

MEETING
STATE OF CALIFORNIA
AIR RESOURCES BOARD

ZOOM PLATFORM

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
BYRON SHER AUDITORIUM
1001 I STREET
SACRAMENTO, CALIFORNIA

THURSDAY, AUGUST 25, 2022

9:16 A.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
LICENSE NUMBER 10063

APPEARANCES

BOARD MEMBERS:

Liane Randolph, Chair

Sandra Berg, Vice Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Senator Dean Florez

Davina Hurt

Gideon Kracov

Senator Connie Leyva

Tania Pacheco-Werner, PhD

Barbara Riordan

Supervisor Phil Serna

Professor Dan Sperling, PhD

Diane Takvorian

Supervisor Nora Vargas

STAFF:

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

Terry Allen, Air Pollution Specialist, State Strategies Section, Office of Community Air Protection (OCAP)

Pippin Brehler, Senior Attorney, Legal Office

Belinda Chen, Interim Manager, Low Emission Vehicle Regulations Section, Sustainable Transportation and Communities Division (STCD)

Joshua Cunningham, Branch Chief, Advanced Clean Cars Branch, STCD

Jennifer Gress, PhD, Division Chief, STCD

Deldi Reyes, Director, OCAP

Abigail May, Senior Attorney, Legal Office

Michael McCarthy, Vehicle Program Specialist, Emissions Control and Compliance Division

Chandra Misra, Manager, Community Assessment Section, OCAP

Brian Moore, Manager, Community Planning Section, OCAP

Ken Stroud, Chief, Community Air Monitoring Branch, Monitoring and Laboratory Division

Marissa Williams, Manager, Light-Duty Vehicle Regulations Section, STCD

Anna Wong, Manager, ZEV Market Advancement Section, STCD

APPEARANCES CONTINUED

ALSO PRESENT:

Robert Apodaca, The Two Hundred for Homeownership

Ruben Aronin, California Business Alliance for Clean Energy

Jacquelyn Badejo

Daniel Barad, Sierra Club California

Thomas Becker

Erica Blyther, City of Los Angeles

Thomas Bradley, Strong Plug-In Hybrid Electric Vehicle Coalition, Colorado State University

Rasto Brezny, PhD, Manufacturer of Emission Controls Association

Scott Brierley, Fermata Energy

Agustin Cabrera, Strategic Concepts in Organizing and Policy Education

Tom Cackette, Environmental Defense Fund

Linda Cleveland

Corina, Madera Coalition for Community Justice

Tanya DeRivi, Western States Petroleum Association

Steve Douglas, Alliance for Automotive Innovation

Jameson Dow

Allis Druffel, California Interfaith Power and Light, Watts Clean Air and Energy Committee

Hayley Fernandes, California Farm Bureau

Hugo Garcia, Esperanza Community Housing

Marcus Gomez, California Hispanic Chamber of Commerce

APPEARANCES CONTINUED

ALSO PRESENT:

Gema Gonzalez, California Hispanic Chamber of Commerce

Yanni Gonzalez, Clean Vehicle Empowerment Collaborative

Kevin Hamilton, Central California Asthma Collaborative

Kathy Harris, Natural Resources Defense Council

Steve Henderson, Ford Motor Company

Kathryn Higgins, South Coast Air Quality Management
District

Laurie Holmes, Kia

Regina Hsu, Earthjustice

Jeremy Hunt, Northeast States for Coordinated Air Use
Management

Dylan Jaff, Consumer Reports

John Kabateck, National Federation of Independent
Businesses

Heather Kay, Si Se Puede

Tom Krazan, Californians for Affordable Drinking Water in
Rural Area

Manny Leon, California Alliance for Jobs

Amy Lilly, Mercedes-Benz

Bianca Lopez, Clean Vehicle Empowerment Collaborative

Bill Magavern, Coalition for Clean Air

Christina Marquez, International Brotherhood of Electrical
Workers 569

Joseph Mendelson, Tesla

Laurel Moorhead, Transfer Flow, Incorporated

APPEARANCES CONTINUED

ALSO PRESENT:

Sarahy Morales, Madera Coalition for Community Justice

Simon Mui, Natural Resources Defense Council

Jeanne Murphy

Christine Nguyen, American Lung Association

Ector Olivares, Catholic Charities of Stockton

Roman Partida-Lopez, Greenlining Institute

David Patterson, CHAdEMO Association North America

Jeannine Pearce, Better World Group

Tanisha Raj, Catholic Charities

David Reichmuth, PhD, Union of Concerned Scientists

Laura Renger, California Electric Transportation Coalition

Reyna Rodriguez, Central California Environmental Justice Network

Michael Saragosa, Latin Business Association

John Shears, Center for Energy Efficiency and Renewable Technologies

Sarah Somorai, Hyundai Motor America

Orville Thomas, CALSTART

Paula Torrado Plazas, Physicians for Social Responsibility, Los Angeles

Peter Treydte, Specialty Equipment Market Association

Kiana Valentine, Transportation California

Tom Van Heeke, Rivian Automotive

Uyen-Uyen Vo, South Coast Air Quality Management District

APPEARANCES CONTINUED

ALSO PRESENT:

John Wade

Mike Williams, International Warehouse Logistics
Association

Justin Wilson, ChargePoint

Jeff Wuttke, Stellantis

Bob Yuhnke, Elders Climate Action

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PROCEEDINGS

1
2 CHAIR RANDOLPH: All right. Good morning. The
3 August 25th, 2022 public meeting of the California Air
4 Resources Board will come to order.

5 Board clerk, will you please call the roll.

6 BOARD CLERK GARCIA: Dr. Balmes?

7 BOARD MEMBER BALMES: Here.

8 Mr. De La Torre?

9 BOARD CLERK GARCIA: Mr. Eisenhut?

10 BOARD MEMBER EISENHUT: Here.

11 BOARD CLERK GARCIA: Senator Florez?

12 BOARD MEMBER FLOREZ: Florez, here.

13 BOARD CLERK GARCIA: Assemblymember Garcia?

14 Ms. Hurt?

15 BOARD MEMBER HURT: Hurt present.

16 BOARD CLERK GARCIA: Mr. Kracov?

17 BOARD MEMBER KRACOV: Here.

18 BOARD CLERK GARCIA: Senator Leyva?

19 Dr. Pacheco-Werner?

20 BOARD MEMBER PACHECO-WERNER: Here.

21 BOARD CLERK GARCIA: Mr. Riordan.

22 BOARD MEMBER RIORDAN: Here.

23 BOARD CLERK GARCIA: Supervisor Serna?

24 BOARD MEMBER SERNA: Serna here.

25 BOARD CLERK GARCIA: Professor Sperling?

1 BOARD MEMBER SPERLING: Here.

2 BOARD CLERK GARCIA: Ms. Takvorian?

3 BOARD MEMBER TAKVORIAN: Here.

4 BOARD CLERK GARCIA: Supervisor Vargas?

5 BOARD MEMBER VARGAS: Vargas here.

6 BOARD CLERK GARCIA: Vice Chair Berg?

7 VICE CHAIR BERG: Here.

8 BOARD CLERK GARCIA: Chair Randolph?

9 CHAIR RANDOLPH: Here.

10 BOARD CLERK GARCIA: Madam Chair, we have a
11 quorum.

12 CHAIR RANDOLPH: All right. Thank you very much.
13 I will begin with a few housekeeping items. We are
14 conducting today's meeting in person as well as offering
15 remote options for public participation both by phone and
16 in Zoom. Anyone who wishes to testify on a Board item in
17 person should fill out a request to speak card available
18 in the foyer and turn it into designated Board assistants
19 prior to the commencement of the item.

20 If you participating remotely, you will raise
21 your hand in Zoom or dial star nine if calling in by
22 phone. The clerk will provide further details regarding
23 how public participation will work in just a moment.

24 For safety robes, please note the emergency exit
25 to the rear of the room through the lobby. In the event

1 of a fire alarm, we are required to evacuate this room
2 immediately, go down the stairs to the left of the
3 elevator and out of the building. When the all-clear
4 signal is given, we will return to the hearing room and
5 resume the meeting.

6 A closed caption feature is available for those
7 of you joining us in the Zoom environment. In order to
8 turn on subtitles, please look for a button labeled "CC"
9 at the bottom of the Zoom window as shown in the example
10 on the screen now. I would like to take this opportunity
11 to remind everyone to speak clearly and from a quiet
12 location, whether you are joining us in Zoom or calling in
13 by phone.

14 Interpretation services will be provided today in
15 Spanish. If you are joining us using Zoom, there is a
16 button labeled "Interpretation" on the Zoom screen. Click
17 on that interpretation button and select Spanish to hear
18 the meeting in Spanish. If you are joining us here in
19 person and would like to listen to the meeting in Spanish,
20 please notify a Board assistant and they will provide you
21 with further instructions.

22 I want to remind all of our speakers to speak
23 slowly and pause intermittently to allow the interpreters
24 the opportunity to accurately interpret your comments.

25 (Interpreter translated in Spanish.)

1 CHAIR RANDOLPH: Thank you.

2 I will now ask the Board Clerk to provide more
3 details on today's procedures.

4 BOARD CLERK GARCIA: Thank you, Chair Randolph.

5 Good morning, everyone. My name is Lindsay
6 Garcia and I will be calling on the in-person commenters
7 who have turned in a request to speak card and Katie
8 Estabrook will be calling on commenters who are joining us
9 remotely. I will provide information on how public
10 participation will be organized and for those who are
11 joining us in Zoom or by calling in to today's meeting.

12 If you joining us remotely and wish to make a
13 verbal comment on one of the Board items or during the
14 open comment period at the end of today's meeting, you
15 will need to be using Zoom webinar or calling in by
16 telephone. If you are currently watching the webcast on
17 CAL-SPAN, but you wish to comment remotely, please
18 register for the Zoom webinar or call in. Information for
19 both can be found on the public agenda for today's
20 meeting.

21 To make a verbal comment, we will be using the
22 raise hand feature in Zoom. If you wish to speak on a
23 Board item, please virtually raise your hand as soon as
24 the item has begun to let us know you wish to speak. To
25 do this, if you are using a computer or tablet, there is a

1 raise hand button. If you are calling in on the
2 telephone, dial star nine to raise your hand. Even if
3 you've previously indicated which item you wish to speak
4 on when you registered, you must raise your hand at the
5 beginning of the item, so that you can be added to the
6 queue and your chance to speak will not be skipped.

7 If you will be giving your verbal comment in
8 Spanish and require an interpreter's assistance, please
9 indicate so at the beginning of your testimony and our
10 translator will assist you. During your comment, please
11 pause after each sentence to allow for the interpreter to
12 translate your comment into English.

13 When the comment period starts, the order of
14 commenters will be determined by who raises their hand
15 first. We will call each commenter by name and will
16 activate each commenter's audio when it is their turn to
17 speak. For those calling in, we will identify you by the
18 last three digits of your phone number. We will not show
19 a list of remote commenters, however we will be announcing
20 the next three or so commenters in the queue, so that you
21 are ready to testify and know who is coming up next.
22 Please note, you will not appear by video during your
23 testimony.

24 I would also like to remind everyone to please
25 state your name for the record before you speak. This is

1 especially important for those calling in by phone to
2 testify on an item. We will have a time limit for each
3 commenter and we will begin the comment period with a
4 three minute time limit. This could change at the Chair's
5 discretion. During public testimony, you will see a timer
6 on the screen. And for those calling in by phone, we will
7 run this timer and let you know when you have 30 seconds
8 left and when your time is up. If you require Spanish
9 interpretation for your comment, your time will be
10 doubled.

11 If you wish to submit written comments today,
12 please visit CARB's send-us-your-comments page or look at
13 the public agenda on our webpage for links to send these
14 documents electronically. Written comments will be
15 accepted on each item until the Chair closes the record
16 for that Board item. If you experience any technical
17 difficulties, please call (805)772-2715, so that an IT
18 person can assist. This number is also noted on the
19 public agenda.

20 And thank you. I'd like to turn the microphone
21 back to Chair Randolph now.

22 CHAIR RANDOLPH: All right. Thank you. The
23 first item on today's agenda is item number 22-10-1, the
24 proposed Advanced Clean Cars II regulations. If you are
25 here with us in the room and wish to comment on this item,

1 please fill out a request-to-speak card as soon as
2 possible and submit it to a Board assistant. If you are
3 joining us remotely and wish to comment on the item,
4 please click the raise hand button or dial star nine now.
5 We will be calling on the in-person commenters first and
6 then the remote commenters when we get to the public
7 comment portion of the item.

8 This is the second of two hearings on this item.
9 At the first hearing on June 9th, staff presented their
10 original proposal. Following direction from myself and
11 the Board, staff proposed modifications for a 15-day
12 public review and comment period. Today, the Board will
13 consider voting on staff's revised proposal.

14 A clean transportation sector is essential to
15 protect the health of both our communities and our
16 climate. More stringent mobile source emission controls
17 are necessary to help California achieve federal air
18 quality standards and the State's greenhouse gas targets
19 that will protect public health and mitigate the effects
20 of climate change.

21 California has long been a leader in the zero
22 emission vehicle, or ZEV, marketplace, pushing for
23 advancement and deployment of ZEV technology for over 30
24 years. This proposal continues California's leadership in
25 the development of innovative and groundbreaking emission

1 control programs and advancement of ZEV technologies.

2 As we heard in June, the proposal will implement
3 Governor Newsom's direction established in Executive Order
4 N-79-20 by driving sales of ZEVs to 100 percent in
5 California by 2035. Given how long conventional vehicles
6 will remain on the road, the proposed regulations also
7 continue to clean up emissions from internal combustion
8 vehicle engines. The Advanced Clean Cars II proposal will
9 also ensure that consumers can success -- successfully -
10 okay, couldn't -- had trouble vetting that out - replace
11 their traditional combustion vehicles with new or used
12 ZEVs and plug-in hybrids that meet their transportation
13 needs.

14 As California transitions to zero-emission
15 transportation, it is critical that all Californians are
16 able to access ZEVs. The proposed regulations therefore
17 establish new regulatory incentives to improve access to
18 clean transportation options for lower income households
19 and communities most impacted by pollution.

20 The true success of the regulation can only be
21 realized through our committed work with automakers and
22 community groups to ensure that ZEVs are affordable and
23 accessible to those residents of front-line communities.
24 California is one of only a handful of jurisdictions to
25 set out a legally binding and enforceable roadmap with

1 annual requirements showing exactly how we get to zero
2 year by year.

3 This is a historic moment for California, for our
4 partner states, and for the world as we set forth this
5 path towards a zero-emission future. The Advanced Clean
6 Cars II proposal is the culmination of many years of
7 technical analysis, policy development, and stakeholder
8 engagement. Staff have made many modifications along the
9 way. I appreciate the thoughtful modifications they made
10 to the proposal in the 15-day comment process as well and
11 as they continued to work with stakeholders and consider
12 comments made by the Board in our first meeting on this
13 topic.

14 Finally, I'd like to take a moment to mark the
15 significance of this occasion. With the phasing out of
16 new sales of internal combustion engine vehicles, this
17 could well be the final set of major criteria pollutant
18 emission standards for new light-duty conventional
19 vehicles. The creation of the California Air Resources
20 Board was rooted in controlling smog-forming emissions
21 from passenger vehicle. We began with the first vehicle
22 emission standards in 1966 and the original Low-Emission
23 Vehicle, or LEV, Regulation was established over 30 years
24 ago, which included aggressive exhaust emission standards
25 for light-duty passenger cars and trucks and the first

1 requirement for manufacturers to create ZEVs.

2 Since then, these regulations have undergone
3 numerous amendments, including the original Advanced Clean
4 Cars Regulation package in 2012. If approved, this second
5 and final proposed ACC II Regulation will complete the
6 chapter on this important contribution to the Board's
7 history.

