well know, California is seeking the
10 impacts -- or rather seeing the impacts of climate change,
11 record-setting wildfires, extended droughts, and
12 exacerbated poor air quality. And much of this is adding
13 to the already disproportionate burdens experienced by
14 frontline communities. But we have the tools to change
15 this trajectory and a track record of successfully
16 developing and implementing programs that work.

17 --o0o--

18 EXECUTIVE OFFICER COREY: The time to double down
19 on our efforts is now, and so CARB has begun the process
20 to update the State's AB 32 Climate Change Scoping Plan
21 and chart a path toward achieving carbon neutrality no
22 later than 2045. Achieving carbon neutrality is
23 ambitious, but absolutely necessary to achieve the
24 worst -- or to avoid the worst impacts of climate change.

25 Over the course of this year, we'll identify the

1 actions we can take this decade and beyond to reduce and
2 replace fossil fuel use, transition away from combustion,
3 and restore and enhance our natural and working lands.
4 We'll do this in partnership and coordination with other
5 State agencies, the Environmental Justice Advisory
6 Committee, and the public.

7 We'll present an update on the Scoping Plan at
8 the February and March Board meetings and expect to
9 present the draft Scoping Plan to the Board this summer.

10 --o0o--

11 EXECUTIVE OFFICER COREY: At the time AB 32 was
12 adopted, many claimed meeting the 2020 target was not
13 achievable or would lead to massive price run-ups, job
14 losses, and leakage with businesses fleeing California.
15 As you know, we achieved our 2020 target four years ahead
16 of schedule as the economy grew. With the direction in SB
17 32, as well as the science, we know that our path to
18 reductions must be much steeper going forward, as
19 illustrated by the future targets noted here.

20 --o0o--

21 EXECUTIVE OFFICER COREY: 2022 will be a pivotal
22 year with the most comprehensive Scoping Plan to date,
23 laying out a path to keep us on track to achieve our 2030
24 target, as well as for the first time presenting a
25 strategy to achieve carbon neutrality by 2045 per an

1 Executive Order, as well as a explore the potential for
2 even earlier achievement.

3 The effort to transition California to a clean
4 energy economy is focused on several fronts. These
5 include reducing GHG emissions through cost effective
6 policies and programs that promote clean energy industries
7 and green jobs. And, of course, we're targeting clean
8 energy investments and other efforts to support the
9 state's most impacted communities.

10 --o0o--

11 EXECUTIVE OFFICER COREY: But we will not and
12 cannot do that alone. CARB will continue to consult with
13 the EJAC on the AB 32 implementation activities to ensure
14 that California achieves its ambitious climate targets
15 while addressing environmental justice and providing
16 direct benefits to low-income communities of color and
17 disadvantaged communities. As you know, the EJAC is
18 comprised of 19 individuals from environmental justice
19 communities across California.

20 In December of 2021, the EJAC developed
21 comprehensive recommendations to the Scoping Plan scenario
22 design that CARB incorporated into its modeling
23 assumptions. This year, we'll continue to work with the
24 environmental justice community -- or committee and
25 throughout the development of the update to the Scoping

1 Plan 35 that we'll be discussing with the Board multiple
2 times over the year.

3 Our goal is to support meaningful engagement with
4 the EJAC to ensure its recommendations help shape and
5 influence the Scoping Plan.

6 --o0o--

7 EXECUTIVE OFFICER COREY: One of the most
8 significant climate and clean air efforts for 2022 is the
9 Advanced Clean Car Regulation. This regulation will
10 accelerate the transition to zero-emission transportation
11 by strengthening the emission standards for criteria
12 pollutants and ZEVs for new light-duty passenger cars and
13 trucks sold in California. The new requirement would
14 start with the 2026 model year and move to 100 percent
15 sales of ZEVs in 2035 and beyond consistent with Governor
16 Newsom's Executive Order.

17 As part of this rulemaking, we're proposing that
18 all ZEVs meet durability and warranty requirements to
19 assure consumers that ZEVs can serve as truly replacements
20 to conventional vehicles. This will support providing
21 dependable, high-quality, zero-emission vehicles in the
22 secondary market as well.

23 And for the first time, this program is proposing
24 to provide auto manufacturers credits for actions that
25 help to advance environmental justice.

1 --o0o--

2 EXECUTIVE OFFICER COREY: Charting a path to 100
3 percent ZEV sales also requires a focus on providing
4 charging and refueling infrastructure for all the vehicles
5 that are transitioning to zero-emission technologies from
6 cars and pickups, to delivery vans and box trucks, and
7 from transit buses to heavy-duty big rig trucks.

8 Focusing on equity includes providing charging
9 for Californian's who live in apartment buildings or who
10 must park their cars on the street or away from where they
11 live. Ensuring open access to infrastructure is a key
12 component of CARB's existing infrastructure regulation and
13 one we're committed to.

14 We must also ensure that enough charging
15 infrastructure to support over one million zero-emission
16 trucks and buses by 2045 or earlier. To address these
17 challenges, we'll be working hand in hand with our
18 partners in this effort, including GO-Biz and the
19 California Energy Commission. And to help support this
20 effort to expand and accelerate infrastructure, we
21 recently appointed Analisa Bevan as Zero-Emission
22 Infrastructure Specialist, a new position at CARB, to work
23 closely with State and local partners on infrastructure.

24 --o0o--

25 --o0o--

1 EXECUTIVE OFFICER COREY: And Analisa is not the
2 only new appointment at CARB. Since my last report, we've
3 pointed three new Deputies in our Executive Office to
4 ensure we have the right leadership in place to handle the
5 range of new challenges we face. Rajinder Sahota leads
6 the Climate Change and Research; Craig Segall is the lead
7 for Mobile Sources and Incentives, and Edna Murphy is
8 leading Internal Operations.

9 --o0o--

10 EXECUTIVE OFFICER COREY: Now, I'd like to
11 address you on camera. This past year was a pivotal
12 turning point in regard to racial equity. During the
13 global pandemic, we were all forced to see how deeply
14 entrenched America's legacy of racism is in our society.
15 At CARB, we've committed to advancing racial equity and
16 continue to build upon the work we began in 2020.

17 A key effort we initiated over a year ago
18 Diversity and Racial Equity Task Force that I established.
19 DaRE is helping to DaRE provide the tools and training
20 built on the principles that every CARB employee, every
21 CARB employee, has a role in our efforts to better infuse
22 equity in our programs.

23 We've recently appointed new members to DaRE to
24 join along with several existing members as their teams --
25 or rather terms are staggered to support continuity. This

1 new class of leaders will help position CARB to face the
2 challenges of 2022 and beyond. Specifically, we're taking
3 internal steps to ensure that we address every aspect of
4 diversity within our workforce and in our attitudes with
5 the public and one another, including various trainings.

6 This year, we move forward on the Board
7 resolution to create an Office of Racial Equity to support
8 DaRE to coordinate CARB's racial equity efforts, as well
9 as partner with communities across the state to ensure
10 that CARB advances racial equity in all of our programs,
11 policies, and regulations.

12 The Governor's proposed budget provides 1.8
13 million for the Office of Racial Equity, including four
14 new positions. This will help the Office coordinate,
15 integrate, and implement racial equity into policy
16 development with an initial focus on research, incentive
17 programs, and regulations.

18 The Office will help develop trainings for staff
19 to engage communities and advance racial equity. We plan
20 to provide the Board a comprehensive report on our
21 diversity and equity efforts at a hearing this spring.

22 --o0o--

23 EXECUTIVE OFFICER COREY: Cleaning the air is a
24 multi-dimensional problem that crosses economic,
25 geographic, and governmental lines. Because of that, we

1 cannot work in a silo. Rather, our programs can only
2 succeed if they're built on strong partnerships. Working
3 together drives us towards shared goals and increase
4 buy-in for CARB's programs.

5 Our partners are varied. We depend on
6 universities for cutting edge research and policy that
7 propels technology-forcing regulations. We collaborate
8 with communities to build local solutions. We rely on
9 industry to pilot new technologies to work with us to
10 develop regulations that are implementable and to put
11 clean equipment into service to reduce emissions. Our
12 stakeholders, from environmental and environmental justice
13 organizations to industry associations, hold us
14 accountable and are key to achieving our mission. And our
15 sister agencies are valuable partners as we work together
16 to transform the energy, transportation, and natural land
17 sectors.

18 --o0o--

19 EXECUTIVE OFFICER COREY: One of our key partners
20 is the federal government. Since the start of the Biden
21 administration last year, we built an improved and
22 collaborative relationship. We've worked closely with
23 U.S. EPA staff on rulemakings to restore California's
24 clean car program as a national benchmark and to advocate
25 for federal regulations to clean up heavy-duty trucks.

1 With new Region 9 Administration Martha Guzman, who is
2 acutely aware of the challenges that we face in
3 California, we see additional opportunities to strengthen
4 that partnership.

5 As noted before, we must also press our case with
6 U.S. EPA must step up to more effectively address federal
7 sources that will surpass State-regulated sources --
8 emission sources in the coming years.

9 --o0o--

10 EXECUTIVE OFFICER COREY: Another partnership I
11 want to highlight is with California's 35 local air
12 districts. State law splits responsibility for air
13 pollution regulation between CARB and local air districts
14 with CARB focusing on mobile sources and the districts
15 concentrating on stationary sources. However, it's not
16 always that clear cut. We collaborate with the air
17 districts on developing integrated SIPs to meet federal
18 air quality standards. We team up to develop CERPs for AB
19 617 communities -- with the communities. We work together
20 to secure and deploy billions of dollars in incentive
21 funds. And we partner on enforcement. It's fair to say
22 the districts are one of our key, key partners in
23 delivering emission reductions and clean air.