8 This is a momentous time for the state of
9 California and I look forward to our discussion today.

10 Mr. Segall, would you please introduce the item?

11 DEPUTY EXECUTIVE OFFICER SEGALL: Thank you,
12 Chair Randolph. As you noted, California has pushed for
13 the advancement and deployment of ZEV technology for over
14 three decade. As a result, automakers have announced
15 electrification plans far beyond what many of us would
16 have imagined just a few years ago.

17 The industry has rapidly responded to evolving
18 market pressures, consumer demands, and regulatory
19 requirements in California, partner states and around the
20 world. Today, we have the opportunity to accelerate those
21 plans and solidify them into laws.

22 As you heard in June, staff is also proposing
23 amendments to the Low-Emission Vehicle, or LEV,
24 Regulation, now in its four incarnation. The last
25 internal combustion engine vehicle sold will remain on the

1 road well past 2035 and a few plug-in hybrids will
2 continue to be sold, hence tighter vehicle emission
3 controls are needed. These amendments tighten standards
4 for a broader array of vehicle operating conditions and
5 help to prevent backsliding of individual vehicle
6 emissions as the fleet contains an ever-increasing volume
7 of ZEVs.

8 Now, with the growing volume of ZEVs comes a
9 growing need to ensure that these vehicles continue to
10 satisfy the transportation needs of Californians and that
11 these vehicles continue to provide emission benefits over
12 their lifetime. Staff's proposal includes new minimum
13 technical requirements for ZEVs and a suite of ZEV
14 assurance measures that create minimum requirements for
15 warranty, durability, serviceability, streamline
16 charging, and battery labeling.

17 At the Board hearing in June, you collectively
18 asked that staff revisit the durability requirement and
19 provide more flexibility in the early years, while
20 continuing its benefit through the vital secondary market.
21 Today, staff will be presenting on this modification.

22 Staff is also proposing provisions to encourage
23 manufacturers to take actions that improve access to ZEVs
24 for disadvantaged, lower income, and other front-line
25 communities, including by investing in community car share

1 programs, producing affordable ZEVs, and keeping used
2 vehicles in California to support CARB's complementary
3 equity incentive programs. The Board will also be hearing
4 updates on these proposals, as staff have developed
5 additional ways to encourage automaker use of these equity
6 provisions and we are committed to their success.

7 These proposed amendments build on decades of
8 expertise and vehicle emission regulations, and are the
9 product of multiple years of technical staff work and
10 stakeholder engagement. As a result of this ongoing
11 collaboration and input, including additional
12 modifications based on your direction in June, staff will
13 now be presenting its final proposal for the Board's
14 consideration. They really are the best in the world.
15 Heartfelt congratulations to this team.

16 I will now ask Anna Wong of the Sustainable
17 Transportation and Communities Division to begin the staff
18 presentation.

19 Anna.

20 (Thereupon a slide presentation.)

21 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

22 Thank you, Mr. Segall.

23 Good morning, Chair Randolph and members of the
24 Board. I am so pleased to be presenting staff's final
25 proposal for the Advanced Clean Cars II regulations for

1 your consideration today.

2 --o0o--

3 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

4 In this presentation, I will recap -- I will
5 provide a recap of the key components of the Advanced
6 Clean Cars II proposal, a summary of the amendments of
7 from the 15-day changes that we made in response to the
8 Board's direction in June, and the staff recommendation
9 and next steps for this rulemaking.

10 --o0o--

11 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

12 To recap the process that has brought us here
13 today, staff presented the original ACC II proposal and
14 suggested modifications at the first Board hearing on June
15 9th. At that public hearing, the Board directed staff to
16 work with stakeholders to take a fresh look at the
17 durability standards for electric range to ensure they are
18 feasible and not unduly costly, as well as to increase the
19 likelihood that manufacturers participate in the
20 environmental justice options.

21 Staff's proposed modifications were made
22 available for an initial 15-day release -- comment period
23 that commenced on July 12th and closed on July 28th.
24 Staff released a second 15-day notice to add documents
25 relied upon or incorporated by reference to the rulemaking

1 record on August 8th with a comment period that closed on
2 August 23rd.

3 --o0o--

4 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

5 As you may recall, the Advanced Clean Cars
6 addresses new passenger vehicles to reduce their emission
7 impacts on climate and air quality with particular
8 benefits of reducing exposure in communities that are
9 already overburdened by air pollution. As we told you in
10 June, this proposal aims to revolutionize the feet --
11 fleet in the following ways.

12 First, by tightening the stringency of the
13 Zero-Emission Vehicle, or ZEV, Regulation we'll be
14 maximizing the sale of ZEVs. In addition to the quantity
15 of ZEVs, the quality of ZEVs, both when the vehicle is new
16 and when it is used, will also be key to a growing market.
17 To that end, a suite of provisions that are included to
18 ensure that future ZEVs meet a high-quality baseline in
19 order to consumers confidence that they can replace their
20 combustion vehicles with a ZEV.

21 Finally, the proposed amendments to the
22 Low-Emission Vehicle Regulation will continue to clean up
23 conventional internal combustion vehicles to reduce
24 exposure to vehicle pollution. Overall, staff's proposal
25 will provide the greatest benefit to front-line

1 communities nearest to roadways by controlling and then
2 eliminating tailpipe emissions from new passenger
3 vehicles.

4 --o0o--

5 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

6 Briefly, let me walk through the main elements of
7 staff's proposal. The proposed Low-Emission Vehicle
8 measures for conventional vehicles with combustion engines
9 include changes that will require automakers to meet a
10 stringent fleet average without including ZEVs, meaning
11 that all remaining combustion vehicles will have to meet
12 our cleanest standards.

13 In addition, the proposal includes new standards
14 that will further reduce tailpipe emissions during
15 aggressive driving and during cold starts where the
16 majority of emissions occur, as well as more stringent
17 evaporative emission standards to require maximum control
18 of gasoline vapor emissions.

19 Finally, the proposed regulations will require
20 better emission control for the large pickups and vans
21 known as medium-duty vehicles by tightening the fleet
22 average and aggressive driving standards, and by including
23 new on-road testing requirements that are aligned with
24 heavy-duty low NOx standards to ensure robust emission
25 control under higher load operations such as towing.

1 --o0o--

2 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

3 Moving over to the ZEV Regulation. Staff is
4 proposing strong annual new sales requirements for 2026
5 and subsequent model years. Building on record sales for
6 quarter two in California of 16.5 percent, these
7 percentages keep automakers on a stringent but achievable
8 path to a hundred percent requirement by 2035, not only in
9 California, but also in the states that choose to follow
10 California's regulations, while building in appropriate
11 flexibilities along the way.

12 In response to public comments calling for 75
13 percent ZEV sales by 2030, staff did evaluate the
14 additional cost and benefits and found that tighter
15 requirements could add as much as 30 percent to the
16 additional price of new vehicles in the first half of the
17 program, but without providing equivalent emission
18 reductions.

19 Staff's proposal therefore remains unchanged. In
20 adopt staff's proposal, California will be one of the
21 first and largest vehicle markets to require 100 percent
22 zero-emission vehicles anywhere in the world.

23 --o0o--

24 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

25 Even with good regulation design, the transition

1 to a hundred percent will depend on every car buyer
2 embracing zero-emission vehicles, even the most reluctant.
3 For that reason, the proposal also aims to address
4 consumer concerns, helping them replace a gasoline
5 vehicle. ZEVs will need to have more than 150 miles of
6 electric range when the vehicle is new and be designed to
7 retain the majority of that range over 10 years.

8 In addition to the durability requirements, staff
9 is proposing minimum battery and electric train component
10 warranty requirements that align with the best that
11 industry is currently offering. Unique to our warranty
12 proposal is a requirement for future ZEVs to display the
13 battery state of health to the vehicle owner or to a used
14 car buyer eliminating the uncertainty of the current
15 condition of the battery. This state of health indicator
16 greatly increases the transparency for consumers and also
17 provides critical information relative to warranty
18 eligibility.

19 To facilitate charging, staff's proposal includes
20 requirements that every ZEV be equipped with a capable
21 charging cord that can charge at Level 1 and Level 2, and
22 requirements to conform with one fast charging inlet
23 standard. The proposed data standardization and
24 disclosure requirements will enable vehicle data to become
25 available on all ZEVs. Along with this data requirement,

1 staff proposes to require automakers to provide acc -- to
2 provide access to independent repair shops to all
3 propulsion related diagnostic and repair information.
4 This will protect consumers' choices on who repairs their
5 vehicle, especially for independent repair shops, where
6 the vast majority of used vehicles are serviced.

7 --o0o--

8 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

9 Overall, staff's proposal will decrease emissions
10 in all communities, but most of whom live by roadway
11 pollution.

12 In addition, to strengthen the benefits of the
13 regulation on front-line communities, staff's proposal
14 includes environmental justice values to encourage
15 automaker actions that support the use of ZEVs in
16 lower-income and disadvantaged communities and households.

17 Option one rewards manufacturers additional
18 vehicle values for each new ZEV or plug-in hybrid sold at
19 a 25 percent discount to qualifying community-based clean
20 mobility programs. Option two increases affordable access
21 to ZEVs and plug-in hybrids by providing an incentive for
22 manufacturers to offer lower priced vehicles in the first
23 years of the regulation when battery costs remain high.
24 And option three aims to increase the supply of off-lease
25 ZEVs and plug-in hybrids to dealerships participating in

1 CARB's financial assistance programs, meaning Clean Cars 4
2 All and the Financing Assistance for Lower Income
3 Consumers Project.

4 The intent of these values is to encourage
5 manufacturers to engage in the equitable transition to
6 ZEVs by partnering with ongoing programs tailored for
7 priority communities and low-income individuals.

8 --o0o--

9 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:
10 The Advanced Clean Cars II regulations are critical to
11 meeting California's public health and climate goals and
12 meeting State and federal air quality standards. Building
13 upon the last 30 years of light-duty regulations, this
14 proposal will result in a reduction of 50 percent in
15 greenhouse gas emissions by 2040 and 25 percent reduction
16 in smog-forming emissions by 2037.

17 And while the requirements apply to new vehicles,
18 the proposal will benefit used car buyers as well, as it
19 was designed with the idea that ZEVs should be
20 long-lasting with data transparency to ensure consumers in
21 the secondary market know what they are getting. This
22 translates into billions of dollars in avoided health
23 impacts, all while consumers transition into better built
24 ZEVs and spend less money on going where they need to get
25 to go.

1 It has never been of greater importance to move
2 forward on adoption of such regulations that protect
3 public health and reduce the harmful effects of climate
4 change, all while saving California consumers money.

5 --o0o--

6 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

7 The next few slides will focus on how staff
8 incorporated the Board's direction from the June 9th
9 hearing. To increase the likelihood that manufacturers
10 participate in environmental justice values, we expanded
11 two of the three options. Staff proposed to extend the
12 timeline for manufacturers to generate vehicle values for
13 community-based clean mobility programs to include the
14 2024 and 2025 model years. Implementers of
15 community-based clean mobility programs already purchase
16 vehicles based on a community's unique needs and driving
17 patterns, and therefore such a change could provide
18 discounts on individual vehicles earlier than they
19 otherwise would have, delivering benefits that much
20 sooner.

21 In addition, staff included an additional value
22 to direct those off-lease ZEV and plug-in hybrid delivered
23 to dealers towards financial participants -- financial
24 program participants.

25 --o0o--

1 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

2 In addition to expanding opportunities, staff
3 also proposed a -- to link a new flexibility regarding the
4 use of credits earned as part of Advanced Clean Cars I
5 Program with participation in obtaining EJ values. As
6 originally proposed, up to 15 percent of each year's
7 obligation can be fulfilled using ACC I credits that are
8 banked through 2025 model year, and this option still
9 remains.

10 As an additional option, automakers can instead
11 use a cumulative cap for ACC I credits. The maximum
12 possible cumulative cap is equal in aggregate to the 15
13 percent annual cap, but can be spread out over five years
14 at the manufacturer's discretion. However, manufacturers
15 could not earn the maximum unless they possess EJ values
16 over multiple years. Otherwise, the default cumulative
17 cap would combine only 10 percent of each year's
18 obligation into a single cap for ACC I credits.

19 --o0o--

20 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

21 Lastly, as directed by the Board, and in response
22 to stakeholder comments, staff proposed updated durability
23 requirements for ZEVs. This change softens the durability
24 requirement for the first four years of the proposed
25 regulation by ensuring vehicles are designed to retain at

1 least 70 percent of their certified electric range for ten
2 years.

3 However, with its reduction, staff is proposing a
4 corresponding change that manufacturers must design for a
5 larger majority of the vehicles in a test group to meet
6 this durability requirement, rather than designing just
7 for the average vehicle to meet this requirement.

8 These changes are helpful to manufacturers to
9 avoid undue burdens and better align with current
10 durability targets used by most manufacturers that have
11 already committed to battery chemistries for upcoming
12 vehicles. Reducing the requirement for these early model
13 years will also allow additional lead time for
14 manufacturers to incorporate the more stringent 2030 model
15 year requirements into subsequent designs rather than
16 hurriedly incorporate them into redesigns of currently
17 planned products.

18 --o0o--

19 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

20 In addition to the modified proposal, staff has
21 considered stakeholder feedback on the proposed resolution
22 that is before you today for your consideration and
23 adoption. I want to highlight a few elements of this
24 resolution. Overall, staff has committed to track,
25 analyze, and report back on the development of the ZEV

1 market and the implementation of the reg -- regulations in
2 the coming years. This includes closely monitoring value
3 generation, spending, and banking within the ZEV and LEV
4 regulations, including the new environmental justice
5 values.

6 Also, staff is committed to monitor -- monitoring
7 where and how ZEVs are making their way into California
8 households, particularly for disadvantaged and low-income
9 individuals. Staff will work closely with industry, and
10 public interest organizations, and environmental justice
11 and equity advocates to explore ways to further an
12 equitable transition to a zero-emission future, both in
13 terms of encouraging manufacturers to increase their
14 commitments to promoting environmental justice and in
15 terms of identifying other policies and programmatic
16 changes the State can undertake to increase access to ZEVs
17 for low-income and disadvantaged communities.

18 The last element worth noting is the necessary
19 ongoing coordination with staff that are working on
20 heavy-duty low NOx updates and to align where possible and
21 appropriate for medium-duty combustion engine vehicles
22 into the future.

23 --o0o--

24 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

25 In accordance with Cali --

1 CHAIR RANDOLPH: Anna, our translator has asked
2 you to slow down a little bit.

3 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

4 Oh, I'm so sorry.

5 (Laughter)

6 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

7 In a code -- in accordance with California
8 Environmental Quality Act, or CEQA, guidelines, staff
9 proposed -- prepared a draft Environmental Analysis for
10 the proposed regulations. The draft analysis was released
11 for a 45-day comment period from April 15th to May 31st.
12 Staff prepared a Final Environmental Analysis and written
13 response to all comments received on the Draft
14 Environmental Analysis and posted them on our website.

15 Despite the potential for adverse environmental
16 impacts associated with the proposed program, the benefits
17 of the proposed actions are significant and out -- and
18 outweigh and override the adverse impacts, and therefore
19 are determined to be overriding considerations that
20 warrant approval of the proposed program.

21 --o0o--

22 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

23 With this action, the Board will accelerate to a
24 fully zero-emission future, which puts into law Governor
25 Newsom's 2020 Executive Order. This is well supported by

1 the recent -- recently approved California State budget,
2 which boasts \$2.7 billion this year and \$3.9 billion over
3 three years for investment in ZEV uptake as well as clean
4 mobility options for California's most environmentally and
5 economically burdened communities.

6 CARB will also continue the implementation of
7 California's ZEV market development strategy and the
8 rollout of infrastructure by partnering with sister
9 agencies, such as the Energy Commission, the Public
10 Utilities Commission, Department of General Services,
11 Department of Motor Vehicles, and the Building Standards
12 Commission. We also look forward to further strengthening
13 our relationship with the Section 177 states, which
14 currently represent nearly 40 percent of the U.S. new
15 vehicle market, as they pursue their own rulemaking to
16 adopt Advanced Clean Cars II over the next two years.

17 Lastly, the recent passing of Infrastructure
18 Job -- Investment Jobs Act, which is fund -- which is
19 funding electric vehicle infrastructure, and the federal
20 Inflation Reduction Act, which provide both new and used
21 vehicle incentives further supports California's and the
22 Section 177 State actions that we have set for you today
23 for your adoption.

24 --o0o--

25 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

1 Staff recommends that the Board approve
2 Resolution 22-12, and in doing so certify the final
3 Environmental Analysis, including the written responses to
4 environmental comments, make the required CEQA findings
5 and Statement of Overriding Considerations, and adopt the
6 proposed modifications presented here today.

7 --o0o--

8 STCD ZEV MARKET ADVANCEMENT SECTION MANAGER WONG:

9 After this hearing, staff will prepare the Final
10 Statement of Reasons, which will respond to public
11 comments received during the open public comment period
12 and during the two public hearings. Then staff will
13 submit the rulemaking to California's Office of
14 Administrative Law this fall for their review and
15 approval.

16 After that, we will request a waiver from the
17 United States Environmental Protection Agency, to the
18 extent required by the Clean Air Act, and submit these
19 regulations to U.S. EPA for inclusion in the State
20 Implementation Plan to attain the National Ambient Air
21 Quality Standards.

22 This concludes my presentation.

23 CHAIR RANDOLPH: All right. Thank you so much.

24 Okay. We will now hear from the public, who
25 signed up to speak on this item, either by completing a

1 request to speak card or by raising their hand in Zoom to
2 speak on the item. As noted, we will be calling the
3 in-person commenters first and then the Zoom commenters.
4 Will the Board Clerk please call the first few commenters.

5 BOARD CLERK GARCIA: Yes. Thank you.

6 We currently have 28 in-person commenters who
7 turned in a request-to-speak card and wish to speak at
8 this time. We will be showing a list of the next several
9 commenters on the screen, so you can be prepared to come
10 to the podium. And I apologize in advance if I
11 mispronounce your name.

12 So, Tanya

13 TANYA DERIVI: Thank you, Chair Randolph and
14 members of the Board. I'm Tanya DeRivi with WSPA, a trade
15 organization representing companies in California and four
16 other western states that provide vital transportation
17 fuels and other energy supplies. We believe that
18 Californians should be able to choose a vehicle
19 technology, including electric vehicles, that best fits
20 their needs based on availability, affordability, and
21 personal necessity.

22 As you prepare to vote to adopt ACC II, I'd like
23 to focus on three issues highlighted in our May joint
24 comment letter. First, the proposed ACC II technical
25 deficient -- deficiencies remain unchanged. The proposal

1 is not an emissions standard, but rather a technology
2 mandate. As the Ramboll LCA study shows CARB failed to
3 adequately account for the full life cycle emissions
4 resulting from the EV mandate and failed to adequately
5 account for the full life cycle of emission resulting from
6 the EV mandate and did not consider other less costly more
7 viable alternatives.

8 Neither work electric grid infrastructure impacts
9 or cumulative impacts on mineral resources necessary for
10 the transition to EVs Evaluated. For these reasons, if
11 the proposal were subjected to the type of ESG analysis
12 applied to the private sector, this proposal would likely
13 receive a failing score.

14 Second, the economic impacts particularly for
15 low- and moderate-income households who will be hit the
16 hardest were not adequately captured in the ISOR, as
17 identified by studies done by Capitol Matrix and
18 Stillwater. Issues such as assumptions about future
19 declining costs of EVs, understated infrastructure
20 buildout, operation and maintenance costs, and upward
21 pressure on the remaining liquid fuels markets have still
22 not be addressed by CARB.

23 Lastly, the proposed ACC II raised important
24 legal questions that anybody should seriously consider.
25 For example, the ISOR does not fully analyze and minimize

1 leakage associated with electricity demand, the source of
2 which will be out of state as California struggles to
3 increase its own grid capacity and the increased risk of
4 wildfires.

5 And despite the acknowledgement of severe
6 economic consequences for labor and businesses, the
7 proposal does not reconcile ACC II with the
8 Constitutionally protected rights of California
9 businesses.

10 In closing, we continue to recommend a technology
11 neutral, performance based, all-of-the-above approach that
12 allows for innovation and reduces emissions in the
13 transportation sector rather than forcing Californians to
14 become overreliant on just one energy system, electricity.
15 At the very minimum, we would strongly encourage CARB to
16 incorporate enforcement cost-containment mechanisms just
17 as it has done with the Cap-and-Trade and Low Carbon
18 Fueled Standard programs. Incentives help to make
19 policies affordable, a mandate does not.

20 Thank you for your time and opportunity to
21 comment.

22 BOARD CLERK GARCIA: Ector Olivares.

23 ECTOR OLIVARES: Good morning. My name is Ector
24 Olivares and I'm from Catholic Charities Diocese of
25 Stockton for the Environmental Justice Program. And I'd

1 like to thank you for this opportunity to speak to you
2 all. Now, due to historical injustices of redlining and
3 government disinvestment, disadvantaged communities are
4 still recuperating from these repercussions. We, as a
5 community, have failed to provide these areas and these
6 communities the basic rights to clean air, clean water,
7 and affordable housing.

8 Our organization works with communities in San
9 Joaquin County. These are communities that, according to
10 CalEnviroScreen, have some of the highest exposure to
11 pollution and raise some of the poorest air quality in the
12 state. Their exposure to PM2.5 and diesel emissions
13 directly affect their health and development.

14 Now, they will be even more burdened by the
15 greenhouse gas reductions measures of ZEVs for all of
16 2035. We request that CARB ensure that at least 30
17 percent -- 50 percent of the existing budget allocations
18 for incentives and other EV programs are invested in these
19 front-line communities.

20 We request that CARB ensures that these
21 incentives are distributed in equitable form by proper
22 vetting process during the application process. The Board
23 has this small opportunity to address past injustices.
24 Please pass this regulation with the modifications that
25 will assist these front-line communities.

1 Thank you.

2 BOARD CLERK GARCIA: Thank you.

3 Michael.

4 MICHAEL SARAGOSA: Good morning, Madam Chair and
5 Board members. Michael Saragosa on behalf of the Latin
6 Business Association.

7 You know, we're in a unique position. We've been
8 one of the few business organizations that have supported
9 green policies going forward on -- unfortunately on this,
10 on ACC II, we just can't get there. We have great concern
11 about the 85,000 jobs, the \$15 billion being taken out of
12 the economy. We know that large corporations may be able
13 to withstand some of that. Our concern are for all the
14 mom and pop organize -- or businesses that will be
15 affected by this. We represent everybody from street
16 vendors, to, you know, people that have one or two trucks,
17 to small businesses across California. And you know, it's
18 going to be a very big and real struggle for them to be
19 able to, you know, make this transition in the time that's
20 been allotted under this plan.

21 We also concerns about putting sort of all of our
22 eggs in one basket under electricity. You know, we
23 represent people throughout the state. We know yesterday
24 just in El Dorado County there was a, you know, 80,000
25 residents that lost power. We're not sure exactly why,

1 but we know, you know, businesses closed, people had to
2 send folks home. They didn't know how long it was going
3 to be. And that's a real, you know, occurrence that
4 happens quite often with -- whether it's PSPSs or the new
5 type of brownouts that happen for one or two hours. And
6 so as more demand goes on the grid, how are we going to be
7 able to actually, you know, make all of this work. We
8 have, you know, a lot of concerns on that front.

9 So we think this is too fast, too quick, and we
10 really look for you to look for more realistic
11 alternatives while we all agree that this is the future
12 and where we need to go. We need to do it in a way that's
13 going to be realistic and not hurt most underserved
14 communities in California.

15 Thank you.

16 BOARD CLERK GARCIA: Thank you.

17 Tanisha. And Heather, Tom, Steve, can you make
18 your way up front.

19 TANISHA RAJ: Good morning, everybody. My
20 colleague Ector Olivares has voiced our opinions. And I
21 just wanted to say I was voicing my in support for the
22 rule with the resolution.

23 Thank you.

24 BOARD CLERK GARCIA: Thank you.

25 HEATHER KAY: Good morning. Heather Kay on

1 behalf of Si Se Puede. We are here in opposition of
2 these -- this rulemaking effort. We have concerns about
3 disproportionately affecting low income communities and
4 communities of color. We recognize you spent some time
5 looking into options for those communities, but we do not
6 think that they will go far enough. We request that you
7 slow down and think about this plan on behalf of working
8 communities across the Central Valley.

9 The current plan is unrealistic both in cost and
10 from an infrastructure perspective and we'd ask that you
11 please consider the communities that are the backbone of
12 this state and slow down this aggressive timeline.

13 Thank you.

14 TOM CACKETTE: Good morning. I'm here
15 representing the Environmental Defense Fund and its more
16 than three million members nationwide.

17 Your approval today of the ACC II regulation will
18 once again confirm CARB's global leadership in addressing
19 transportation sector pollution. Your staff has
20 quantified the many environmental and economic benefits of
21 the zero emissions. And EDF has independently confirmed
22 the benefits of ACC, finding it could prevent more than
23 7,400 premature deaths, and eliminate more than 1.2
24 billion tons of climate pollution both by 2050, and also
25 save Californians who buy a ZEV in 2035 more than \$13,000

1 over the life of the vehicle compared to a gasoline car.
2 We ask that you adopt this much needed regulation today as
3 proposed.

4 Building from this progress, there is more work
5 to be done, as I think you know. For example, there
6 remain uncertainties regarding the degree of vehicle
7 manufacturer utilization in the voluntary equity
8 provisions of this rule. Also, your staff's modeling
9 demonstrates that additional emission reduction programs
10 beyond ACC II will be necessary to achieve net zero
11 passenger vehicle emissions by 2045, the Governor's goal.

12 Accordingly, we join environmental justice and
13 community groups in asking that you strengthen the
14 resolution to provide increased accountability and
15 transparency through additional staff analysis and
16 reporting, specifically on the effectiveness of the ACC II
17 equity provisions and other opportunities to improve
18 equity, and on opportunities beyond ACC II to further
19 reduce passenger vehicle emissions towards zero in order
20 to meet the air quality and climate goals.

21 We have provided amended resolution language that
22 we ask you to adopt. And thank you.

23 BOARD MEMBER SPERLING: Could I just intervene
24 for a second. Acknowledge that Tom Cackette, for those of
25 us -- those of you that haven't been around for a while,

1 is the guy that headed up the staff that developed all of
2 these policies leading up to today, including the 2021 --
3 or 2012 greenhouse gas standards, the last change in the
4 ZEV mandate, and much more. So thank you, Tom, for your
5 long service and many contributions.

6 TOM CACKETTE: Well, thank you. It's an honor to
7 be here for this sort of culmination of the vision that
8 we'll all eventually be able to drive an EV and experience
9 the EV smile.

10 STEVE DOUGLAS: Thank you very much. Good
11 morning, Chair Randolph, members of the Board. It is a
12 distinct pleasure to be here today.

13 I'm Steve Douglas, Vice President at the Alliance
14 for Automotive Innovation. We represent car companies
15 that produce about 98 percent of new vehicles that are
16 sold in the U.S., as well as Tier 1 suppliers and
17 technology companies.

18 This is an historic day. The Advanced Clean Car
19 regulations are the most sweeping transformative
20 regulations in the history of the automobile industry.
21 They will affect -- these regulations will affect a vast
22 swath of the U.S. and they will change the way people have
23 lived, worked, and played for over a century.

24 In one way, these regulations are the culmination
25 of over three decades of work by automakers and by CARB.

1 I know I'm dating myself, but many of you may remember
2 that these regulations -- everything you see before you
3 started as a two Senate footnote at the bottom of a small
4 table in the 1990 Low-Emission Vehicle Regulation. I
5 think we probably should have quit while we were ahead,
6 but we made a lot of progress.

7 I am -- but in another way, this is just the
8 start. I'm confident that the Board will adopt
9 regulations that require a hundred percent ZEV today. And
10 likewise, the industry is fully committed to
11 electrification. We have invested hundreds of billions of
12 dollars or will invest hundreds of billions of dollars.
13 We can build electric vehicles, but can consumers afford
14 them? Can they conveniently fuel them? Is the battery
15 supply chain sufficient? And perhaps most important, do
16 equity communities, low-income communities, have the same
17 access to home charging that -- that the more affluent
18 people buying EVs today do?

19 In short, the success of this regulation depends
20 on a lot more than this regulation. Today is just the
21 beginning. We're excited to work with the Board, with
22 California, with the staff, with other States, and with
23 other stakeholders.

24 On behalf of auto innovators and all of our
25 member companies, I want to thank the Board and I

1 especially want to thank the staff for all of your work.

2 Thank you.

3 BOARD CLERK GARCIA: Thank you.

4 Amy Lilly.

5 AMY LILLY: Good morning. My name is Amy Lilly
6 with Mercedes-Benz Research and Development North America.

7 Mercedes-Benz thanks CARB -- the CARB staff for
8 the revisions in the 15-day change notice. I'm not going
9 to go into the details of that, but we're really pleased
10 at what we saw.

11 We understand the need for challenging standards
12 and we have aggressive plans to sell EVs. In fact, the
13 goal for us is to have a hundred percent of our fleet to
14 be electric by 2030. Just the same, we can foresee some
15 roadblocks that could hinder us from achieving our goals.
16 Therefore, we think it is extremely important for a
17 stakeholder process to move forward that ensures that
18 everything from regulatory requirements to market
19 development is going in the right direction, and if not,
20 to make adjustments, if necessary.

21 I believe the res -- resolution goes in that
22 direction, but I think it does need to take into
23 consideration some of the market development. While we
24 understand the process is expedited for finalizing this
25 rulemaking, at a minimum, we would appreciate the Board's

1 support in addressing the following three issues as part
2 of a technical amendment in the near future.

3 First, we reiterate our request for flexibility
4 under the data standardization requirements. In our
5 previous comments, and as recognized by the Board at the
6 June meeting, the requirement may unnecessarily limit the
7 ability for ZEVs to be sold in this state. We suggest the
8 addition of an option to certify vehicles without earning
9 ZEV credits when they have met assurance measures, other
10 than data standardization. This option would provide an
11 important transition for vehicles launching in the near
12 future. And won't be updated prior to the implementation
13 of the data standardization requirements.

14 Second, Mercedes-Benz would like to thank CARB
15 for allowing medium-duty vehicles to earn credits in ACC
16 II. However, we believe the medium-duty ZEVs should be
17 allowed to meet a lower medium-duty vehicle specific
18 minimum range. CARB's own data gathered for thd Advanced
19 Clean Trucks large entity report reveals that the vast
20 majority of cargo vans like our Mercedes-Benz Sprinter van
21 travel less than a hundred miles per day for last mile
22 package delivery or vocational use.

23 Lastly, Mercedes-Benz would appreciate the
24 opportunity to continue the work with CARB staff on the
25 medium-duty vehicle PEMS provisions and seek additional

1 amendments in the future to ensure CARB's regulations
2 properly account for use cases and vehicle capabilities.

3 Thank you again for your leadership and the
4 staff's hard work throughout this process.

5 BOARD CLERK GARCIA: Thank you.

6 Daniel Barad.

7 DANIEL BARAD: Good morning, Chair Randolph and
8 members of the Board. Daniel Barad on behalf of Sierra
9 Club California and our 500,000 members and supporters
10 throughout the state.

11 We urge you to adopt the ACC II rule today and
12 set California and potentially many other states on a path
13 towards a hundred percent zero-emission vehicle sales.
14 Light-duty transportation is responsible for a tenth of
15 the state's smog-forming NOx emissions and more than a
16 quarter of our greenhouse gas emissions.