24 --o0o--

25 EXECUTIVE OFFICER COREY: We could not make

1 progress on our ambitious programs without the resources
2 to incentivize clean technology and to support for
3 communities. For example, the Governor's proposed budget
4 boosts funding for programs like Clean Cars 4 All, which
5 makes the cleanest vehicles available to low-income
6 consumers. And here, the ten thousandth grant recipient
7 is pictured.

8 --o0o--

9 EXECUTIVE OFFICER COREY: The Governor's proposed
10 2022 budget combined with ZEV investments from the
11 previous year brings the total to 10 billion. That's an
12 unprecedented funding for California's zero-emission
13 future and provides substantial investments in
14 community-driven projects, support for low-income
15 consumers, and makes possible transformational investments
16 in the medium-duty, heavy-duty, and off-road sectors.
17 It's important to note that this infusion of funding
18 builds on successful existing programs that the Governor
19 and Legislature supported in last year's budget. It also
20 greatly expanded innovative mobility pilot programs that
21 have demonstrated both on-the-ground success and broad
22 statewide demand.

23 --o0o--

24 EXECUTIVE OFFICER COREY: And as you heard in
25 this presentation, we have an ambitious schedule for 2022.

1 And with that comes an ambitious Board calendar. We have
2 23 separate Board meetings scheduled for this year, a
3 daunting number, unprecedented. These Board items reflect
4 the work that you do ever day, from day-to-day
5 implementation of regulations to pushing technological
6 advances, to building partnerships for more effective
7 programs.

8 --o0o--

9 EXECUTIVE OFFICER COREY: The Board knows that
10 delivering emission reductions requires effective
11 implementation. And when you adopt regulations, you often
12 ask staff to report back, so you can track how things are
13 going. Accordingly, this year, you'll hear reports on
14 regulations like the Innovative Clean Transit Regulation
15 and ZEV infrastructure, so that you can hear how we, along
16 with our stakeholders, are doing on getting cleaner
17 equipment on the ground.

18 --o0o--

19 EXECUTIVE OFFICER COREY: In addition, throughout
20 the year, the Board will consider first-in-the-world
21 policies, plans, and regulations that will lead the way,
22 not only for California, but for our partners in the
23 United States and around the world, including the Advanced
24 Clean Cars II program regulation, ozone SIPs, and the GHG
25 Scoping Plan.

1 --o0o--

2 EXECUTIVE OFFICER COREY: And you'll also
3 participate in numerous joint meetings with the California
4 Transportation Commission, Housing and Community
5 Development, and the Environmental Justice Advisory
6 Committee, as we partner to clean the air.

7 --o0o--

8 EXECUTIVE OFFICER COREY: This year we'll be --
9 we'll be substantially escalating our efforts to address
10 the themes of community, clean air, and climate. But I am
11 convinced that if we continue to focus on internal actions
12 to make us more effectively -- effective, particularly
13 with respect to diversity, build on our partnerships with
14 others, and continue to be guided by strong science,
15 effective community engagement, and implementation, we'll
16 help California make the quantum leap to a world beyond
17 combustion, a world beyond reliance on fossil fuels.

18 --o0o--

19 EXECUTIVE OFFICER COREY: 2022 is indeed a
20 critical year for CARB and for California. The world is
21 watching and so too is the next generation of
22 Californians. This is the year we must change the ark of
23 the world they will inherit by leading the way on actions
24 focused on communities to provide clean air and a health
25 environment for all.

1 And I know that our amazing team with our
2 partners, along with an extraordinary Board and Chair, is
3 up to the challenge that this unique point in history
4 presents. And it's an honor to be serve on this Board as
5 the Executive Officer.

6 And with that, Chair, I conclude my remarks.

7 CHAIR RANDOLPH: All right. Thank you very much.

8 Okay. Now, we will hear from the public, who
9 raised their hands to speak on this item.

10 Board Clerk, will you please call the commenters.

11 CHAIR RANDOLPH: Yes. We currently have nine
12 people with their hands raised to speak. I will be
13 announcing the next three or so commenters. And then I
14 will be unmuting you -- or giving you access to speak and
15 you will unmute yourself and begin.

16 So our first three speakers are Jamie Katz, Tom
17 Frantz, and Marie Camino.

18 So Jamie, I have activated your microphone. You
19 can unmute and begin.

20 JAMIE KATZ: Thank you so much. Yes. Jamie
21 Katz, attorney with Leadership Counsel for Justice and
22 Accountability. In October of last year, Public Justice
23 and Vermont Environmental Justice Clinic submitted a
24 petition on behalf of Leadership Counsel, Food and Water
25 Watch, the Animal Legal Defense Fund, and the Association

1 of Irritated Residents to remove factory farm gas from the
2 Low Carbon Fuel Standard or, at a minimum, amend the
3 regulation to ensure the calculation of the carbon
4 intensity reflects the full lifecycle of factory farm gas
5 pathways.

6 As the petition lays out, the inflated and
7 non-additional methane reductions claimed by these
8 pathways undermines the integrity of the Low Carbon Fuel
9 Standard and entrenches and intensifies the impact of
10 factory farms on pollution-burdened communities near these
11 facilities, disproportionately low-income communities of
12 color.

13 The response we received to our petition
14 yesterday is wholly inadequate, laying out a rulemaking
15 process that does not begin until 2023, while factory farm
16 gas pathways continue to be certified. The petition
17 raised real concerns about the integrity of the Low Carbon
18 Fuel Standard and its disproportionate impact on
19 low-income communities of color in the San Joaquin Valley
20 and throughout the state.

21 A staff-level decision means these important
22 issues are being considered without the oversight of the
23 public or even the Board. Given the disproportionate
24 impact the Low Carbon Fuel Standard is having on
25 low-income communities of color throughout the state, we

1 call on the Board to live up to the commitment it made to
2 racial equity and social justice by speaking up and out
3 whenever they become aware of racism or bias that may
4 adversely affect the work of CARB, its employees, and the
5 people it services.

6 The Board has the authority to pause
7 certification of factor farm gas pathways and to add this
8 to the agenda for the next Board meeting. At the next
9 Board meeting, the Board must consider both accelerating
10 the rulemaking and a pause on factory farm gas pathway
11 certifications until this rulemaking addresses these
12 problems.

13 Thank you.

14 BOARD CLERK ESTABROOK: Thank you.

15 Tom Frantz, you may unmute and begin.

16 TOM FRANTZ: Yes, Chair Randolph and Board
17 members, this is Tom Frantz of the Association of
18 Irritated Residents. I wish to comment on the 2022 Board
19 priorities, which should include manure and the Low Carbon
20 Fuel Standard, especially as this relates to the stated
21 goals of moving away from combustion and improving air
22 quality.

23 AIR, together with a few other groups, have
24 submitted a petition asking for fundamental changes to the
25 dairy digester program. This follows our more than 22

1 years of unsuccessful advocacy for regulations that would
2 effectively reduce air and water pollution from industrial
3 sized dairies. Similar to our past experiences, this
4 petition has been brushed aside with empty promises. It
5 will be considered in the future, in other words, blah,
6 blah, blah was the response to us.

7 We, therefore, request Board members to make our
8 petition part of your personal concern today and ask for a
9 formal response from CARB staff as soon as possible, which
10 addresses directly the issues we have raised. We also ask
11 in the meantime that new applications for inclusion of
12 manure gas under the Low Carbon Fuel Standard be put on
13 hold.

14 In closing, please remember this important fact,
15 the most efficient, sustainable, and least polluting way
16 to handle valuable manure is to collect it in a dry
17 manner, compost it, and return it to the soil for growing
18 future crops.

19 Thank you for your consideration.

20 BOARD CLERK ESTABROOK: Thank you.

21 Our next speaker will be Marie Camino. After
22 Marie will be Kathleen Kilpatrick, Mariela Ruacho, and
23 then Teresa Bui.

24 Marie, you can unmute yourself and begin.

25 MARIE CAMINO: Hello. My name is Marie Camino

1 and I'm providing public comment on behalf of Mercy For
2 Animals. We are a non-profit organization based in Los
3 Angeles and we have approximately 24,000 supporters in
4 California.

5 I am providing comment on the petition for
6 rulemaking to exclude all fuels derived from biomethane
7 and dairy and swine manure from the Low Carbon Fuel
8 Standard Program. As of now, the LCFS overvalues
9 credit -- credits awarded to industrial animal agriculture
10 operations by omitting significant emissions from these
11 operations.

12 It also does not account for the fact that these
13 emissions are intentionally created and that there are
14 more environmentally friendly alternatives. To be most
15 effective, LC -- LCFS, excuse me, must account for the
16 inputs and infrastructure necessary to sustain a dairy,
17 cow, or pig, its food and water, the methane animals
18 produce through and enteric fermentation, and the
19 construction and maintenance of lagoons required to hold
20 manure, trucking livestock, and other inputs, combust --
21 as well as combustion of fuels at the dairy facility for
22 electricity and more. Mercy For Animals requests the
23 immediate initiation of rulemaking to fix the problems
24 identified here.

25 Thank you for your consideration of my comments.

1 BOARD CLERK ESTABROOK: Thank you.

2 Kathleen Kilpatrick, you can unmute and begin.

3 KATHLEEN KILPATRICK: Yeah. I want to follow up
4 on my earlier comments on the inclusion of pesticides and
5 conversion to organic agriculture. I see in the overall
6 priorities that agriculture is only mentioned as a source
7 of direct combustion. The word "pesticide" I know does
8 appear.