17 Transitioning new vehicles in this sector to zero
18 emissions will slow the climate crisis, prevent heart and
19 lung disease, and save lives. Not only are the ZEV
20 targets and the ACC II Rule absolutely necessary, but they
21 are beyond achievable. Already in the first half of 2022,
22 16 and a half percent of vehicles sold in the state have
23 been either ZEVs or PHEVs.

24 Further, battery electric vehicles are expected
25 to achieve price parity with ICE vehicles by the middle of

1 the decade, and incentives in the newly passed Inflation
2 Reduction Act coupled with existing State and federal
3 incentives will drive down the up-front cost of ZEVs even
4 further below combustion vehicles.

5 Finally, federal and State governments,
6 utilities, and private industries are expected to spend
7 more than \$3 billion on passenger vehicle charging
8 infrastructure over just the next five years. This will
9 quell fears of range anxiety which, other than cost, is
10 the largest barrier to ZEV adoption.

11 Again, we urge the Board to adopt the ACC II Rule
12 today, but we also urge you to recognize that this rule by
13 itself does not do enough to ensure that ZEVs benefit the
14 front-line, overburdened communities that need clean air
15 the most. You should adopt this rule today but also
16 acknowledge that CARB has work to do in the implementation
17 of this rule and in future actions to ensure that the
18 transition to zero-emission, light-duty transportation is
19 swift, equitable, and just.

20 Thank you and we want to thank the staff for all
21 their work on this rule. Thank you very much.

22 BOARD CLERK GARCIA: Thank you.

23 Laurie Holmes.

24 LAURIE HOMES: Good morning. Laurie Holmes with
25 Kia Corporation.

1 Kia is committed to innovation and sustainability
2 and is focused on becoming a leader in popularizing
3 electric vehicles. Kia will invest 25 billion by 2025 in
4 EVs and advance technologies and plans to offer seven EV
5 models in the U.S. by 2027. Between Kia's U.S.
6 headquarters in California and 60 dealerships in the
7 state, Kia is responsible for more than 3,500 jobs across
8 California. Kia appreciates California Air Resources
9 Board working with industry throughout this rulemaking and
10 appreciates the revisions included in the 15-day changes.
11 Kia is committed to the success of EVs and will work hard
12 to meet the zero-emission vehicle standards.

13 However, CARB's ZEV targets will be extremely
14 challenging. Automakers could have significant
15 difficulties meeting the ZEV targets, given elements
16 outside of the control of industry. These include, but
17 are not limited to, significantly higher material costs,
18 stress supply chain and sourcing, inconsistent consumer
19 incentives, and inadequate charging infrastructure.

20 Meeting the ZEV targets will require coordinated
21 complementary policies and comprehensive sustained
22 investments by the federal, State, and local governments,
23 and industries outside the auto sector.

24 Kia strongly encourages California to ensure EV
25 support ecosystem that includes a comprehensive plan to

1 provide reliable, convenient, and readily available
2 charging infrastructure. A health charging infrastructure
3 is essential to ensure that driving an EV is as convenient
4 as driving today's traditional vehicles.

5 Kia also strongly supports sustained EV
6 incentives provided year over year that are broad based
7 and non-discriminatory. Kia looks forward to continuing
8 work with California throughout this important transition.
9 Thank you for the opportunity to comment today.

10 BOARD CLERK GARCIA: Thank you.

11 Marcus.

12 MARCUS GOMEZ: Good morning, CARB Board. My name
13 is Marcus Gomez and I'm Central Region Director for the
14 California Hispanic Chamber of Commerce, and I'm also
15 President and CEO of California Clothing Recyclers. It's
16 my business.

17 CARB's own analysis shows ACC -- ACC II
18 regulations will cost Californians over 85,000 jobs and
19 will reduce personal income by \$15 billion. The small
20 businesses and their employees cannot absorb these
21 economic losses. We urge the Board to mitigate the
22 damages these regulations will have on small businesses.
23 ACC II regulations are simply too much too fast for a
24 minority-owned business.

25 Between the Great Recession, and the pandemic,

1 and now the record inflation, many of our members are
2 struggling to keep their doors open. We encourage this
3 Board to find a better balance between technology
4 affordability and allow an even playing field. It's hard
5 to compete in a global market when California has rules
6 that no other state and county subjecting their businesses
7 adhere to. This is just an academic debate. It's the
8 livelihood of thousands of Latino-owned businesses and
9 employees.

10 I just want to say that, you know, my business
11 I'm an international business. And it is hard for me to
12 compete nationwide, you know, with the way minimum wages,
13 between gas prices, fuel prices, all that. This is just
14 adding another expense to my business. I've already had
15 to eliminate one of my vehicles, which was a diesel
16 vehicle, and buy a brand new vehicle which has the DEF
17 system on it. Okay.

18 I tried to buy a gas vehicle, a gas truck,
19 medium-sized duty truck. They're not available. I don't
20 know how you're going to come up with all these electric
21 medium-sized vehicles when you can't even buy a gas
22 vehicle right now in the time that you -- that you've
23 allotted here.

24 So I think that California is putting all their
25 eggs in one basket with electricity. I think they need to

1 diversify. If we're do -- if we go all electric, then
2 that leaves California vulnerable to cyber attacks. Okay.
3 We all know those things -- those are real. And if we get
4 a cyber attack and it -- it's just going to -- it's going
5 to paralyze us is what it's going to do. And then it's
6 going to have a ripple effect, just like right now with
7 the pandemic, the ripple effect that it's had on commerce
8 and everything else.

9 So that's just all I have to say. Thank you for
10 listening to me.

11 BOARD CLERK GARCIA: Thank you.

12 Joseph Mendelson.

13 JOSEPH MENDELSON: Good morning, Chair Randolph
14 and Board members. My name is Joseph Mendelson. I'm
15 Senior Counsel for Public Policy and Business Development
16 with Tesla. Tesla thanks the Board and staff for the
17 diligence and hard work leading up to today's final and we
18 hope ACC II adoption. From increasing the stringency of
19 the standards to the flexibilities included in other
20 requirements, the proposal is both achievable and pays --
21 paves the way for California to lead in electrifying the
22 light-duty vector.

23 We would further emphasize the recent passage of
24 the Inflation Reduction Act and the investment that makes
25 into the entire electric vehicle ecosystem makes this even

1 more achievable and emphasizes that.

2 As the draft -- the draft revo -- resolution,
3 excuse me, lays out, it is important also to recognize the
4 historic outcome of today. ACC II puts the state on a
5 pathway to significantly reduce and hopefully eventually
6 eliminate the tailpipe criteria and greenhouse gas
7 pollutants that are so harmful to our public health and
8 welfare, and overburden so many front-line communities.

9 Tesla is proud to be one of the largest
10 manufacturers in the State and a leader in ZEV technology.
11 Accordingly, Tesla encourages the Board to adopt today the
12 AC II -- ACC II regulations.

13 Now, nothing in regulation is ever perfect, as I
14 think we all know. We do encourage the Board to continue
15 to review the proposal, in particular to direct and
16 revisit the requirements on mandating manufacturers to
17 provide charging adapters and cords. We think this
18 mandate increases the cost of the vehicle. It will result
19 in a lot of underutilized equipment and create an
20 unnecessary burden in E-waste. There's a simple solution
21 to this. Manufacturers can certainly be required to
22 provide as an option for purchase at the point of sale
23 this type of equipment, and in doing so will meet the
24 goals that the Board lays out or the staff lays out too
25 for charging, but not force that cost where it's -- where

1 it's not wanted or unwarranted on the consumer.

2 Thank you very much and we appreciate this
3 historic day.

4 ALLIS DRUFFEL: Good morning, ARB Board and
5 staff. My name is Alice Druffel and I'm with California
6 Interfaith Power and Light, which works with the
7 California faith community on climate issues. And we
8 represent 300,000 persons of faith. They're all
9 implementing the shared religious values of caring for the
10 common good, loving one's neighbor, and caring for all of
11 creation. I'm also speaking on behalf of the Watts Clean
12 Air and Energy Committee, which California Interfaith
13 Power and Light has been a partner for five years.

14 The -- excuse me. We are in favor of the ACC II
15 proposal and ask you to vote for it today. This is indeed
16 a big deal in terms of pollution reduction, protecting
17 public health, transitioning to clean energy, and
18 implementing California's goal of 100 percent clean cars
19 and light trucks by 2035.

20 The faith community has been witnessing the rapid
21 pace of climate change for more than two decades and its
22 effect on everyone, but especially on those who are
23 already vulnerable due to poverty and historical
24 structural injustice.

25 I'm thinking of my friends and colleagues in the

1 Watts Clean Air and Energy Committee who live on average a
2 decade less than folks in wealthier communities. And the
3 members of the Watts Clean Air and Energy Committee have
4 been extremely active for years on EV education through
5 Earth Day fairs and national Drive Electric Week events.

6 We do support your yes vote today on the
7 proposal, but we also strongly urge you to accept the
8 recommended edits to the Board Resolution proposed by the
9 California Clean Cars Coalition. These edits will go
10 along way in achieving further reductions from light-duty
11 vehicles, while making affordable EVs especially available
12 to folks in communities that are most impacted by
13 transportation pollution. ACC II, along with strong EV
14 infrastructure efforts like Senate Bill 1482 will make a
15 huge difference.

16 So thank you to -- so much for your tireless
17 efforts to the Board and to the staff.

18 BOARD CLERK GARCIA: Thank you.

19 Bianca Lopez.

20 BIANCA LOPEZ: Good morning. My name is Bianca
21 Lopez. I'm co-founder of Valley Improvement Projects and
22 I'm here today representing the Clean Vehicle Improvement
23 Collaborative. Its acronym is CVEC. CVEC was established
24 in 2019 and is come -- is made up of community-based
25 organizations from disadvantaged communities across the

1 San Joaquin Valley. Today, we're here in support of the
2 Advanced Cleans Cars Regulation proposal.

3 Our EV equity program has been very successful as
4 we've helped California residents in the San Joaquin
5 Valley to educate them about air quality, electric
6 vehicles --

7 (Emergency Alert System Test)

8 BOARD CLERK ESTABROOK: We were -- everyone, we
9 were expecting that. That's an emergency alert that's
10 probably on all of your phones. Apologies that that
11 happened during your comment.

12 BIANCA LOPEZ: This is an emergency, right?

13 Thank you. You can just start it all over.

14 (Laughter)

15 BIANCA LOPEZ: Should I continue?

16 BOARD CLERK ESTABROOK: Let's give it another
17 couple seconds.

18 Okay. You can go ahead.

19 BIANCA LOPEZ: Thank you.

20 Our EV Equity Program has been very successful as
21 we've helped California residents across the Central
22 Valley to learn more about our air quality, learn about
23 electric vehicles, we've personalized roadmaps to access
24 State and regional incentives to buy electric vehicles
25 that have been very necessary for the people we represent.

1 We've hosted ride and drive events and advocate for
2 equitable EV infrastructure.

3 Today, we wear artwork by youth who participated
4 in our art contest that ask the youth to really think
5 about the impacts of electric vehicles in the Central
6 Valley. I wore this shirt today, artwork made by Matthew
7 from San Joaquin County. And I'll show you -- I can share
8 the pictures and more outcomes of that contest if you'd
9 like to see more. Our work has really empowered people in
10 the most disadvantaged communities to demand their right
11 to a meaningful role in improving air quality and other
12 environmental injustices.

13 We know community-based organizations whose
14 mission is to bridge the gap of opportunity and access to
15 information can help ensure equitable access for many
16 working class Californians that depend on organizations
17 like those that make up CVEC. We urge you to adopt the
18 rule today, but also make -- to make a clear commitment to
19 collaborating with community groups to identify, deploy,
20 and scale projects to make new and used zero-emission
21 vehicles accessible, like our EV equity program does and
22 our grassroots organizations. That is how we can together
23 succeed and promote equity.

24 Thank you.

25 CHAIR RANDOLPH: Thank you and sorry for the

1 interruption there.

2 (Laughter)

3 ROBERT APODACA: Good morning. My name is Robert
4 Apodaca and I'm here representing the civil rights
5 organization The Two Hundred for Homeownership, which
6 advocates for more homes, less poverty.

7 We submitted extensive comment outlining the
8 racial, equity, and civil rights issues raised by ACC II.
9 There have been no staff report or other responses to our
10 commence. Access to reliable, affordable passenger
11 vehicle ownership is a civil -- major -- it's a major
12 civil rights issue. The ACC rule ignores the real
13 consequences to real people of banning the source of
14 ongoing, reliable, cost-effective, and low-emission cars
15 that are affordable in the used car market for
16 Californians who cannot afford a \$40,000 electric vehicle.

17 The ACC rule also ignores the fact that
18 consequences are both acute and more racially disparate
19 harm to California working families. For example,
20 families that own a car worth more than \$4,650 lose access
21 to key public assistance programs like CalWORKs and food
22 subsidies. There are real consequences of the Air
23 Resources Board that continues to ignore and refuse to
24 respond to.

25 EV -- electric vehicles play an important role in

1 the transportation technology of the future. Banning far
2 less costly, reliable, and ubiquitous vehicles used by the
3 vast majority of Californians exceeds CARB's legal
4 authority and it's own moral commitment to ending racial
5 justice. It remains illegal for CARB to adopt regulations
6 that cause disparate harms and racial -- to racial
7 minorities.

8 The ACC -- the ACC II rule does just that and
9 must be withdrawn pending the previously promised and not
10 ignored just transition to reducing reliance on fossil
11 fuels. There should be no further progress on this
12 rulemaking until CARB publishes a comprehensive response
13 to these concerns.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Sarahy

17 CORINA: Good morning. My name is Corina and
18 this is my colleague Sarahy. We are with the Madera
19 Coalition for Community Justice, and ask the Board to pass
20 the bill with the resolution.

21 Within the Madera community, there are many
22 technical, social, and economic barriers to the widespread
23 adoption of electric vehicles. As you may know, Madera is
24 known for agriculture, so passing this bill would benefit
25 the air quality and working conditions of our community

1 along with breaking the barrier that residents currently
2 face.

3 SARAHY MORALES: MCCJ asks for you to consider a
4 few points. The current cost of EVs make them
5 unaffordable for a large portion of our population. This
6 rule could help make the transition to clean air vehicles
7 possible for low-income residents, but more needs to be
8 done for those living in disadvantaged communities like
9 ours, where the poverty rate is 19 percent.

10 Thank you.

11 BOARD CLERK GARCIA: Thank you.

12 Yanni Gonzalez.

13 YANNI GONZALEZ: Hi, everybody. My name is Yanni
14 Gonzalez and I'm with the Central California Asthma
15 Collaborative, also here as a representative of the Clean
16 Vehicle Empowerment Collaborative. And first of all, I
17 just want to thank the Board and staff for all the work
18 that you've done on this rule. Like I just want to echo
19 what our partners have said already and share a little bit
20 of information about the valley, the things that we're
21 seeing.

22 Like Bianca mentioned, you know, on our shirts on
23 our backs we're wearing messaging that comes from youth in
24 the valley. People are paying attention, the youth are
25 paying attention. And this is a pivotal day, you know, a

1 signal to youth that we are looking at their future. And
2 so I think it's important that this rule does pass. You
3 know, the messaging that you're seeing in the front, which
4 says invest in the future, drive electric. This is from a
5 youth in the valley. This is not something we came up
6 with.

7 The photo in the back that shows the difference
8 between a world with electric with cleaner air, happier
9 lives versus the comparison with, you know, what they're
10 experiencing now with, you know, health issues, dirty air.
11 You know, that is something that came from them. We gave
12 them no direction. We said, you know, here is the
13 contest. It's around electric vehicles. Tell us what
14 you're thinking. And that's exactly what they're
15 thinking. And we saw that time after time with a lot of
16 the entries. So it's really -- this day is really
17 important for us here and, of course, for the youth.