9 But when I -- I want to -- I've worked 40 years
10 in health care, and most of those I've lived in rural
11 ag or agricultural communities, so I tend to focus on
12 human health, but I want to say a little bit more about
13 climate changes. When we look at how that is framed, it's
14 most framed that agriculture is going to be impacted
15 adversely by climate changes, but the impact of
16 agriculture -- agricultural systems on emissions and its
17 role in solutions don't get as much emphasis.

18 So, for example, besides the dairy digesters, we
19 should be looking at the full cycle emissions of fumigants
20 from production to their release into the atmosphere as
21 direct greenhouse gases. And then also, we should be
22 looking at the inclusion of those volatile organic
23 compounds that pesticides often are and how they're
24 emitted into the environment and contributing to tropos --
25 tropospheric ozone. And we also don't know the

1 disposition and fate of those toxics into our environment
2 or into the human body.

3 And I do want to emphasize again that the health
4 impacts of pesticide exposure, especially those long-term
5 multiple chemical exposures, has not been quantified how
6 much does that affect our social and economic health. And
7 I think that that is something that could be included as a
8 research priority again.

9 And once again, the -- looking at agricultural
10 systems has multiple benefits. It has the impacts on
11 carbon sequestration. It has air quality benefits, which
12 are not being adequately monitored at this time in rural
13 areas, and it also has a very large component of
14 environmental justice. So it seems like we need to up
15 your attention on agriculture systems from the cows to the
16 plastic that covers the fields, where I live in the Pajaro
17 Valley. So please consider those as a key component of
18 your work.

19 Thank you.

20 BOARD CLERK ESTABROOK: Thank you. Mariela
21 Ruacho.

22 MARIELA RUACHO: Hi, Chair and Board members. I
23 am Mariela Ruacho from the American Lung Association.
24 Thank you for the important updates today on research
25 legislation and CARB's year ahead.

1 We think it is important to comment briefly on
2 major progress made at the tail end of 2021. The Board
3 made robust conver -- had robust conversations about
4 strategies needed to deal with legacy diesel trucks within
5 the context of the Mobile Source Strategy and the SIP.
6 You set the stage for greater protections from TRUs and
7 commercial harbor craft. You took major health protective
8 actions on small off-road engines and the massively
9 important Heavy-Duty Inspection and Maintenance Program to
10 close the year.

11 Thank you for all these -- all those actions. We
12 look forward to continuing engagement on the useful life,
13 retirement and TRUs in the commercial harbor craft in the
14 upcoming weeks and months.

15 Looking out to -- at the year ahead, we
16 appreciate the major focus on electrification of the
17 transportation sector. California has the opportunity to
18 continue to lead the nation and the world through strong
19 and comprehensive actions to accelerate the transition to
20 zero-emission across the Board. That includes cars,
21 trucks, and trains, all of the above.

22 We also support CARB's ongoing work to advance
23 progress on VMT reductions as a key pathway to improving
24 public health and curbing harmful pollution. These are
25 top priorities for the American Lung Association and we

1 look forward to working with the staff, Board,
2 stakeholders to ensure CARB, and the Legislature, and the
3 Governor -- Governor Newsom commits to achieving healthy
4 air and reducing inequities and burdens that are -- that
5 low income and disadvantaged communities are having
6 currently.

7 That's it. Thank you.

8 BOARD CLERK ESTABROOK: Thank you. Our next
9 speaker will be Teresa Bui. After Teresa will be Brent
10 Newell, Maria Martinez, and then Gary Hughes.

11 Teresa, you may unmute and begin.

12 TERESA BUI: Thank you so much. Good morning.
13 This is Teresa Bui with the environmental non-profit group
14 called Pacific Environment. We have been working on
15 getting ships off of fossil fuel at the global, federal,
16 and State level. Thank you to CARB for all your
17 leadership in addressing and trying to combat climate
18 change, and sharing CARB's 2022 priorities, as well as the
19 opportunity to comment.

20 We would urge CARB to act urgently to reduce
21 fossil fuel pollution from the maritime shipping sector,
22 especially from ocean-going vessels as well -- and
23 commercial harbor craft.

24 CARB's own data shows that port congestion has
25 led to an increase in NOx emissions that's equivalent to

1 5.8 million passenger cars in South Coast and about a
2 hundred thousand big rig trucks from the diesel
3 particulate measure. And port-adjacent families including
4 those in San Pedro, Wilmington, and West Long Beach
5 experience up to eight years lower life expectancy than
6 the LA County average and higher risk of cancer, so it's
7 imperative that CARB act now.

8 We would be asking CARB to look at enacting an
9 advanced clean ship standard to help reduce fossil fuel
10 pollution from ocean-going vessels. We'd be happy to
11 share the specifics in a letter. But specifically, an
12 advanced clean ship standard should phase out all Tier 0,
13 1, and 2 ocean-going vessels from calling California and
14 then phasing in a clean ship standard that's similar to
15 CARB's landmark approach to heavy-duty trucks.

16 CARB could play a leadership role in accelerating
17 the zero-emission vessel market. Similarly for -- we know
18 that the harbor craft is coming back to the Board for a
19 final hearing soon, and we would just urge CARB to adopt
20 the Commercial Harbor Craft Regulation as soon as possible
21 and include a resolution that allows for a contingency
22 measure for areas that are in nonattainment, so that they
23 would get on a pathway to zero-emission tugboats and
24 ferries.

25 And then lastly, in terms of recreational marine

1 vessels, you were anticipating a regulation in 2026, and
2 we would urge CARB to conduct a regulation in this year,
3 since there's a lot of marine vessels that are -- that can
4 be electrified and we need to send a market signal as soon
5 as possible.

6 Thank you again for all your leadership and for
7 taking comments.

8 BOARD CLERK ESTABROOK: Thank you.

9 Brent Newell, you can unmute and begin.

10 BRENT NEWELL: Madam Chair, members of the Board,
11 my name is Brent Newell, and I'm an attorney with Public
12 Justice. Public Justice joins the comments made earlier
13 by Jamie Katz and Tom Frantz concerning the LCFS petition
14 to and agenda item to review the Low Carbon Fuel Standard
15 with respect to factory farm gas and consider whether to
16 suspend LCFS pathway certifications for factory farm gas
17 based fuels pending the planned 2023 LCFS rulemaking.

18 I will address two points today. First, the
19 petition to raise the issue of how credits derived from
20 projects receiving money from other programs could somehow
21 meet the additionality requirement and thus generate valid
22 credits.

23 A disturbing example of this is the treatment of
24 factory farm gas projects at eight dairies that are
25 supposedly mitigating the Aliso Canyon methane disaster

1 and are part of your Aliso Canyon settlement agreement.
2 These dairies also receive million of dollars in dairy
3 digester research and development program grants to
4 install the same methane recovery infrastructure. Yet,
5 CARB staff, nevertheless, approved those projects selling
6 credits into the LCFS market, so the transportation fuel
7 producers can then emit more CO2 and air toxics like
8 diesel PM2.5 from their fossil fuels. Something is
9 terribly wrong here and the Board should not wait until
10 2023 to consider the integrity of the LCFS.

11 Second, I want to address one point that the
12 Executive Officer raised in his letter denying the
13 petition and which also has been repeated by proponents of
14 factory farm gas. The Executive Officer claims that
15 Senate Bill 1383, specifically section 39730.7 subsection
16 (e) of the Health and Safety Code, directs CARB to ensure
17 LCFS crediting for factory farm gas methane reductions.
18 Senate Bill 1383 does not do that. It directs CARB -- the
19 plain language says that CARB shall ensure the project is
20 developed before the implementation of regulations receive
21 credit for at least 10 years. This provision plainly
22 creates a grandfathering process to ensure the adoption of
23 regulations to limit manure methane emissions called for
24 in Senate Bill 1383 does not negate credits generated
25 before those regulations take effect. It does not say

1 that you have to implement a corrupted program that is
2 awarding inflated credits, grossly overestimating climate
3 benefits, or illusory non-additional additional credits
4 like the Aliso Canyon triple dipping.

5 As Board members, you have the ultimate -- you
6 are the ultimate decision-makers. And I urge you to
7 fulfill your duty and your stated commitment to
8 environmental justice. You have heard a lot about
9 environmental justice and the Executive Officer's
10 presentation, including promises of racial justice and
11 equity in CARB's programs and a hearing on that plan for
12 this spring.

13 If you are serious about your commitment to
14 environmental and racial justice, you should set an LCFS
15 program review agenda item for your next Board hearing,
16 including considering whether to stop certifying inflated
17 and illusory LCFS credits until a rulemaking two years
18 from now.

19 Thank you very much. I appreciate you, and your
20 service, your commitment to environmental justice.

21 BOARD CLERK ESTABROOK: Thank you.

22 Maria Martinez, you may unmute and begin.

23 EMMA DE LA ROSA: Good afternoon. My name is
24 Emma De La Rosa, policy advocate with Leadership Counsel.
25 I am making this comment on behalf of Maria Martinez.

1 I want to comment on the contamination that comes
2 from dairies. Dairies do a lot of damage. The damage is
3 great. For example, the water is contaminated. Dairies
4 consume a lot of water, more than what a person -- an
5 everyday person would use. Another concern is the
6 deforestation that occurs in order to feed the cows, which
7 also contributes to the high emissions and the gases in
8 the air.

9 Dairies are guilty and responsible for the
10 emissions that affect our atmosphere. The gases cows emit
11 are damaging.