18 Through our EV Equity Program, we see the demand
19 in the valley for these EVs, but more needs to be done so
20 that folks can access these vehicles and can join the
21 transition to a clean vehicle future. We've done Ride and
22 Drive events. And, you know, there's -- the demand is
23 there. You know, people want to get into these cars.

24 And so I just wanted to join our partners today,
25 come out here, and encourage the Board to pass this

1 resolution and continue to work with groups in grassroots
2 roots community-based organizations that are helping folks
3 navigate through these programs to make sure that they can
4 access these vehicles.

5 Again, my name is Yanni and with the Clean
6 Vehicle Empowerment Collaborative in support of this rule
7 with the Resolution. Thank you.

8 BOARD CLERK GARCIA: Thank you.

9 Christine Nguyen.

10 CHAIR RANDOLPH: And I also wanted to make a note
11 for those of us joining us on Zoom, we will be closing the
12 comment queue on Zoom in five minutes. So if you haven't
13 already raised your hand, please go ahead and raise your
14 hand now and we'll close the queue at 10:35.

15 Thank you.

16 CHRISTINE NGUYEN: Good morning. My name is
17 Christine Nguyen. And I'm a leverage sustainability
18 fellow from UC Riverside with the American Lung
19 Association. The Lung Association supports the adoption
20 of the ACC II standard today, which sets the floor for
21 zero-emission vehicle sales and makes the critical
22 transition to full ZEV sales by 2035. We appreciate that
23 the proposal has become stronger over the course of the
24 rulemaking and we want to ensure there is equitable
25 distribution of the benefits of this important policy

1 going forward.

2 This policy is an essential step toward emission
3 reduction that will clean up the air and reduce negative
4 health impacts. As mentioned earlier, I live in
5 Riverside, which ranks as the second worst county for
6 ozone pollution in the United States.

7 Within just one year of living in the area, I
8 developed a chronic cough that I continue to live with to
9 this day. More bold action, like ACC II, is needed to
10 protect all California communities. The resolution
11 correctly notes that despite decades of progress
12 significant disparities remain in terms of pollution
13 burden. The emphasis on cleaning up the air in
14 overburdened communities must be central to the
15 implementation of this and other CARB rules to follow.

16 According to the American Lung Association,
17 zeroing in on the Healthy Air Report, the transition to
18 zero-emission transportation, along with electricity
19 resources in the coming decade, California could
20 experience over 15,000 premature deaths avoided, 440,000
21 asthma attacks avoided, over two million lost work days
22 avoided, and have \$169 billion in health benefits.

23 For all these reasons, the American Lung
24 Association supports the adoption of this rule and the
25 adoption of this rule in other states. We encourage the

1 Board to ensure proper attention and reporting on the
2 equity provisions and on the overall rule process on
3 emissions as well as policies outside of this rule that
4 can ensure greater benefits.

5 With that, I thank you for your time and
6 willingness to meet with our team throughout the process.

7 Thank you.

8 BOARD CLERK GARCIA: Thank you.

9 DYLAN JAFF: Good morning, Chair Randolph and
10 members of the Board. My name is Dylan Jaff and I'm a
11 Sustainability Policy Analyst at Consumer Reports.

12 We thank you for the opportunity to comment on
13 the proposed ACC II rule and thank CARB staff for their
14 work in putting together this proposal. The ACC II rules
15 have the opportunity to encourage the development and
16 adoption of more clean, cost-saving vehicle technologies
17 for consumers, and CR urges the passage of this important
18 rule.

19 Our analysis finds that based on today's average
20 gas and electricity rates, battery electric vehicle owners
21 in California can save an average of \$2,200 in fuel and
22 maintenance costs with an electric car, SUV, or pickup.
23 Additionally, our most recent 2022 survey of California
24 consumer attitudes towards electric vehicles showed that
25 50 percent of Californians right now either definitely

1 plan to or would seriously consider getting a plug-in EV
2 as their next vehicle.

3 California consumers deserve this common sense
4 regulation that will bring clean trans -- more clean
5 transportation options to the market. Additionally, this
6 rule has the opportunity to establish strong consumer
7 protections that will help set the standard for vehicle
8 durability in the ZEV market.

9 We would like to express our concern with the
10 15-day changes that will reduce the ZEV range durability
11 from 80 percent to 70 percent certified range for model
12 years yelling '26 to '29, as this change will have adverse
13 impacts on future ZEV adoption, since these provisions are
14 especially critical in achieving consumer confidence in
15 the secondary ZEV market.

16 As more ZEVs enter the secondary market in coming
17 years, it is imperative that consumers have protections
18 against poorly designed or manufactured batteries that
19 rapidly diminish in capacity or fail early. We do thank
20 CARB for maintaining the 80 percent requirement for model
21 years 2029 and beyond?

22 Finally, the proposed changes to the equity
23 portion of the rule. We are concerned that this new
24 proposal is too complex to ensure that automakers can be
25 easily held accountable for their role in increasing

1 access to ZEVs in low-income and disadvantaged
2 communities. For these reasons, we urge CARB to identify
3 and outline alternative strategies to address
4 transportation and climate equity in the light-duty
5 vehicle market, as we understand that amending this rule
6 at this point could result in administrative delays for
7 the implementation of the overall program.

8 CR supports the resolution language that will
9 provide greater automaker accountability and transparency
10 to the benefits of the proposed equity programs, as well
11 as coordination of future strategies to support
12 participation of the incentives and equity programs.

13 Again, we'd like to thank CARB and CARB staff for
14 their time and effort to put this rule together and urge
15 the swift adoption of this important rule.

16 Thank you.

17 BOARD CLERK GARCIA: Bill.

18 BILL MAGAVERN: There is goes. Good morning.
19 Bill Magavern with the Coalition for Clean Air in support
20 of the proposed rule and of the resolution with the
21 amendments proposed by the Clean Cars Coalition.

22 California is a beautiful place to live,
23 especially in the summer time. But these days, the
24 summers include smog, soot, extreme heat, drought, and
25 wildfires. And that's why today's action by CARB is such

1 an essential step in cleaning up our transportation
2 system, which causes about 80 percent of air pollution in
3 California and about 50 percent of greenhouse gas
4 emissions.

5 These updated standards will mean less pollution
6 coming out of the tailpipes of combustion engines - there
7 hasn't been much talk about that today, but it's
8 important - and an acceleration of the vital deployment of
9 zero-emission vehicles.

10 It seems like it was only a couple years ago when
11 we were being told that, no, the problem with electric
12 vehicles is consumers don't really want them. And now the
13 problem is that we don't even have enough supply to keep
14 up with demand. So I think we've settled that question of
15 whether people want electric vehicles. And more people
16 that have chance to drive them, the more that demand will
17 go up.

18 We urge other states and the federal government
19 to follow California's lead in putting ZEVs on the road.
20 At the same time, as you've heard from many other
21 speakers, we must do more to provide clean mobility to all
22 Californians, whether or not they own cars. We need to
23 democratize the electric car and help our low-income
24 communities of color to make the transition to
25 zero-emission transportation.

1 So how do we do that? Well, first of all, as I
2 mentioned, we proposed some amendments to the resolution.
3 Secondly, we need to complement this crucial regulatory
4 foundation with more and better incentive programs. And
5 we look forward to working with you on the annual funding
6 plan for clean transportation incentives. And we also
7 look forward to election day when California voters have
8 an opportunity to pass Prop 30, the Clean Air Initiative,
9 on the ballot this November, which would invest
10 unprecedented amounts of funds in incentives for clean
11 cars, trucks, and buses, as well as bikes, and in the
12 infrastructure to support them with at least half the
13 money flowing to disadvantaged and low-income communities.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Orville Thomas.

17 ORVILLE THOMAS: Good morning, Board Chair
18 Randolph, Board members, and staff. My name is Orville
19 Thomas and I'm a State Policy Director for CALSTART.

20 CALSTART supports the adoption of the Advanced
21 Clean Cars II proposed regulation and CARB's continued
22 efforts to address emissions from the transportation
23 sector.

24 (Emergency Alert System Test)

25 ORVILLE THOMAS: Oh, I got my alert right now on

1 this.

2 (Laughter)

3 ORVILLE THOMAS: Advanced Clean Cars II will
4 allow California and automakers to come together to push
5 electric car sales and reduce harmful emissions in
6 California communities, especially those most at risk.
7 ACC II alone, however, will not be enough. As the State
8 moves forward we at CALSTART will push for other strong
9 policies like Advanced Clean Fleets, increased investment
10 in clean mobility options, and ensure new funding for EV
11 infrastructure is distributed in equitable and accelerated
12 ways.

13 Once again, CALSTART does stand in support of the
14 adopted rule and we thank you for your time today.

15 BOARD CLERK GARCIA: Thank you.

16 Gema Gonzalez.

17 GEMA GONZALEZ: Good morning, everyone. My name
18 is Gema Gonzalez and I'm representing the California
19 Hispanic Chambers of Commerce and Foundation.

20 On behalf of the California Hispanic Chambers of
21 Commerce, these regulations are a big step backwards for
22 working families and small businesses. ACC II regulations
23 are simply too much, too fast for minority owned
24 businesses to shoulder. Between the Great Recession, then
25 the pandemic, and now record inflation, many of our

1 members are struggling to keep their doors open.

2 We urge the Board to mitigate the damage between
3 these regulations will have on small businesses and
4 support the working families in our great state. Good
5 jobs and a healthy economy needs to be part of the
6 environmental justice conversation. Good jobs and
7 economic opportunity are gateways to cleaner local
8 environments. If someone cannot take care of their family
9 or small business, how you can expect them to delve into
10 an -- into an all electric future when it's obvious the
11 State is not positioned to support.

12 We encourage this Board to find a better way -- a
13 better balance between technology and affordability, and
14 allow an even playing field. Thank you, everyone.

15 BOARD CLERK GARCIA: Thank you.

16 JEANNINE PEARCE: Good morning, everybody. And I
17 just got my notification. Every time I hear it buzz, I
18 think we're in a climate emergency and it's just going to
19 keep reminding us of that as you guys consider your vote
20 today.

21 My name is Jeannine Pearce. I spoke in front of
22 you at the June hearing and shared with you my experience
23 as a councilmember and a mother of a daughter who had
24 infant asthma. And so I'm really pleased to be here in
25 front of all of you today and know that we're going to

1 make history. We're going to make strides today and it's
2 going to impact a lot of people not only in California,
3 but in the nation.

4 I want to say how much I appreciate each of you
5 that have met with us, brainstormed with us. I want to
6 say thank you to the staff that has spent countless
7 minutes and hours trying to make sure that outside of the
8 regulation that we are bringing equity and more
9 stringency. Honestly, whether or not it's explicitly
10 said, the goal is to get more cars in California that are
11 zero emission.

12 We -- I can't say much more than what the
13 community members have already said. We ask you guys to
14 adopt the changed language that was submitted to you this
15 week. I know that we are governing with short timelines
16 and so I thank you for considering them. I trust that you
17 all will do your best to follow the intention of the
18 coalition and the residents that need to have clean cars
19 in their neighborhood as quickly as possible. Really
20 appreciate each of you.

21 Thank you.

22 BOARD CLERK GARCIA: Thank you.

23 Ruben.

24 RUBEN ARONIN: I'm taking a deep breath in part
25 as the parent of a son who still needs an inhaler to run a

1 mile and stresses about that - too many kids that have to
2 use those inhalers, because we grew up in smoggy parts of
3 California - and my daughter who just got her first
4 driver's license driving an electric car. Our next
5 generation is hopefully going to be able to breathe easier
6 thanks to this historic day. Congratulations to all of
7 you.

8 On behalf the Better World Group at the
9 California Business Alliance for a Clean Economy, I want
10 to thank you for -- and staff for all of your hard work.
11 We've appreciated a 20-plus year collaboration with CARB
12 staff, Board members, other California policy leaders, to
13 support the acceleration of the adoption of zero-emission
14 vehicles.

15 We and the California Clean Cars Coalition or
16 equity, labor, scientific, consumer health, business, and
17 environmental groups support your adoption of the ACC II
18 Rule, despite some remaining shortcomings, which
19 fortunately you can still redress outside of the
20 regulation.

21 Just a short time ago some automakers opposed the
22 very idea of California's decades long authority under the
23 Clean Air Act to regulate car pollution. Today it's
24 heartening to see those automakers standing with
25 California and committing to deliver on a hundred percent

1 ZEV future. And we hope this will be a permanent change.
2 We're grateful to them as well as to the car companies who
3 have stood with California and states across the country
4 who are committed to eliminating tailpipe pollution.

5 While it's critical to adopt this rule today to
6 give market certainty in California and for the states
7 that will soon follow our lead, we must consider the
8 outcomes of the ACC II Regulate -- Regulation as a floor
9 and not a ceiling. Since the Board met on this rule in
10 June, the federal government has passed historic climate
11 legislation that will provide ten years of new and used
12 ZEV incentives and other investments to accelerate ZEV
13 adoption.

14 Governor Newsom in the waning weeks of this
15 legislative session urged lawmakers to do even more to
16 address the climate crisis, which a package of policies to
17 complement the historic \$54 billion investments into State
18 climate initiatives, including 10 billion in the ZEV
19 marketplace over the five years.

20 In this vein, we urge you to not only adopt the
21 rule, but to ensure your resolution directs staff to
22 identify strategies to further reduce emissions from the
23 light-duty sector beyond the regulatory requirements that
24 we need to meet our 2030 and our 2045 climate emission
25 reductions.

1 Furthermore, we greatly appreciate staff and the
2 Chair's support as stated in the resolution to convene
3 stakeholders to establish and scale complementary
4 policies, programs, and investments to address the
5 inequitable access of ZEVs and make ZEVs truly accessible
6 to all working Californians, something we don't feel the
7 current regulation can accomplish as written. We would
8 urge you to consider the modest remaining amendments our
9 coalition has put forward in the resolution. And I want
10 to thank and acknowledge the work of Craig, Jen, Anna,
11 Joshua, the Chair and her team, Daniella and Jamie, and
12 the entire staff to engage with our coalition on concerns.

13 Even though we haven't always been in agreement,
14 I want to acknowledge my colleagues here in the room and
15 across the state who have worked tirelessly to advocate
16 for the strongest most equitable rule possible.

17 Thank you.

18 BOARD CLERK GARCIA: Thank you.

19 Kristian Corby.

20 LAURA RENGER: Hi. Good morning. I'm not
21 Kristian Corby. I'm Laura Renger filling in for Kristian
22 this morning. I'm the new Executive Director of CalETC.

23 CalETC supports the Advanced Clean Cars II
24 Regulation. These proposed regulations represent an
25 ambitious set of requirements and we appreciate the

1 tremendous effort that CARB staff has put into proposing
2 the regulation. In order to achieve full electrification
3 of the transportation sector, the State must continue to
4 strengthen and increase the complementary policies and
5 programs. Equity investments must continue to be a
6 priority for both vehicles and infrastructure, including
7 Clean Cars 4 All and the Clean Vehicle Rebate Project.

8 CalETC supports CARB staff's 15-day modifications
9 to the durability standards and believe the ramped --
10 ramped approached in the modification will benefit the
11 market for electric cars. We also thank CARB staff and
12 CARB Board for flexibility in allowing the OEMs to
13 generate credits for Class 2b, 3 vehicles in either the
14 Advanced Clean Truck or the ACC II regulations.

15 We support staff's 15-day modifications to the
16 regulation and believe this flexibility will help
17 electrify this difficult market segment more quickly.
18 CalETC supports the inclusion of plug-in hybrid electric
19 vehicle technology as the State builds our charging
20 infrastructure and establishes building codes and programs
21 that allow all Californians to access affordable home
22 charging solutions. It will be critical to ensure that
23 hybrid options are available. Plug-in options may be the
24 only viable solution for some single vehicle households
25 with limited access to electricity fueling and/or drivers

1 that use their vehicles for heavy work such as hauling or
2 towing.

3 Finally, charging infrastructure that is
4 accessible and affordable for all Californians is key to a
5 full and equitable transition to zero-emission vehicle
6 technologies. We currently have insufficient charging
7 infrastructure in place to support the EVs on the road
8 today, but we are far behind in building out sufficient
9 infrastructure to support a full and equitable transition
10 to transportation electrification.

11 Continued funding, building codes that support
12 charging infrastructure, expedited permitting and
13 interconnection timelines, and consumer and stakeholder
14 support will be needed to accelerate the infrastructure
15 buildout.

16 Thank you for the opportunity to provide comments
17 today.

18 DR. DAVID REICHMUTH: Chair Randolph and members
19 of the Board. My name is David Reichmuth and I'm a senior
20 engineer at the Union of Concerned Scientists. On behalf
21 of our over 500,000 supporters, we urge the Board to adopt
22 the Advanced Clean Car II standards. The ACC II standards
23 are one of the most important air and climate pollution
24 regulations to come before this Board.

25 And as the Chair and Professor Sperling noted,

1 they are the culmination of decades of ARB action on clean
2 cars and zero-emission vehicles. Adoption of the ACC II
3 standards is important not only to ensure cleaner air and
4 slowing climate change in California, but also for other
5 states that rely on California to set emission standards
6 equal to or more stringent than the federal standards.

7 California needs to continue to show leadership
8 on protecting health and minimizing climate change damage.
9 I also ask the Board to accept the recommended edits to
10 the Board resolution proposed by the California Clean Cars
11 Coalition, including timely reporting on metrics regarding
12 equity programs.

13 Finally, it is important to recognize these
14 regulations are a floor not a ceiling for action on
15 slowing climate change and reducing exposure to air
16 pollution. The Board needs to consider strategies outside
17 this regulation to achieve further reductions from
18 light-duty vehicles needed to meet the state's pollution
19 reduction goals and to target the benefits to reach the
20 people and communities most impacted by air pollution.

21 Thank you.

22 BOARD CLERK GARCIA: Thank you.

23 Kathy Harris.

24 KATHY HARRIS: Good morning. My name is Kathy
25 Harris and I am a Clean Vehicles and Fuels Advocate for

1 the Natural Resources Defense Council. Thank you, Chair
2 Randolph and members of the Board and staff for their work
3 on this regulation and for the opportunity to speak today
4 in support of the Advanced Clean Cars II standards.

5 We are in a climate crisis with an increasing
6 number of fires, droughts, and floods impacting our homes
7 and communities. And a crisis requires immediate action.
8 As transportation is the largest source of greenhouse gas
9 emissions in California, ensuring that we accelerate the
10 transition to a zero-emission vehicle future is imperative
11 to prevent the worst effects of climate change from
12 occurring. The Advanced Cleans Cars II standards that you
13 will vote on today are a key part of this transition and I
14 urge the Board to adopt this vital rule.

15 With increasing investments in vehicle
16 development and charging infrastructure, and a clear
17 desire for these vehicles from consumers, it is clear that
18 these are common sense rules that will help California
19 achieve its climate goals and cement California's global
20 leadership in the transition to a clean cars future.

21 However, as others have expressed today, it is
22 imperative that communities that have been historically
23 overburdened with transportation pollution are not left
24 behind during the transition to a zero-emission vehicle
25 future and that all Californians are able to realize the

1 benefits of zero-emission vehicles in the near term.

2 To achieve an equitable transition to clean
3 transportation, the Board should adopt the amendments to
4 the resolution proposed by the California Clean Cars
5 Coalition, which includes language that directs staff to
6 develop additional complementary policies and measures
7 that will further reduce light-duty vehicle emissions to
8 achieve California's 2045 net zero climate goals and that
9 center and promote equitable access to clean
10 transportation.

11 My colleague Simon is now going to speak a little
12 bit more about infrastructure and grid reliability
13 standards.

14 Thank you so much for the time to speak today.

15 SIMON MUI: Good morning. Simon Mui with Natural
16 Resources Defense Council. I just want to thank the
17 staff, ARB, for their years of work on this standard. It
18 really is accumulation of I think over nearly three
19 decades of history working on zero-emission vehicle
20 standards.

21 I just wanted to acknowledge the fact that there
22 are some of the opponents broadcasting, polluting the
23 airwaves with some claims and question marks about
24 charging infrastructure in the state. And I thought I
25 might clear the air on the status of charging

1 infrastructure deployment in California, which is tied to
2 this rule.

3 NRDC commissioned two consultancies to look at
4 the status of charging infrastructure deployment in
5 California. And I have some good news to share. Atlas
6 Public Policy together with Dean Taylor Consulting looked
7 at the funding for public infrastructure in California.
8 The good news is that there are over 80,000 public and
9 shared charging stations throughout California together
10 with over 700,000 private chargers already deployed. But
11 if you look at the next five years of funding from
12 programs like Low Carbon Fuel Standard, from State public
13 dollars, from federal public dollars, there is already
14 over 3.2 billion in the pipeline to fund the charging
15 infrastructure deployment we need.

16 That is enough with today's policies to get us to
17 2027 charging infrastructure needs. With additional
18 funding, we could easily get to 2030, and with continued
19 investments like we're already doing in California,
20 California will be on track to get to the 100 percent
21 charging infrastructure goals.

22 Of course, that isn't sufficient, right, and we
23 need to continue doing more and more work to make sure
24 that that charging infrastructure is deployed and put
25 forward in the communities that need it the most and that

1 need that access. More work needs to be done including
2 with CEC in partnership with the Public Utilities
3 Commission, but we are on track, and that's the good news.

4 The second item I'd like to just clear the air on
5 is the impact on the grid. Folks have raised question
6 marks about the impact on the grid. CEC undertook an
7 extensive study that found that even in 2030 if the
8 charging from EV is managed right, the system impacts
9 would be about one percent addition on the peak load. So
10 that is good news with load management, with policies
11 already in place to help manage that, we are ready to be
12 absorb -- thank you.

13 BOARD CLERK GARCIA: Thank you.

14 John. And then we'll hear from Mike Williams and
15 Kevin Hamilton.

16 JOHN KABATECK: Yes. Good morning, Chair
17 Randolph and Board members. Thanks very much for the
18 opportunity to speak. My name is John Kabateck. I am the
19 California State Director of the National Federation of
20 Independent Business. We represent about 15,000 small and
21 independent businesses in California. I want to first
22 thank you and other members of the Board, Member Hurt, and
23 others who have had an open door and staff to listening to
24 us. We work within a larger coalition, as you know, of
25 small an independent and ethnic business owners. Very

1 concerned about just making sure that there are the best
2 possible outcomes, not just for this, but the Scoping
3 Plans, but today talking about this.

4 And I think what, you know, you've heard me say
5 before Chair and Board members is a lot about the three
6 Cs, cost, compliance and compass -- capacity to make this
7 work for all Californians. But I think today really
8 making sure, as we're moving forward, that this -- the big
9 focus is on cost. This is something that all Californians
10 can afford, not just small businesses but consumers. And
11 installing charging stations, much contrary to the prior
12 discussion is -- and for our business owners with -- will
13 cost hundreds of thousands of dollars. Plus, we tens of
14 thousands of dollars to maintain every year.

15 Our focus is not on the longer distance 2035
16 goal, but it's the approach of starting in 2026 at 35
17 percent when we're not understanding only about an eight
18 percent. This regulation we believe is only going to
19 divide California even more or we fear that it will
20 between the haves and have nots, as we've shared before.
21 Average prices of an EV right now are estimated at about
22 \$66,000, up 13 percent from last year.

23 And I think we want to also be sure we're talking
24 about rural Californians and, you know, who won't be able
25 to adopt this lifestyle as fast as urban California that

1 might have easier access to public transportation. So,
2 you know, working class Californians need the freedom, we
3 believe, to choose, you know, transportation that of
4 course is healthy, safe, but it's also affordable for them
5 to get to work or to whatever their lifestyle is.

6 You know, what may work for a CPA or an attorney
7 just may not work as easily or as affordably for a
8 convenience store owner, or a retail owner, or their
9 employees, or their customers. And what works for a
10 construction worker may not be the same for somebody who
11 works from home.

12 So we all need to ensure that there's a pathway
13 with the ACC II process, but it needs to be successful for
14 all Californians. And so we just ask you to please take
15 that into consideration. We appreciate the open door of
16 talking to you about what this will do and continue to do
17 and working with Judy Nottoli and others like that to make
18 sure this works well. So thank you very much and
19 appreciate that.

20 Thank you. Have a good day.

21 BOARD CLERK GARCIA: Thank you.

22 Mike Williams.

23 MIKE WILLIAMS: Good morning, Chair Randolph and
24 Board members. I'm Mike Williams and I'm here on behalf
25 of the IWLA, the International Warehouse Logistics

1 Association.

2 We have grave concerns regarding the CARB's
3 proposed Advanced Clean Cars II Rule. First, the 2035
4 goal to ban the sale of all gas vehicles is not only
5 arbitrary, but it's not even based on any market
6 feasibility study to fully consider the effects of the
7 ban. Critical infrastructure that is necessary to fuel
8 and sustain these vehicles must be sufficient to not
9 disrupt the transportation system nor the power grid. And
10 CARB has not provided any evidence that this is achievable
11 or even possible.

12 In fact, the California Energy Commission recent
13 reliability assessment indicates there may be a five
14 gigawatt shortfall this year. That's enough to power over
15 3.5 million homes. And the addition of millions of
16 electric vehicles on the road will only tax the electric
17 grid further. The California vehicle fuel tax loss from
18 combustion vehicles will create a budget shortfall and
19 there is no plan to replace those lost revenues. A loss
20 of over 15 billion for critical road infrastructure, it
21 would result in more potholes, more decaying bridges, and
22 overpasses, and more traffic safety concerns leading to
23 more vehicle damage and more crashes.

24 The will ultimately make driving more expensive
25 and more dangerous for all California drivers. On top of

1 that, the estimated economic impact created by CARB's ACC
2 II Rule would be devastating for California businesses and
3 consumers. CARB's only estimates show that this
4 regulation will reduce personal income in the state by 15
5 billion as well as increase the cost of vehicle ownership
6 by an average of just under 6,000 per car per California
7 Department of Finance.

8 In summary, while the goals of CARB's proposed
9 ACC II Rule are admirable and noble, IWLA cautions against
10 its implementation without sufficient consideration of its
11 dire economic impacts. At the very least, a feasibility
12 study should be undertaken to assess the cost, and
13 tenability of installing the infrastructure necessary to
14 support the amount of EVs by the proposed date of 2035.

15 Studies should be undertaken to determine the
16 market's availability to produce enough of these vehicles
17 to support the needs of Californians, to assess the
18 capacity of California's electric grid power to support
19 these vehicles, and to estimate the economic costs that
20 would be borne by all Californians if this rule is
21 implemented.

22 Thank you.

23 BOARD CLERK GARCIA: Thank you.

24 Kevin.

25 KEVIN HAMILTON: Good afternoon, Chair Randolph a

1 members of the Board. Kevin Hamilton, co-Executive
2 Director from Central California Asthma Collaborative.
3 Thank you for having us here today. And I really
4 appreciate all the hard work that staff, and the Board
5 have done, and staff members of the Board as well on this
6 bill. I think -- or bill -- this rule.

7 This is probably one of the more challenging that
8 I've worked on over the years and I've got a long list.
9 And we end up with what we have, something that I feel I
10 can tentatively support. And the reason for that is the
11 feeling of the folks that I work with in the valley, and
12 you heard some of them today. Their own community-based
13 organizations and the experiences that they have. It's
14 hard to see the equity in this. It really is, the equity
15 piece. And I think everybody has made a good faith effort
16 as they possibly could to get that in there, but it's
17 still very difficult to tease that out.

18 And so we look to the resolution to -- to fix
19 this problem, if you will, and the commitment to that, and
20 to work forward on this rule and on keeping the
21 accountability strong for this rule, both during the
22 implementation years and prior to those, so we can get a
23 better idea of how the charging infrastructure is rolling
24 out. In case people don't know, starting in January,
25 block grant two will be rolling out. We're part of that

1 process and part of our work will be Level 3 chargers
2 being installed in disadvantaged communities from inland
3 California all the way north to Sacramento, south to
4 Imperial County.

5 So indeed we do recognize that there's a dearth
6 of infrastructure, so maybe not as large as people think
7 anymore. But working with the agencies together, people
8 like Electrify America who don't get as much credit as
9 they deserve for the amount of infrastructure they're
10 putting in the ground, Tesla and others, which CEC has
11 made a potential partner in the same project. We feel we
12 will significantly raise the numbers of charging
13 infrastructure, the density of charging infrastructure in
14 communities that need these vehicles all across
15 California.

16 But it's going to require that we see the
17 vehicles there as well. It will do us no good to create a
18 situation which we've seen, where we have charging
19 infrastructure in communities, but no cars. So that needs
20 to change. And this rule does move the needle in that
21 direction, which is again why I feel CCAC can support this
22 rule at this point

23 But I really thank you for working on the
24 resolution and staff. I think the final form, while one
25 of the longest ones I think I've ever read, contains an

1 awful lot of meat. So as long as we get after that and
2 start eating it -- forgive me for folks who may be it's
3 Impossible Meat, just saying. So let's get after it.
4 Thank you very much

5 BOARD CLERK GARCIA: Thank you.

6 And that concludes the in-person commenters. I
7 will hand it over to Katie for our remote Zoom commenters.

8 BOARD CLERK ESTABROOK: Okay. As Chair Randolph
9 mentioned earlier the sign-ups for Zoom commenters ended
10 at 10:35. We currently have 28 people with their hands
11 raised in Zoom. And so I will be calling out the first
12 few commenters, just so that you have an idea of who's
13 coming up next. And if you are -- if you could just
14 please speak slowly for the court reporter and state your
15 name. Especially if you are calling in on the phone,
16 stating your name before your comment would be great.

17 The first three commenters are Sarah Somorai,
18 Justin Wilson, Jeff Wuttke.

19 Sarah, you can unmute and begin.

20 SARAH SOMORAI: Good morning, Chair Randolph,
21 Board member, and CARB staff. I'm Sarah Somorai
22 representing Hyundai Motor America.

23 I would like to thank staff for the modifications
24 to the rule, specifically the inclusion of travel credits
25 for hydrogen fuel cell EVs and battery durability updates.

1 Staff's work with the Environmental Justice Advocates is
2 also laudable and Hyundai will continue to support and
3 participate in these discussions.

4 Even with these favorable changes, the ZEV sales
5 requirements will continue to be a challenge as we believe
6 current supply chain disruptions and other challenges will
7 have enduring implications well into ACC II
8 implementation. It is critical that key public policies
9 be in place to support these regulations. And relatedly,
10 we ask CARB to support legislation that is technology
11 neutral as it relates to battery and fuel cell electric
12 vehicles. Thank you for your time today.

13 BOARD CLERK ESTABROOK: Thank you.

14 Next is Justin Wilson. Justin, you can unmute
15 and begin.

16 BOARD MEMBER TAKVORIAN: I'm sorry, Katie.
17 Can -- can we get the volume up. It sounds -- I don't
18 know if it's the volume that's low, but it sounds blurry.

19 BOARD CLERK ESTABROOK: Okay.

20 BOARD MEMBER TAKVORIAN: Can we fix that?

21 BOARD CLERK ESTABROOK: It's maxed on our end.
22 Is there anything else you can do in the house?

23 All right. So our volume is maxed. So for those
24 on the phone, if you could just speak up and clearly, that
25 would be great. Thank you.