12 Lastly, more cows equal more manure and that
13 has -- and for my community, there has been occasions
14 where fires have been set because of the manure and it
15 takes a very long time for it to stop burning. The fire
16 department came out and they didn't it turn it off. They
17 just left it burning, which is another gas that is not
18 being accounted for.

19 In addition, I would like to give a comment on
20 behalf of Minerva Contreras. I wanted to comment on the
21 credits that you're giving to dairies. I'm not
22 comfortable and do not agree with that, because it
23 implicates our communities. In a short time, we will see
24 an increased number of dairies and more air pollution and
25 environmental contamination.

1 Thank you.

2 BOARD CLERK ESTABROOK: Thank you. Could I ask
3 you to state your name for the court reporter. Yes. Emma
4 De La Rosa.

5 BOARD CLERK ESTABROOK: Perfect. Thank you.

6 Our next speaker is Gary Hughes. Gary, you may
7 unmute and begin

8 MR. HUGHES: Thank you, Chair. Thank you,
9 members of the Board. My name is Gary Hughes representing
10 the international organization Biofuelwatch. Our
11 organization is in support of the community of
12 stakeholders that are elevating the imperative of a
13 thorough reevaluation of the Low Carbon Fuel Standard.
14 And we also request that the Board initiate a process that
15 will result in serious reform of this clearly flawed
16 mechanism.

17 As an example, I want to illuminate the serious
18 problems with governance of the Low Carbon Fuel Standard
19 and the conversion of refineries in the San Francisco Bay
20 Area to biofuels, namely to drop in biofuels such as
21 renewable diesel and sustainable aviation fuel. Board
22 members should know that both the Phillips 66 and Marathon
23 Martinez refineries are currently in the process of
24 California Environmental Quality Act review.
25 Unfortunately, the Contra Costa County led CEQA process

1 regarding these refinery conversions is severely
2 inadequate and a broad coalition of organizations have
3 weighed in on the Draft EIRs of both refineries
4 articulating detailed concerns about the flawed
5 assumptions and factual emissions characteristic of the
6 Draft EIRs.

7 Curiously, although the Phillips 66 refinery
8 conversion proposal is far from having finished the CEQA
9 review to convert to running soy feed stocks at the
10 refinery, the refinery has already begun processing soy
11 and the Air Resources Board has already certified LCFS
12 credits for the manufacturing of renewable diesel from soy
13 feedstocks that actually began in April of 2021, even
14 though the draft EIR for the refinery conversion to
15 biofuels was not even released until October of 2021.

16 Phillips 66 has not yet secured CEQA approval to
17 process soy at their facility and actually -- is actually
18 being investigated by the Bay Area Air Quality Management
19 District for having implemented unpermitted modifications
20 to the refinery to be able to run soy, but the Air
21 Resources Board has already granted Phillips 66 fuel
22 pathway access to lucrative credits in the LCFS mechanism.

23 This is a grotesque abuse of bedrock
24 environmental law and it turns the logic of how
25 environmental review processes should proceed on its head.

1 This crisis in governance is happening in the context of
2 the growing body of evidence that increasing demand for
3 making liquid fuels from vegetable oil feedstocks will
4 without doubt result in increased global deforestation.

5 At the same time, the LCFS methodologies are
6 unprepared to accurately evaluate the greenhouse gas
7 emissions from the processing at the refineries of these
8 vegetable oils to make these biofuels. The climate
9 impacts of the feedstocks and the refining process for
10 making renewable diesel are grossly underestimated by the
11 LCFS. This is a political and environmental emergency. I
12 really am emphasizing the need for the Board to take
13 action on addressing the flaws of the Low Carbon Fuel
14 Standard.

15 Thank you for your attention to this comment.

16 BOARD CLERK ESTABROOK: Thank you.

17 Just a reminder, if you'd like to speak on this
18 item, please raise your hand or dial star nine. We
19 currently have four remaining hands raised in Zoom. That
20 is Michael Boccadoro, Madeline Harris, Patrick McDuff, and
21 Suzanne Hume.

22 Michael, you may unmute yourself and begin.

23 MICHAEL BOCCADORO: Thank you very much. Michael
24 Boccadoro on behalf of Dairy Cares. And we, first of all,
25 recognize Mr. Corey and CARB Legal staff for their

1 dedication and insistence on a science-based discussion of
2 climate issues, including the LCFS --

3 (Dog barks.)

4 MICHAEL BOCCADORO: -- recognizing the
5 importance -- I apologize -- recognizing the importance of
6 dairy methane reduction efforts here in California.
7 California's climate change policies are critical. As
8 Chair Randolph alluded to earlier, California is the only
9 jurisdiction with a 40 percent methane reduction statute,
10 including dairy and livestock. The rest of the world,
11 including the U.S., signed on to a much less ambitious 30
12 percent reduction pledge at COP26.

13 California is truly leading the world and has the
14 most ambitious goal. Please also recognize that the dairy
15 sector is well on our way to achieving that 40 percent
16 reduction in California, and we remain committed to
17 achieving that significant reduction.

18 To do so will require an all-of-the-above
19 strategy of greater efficiency, methane avoidance,
20 research, enteric solutions, and the center piece, the
21 effort will continue to need digester development in
22 California. Let me be very clear on this point, without
23 digesters, there is no way to achieve the 40 percent goal,
24 and that is borne out by your own staff's analysis
25 published last summer.

1 It cannot and will not be achieved without
2 digesters, which capture and utilize methane. And without
3 markets like the LCFS for utilization of the methane that
4 is captured, these projects are not economic and cannot be
5 financed and implemented. The LCFS Program and utility
6 procurement will be critical as we move forward.

7 Hopefully, I think we can all agree climate
8 change cannot be denied. As part of that, we have to also
9 agree that we cannot deny the basic facts and we cannot
10 allow parties to deny real solutions that are being put in
11 place to ensure California achieves its climate goals and
12 policies, including dairy methane reduction.

13 As Mr. Corey earlier, we must do so in an
14 environmentally justice manner. And on that point, the
15 benefits of these projects to disadvantaged communities is
16 also well documented. Jobs, air quality benefits,
17 nuisance benefits, and water quality benefits, they cannot
18 be ignored.

19 In closing, we cannot allow that to continue or
20 the rhetoric around these projects, such as they somehow
21 cause deforestation, nothing could be further from the
22 truth. We need to proceed with an open, honest, and
23 science-based solutions as we undertake California's
24 ambitious climate efforts.

25 Thank you.

1 BOARD CLERK ESTABROOK: Thank you.

2 Madeline Harris, you may unmute and begin.

3 MADELINE HARRIS: I just wanted to say it's
4 really disappointing to hear language around the
5 importance of environmental justice, racial justice,
6 equity in communities and not see action to back that up.

7 Yesterday, Richard Corey issued us a denial to
8 our petition on factory farm credits in the LCFS, which
9 are perpetuating disproportionate impacts on low-income
10 communities and communities of color, particularly
11 predominantly Latino/Latina communities in the San Joaquin
12 Valley.

13 I work with residents in communities in Merced
14 County, where following the construction of biogas
15 pipeline infrastructure through Merced and Madera
16 counties. There are nine Merced county dairies seeking to
17 massively expand their herd size undergoing environmental
18 review currently. One of the most massive proposed herd
19 size expansions at Melo Dairy in Atwater would be to
20 expand herd size by 125 percent from 4,070 cows to 9,128
21 cows and to install a digester.

22 This is a classic example of the ways in which
23 factory farm gas incentivize herd size expansions and herd
24 size expansions in turn worsen the already unacceptable
25 impacts on communities living near dairies.

1 Dairy digesters do not alleviate the water and
2 air quality impacts, not to mention nuisance impacts from
3 odor and flies to nearby community. So until CARB will
4 stop paying dairies to produce factory farm gas, thus
5 incentivizing their production of manure and biomethane,
6 which, by the way, creates the same GHG emissions as
7 natural gas, when it is burdened for energy, your speeches
8 about the importance of environmental justice are not only
9 meaningless, but also frankly hypocritical. We need CARB
10 to schedule a public hearing ASAP to evaluate the future
11 of LCF credits for factory farm gas, so that we can
12 address this problem through a public process and not
13 what, at least on its face, appears to be a staff decision
14 to reject environmental justice organizations' petition.

15 To summarize, we are asking for a public process
16 on this issue and an end to LCF credits for factory farm
17 gas. Until then, your words around environmental justice
18 seem a little bit meaningless to us and to residents
19 experiencing the disproportionate impacts of dairies,
20 which digesters do not alleviate, but rather exacerbate.

21 Thank you.

22 BOARD CLERK ESTABROOK: Thank you.

23 Patrick McDuff, you may unmute and begin.

24 PATRICK MCDUFF: Greetings. My name is Pat
25 McDuff. I'm the CEO of California Fueling, a family-owned

1 and operating business that was started in response to
2 staff's implementation of the Alternate Diesel Fuel
3 Regulation.

4 In 2009, an ethanol manufacturer sued CARB for
5 allowing the use of biodiesel, because biodiesel increases
6 NOx emissions. After 10 years of litigation, CARB was
7 forced to address the NOx from biodiesel. During these 10
8 years, CARB continued to allow the use of biodiesel
9 noting -- knowing it increased NOx. One can say water
10 under the bridge, but what if I was to tell you that an
11 even bigger concern has recently surfaced.

12 Biodiesel and renewable diesel generate over two
13 million LCFS credits with over \$300 million annually.
14 CARB has sold renewable diesel to all stakeholders as the
15 be-all end-all. CARB allows its unlimited use. CARB
16 crafted a rob-Peter-to-pay-Paul scheme when developing the
17 term "offset factor".