1 Okay. Justin, you can go ahead and begin.

2 JUSTIN WILSON: Thank you. Thank you, Chair
3 Randolph and members of the Board. ChargePoint would like
4 to thank the Board and the staff for their work to develop
5 the proposed ACC II regulations and the opportunity to
6 provide comments today. We'd also like to thank the Board
7 members and staff with whom we've discussed subsection
8 1962.3 related to the charging cord to be provided as
9 standard equipment for battery electric vehicles beginning
10 in model year 2026. Those discussions with Board
11 member -- Board members and staff have provided an
12 important perspective as well as clarifications to
13 supplement ChargePoint's understand of subsection 1962.3.

14 We're supportive of the ACC II regulations. We'd
15 also say that, you know, it's a -- it's a big regulation.
16 We've also got related to charging equipment current and
17 upcoming versions of UL standard specifications as well as
18 the National Electrical Code. We look forward to working
19 with the Board, staff, and stakeholders in the coming
20 years to make sure, I believe as the gentleman from Tesla
21 says, that we can achieve the goals of convenient and
22 accessible charging and align all three of these important
23 standards, the CARB, the UL, and the National Electrical
24 Code standards.

25 Thank you very much for your consideration. We

1 look forward to continued involvement.

2 BOARD CLERK ESTABROOK: Thank you.

3 Next, will be Jeff Wuttke. After Jeff, will be
4 John Shears, Regina Hsu, and Steve Henderson.

5 Jeff, you can unmute and begin.

6 JEFF WUTTKE: Good morning, Chair Randolph and
7 members of the Board. My name is Jeff Wuttke and I am the
8 California Regulatory Program Lead for Stellantis.

9 Stellantis is a global automaker formed in early
10 2021 by the combination of Fiat Chrysler and the Peugeot
11 Group, whose U.S. product lineup includes Chrysler, Dodge,
12 Jeep, Ram, Fiat, Alpha Romeo, and Maserati brands.
13 Stellantis is committed to an electrified future investing
14 more than \$30 billion through 2025. We plan to produce
15 over 25 new battery electric vehicles models in the U.S.,
16 representing 50 percent of our nationwide sales by 2030.
17 We clearly support the goals of the ACC II Regulation,
18 increasing electrification and lowering criteria
19 emissions.

20 Stellantis is committed to doing its part by
21 making exciting electrified vehicles that consumers want
22 to buy, but we are also asking for help from government,
23 energy providers, and other stakeholders to achieve ACC
24 II's ambitious volume targets with market-transforming
25 actions, including improving EV affordability with

1 incentives that provide access to more consumers, creating
2 a readily available public charging infrastructure that
3 lowers consumer anxiety, creating a robust supply chain to
4 provide the needed batteries and EV components, and
5 educating consumers on the benefits of EVs with program
6 like Veloz.

7 Significant progress on these actions is
8 essential for ensuring the success of the most ambitious
9 California and Section 177 State electrification
10 regulation ever adopted. Stellantis agrees with comments
11 made by the Alliance for Automotive Innovation and
12 encourages the Board to recommend that CARB staff track
13 and annually report on key market metrics, such as vehicle
14 purchase price, numbers of EV chargers in priority
15 communities, EV battery and critical mineral costs, et
16 cetera.

17 Annual reports will become an important tool for
18 spotting troublesome trends, which could slow the growth
19 of the EV market, so that corrective actions can be taken
20 quickly. Stellantis also appreciates the staff's changes
21 in the 15 notice -- 15-day notice to battery durability
22 and will continue to work with staff as this regulation is
23 finalized.

24 Thank you for the opportunity to provide comments
25 today.

1 BOARD CLERK ESTABROOK: Thank you. John Shears,
2 you can unmute and begin.

3 John, are you there?

4 JOHN SHEARS: Sorry. Zoom difficulties.

5 Good morning, Chair --

6 BOARD CLERK ESTABROOK: Apologies.

7 JOHN SHEARS: Good morning, Chair Randolph,
8 members of the Board, and staff. My name is John Shears
9 and I am with CEERT, the Center for Energy Efficiency and
10 Renewable Technologies.

11 CEERT again applauds CARB staff's considerable
12 extensive work in developing the proposed ACC II
13 regulatory package and in addressing the two rounds of
14 15-day changes made since the June 9th hearing. I would
15 like to echo the overall comments made earlier by my
16 colleagues in the California Clean Cars Coalition. I ask
17 that you vote in favor of adopting staff's current revised
18 proposal for the Advanced Clean Cars II Program and that
19 you accept the proposed edits recommended by the
20 California Clean Cars Coalition to the Board resolution,
21 including provisions for biennial reporting on equity
22 programs and a requirement for staff to propose
23 supplementary strategies outside of the regulation to
24 achieve further essential criteria pollutant and
25 greenhouse gas reductions from light-duty vehicles.

1 These are needed to enhance the provision of long
2 overdue release and justice to those marginalized
3 communities suffering the worst air pollution exposure and
4 that are the most vulnerable to volatile fuel pricing and
5 the impacts of accelerating climate change.

6 I would like to note that the Section 177 states
7 are not the only jurisdiction that can partner with
8 California in its efforts to building a competitive market
9 for ZEVs. Canada is closely watching this regulatory
10 process, and developments in Europe's efforts to move to
11 zero vehicle emissions by 2035 and is currently actively
12 engaged in the process of developing the design of its own
13 zero-emission vehicles program. Canada, taken together
14 with the Section 177 states, would represent nearly 50
15 percent of the North American vehicle market.

16 In closing, I would like to welcome Steven Cliff
17 back from his adventures at NHTSA and congratulate him on
18 his new role as Executive Officer of the Air Forces -- Air
19 Resources Board. I would also like to acknowledge the
20 considerable role that Tom Cackette has played in the
21 earlier development of the earlier incarnation of
22 California's 11 ZEV regulations.

23 I thank you for the opportunity to comment and I
24 end there. Thank you.

25 BOARD CLERK ESTABROOK: Thank you.

1 Regina Hsu, you can unmute and begin.

2 REGINA HSU: Good morning, Chair Randolph and
3 members of the Board. My name is Regina Hsu and I'm an
4 attorney with Earthjustice. Thank you for the opportunity
5 to comment today. We urge the Board to adopt the Advanced
6 Clean Cars II Regulation, as this rule will achieve a
7 long-standing goal that CARB has worked towards for
8 decades, ending the sale of fossil fuel vehicles in
9 California.

10 While this is an important milestone critical to
11 improving air quality in California and combating climate
12 change, we're disappointed that CARB failed to be more
13 ambitious in this proposal. The rule lacks the stringency
14 necessary to accelerate the deployment of zero-emission
15 vehicles beyond what automakers are already planning to do
16 and risk California lagging behind, especially as other
17 countries take much bolder action.

18 The flexibilities in this rule reduce the
19 compliance obligations for an already weak standard. CARB
20 has misses an opportunity to show its commitment to equity
21 as the rule fails to properly incentivize automakers to
22 participate in the equity programs and ensure that all
23 households in California will have meaningful access to
24 affordable zero-emission vehicles.

25 We support the edits to the adopting resolution

1 proposed by the California Clean Cars Coalition, because
2 it's clear CARB needs to take further action. CARB must
3 continue to work with stakeholders, including
4 environmental justice advocates to identify and deploy
5 projects to improve accessibility and affordability of
6 ZEVs, and secure agreements from automakers to participate
7 in the equity programs.

8 We also ask that CARB annually assess the equity
9 impacts of the rule. We urge CARB to not only pass this
10 rule today, but also commit to working with advocates to
11 ensure that this rule delivers the emission reductions we
12 need and benefits all communities in California.

13 Thank you.

14 BOARD CLERK ESTABROOK: Thank you.

15 We're just going to take a short break and work
16 on trying to get the audio from Zoom a little bit louder.
17 And then when we come back we will hear from Steve
18 Henderson, Manny Leon, and Thomas Bradley.

19 So stay with us. We'll be right back online.

20 So we'll be back online in 10 minutes, so at
21 11:25.

22 (Off record: 11:15 a.m.)

23 (Thereupon a recess was taken.)

24 (On record: 11:30 a.m.)

25 BOARD CLERK ESTABROOK: All right. Thank

1 everybody for your patience. So as I mentioned we'll come
2 back and start with Steve Henderson, Manny Leon, and then
3 Thomas Bradley.

4 Steve, you can unmute and begin.

5 STEVE HENDERSON: All right. Hopefully, you can
6 hear me. Good morning, Chair Randolph and members of the
7 Board. I'm Steve Henderson, Manager of Regulatory
8 Compliance for Ford Motor Company.

9 At Ford, combating climate change is a strategic
10 priority. And we're proud of our partnership with
11 California for stronger vehicle CO2 standards forged
12 during a time when climate action was under attack. We're
13 committed to an EV future that includes everyone and we're
14 leading the electrification revolution with over \$50
15 million of investment by 2026.

16 Turning to the subject at hand, Advanced Clean
17 Cars II is a landmark rule that will define the future
18 landscape of transportation for our nation. Ford supports
19 this rule. And since we provided testimony previously,
20 we'll keep today's comments brief. Ford greatly
21 appreciates the edits made by CARB staff during the 15-day
22 notice period. The battery durability provision is now
23 achievable, while remaining strong, and we look forward to
24 working with CARB on the in-use measurement process to
25 align it with current in-use testing procedures.

1 The ZEV sales requirements remain very
2 aggressive. And states that adopt the provisions of ACC
3 II will need to adopt the same supportive policies as
4 California if they wish to enjoy similar sales success.

5 In closing, I would like to reiterate our support
6 for the ACC II Rule and thank the CARB leadership, Board
7 members, and staff for allowing us to provide our input.

8 Thank you.

9 BOARD CLERK ESTABROOK: Manny Leon, you can
10 unmute and begin.

11 MANNY LEON: Thank you. Thank you, Madam Chair,
12 members of the Board. I'm Manny Leon from the California
13 Alliance for Jobs.

14 With respects to this agenda item, on behalf of
15 the Alliance and the broader Fix Our Worlds Coalition,
16 while the Coalition supports the path to a cleaner energy
17 future, our concerns as specified in the comment letter we
18 submitted remain. The proposed regulations would
19 establish a significant reduction in transportation
20 infrastructure funding. And additionally, the reduction
21 of this funding would result in terminating thousands of
22 middle class construction careers.

23 We urge the Board to continue to work on
24 identifying revenue sources that will replace the loss of
25 existing transportation funding sources, if these

1 regulations are passed today.

2 Thank you for your time.

3 BOARD CLERK ESTABROOK: Thank you.

4 Thomas Bradley. Thomas you can unmute and begin.

5 THOMAS BRADLEY: Thank you much. Thanks for the
6 opportunity to speak with you here. My name is Tom
7 Bradley. I'm co-chair of the Strong Plug-In Hybrid
8 Electric Vehicle Coalition and I'm also faculty in the
9 College of Engineering at Colorado State University.

10 The Strong PHEV Coalition is a group of 40
11 industry veterans and was formed three years ago to focus
12 on reinventing PHEVs for longer range and -- and even
13 lower emissions than state of the art. In June, we
14 provided testimony that supported the Advanced Clean Cars
15 II proposal.

16 We very much appreciate that the Board resolution
17 has been modified to have a report back to the Board every
18 three years on market conditions, on progress, and
19 advancing ZEV -- ZEV adoption, and on progress in meeting
20 the emissions reduction goals. Today, I can express and
21 emphasize our coalition's support of the ACC II
22 regulations as written. But in addition, the Strong PHEV
23 Coalition respectfully asks that the progress review
24 section of the resolution be slightly modified to include
25 discussion of component costs and system cost reductions

1 bidirectional charging and consumer protection.

2 No one knows what paths we will take to reach 100
3 percent sales of battery, fuel cell, and plug-in hybrid
4 electric vehicles, so it's wise for CARB to include a
5 diversity of vehicles and technologies, including PHEVs in
6 the proposed ACC II marketplace. PHEVs will be a value to
7 many types of consumers, including low-income drivers, late
8 adopters, drivers in rural and cold weather regions,
9 drivers that tow, and those who need back-up power to use
10 vehicles during emergencies.

11 And we assert the PHEVs will be especially
12 important in the other ZEV states, including Colorado.
13 Recently critical materials and their supply issues have
14 also been in the news. We've looked at this issue and we
15 find that Strong PHEVs use about three times less critical
16 minerals to deliver an electric mile than a long-range
17 PHEV does. And we want to add this to the list of reasons
18 that Strong PHEVs will be an important part of the future
19 fleet.

20 So I want to thank the Board and staff for their
21 efforts and their collaboration and we want to draw
22 attention to the written comments that have been submitted
23 by this group as detailed inputs to the Board's
24 consideration.

25 Thank you.

1 BOARD CLERK ESTABROOK: Our next speakers will be
2 Jeremy Hunt, Jimmy and Tom Van Heeke.

3 Jeremy you can unmute and begin.

4 JEREMY HUNT: Good morning, Chair Randolph and
5 members of the Board. My name is Jeremy Hunt and I am a
6 policy advisor and analyst at the Northeast States for
7 Coordinated Air Use Management or NESCAUM. NESCAUM is the
8 regional non-profit association of State air quality
9 agencies in the six New England states, New Jersey, and
10 New York, and has a long history of working with states
11 throughout the country on adopting and implementing
12 California's motor vehicle emission standards.

13 I'm speaking today in strong support of the
14 proposed Advanced Clean Cars II regulations and urge the
15 Board to adopt the regulations. To date, 17 states have
16 exercised their authority under Section 177 of the Clean
17 Air Act to adopt California's Advanced Clean Cars
18 standards, which has resulted in improved air quality and
19 public health outcomes in our states.

20 Like California, the Section 177 states have set
21 ambitious greenhouse gas emission reduction targets for
22 2050 and interim targets by 2030. And across the 177
23 states, light-duty vehicles are a major contributor to
24 emissions of criteria air pollutants that worsen public
25 health outcomes.

1 The ACC II regulations, which rapidly increase
2 sales of light-duty vehicles to 100 percent zero-emission
3 vehicles by the 2035 model year and reduce smog-forming
4 emissions from new internal combustion engine vehicles are
5 vital for Section 177 states to achieve their climate and
6 air quality goals. The proposed ZEV assurance measures
7 will lead to the production of high quality electric
8 vehicles, ensure the long lasting emissions benefits of
9 these vehicles, and support the development of a robust
10 used ZEV market, which will help to advance equitable
11 access to clean mobility solutions and corresponding
12 emissions reductions in low-income and front-line
13 communities.

14 In addition, the proposed compliance
15 flexibilities provide automakers with numerous pathways
16 for compliance while Building support needed for Section
17 177 states to adopt ACC II.

18 In closing, we thank California for its continued
19 strong leadership to protect the environment and public
20 health from motor vehicle pollution and from putting us on
21 the path to a zero-emissions transportation sector.
22 NESCAUM and the Section 177 states look forward to our
23 ongoing partnership with the State of California.

24 Thank you for your time and the opportunity to
25 comment on this rulemaking.

1 BOARD CLERK ESTABROOK: Thank you.

2 All right. It looks like they lowered their
3 hand. So, Jimmy, if you did still want to speak, please
4 raised your hand in Zoom.

5 And then Tom Van Heeke. Tom you can go ahead and
6 unmute and begin.

7 TOM VAN HEEKE: Thank you.

8 Good morning, members of the Board. My name is
9 Tom Van Heeke. I'm speaking on behalf of Rivian
10 Automotive. Rivian is an independent company
11 headquartered in California where we maintain office
12 locations in Irvine and Palo Alto, as well as customer
13 facing service centers in several cities.

14 We have approximately 5,000 employees across the
15 State. Rivian's focus is the design, development,
16 manufacture, and distribution of all electric adventure
17 vehicles. Today, this includes our R1T pickup, R1S SUV,
18 and a delivery van for Amazon.

19 We're also building a network of chargers across
20 the country, including at sites on public lands including
21 Yosemite National Park and the Golden Gate National
22 recreation area.