18 Let me tell you how it works. CARB requires
19 refiners to make CARB diesel, which is one of the world's
20 cleanest diesels. They then allow five percent diesel to
21 be blended with CARB diesel knowingly increasing NOx, and
22 they justify that by saying that a completely unrelated
23 fuel, renewable diesel, more than makes up for the NOx
24 emission increases. A recent CARB study indicates that
25 renewable diesel doesn't decrease NOx emissions at all.

1 Renewable diesel in combination with biodiesel increases
2 NOx emissions. CARB staff knew this was the case before
3 implementing the modified ADF Regulation in May of 2021.
4 Staff suppressed its own data, and as of today, continues
5 to allow for the unlimited use of renewable diesel and
6 combinations of renewable diesel and biodiesel.

7 Senator Leyva, your efforts associated with SB
8 210 will ensure that the emission control systems on
9 heavy-duty engines perform as they should, reducing
10 harmful emissions. Staff's actions associated with the
11 implementation of the modified ADF, which will increase
12 NOx emissions undermines SB 210.

13 In summary, in addition to biodiesel increasing
14 NOx, so does combinations of biodiesel and renewable
15 diesel. Staff have the data right now that supports what
16 I've said. And instead of acting through regulating, they
17 have solicited feedbacks from stakeholders in an apparent
18 attempt to debate the merits of its results. A debate is
19 not needed. Action is what's needed. This Board must
20 compel staff to act, starting with the repeal of the
21 modified ADF.

22 Thank you.

23 BOARD CLERK ESTABROOK: Thank you.

24 Our next speaker will be Suzanne Hume. And then
25 after Suzanne will be Patricia Ramos-Anderson.

1 Suzanne, you may unmute and begin.

2 SUZANNE HUME: Hello and thank you so much. Good
3 afternoon, members of CARB and stakeholders. Thank you so
4 much for your work to protect clean air. My name is
5 Suzanne Hume. I'm the educational director and founder of
6 CleanEarth4Kids.org.

7 Thank you for the outstanding and very helpful
8 presentation by Board -- by the Board's Executive
9 Director, Richard Corey. As was said today, more is
10 needed. Work is needed on offsets and LCF. We all agree
11 we must have clean air, healthy communities, and take
12 action on climate. We're so excited about the important
13 things that were said in that presentation, the research,
14 legislation, policy, and the 2022 priorities. We're so
15 hopeful, and thank you for all of your important work.

16 The tragic impacts of toxic pesticides on our
17 public, our kids, our water, our air, farmworkers, and our
18 soil must be accounted. Healthy soils absorb carbon.
19 Also, thank you for the Board's comments about the
20 seriousness of wood smoke and all that you're doing to
21 educate the public about wood smoke. More is needed. And
22 in response, local -- just to say hey, local -- the local
23 air board in San Diego County is not addressing wood smoke
24 or wood burning fireplaces. Hopefully, they will do that
25 if the future. We have worked on that.

1 Anyway, I would like to say that absolutely, we
2 echo the need for the EPA to adopt better standards for
3 our air. And thank you so much to CARB and California for
4 your very, very important work. It's shown in the graphs.
5 It's shown in the work, and we're just so proud to be
6 Californians.

7 So with that said, we are working at
8 CleanEarth4Kids.org on, of course, things locally, and
9 with the State we're here today, but also with the EPA.
10 Stronger regulations and standards must happen. So what
11 we would like to know is the specifics about how the
12 upcoming -- how CARB is communicating with the EPA about
13 the standards. Thank you so much for pursuing the Trump
14 administration with the rollbacks, but it would be great
15 to have a clear and concise list of what you're doing.
16 So, for example, GHG standards for power plants, methane
17 standards for oil and gas, cross-state air pollution rule,
18 national ambient air quality standards, power plant
19 emissions, NEPA, oil and gas on federal lands, et cetera.

20 So if we could have a list, that would be great.
21 On CleanEarth4Kids, our homepage, we have a link to the
22 trackers and what's going to be happening with these
23 things that are coming out.

24 Thank you so much from CleanEarthForKids.org.

25 BOARD CLERK ESTABROOK: Thank you.

1 Patricia Ramos-Anderson, you may unmute and
2 begin.

3 PATRICIA RAMOS-ANDERSON: Hello. My name is
4 Patricia Ramos-Anderson. I'm president of the Council
5 3072 of the League of United Latin American Citizens in
6 Merced County. It's very, very important is that don't
7 put the public health versus corporate profits. The
8 issues that we live with some of these dairies in our
9 communities and we also live with their violations
10 unfortunately. And for us, the biggest issue is the
11 accountability of these dairies when they do violate and
12 they get caught.

13 It took one individual, dairy man second
14 generation, to finally get caught dumping our -- the cow
15 doo-doo, like children would say, into our canal water for
16 drinking water. He's been doing it for a long time, but
17 he couldn't get caught. And that's our biggest concern is
18 that if we're going to be creating something new, it has
19 to be at the public's interest of health first, not what
20 you can benefit or profit from, because you don't live
21 there. We're the ones that are going to be impacted.
22 It's our immediate communities. And public safety should
23 also be first and not go along with corporate.

24 The standards need to be followed, but also there
25 has to be severe action taken. That person that violated

1 that issue with dumping of the -- contaminating the canal
2 water, that was also drinking, only got a \$25,000 fine and
3 they made it a misdemeanor, because he's part of that
4 (inaudible). If we had been a minority or person of
5 color, they would have had prison time, high -- it would
6 have been much, much different. This is what we're
7 dealing with in the Central Valley where you're proposing
8 all these projects, because you don't know the people that
9 are in control in those counties of those regions. Is
10 there going to be an equitable, fair process of going
11 after violators as well as at the State level.

12 This is our community. We have a vested interest
13 in protecting the health of our children, our parents, the
14 grandparents, the elderly, the handicapped, because we
15 have (inaudible) not being caught to be a reality and
16 that's what we're living currently. I'm suggesting Los
17 Banos, South Dos Palos that continue up the valley where
18 these dairies are located.

19 And I sit on a water board, the only female
20 Latina in the whole area over the past 50 years that's
21 been on the Water Board with experience and education in
22 that background. This is troublesome, because we need
23 people that are going to protect the public's interest and
24 their health.

25 With all due respect, we don't support this

1 project. Thank you.

2 BOARD CLERK ESTABROOK: Thank you.

3 Chair, that concludes the commenters for the
4 item.

5 CHAIR RANDOLPH: All right. Thank you. This is
6 an informational item, so we don't need to close the
7 record. So I will bring it to the Board. And if you want
8 to speak on this item, please raise your hand and I'll
9 call on you. Thank you.

10 Sorry. BOARD Member Kracov.

11 BOARD MEMBER KRACOV: Thank you, Chair.
12 Executive Officer Corey and staff, Chair, fellow Board
13 members, what an exciting presentation, what a year, what
14 an agenda for the year ahead, and what else would we all
15 rather be working on together. Advanced Clean Fleets,
16 Scoping Plan, statewide SIPs, in-use locomotives, toxic
17 rules, wow. Thank you so much, Mr. Corey, for the
18 presentation and you and staff's service to California, to
19 our communities. You know, usually my eyes glaze over
20 during a 70-slide PowerPoint presentation, but this one
21 had us on the edge of our seats, Mr. Corey. Really, it's
22 inspirational, so thank you very much.

23 And just a question for you though, Mr. Corey.
24 We heard from many commenters today on the dairy LCFS
25 petition. I know a lot of time was spent by the

1 petitioners. I read the petition and have heard from many
2 regarding the important role of LCFS, carbon intensity
3 factors for dairies, landfills, and concerns raised in the
4 petition, and we've heard it during the Scoping Plan
5 process, that we ensure that LCFS and our climate actions
6 do not exacerbate local pollution. So can you briefly
7 comment and perhaps just summarize the response to the
8 petition, Mr. Corey?

9 EXECUTIVE OFFICER COREY: Absolutely, Board
10 Member Kracov. So a little context is probably useful,
11 and that is Low Carbon Fuel Standard initial work was back
12 in 2008. It became effective 2010, so it's been
13 implemented over the last 11 years really to signal the
14 use of alternatives traditional diesel and gasoline,
15 basically to incent cleaner, lower carbon intensity fuels.

16 So the data, which we report on our website --
17 there's a dashboard in terms of year by year, even quarter
18 by quarter, what are we seeing with the program in terms
19 of what's generating credits, what's the fuel mix. And
20 what you're seeing is a significant reduction in
21 traditional diesel. You're seeing an increase in
22 electrification. You're seeing certainly renewable
23 diesel, renewable -- some renewable hydrogen and other
24 fuels.

25 So it clearly is having that impact. But my

1 point here is that the regulation was adopted through a
2 full public process, which you all know takes several
3 years and amended a few times along the way, also which
4 took several careers of public -- series -- many, many
5 public workshops, public comments, responses to all those
6 comments, all in the public record reflecting the current
7 regulation.

8 So a number of the claims here are not new.
9 They've been certainly raised before, vetted, discussed,
10 and also discussed last time at the Scoping Plan. But we
11 also know information changes, there's updates, new
12 things. So the conversation we've had is an openness. In
13 fact, I was in a few of the meetings with the petitioners,
14 and honestly I thought had very good conversations about
15 their perspective, our interest in data, evidence,
16 background, the kind of things that ultimately you would
17 all expect us to any recommendation, any recommended
18 amendments. So we're in that fact finding as we go
19 forward, and not just the elements, many elements in terms
20 of the low carbon fuel standard.

21 But the issue is not new and we have -- some of
22 the claims honestly, I have not seen the evidence of the
23 claims that are being made, but there's an openness to
24 continue workshops going forward in 2022, gather the -- as
25 much information to inform potential amendments to the Low

1 Carbon Fuel Standard in 2023 when we plan to open up the
2 regulation.

3 So to your point, the response of the petition
4 was, hey, we want to continue that dialogue. We're
5 completely open and interested in talking the full
6 spectrum of stakeholders, any information that's out
7 there. Where we stopped short was the request to
8 immediately open up the regulation.

9 One, we need to finish the Scoping Plan. Two, we
10 need to do the fact finding over the next several months
11 to -- if there truly is new data that is contrary to the
12 historical record and the underlying analysis. Very
13 interesting in seeing that in an openness. So the letter
14 also underscored very intentionally the interest in
15 keeping the engagement open to petitioners, and obviously
16 many others as we have a broader open engagement on these
17 related issues.

18 So on that point, I'll end.

19 CHAIR RANDOLPH: Okay. Thank you.

20 Dr. Pacheco-Werner.

21 BOARD MEMBER PACHECO-WERNER: Yes. Thank you. I
22 think that, you know, I just -- I want to thank the
23 Executive Officer on the program priorities, and just the
24 entire staff on moving forward all of the work you have
25 done.

1 To the commenters, you know, I think that,
2 personally, I want to see resolution of this as quickly as
3 possible, not just on the environmental issues side, but
4 because, you know, currently there are more than -- you
5 know, in some of the numbers that I've seen, there's more
6 than a dozen dairy digesters in the pipeline for
7 development in the Central Valley, in the San Joaquin
8 Valley. And I think that everyone really needs guidance
9 on this matter as quickly as possible, especially when we
10 think about some of the issues that have been raised in
11 the petition, if anything could be answered, not as part
12 of opening up a rulemaking, but just as part of what we
13 would with any other rulemaking that's in effect, you
14 know, a technical review, something that, you know, is
15 updating. You know, since the regulation came into
16 effect, you know, has there been new information? So not
17 necessarily opening up the rulemaking, but really just an
18 update on where is the science, where is the
19 understanding.

20 And then certainly I would hope that when we do
21 open up the rulemaking, how to strengthen some of those
22 enforcements and really, you know, I would say, have as
23 close as possible to a zero tolerance policy when it comes
24 to knowingly, you know, and neglectfully injuring the
25 communities around them.

1 So I'm hoping that there can be some sort of
2 middle ground where we have some sort of technical review
3 and -- or update -- you know, Board update on this, where
4 the science is, just because there is so much in
5 development right now in these communities. And I think
6 we need to bring certainty as soon as possible.

7 Thank you.

8 CHAIR RANDOLPH: Okay. Thank you.

9 Board Member Takvorian.

10 BOARD MEMBER TAKVORIAN: Thank you, Chair.

11 I want to make comments on the priorities
12 overall, and on the year that we've been through, and that
13 we're moving into, and then comment particularly on the
14 issue of the LCFS petition.

15 I want to start, and I probably should have done
16 this earlier, I want to appreciate the Chair for her
17 acknowledgement for Supervisor Nathan Fletcher's role with
18 the CARB Board during the last few years. I really
19 appreciate his leadership. And in the transition for the
20 San Diego Air Pollution Control District and his
21 contribution to CARB, he's been a really effective
22 champion for San Diego and a great colleague for me and
23 for all of us. And I think we all agree that he will
24 definitely be missed.

25 As many of you know, the San Diego Air Pollution

1 Control District has been in transition over the last
2 couple of years. And an important announcement was made
3 last week when Paula Forbis was announced -- her
4 appointment was announced as the new San Diego Air
5 Pollution Control District Officer. And we really welcome
6 her appointment and the election of Supervisor Nora Vargas
7 and Mayor Esther Sanchez, as Chair and Vice Chair of San
8 Diego Air Pollution Control District. I think this is a
9 huge signal for 2022 that the District has succeeded in
10 its initial transition. We have a strong governing board,
11 strong leadership with the APCO and we're excited about
12 that. So I just wanted to make that announcement as
13 we're -- as we're kind of kicking off the year.

14 In regards to the CARB's priorities. Overall, I
15 want to thank, Mr. Corey and the staff. It's an amazing
16 amount of work and nearly every accomplishment cited and
17 planned action includes a strong emphasis on environmental
18 justice communities. I appreciated that you lifted it up
19 communities, clean air, and climate. I think it's a great
20 way to focus our work.

21 I think oddly the relationship between climate
22 action and clean air is often not made. And I felt like
23 your presentation is making that very clearly, both yours
24 Mr. Corey's and the Chair's. I think it's odd that the
25 California Air Resources Board would need to make that

1 point so clearly, but I do think that we do need to, and
2 that not only your words, but our actions are really doing
3 that.

4 As we discussed in the previous item, the 617
5 program is critically important and we really need to work
6 on expanding and stabilizing the program. However, I
7 think that all impacted communities deserve the attention
8 that the 617 communities are receiving. And like other
9 CARB programs that began with kind of a narrow focus, the
10 617 model must be applied to communities across the state.
11 So, for me, that's the goal. It's really that this -- we
12 no longer refer to it as 617 communities, but that all
13 impacted communities are receiving this kind of attention
14 and this kind of model, because this is a racial justice
15 imperative, as nearly all of the impacted communities are
16 communities of color.

17 The 617 framework is not a perfect one, but it
18 does provide an emphasis on authentic community engagement
19 that should be the baseline for CARB and the local air
20 district's work in local communities. At its best, the
21 community steering committees are exercising not just
22 participation but really some authority to determine the
23 future of their communities. And I think that's the
24 standard that we need to achieve.

25 The other point about the local priorities is the

1 importance of local action, and as you say -- as you
2 cited, you know, it's obvious CARB, as well as the
3 districts, but it goes beyond that. But I just want to
4 really give credit to the local districts who have taken
5 action, like South Coast's Indirect Source Rule, the Port
6 of San Diego's Maritime Clean Air Strategy that aims to
7 beat the state's drayage truck ZEV rule by five years, and
8 the San Diego's Regional Transportation Plan that is
9 looking to achieve more GHG reduction than required. So I
10 think that the partnerships are really, really important,
11 and I appreciate that those are included in your
12 discussion.

13 So now to the issue of the LCFS petition. I
14 really appreciate the petitioners bringing this important
15 issue to the attention of CARB. This Board has expressed
16 concern in multiple ways over the years about the air
17 pollution and health impacts of the dairy industry. And
18 these petitioners, I think, are raising critical issues
19 related to the LCFS credit system that may be resulting in
20 an overstatement of the climate benefits using methane
21 sourced from factory farms as a transportation fuel.

22 So while I appreciate the response from Mr. Corey
23 both today and in your letter, acknowledging both the
24 importance of the issues raised by the petitioners and the
25 importance role the petitioner organizations have played

1 in development of the LCFS rules in the past, I also
2 appreciate Mr. Corey's commitment to launching the
3 rulemaking process in early 2023.

4 But given the seriousness of the issues raised,
5 we would have hoped that the rulemaking could have begun
6 sooner, but I understand the enormous workload of CARB as
7 we've just heard in this report. It's huge and we'll be
8 busy with 23 meetings, as you -- as you emphasized.

9 But I also understand the relationship between
10 the rulemaking and the Scoping Plan. However, I want to
11 caution that the petition challenges the efficacy of the
12 fuel pathways for biomethane from dairy and swine manure,
13 which may not be fully analyzed in the Scoping Plan. So I
14 don't believe we can fully completely rely on the Scoping
15 Plan as the place where we're getting the information.

16 So I think that both the petitioners and the
17 dairy industry have said that they want a full on -- full
18 on research and conversation. So I'd like to join what I
19 think was Dr. Pacheco-Werner's request and ask that the
20 staff start the research into the rulemaking beyond the
21 Scoping Plan during 2022, and that Mr. Corey provide the
22 Board with an update, perhaps a technical update, as was
23 described in a Board meeting in the next few months that
24 would allow a Board discussion of the issue in 2022,
25 including a discussion of the proposal for a pause on

1 permits, because I think it's really important that the
2 Board have an opportunity to weigh in on the context for
3 the LCFS rulemaking. So I'm hoping that we can schedule
4 that soon in the next few months, so that the Board can
5 have a full discussion, which we really can't have at this
6 point, given the context for it.

7 So that's my request and I appreciate your
8 consideration of it.

9 CHAIR RANDOLPH: All right. Thank you. I have
10 some thoughts about that idea, but I'll let Vice Chair
11 Berg and Board Member Florez go first.

12 Vice Chair Berg.

13 VICE CHAIR BERG: Thank you very much, Chair
14 Randolph. I, too, want to extend my hearty thanks to
15 Nathan Fletcher. Really appreciate, Chair Randolph, you
16 leading off with that today, and thank you, Board Member
17 Takvorian, for also just chiming in as to the importance
18 of his work with us. He will be missed and we wish him
19 all the best. And you are so eloquent in saying San Diego
20 is very fortunate to have a leader of his caliber. And so
21 I also wanted to wish Nathan the very, very best.

22 Every -- so this is my 17th update on -- from
23 Richard Corey. And I can specifically remember starting
24 in 2005 was my -- January of 2005 was the first update,
25 feeling absolutely, oh, my gosh, how are we possibly going

1 to tackle all of this work. And yet, over the 17 years,
2 it's been remarkable as to what our incredible staff, led
3 by our Executive Officers, and our extremely talented
4 Chairs what we have accomplished.

5 And so I am very excited. What we see is we are
6 now going to implement this transition. The path has been
7 laid. We've been working on it for many, many decades,
8 and it's happening worldwide, so it isn't just California.
9 But now we are in implementation mode and implementation
10 does not go smoothly when you're talking about a wholesale
11 transformation of our energy, of our transportation
12 system, about how we behave, as consumers, all the
13 intricacies of the various businesses. And so this is
14 complicated and there are many ways leading to Rome. But
15 people who like a particular pathway, that's what we need
16 to deal with as a Board, is how to accomplish this
17 transformation in relatively a short period of time,
18 because now it is about implementation.

19 So I know we have the bandwidth. I know that we
20 have the ability to sustain the ups and downs, because
21 there will be plenty. And I look forward to this, being
22 my last year on the Board, being the crowning year for me
23 personally. I started in 2004. That was the first year
24 that we adopted the Pavley first greenhouse gas
25 regulations for vehicles.

1 So I think that brings me to my last point. At
2 the end of this year, there's either four or five Board
3 members that will be ending their terms. Some might be
4 throwing their name in the hat to be reappointed, but
5 we've had a lot of Board turnover and very positive. Our
6 new Board members are amazing, bringing new energy,
7 just -- and renewed commitment. But I really would
8 encourage both the Chair and the Executive Officer to take
9 a bit of time and talk about new Board Member onboarding,
10 because there -- we've got -- we've got -- it's going to
11 be half of the Board will have been changed over possibly
12 within a two-year period, and you've got a huge amount of
13 work to accomplish over these next five to -- well, five
14 plus years.

15 And so I look forward to absolutely participating
16 strongly in this -- in this last year and capsizing my 18
17 years on the Board. And congratulations, Chair Randolph,
18 on a dynamic first year. And it looks like you have got
19 this dog by the tail, no question about it. And
20 congratulations, Richard Corey, and absolutely your team.
21 Amazing group of people and my fellow Board members.

22 Thank you very much.

23 CHAIR RANDOLPH: All right. Thank you.

24 Board Member Florez.

25 BOARD MEMBER FLOREZ: Thank you. I'd just echo

1 congratulations to everyone. I would just real quick a
2 comment. I would like to ask the Chair, and I know you're
3 going to comment on it, both the -- I want to echo Diane's
4 sentiment on the impact of the dairy consolidation and its
5 inclusion in the LCFS. I would simply say -- I
6 remember -- this is where the old memories go back, but I
7 remember back when we put CAFOs into the federal Clean Air
8 Act and the Legislature in 2000. I carried a bill that
9 really dealt with a transition of dairies from Chino to
10 Kern County and particularly the Central Valley. And the
11 rationale for that was really the large consolidation and
12 the amount of dairies coming into, let's say, a City of
13 Bakersfield with 250,000 residents at having dairies that,
14 you know, numbered near 300,000. And the -- not only the
15 nuisance issues, smell issues, but now, you know, really I
16 think the methane issues that, you know, far, far exceed
17 even some of the things we've read about with methane
18 leaks et cetera. This is a daily occurrence in the
19 Central Valley.

20 And I would say that I get the fact that we have
21 created a fuel path for the dairies. In some sense, I'm
22 still questioning whether or not the impact of that might
23 lead to a consequence that actually works in reverse of
24 what we're trying to do. Example is I think in order to
25 really make a credible market -- a credit market with

1 dairies, it seems as though you have to have a larger
2 concentration, you have to have, in a sense, more -- you
3 know, larger dairies in order to make, you know, this
4 work. I think it incentivizes dairies to come into areas
5 now with a credit in front of them to -- you know, and in
6 some sense making the methane problem much worse.

7 I do feel that the Board should spend some
8 time -- and I understand that the letter of rejection that
9 was sent out by Mr. Corey, you know, laid out a -- kind of
10 a half and half. So in other words, you know, we are
11 listening to you, but at the same time, we have a process.
12 And I do respect the process, but in some sense, as a
13 Board, I think we can pay a little more attention to what
14 are the unintended consequences of, you know -- and I did
15 watch Ricardo Lara's bill when it was introduced, and
16 passed, and signed by the Governor.

17 And I understand there -- you know, in my reading
18 of it, I maybe not as clear that it has to be implemented
19 the way that we are talking about it here at CARB, but I
20 do feel that the impact to the community -- I mean, Aliso
21 Pico -- I mean this whole -- the Aliso leak that we all
22 read about and everyone moved so quickly in Sacramento to
23 solve, I mean, this is like and everyday occurrence for
24 Central Valley. I mean, this -- the amount of methane
25 that surrounds these communities is -- we wouldn't stand

1 for it. We would just literally have the same type of
2 reaction as we had to that methane leak, but this is
3 happening on an everyday basis.

4 And I feel like we should spend some extra time
5 just on this aspect and not let it just kind of roll into
6 a larger conversation about, you know -- you know, credits
7 and the amount of, you know, climate change impact it has
8 on our models. I really feel like there is a true impact
9 to everyone who lives within a small radius of a dairy and
10 now these mega dairies. And I just want to echo, you
11 know, I think both what Tania and Diane said, I think this
12 is a real huge, impactful health issue for people in the
13 Central Valley. I mean, they're crying out truly to the
14 Board to, in some sense, say please don't wait until we
15 get way down the road and, you know, these credits become
16 the creators of larger, concentrated, bigger herds and
17 dairies, because it really is impacting people's lives.

18 And I'm sorry to digress a bit, but I can just
19 tell you that there isn't -- and I represented this area
20 for, I don't know, probably a decade plus. And I think
21 more than pollution, believe it or not, this is an issue
22 that is a silent killer and it's not just the methane that
23 is -- that we're dealing with in terms of climate change
24 and the powerful impact it has on it. But I think from an
25 everyday health perspective, I think most of the residents

1 there worry that, you know, somehow this will be just part
2 of the emission inventory or some piece of a spreadsheet
3 that says we're reducing by creating, you know, in some
4 sense, you know, fuels, et cetera.

5 I really feel like -- I really strongly feel that
6 the Board should spend an enormous amount of time, outside
7 of our process if we have to, really discussing and really
8 getting more data on, you know, what this impact will be.
9 So I just wanted to just raise my hand and simply say that
10 I hope we can do that, Madam Chair, and I hope that we can
11 spend enormous amounts of time, much more than we will,
12 you know, in a paragraph or two talking about the Scoping
13 Plan. But I do hope that we will spend maybe even a
14 session, at some point in time, getting an update on this.

15 Thank you.

16 CHAIR RANDOLPH: Okay. Dr. Balmes.

17 BOARD MEMBER BALMES: Thank you, Chair Randolph.

18 And I wanted to follow Senator Florez's comments
19 about the petition and about the larger issue really of
20 confined animal feeding operations, CAFOs, the
21 consolidation of not just dairy, but of actually animal
22 husbandry both cows and pigs. They are a health -- a
23 public health as well as environmental problem.

24 And so I really appreciated Senator Florez's
25 framing of the issue. I mean, he's a -- was born and

1 raised in the San Joaquin Valley. I'm just an interloper.
2 I do research in the valley. But I have heard from many
3 of my contacts in and around Fresno and the San Joaquin
4 Valley about their concern, just as Senator Florez just
5 outlined. So I wanted to add my voice to Dr.
6 Pacheco-Werner, and Senator Florez's, and actually Diane
7 Takvorian's call for a deeper dive into this issue. I
8 don't have some magic solution, but I do think it's a big
9 enough issue and there's enough public concern that we
10 have to pay attention.

11 So, in addition, I wanted to echo Ms. Takvorian's
12 appreciation of outgoing Board Member Fletcher. And I'm
13 glad she made those comments, as well as you, Chair
14 Randolph, because I have appreciated his thoughtfulness.
15 But I also want to acknowledge Vice Chair Berg, since she
16 just announced that this is going to be her last year and
17 she's not going to seek reappointment. I don't know of a
18 harder working Board member during the entire time that
19 I've been on the Board since 2008 than Sandy Berg.

20 And she's brought so much thoughtfulness and hard
21 work to dealing with issue after issue. You know, she --
22 I guess she was -- she's appointed as the small business
23 representative on the Board, but she's had a much larger
24 portfolio, if you will. And I especially appreciate how
25 she's developed a commitment to helping communities,

1 low-income communities of color. The compassion that
2 she's shown at our public meetings for approving AB 617
3 CERPs has amazed me and has been, I think, incredibly
4 helpful to focusing the Board's work. So I just wanted to
5 give a shout-out to Vice Chair Berg and all her hard work.

6 And I have a final content comment. I, too,
7 appreciated the -- Mr. Corey's presentation, both what
8 we've accomplished and what he hopes we accomplish in this
9 next year, but one area that I think needs to be
10 highlighted more and beyond just chrome plating, which I
11 was glad he highlighted is, as I've said many times, as we
12 improve overall air quality in terms of the criteria
13 pollutants, which we've done very well, we have to
14 remember that there are stationary sources of air toxics
15 that impact, especially the low-income communities of
16 color. And I just feel like we need to have more
17 attention, not just on the research side, because the
18 Research Division is trying to move that way, but also in
19 the action side to try to reduce toxic emissions in our
20 most disadvantaged and impacted communities.

21 Thank you.

22 CHAIR RANDOLPH: All right. Thank you. That was
23 a good discussion. All right. So I think the -- several
24 Board members have raised kind of the same sort of
25 concerns, intentions around recognizing that the dairy

1 participation in LCFS is an important issue, is dairies do
2 affect communities, but also recognizing that there's a
3 lot of issues around that. There's a lot of factual
4 issues, there's policy issues, and there's also kind of a
5 learning curve that I think we want to make sure that all
6 Board members have an opportunity to participate in with
7 regard to LCFS generally and with regard to this issue
8 specifically.

9 So my suggestion to Executive Officer Corey is,
10 recognizing the heavy lift that we're doing with the
11 Scoping Plan and with the 23 Board meetings this year, and
12 also recognizing that there -- you know, we have received
13 this petition, but there hasn't been any sort of public
14 process or discussion about that, my suggestion is that
15 there be a -- and this kind of dovetails nicely with
16 Exec -- the Executive Officer's concerns about making sure
17 there's a robust opportunity for information sharing and
18 engagement. My suggestion is that we do a public workshop
19 specifically on this issue, ideally within the next few
20 months, and then come back to the Board with an item after
21 that public workshop, and -- where staff could share the
22 findings and the discussion and really kind of allow the
23 Board to hear about the issues in more detail and provide
24 guidance in terms of moving forward with a rulemaking
25 process.

1 And so that would help kind of get some of the
2 groundwork that we need to do before the formal process
3 happening sooner rather than later with a recognition that
4 opening the full formal process is going to be a big
5 undertaking that's going to take a bit more time.

6 I would like to get the -- Mr. Corey's thoughts
7 on that.

8 EXECUTIVE OFFICER COREY: Yes. Thanks, Chair and
9 Board members for the discussion -- really thoughtful
10 discussion. And to your suggestion, Chair, absolutely, I
11 think that's on point within the next few months. We'll
12 get going on the full conversation that -- including
13 petitioners and others in a workshop setting that I think
14 will help and be part honestly a pre-rulemaking, because
15 it will pull additional information together. So we'll
16 develop a schedule over the next few months that would
17 include the workshop that you just -- a public workshop
18 that you just referred to as well as report back to the
19 Board, how did the workshop go, what are the learnings,
20 what's the process going forward. So we'll get going on
21 that.

22 CHAIR RANDOLPH: Okay. All right. This is not a
23 voting item. This is an informational item. So any other
24 comments are welcome before we move on to open comment.

25 Vice Chair Berg.

1 VICE CHAIR BERG: I would just thank you so much
2 for your leadership on that Chair Randolph. And I would
3 just like to encourage as soon as that date was set,
4 please let the Board members know, because, you know,
5 hearing the testimony and getting the presentation. So I
6 hope that the workshop would allow for data to come in
7 from both sides, because there's two sides to the story,
8 and that we would be able to be informed as to when the
9 workshop took place, so those of us that would like to
10 listen in and hear firsthand, that we would be able to do
11 that. Thank you.

12 EXECUTIVE OFFICER COREY: Will do, Vice Chair.
13 In fact, it's common that -- there have been a number of
14 workshops that Board members have listened in, or, in some
15 cases, even attended. So we will make that a priority as
16 we pull these together. So thank you.

17 CHAIR RANDOLPH: All right. Board Member
18 Takvorian.

19 BOARD MEMBER TAKVORIAN: Just quickly. Thank
20 you, Chair. I think that's a good resolution and a good
21 path forward. And thank you, Mr. Corey, for your
22 willingness to go forward with that.

23 Thank you.

24 CHAIR RANDOLPH: Dr. Pacheco-Werner.

25 BOARD MEMBER PACHECO-WERNER: Yeah, please ignore

1 the picture. That's not me.

2 (Laughter.)

3 BOARD MEMBER PACHECO-WERNER: I'm having
4 technical issues today, but I just really want to thank
5 the Executive Officer. I know this is a really hard
6 process and I just want to thank you and your staff for
7 going this extra step. And, you know, hopefully our
8 communities can see that, you know, the staff and, you
9 know, this Board is trying to make every effort to be
10 responsive to the community. And hopefully, the industry
11 sees that we're also attempting to bring certainty to this
12 issue as well for them. So thank you so much for this
13 work.

14 CHAIR RANDOLPH: All right. That was a great
15 discussion. Thank you.

16 Okay. That is the last agenda item. We -- now
17 it is time to go to open public comment for -- to comment
18 on items that are not on the agenda. Board Clerk, will
19 you please call any commenters.

20 BOARD CLERK ESTABROOK: Yes. Thank you. We have
21 one person with their hand raised to speak, that is John
22 Velasco. And, John, I've unmuted you, and you may begin.

23 I apologize. It looks like there's a -- there
24 should be a prompt for you to unmute on your end.

25 JOHN VELASCO: I got it. Sorry about that.

1 BOARD CLERK ESTABROOK: No problem.

2 JOHN VELASCO: Chair Randolph and CARB members,
3 my name is John Velasco. I'm the Vice President and also
4 serve on the board of directors of an independent food
5 bank called Heart of Compassion, which is in Montebello,
6 California. I'm going to read a letter that's been
7 provided to the docket that opened at 9 a.m. And also,
8 there's -- since you don't -- the Board doesn't know our
9 organization, I got letters of support from our State
10 Senator Bob Archuleta and our Assembly Member Cristina
11 Garcia, who also is the author of AB 617.

12 Heart of Compassion distribution is a 501(c)(3)
13 nonprofit food bank assisting those in need since 2003.
14 Our mission is to be a lighthouse of volunteers fighting
15 poverty and restoring hope. Our current week -- twice
16 weekly food distribution impacts facilities and
17 individuals in multiple cities across L.A. County,
18 including, but not limited to, Whittier, Norwalk, Downey,
19 Santa Fe Springs, Los Angeles, Montebello, and San Gabriel
20 Valley. We also distribute weekly to smaller food
21 pantries and other organizations across the county.

22 During fiscal year 20-21, we distributed more
23 than \$44 million worth of food, PPE, cleaning supplies,
24 and other household necessities to those in need and to
25 our partner agencies. We were able to accomplish this

1 with a 100 percent volunteer labor force. During the
2 COVID pandemic, we partnered with local elected officials,
3 including State Senator Bob Archuleta, Assembly Members
4 Cristina Garcia, and Blanca Rubio, Los Angeles County
5 Supervisors Hilda Solis and Janice Hahn, LA County Sheriff
6 Alex Villanueva, and the Mayor and City Councils of
7 Montebello, Whittier, Maywood, Azusa.

8 Besides goods and items, we work to minimize our
9 environmental footprint by recycling cardboard and
10 plastics, and by having an on-site compost pile to divert
11 additional refuse from the landfills. We've been
12 extraordinarily impacted by the high cost of fuel. We've
13 received a \$350,000 grant from the South Coast Air Quality
14 Management District to purchase electric TRU-equipped
15 trailers. We want to transition from diesel and gas
16 fueled bobtail trucks to an electric fleet, which would
17 not only be more cost efficient, but also beneficial for
18 the environment as we make our many donation pickups and
19 deliveries to disadvantaged communities.

20 We are requesting the Board to help in
21 identifying and secure funding originally it was for one
22 2018 BYD truck, new and never sold, and presently at the
23 factor in Lancaster with an electric motor and
24 refrigerated box. We've been told by BYD they actually
25 have two that we're looking into.

1 I'm setting this background information, so the
2 Board will be able to reflect upon this letter during my
3 remarks, which I making right now. Thank you for
4 partnering with us and fighting food insecurity in Los
5 Angeles County. Your wonderful team has been instrumental
6 in helping on and off for the past 10 plus years. This
7 started around 2012 when we ran into a compliance issue.

8 BOARD CLERK ESTABROOK: Thank you. That
9 concludes your time. Thank you so much.

10 JOHN VELASCO: Thank you.

11 BOARD CLERK ESTABROOK: Patricia Ramos-Anderson,
12 you may unmute and begin.

13 PATRICIA RAMO-ANDERSON: Hello again. My name is
14 Patricia Ramos-Anderson. I'm the President of the League
15 of United Latin American Citizens Council 3072 in Merced
16 County.

17 For me, the comment has to do about public
18 hearings. Those are very important, but most importantly
19 is having meaningful engagement with the community and
20 making sure that it's language accessible, because of
21 multiple languages and dialects throughout Central Valley.
22 And it's just not down in the southern part of the Central
23 Valley. It's the whole region, because we are going
24 through the same needs of having our voices be heard, but
25 also understood.

1 And the other thing, well, also is that the
2 regions need to be considered that some of them are very
3 different and unique in their nature. So when we talk
4 about meaningful engagement, you also have to be able to
5 identify and map it out, so then the part -- the
6 representatives can see on the map what it is and how
7 different it can be from region to region, but still --
8 and understand where the residents are coming from.

9 You know, we live here. We want to make sure we
10 continue to create a safe environment with public
11 engagement for making sure it's being meaningful, it's
12 being understood, and it's being respected as well.
13 Without that, we wouldn't know what was actually happening
14 out in the field or in our communities from a government
15 level, and also direction and where they're going to go.
16 It's not about just one side or the other side. It's
17 about "we". We are one, we live in the community, and we
18 will be part of the process, because we will be impacted,
19 either positively or in a negative manner, but have a
20 process that provides us to engage.

21 Thank you.

22 BOARD CLERK ESTABROOK: Thank you.

23 Chair, that concludes the comments.

24 CHAIR RANDOLPH: All right. Thank you.

25 That concludes our meeting for today. We are

1 adjourned. Thanks, everyone.

2 (Thereupon the Air Resources Board meeting
3 adjourned at 1:11 p.m.)

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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 11th day of February, 2022.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
License No. 10063