23 I appreciate the opportunity to speak today.
24 Development of this rule has been a positive process
25 resulting in a strong regulation befitting California's

1 role as the global leader in addressing climate change.
2 Achieving 100 percent EV sales by 2035 is critical and we
3 applaud CARB for developing a regulation that fits the
4 moment.

5 I want to briefly acknowledge and appreciate the
6 revisions made to the proposed rule through the 15-day
7 notice and comment process. The version of the regulation
8 before you now improves upon earlier iterations, in this
9 particular by preserving credit earning optionality for
10 medium-duty ZEVs and moving toward a more practicable
11 battery durability standard. Rivian wishes to thank staff
12 and members of the Board for your thoughtful consideration
13 of these and other issues.

14 Once again, thank you for your leadership and for
15 charting a course to decarbonize transportation future.
16 Rivian looks forward to continued partnership with CARB,
17 industry, and other stakeholders in advancing the State's
18 complementary policies that will support the success of
19 these regulations.

20 We're proud to be a part of transforming this
21 industry and we encourage approval of the resolution and
22 adoption of the rules today.

23 Thank you.

24 BOARD CLERK ESTABROOK: Our next speakers will be
25 Scott Brierley, Christina Marquez, and then a user name

1 listed as Linguistica Interpreting.

2 Scott, you can unmute and begin.

3 Scott, are you there?

4 SCOTT BRIERLEY: Hi. Good morning. I'm sorry.
5 I apologize for that technical issue.

6 BOARD CLERK ESTABROOK: No problem.

7 SCOTT BRIERLEY: Can you hear me okay? Okay.
8 Thank you.

9 Good morning, Chair Randolph and CARB Board
10 members and staff. Thank you for this opportunity to
11 speak with you. My name is Scott Brierley and I'm the
12 Director of Automotive and Strategic Partnerships at
13 Fermata Energy, a V2X bidirectional charging services
14 company, which has over 10 years of experience of both
15 vehicle to grid and vehicle to building applications.

16 In June, I provided testimony on the Advanced
17 Clean Cars II proposal and requested that the Board
18 resolution be modified to request a technology review very
19 few years, including on how CARB can help advance
20 bidirectional charging. We sincerely appreciate that the
21 Board resolution has been modified to include a report
22 back to the Board every three years on market conditions,
23 progress in advancing ZEV adoption, and meeting emission
24 reduction goals.

25 At this time, Fermata Energy respectfully --

1 respectfully I asks that the resolution be slightly
2 modified to mention bidirectional charging technology and
3 the need to accelerate it. California has historically
4 been a leader in establishing policies that support these
5 types of emerging technologies and CARB has a unique
6 opportunity continue in this regard by being a national
7 leader on accelerating B2X bidirectional charging.

8 I May of this year, California agencies,
9 including CARB, utilities, labor organizations, and
10 technology companies participated in a daylong event
11 organized by the U.S. Department of Energy to begin
12 investigating how V2X bidirectional charging technologies
13 could be accelerated.

14 As PG&E CEO Patty Poppe highlighted in an
15 interview with the Los Angeles Times, EVs on the road in
16 PG&E service territory today have 6,700 megawatts of
17 capacity, which equates to the capacity of three Diablo
18 Canyon nuclear power plants. In a recent letter to the
19 CEC, Fermata Energy estimated that in 2030 Nissan Leafs,
20 with its demonstrated -- in 2030, Nissan Leafs with its
21 demonstrated bidirectional capability could provide a
22 thousand megawatts. CARB, along with other agencies, have
23 a role to play in accelerating V2X bidirectional charging.

24 We would like to respectfully repeat our request
25 for the Board resolution to include direction to staff as

1 part of the progress review to investigate how CARB can
2 help advance bidirectional charging.

3 In conclusion, Fermata Energy hopes that our
4 comments are taken under consideration. If we can help
5 CARB with any questions or provide further clarity on the
6 bidirectional charging technologies, let us know. Thank
7 you very much for your time today.

8 BOARD CLERK ESTABROOK: Christina Marquez, you
9 can unmute and begin.

10 CHRISTINA MARQUEZ: Thank you. Good morning,
11 CARB Board and staff. Christina Marquez on behalf the
12 IBEW 569 and our 3,500 electricians in San Diego and
13 Imperial counties.

14 We are asking you to vote in favor of adopting
15 the new Advanced Clean Cars II Program. This program will
16 help fight climate change and create -- can create good,
17 green union jobs. A way to do do -- to do this is to
18 adopt electric vehicle standards with a requirement that
19 all EV infrastructure be built by licensed C10 electrical
20 contractors and electricians who have the EVITP
21 certification, which is a Electric Vehicle Infrastructure
22 Training Program Certification.

23 The IBEW has a national challenge to register
24 10,000 new EVITP certified electricians and is a national
25 and state of California best practice for creating

1 high-road jobs. In California, there are over 4,000
2 certified in EVITP. IBEW 569 electricians have been
3 training in the Electric Vehicle Infrastructure Training
4 Program since 2013 and are ready to build out the
5 electrical infrastructure to support a growing fleet of
6 pollution-free, gas-free cars.

7 Using the skilled and trained workforce
8 standards, this will create and protect good long-term
9 careers. Part of what will make these good jobs is
10 requiring workers be paid the prevailing wages. A yes
11 vote today is critical for progress for clean air for all.
12 And coupled with strong labor language, we can create
13 pathways to good middle class green construction careers.

14 Thank you, staff and Board members, for all your
15 hard work on this.

16 I yield my time.

17 BOARD CLERK ESTABROOK: Next will be the user
18 name listed as Linguistica Interpreting and then after
19 that, we will hear from Dave Patterson, Peter Treydte, and
20 Roman Partida-Lopez.

21 For this user name, can you please state your
22 name for the record before you begin.

23 REYNA RODRIGUEZ: Thank you so much. I was
24 unable to rename myself. But good morning, Chair
25 Randolph, members of the Board and all community members

1 who drove hours to voice the importance of approving the
2 proposed Advanced Clean Cars II Regulation. My name Reyna
3 Rodriguez with the Central California Environmental
4 Justice Network, partner with the Clean Vehicles
5 Empowerment Collaborative, better known as CVEC from
6 Visalia, California, which is here in Tulare County.

7 In order to allow families to be able to afford a
8 vehicle at a reasonable price tag, it is important that
9 CARB holds OEMs, or original equipment manufacturers,
10 accountable for the dealer's actions in regards to extreme
11 price gouging. We have been seeing in -- and the
12 insufficient inventory of new standard trim electric
13 vehicles. Electric vehicles need to be accessible for
14 all. No family should feel like owning an electric
15 vehicle is as probably as purchasing a ticket to the moon.
16 Low- to middle-income families greatly care about our
17 environment as well, because we are most affected by
18 pollution as we have identified through studies of places
19 such as South Fresno area.

20 We call on our policymakers to hold original
21 equipment manufacturers accountable for their dealers'
22 actions on price gouging. Most who have -- most who have
23 some opposition towards this, it's due to affordability
24 and the financial burdens, but you can help on this topic
25 by securing funding to support higher grants for lower-

1 middle-income consumers and small business owners. You
2 can also establish a focus on making lower price trims a
3 priority in production, and enacting an electric vehicle
4 price gouging prevention act to ensure that California
5 consumers can be part of the solution towards a cleaner,
6 greener California, along with the increased funding
7 supporting grants for low- to middle-income consumers and
8 small business owners, who -- which would make the
9 transition in a much more reasonable opportunity.

10 We support for consumer protections that make
11 vehicles affordable, sustainable, and reliable for all
12 Californians. We support the approval of Resolution
13 22-12.

14 Thank you. I yield my time.

15 BOARD CLERK ESTABROOK: David Patterson, you can
16 unmute and begin.

17 DAVID PATTERSON: Good morning and thank you for
18 this opportunity to address you. I am David Patterson,
19 the Executive Director of the CHAdeMO in North America. I
20 am speaking on behalf of the 517 CHAdeMO members.

21 A true global standard, there is nearly 50,000
22 CHAdeMO chargers in 98 countries, including 2,000
23 additional installed here last year in North America.
24 CHAdeMO supports the requirements for DC fast charging on
25 all future electric vehicles. However, CHAdeMO strongly

1 opposes the proposal to mandate CCS1 inlet on these
2 vehicles. Almost every day, there is a news story about
3 the U.S. public charging system.

4 CHAdeMO's -- CARB's own technology review
5 concluded I quote, "Inoperable stations and public payment
6 issues continue to be barriers for drivers". The CCS
7 standard does not address these issues and lacks two
8 significant functions. Number one, no compatibility
9 testing of chargers or vehicles. This causes inoperable
10 stations and frustrated drivers. And two, no
11 bidirectional charging standard.

12 In contrast, CHAdeMO incorporates both
13 third-party certification and bidirectional capability.
14 Why is this important? In Japan, e-mobility power is
15 operating at 22,000 station nationwide CHAdeMO charging
16 network with station uptimes greater than 99 percent. The
17 main reason for this success is the third-party
18 certification as required by chat CHAdeMO.

19 Let's talk about supporting the electrical grid.
20 In California, there is currently 40,000 used Nissan and
21 Mitsubishi EVs that are capable of supplying power to the
22 grid. Recent studies show the monetary benefits for
23 supporting the grid can offset the cost of EVs, especially
24 important in disadvantaged and environmental justice
25 communities.

1 It's clearly not time to force DC fast charging
2 standardization. Instead, let the pioneering spirit of
3 the EV industry to select the proper DC fast charging
4 solution. Again, we ask you to remove this requirement.
5 If failing to remove this requirement, CHAde -- CHAdeMO at
6 requests the Board to -- resolution to be modified by 2025
7 to study the advancement of DC fast charging technology,
8 especially bidirectional charging and third-party
9 certification for consumer protection.

10 We submitted written comments today containing
11 these exact edits. The CHAdeMO Association congratulates
12 the Board and the staff on this historic rulemaking.
13 Thank you very much.

14 BOARD CLERK ESTABROOK: Thank you.

15 Peter Treydte, you can unmute and begin.

16 PETER TREYDTE: Good morning, Chair Randolph and
17 Board members. Thank you for the opportunity to comment.
18 My name is Peter Treydte and I'm speaking on behalf of the
19 Specialty Equipment Market Association, also known as
20 SEMA.

21 SEMA is concerned that the proposed regulations
22 will have devastating effects on our industry, on
23 California businesses, on the state's economy, and
24 ironically on the environment. Primarily SEMA believes
25 that Californians should not be directed towards a

1 specific technology, but rather be allowed to choose the
2 type of vehicle technology that best serves them,
3 acknowledging that any future internal combustion engine
4 vehicles sold in California will meet the most stringent
5 emission standards in the country. This --

6 BOARD CLERK ESTABROOK: Peter, it got cut off
7 there. Can you try unmuting again.

8 PETER TREYDTE: Yeah. Sorry. I don't know how
9 that happened.

10 BOARD CLERK ESTABROOK: Sorry about that.

11 PETER TREYDTE: Where did I get cut off?

12 I'll just start where I started here. SEMA is
13 concerned that the proposed regulations will have
14 devastating effects on our industry, and California
15 businesses, and our state's economy, and ironically even
16 the environment.

17 Primarily SEMA believes that Californians should
18 not be directed towards a specific technology, but rather
19 be allowed to choose the type of vehicle technology that
20 best serves them, acknowledging that any future internal
21 combustion engine vehicle sold in California will meet the
22 most stringent emission standards in the country.

23 The sentiment is amplified by the need to set a
24 technology neutral performance standard rather than a
25 technology mandate based on a series of hypotheticals as

1 currently proposed in the ACC II Regulation. SEMA
2 believes that before this regulation is adopted, further
3 analysis of the full emissions impact of battery electric
4 vehicles should be analyzed and reviewed by CARB to
5 determine if, when factoring in upstream and downstream
6 emissions impacts, battery electric vehicles have less of
7 an emissions impact than internal combustion engine
8 vehicles.

9 It should be noted that the reference to electric
10 vehicles as zero-emissions vehicles is a misnomer. There
11 is no known technology that eliminates emissions from the
12 manufacturing and charging of an electric vehicle.

13 Internal combustion engines have improved under regulation
14 and will continue to improve in their emissions output.

15 Additionally, SEMA is concerned about the impacts
16 to California businesses. SEMA member companies, many of
17 which manufacture products compliant with CARB emission
18 standards for internal combustion vehicles, have a
19 significant presence in California, employing thousands of
20 workers across the state. CARB's impact analysis for the
21 ACC II notes that job losses will be in the tens of
22 thousands and economic impacts in the billions because of
23 the mandated shift to so stated zero-emissions vehicles.

24 Moreover, the speed with which California is
25 moving towards battery electric vehicles does not match

1 the reliability of California's electric grid, which is
2 expected to supply the power necessary to charge the
3 proposed wave of battery electric vehicles. California's
4 electric grid has numerous challenges, often failing to
5 meet consumer demand now and bringing millions of battery
6 electric vehicles into the marketplace before the power
7 supply is fully developed could prove disastrous.

8 We respectfully request that you do not approve
9 ACC II and instead continue to allow for a market-driven
10 response to meet California's air quality standards.

11 Thank you.

12 BOARD CLERK ESTABROOK: The next speaker will be
13 Roman Partida-Lopez. And then after Roman will be Rasto
14 Brezny, Tom Krazan, and then Jaimie.

15 Roman, you can unmute and begin.

16 ROMAN PARTIDA-LOPEZ: Thank you. Madam Chair,
17 Board Members. My name is Roman Partida-Lopez, legal
18 counsel with the Greenlining Institute.

19 I want to thank CARB staff for all their efforts
20 to get this regulation to the finish line. I know this
21 process wasn't -- was no easy task with so many interested
22 stakeholders. This regulation has a lot to applaud and
23 will put California on the path to meet the State ZEV
24 deployment goals and move us to a fossil free future.

25 While this rule does have components that will

1 help improve access and the portability of EVs for
2 low-income households, we're disappointed at the fact that
3 this rule does not do enough to adequately center and
4 prioritize the needs and priorities of low-income and
5 disadvantaged communities.

6 Over the past year, we provided significant
7 feedback and recommendations on what could have been done
8 to improve equity and the environmental justice
9 provisions, as well as ensure participation certainty from
10 the automakers. These recommendations for the most part
11 are not reflected in this final rule. This rule had an
12 opportunity to be transformative, but unfortunately it
13 only does the bare minimum. This is clear, because at the
14 end of the day, the equity components within this rule,
15 which are basically the EJ provisions, they're limited,
16 voluntarily, and do not provide any certainty that
17 automakers will partic -- will participate.

18 We appreciate the attempt to address some of
19 these concerns through the added resolution as a list to
20 address the shortcomings identified. We must do more
21 outside of this regulation to ensure low-income households
22 don't get left behind. We must develop and implement
23 strategies and accountability measures to ensure our
24 low-income and disadvantaged communities benefit from this
25 type of rule and its transition to a zero-emission future.

1 With that said, we cannot delay this work and we
2 ask you all to approve the regulation as well as the
3 resolution with the recommended edits provided by the
4 California Clean Cars Coalition, which include timely
5 reporting on the EJ credits. We're committed to work
6 closely with all to ensure equitable implementation of
7 this rule and deliver on the State's commitment to
8 prioritize and provide direct and meaningful benefits to
9 those who continue to bear the brunt of air pollution and
10 who are last to benefit from this transition.

11 We Challenge CARB and its staff to think broader
12 than just what you think is possible to what it is
13 actually needed to deliver for our front-line communities.
14 Thank you for your time.

15 BOARD CLERK ESTABROOK: Rasto, you can unmute and
16 begin.

17 DR. RASTO BREZNY: Good morning, Chair Randolph,
18 and members of the Board. And thank you for this
19 opportunity to provide supportive comments on the Advanced
20 Clean Cars Rule. I'm Rasto Brezny, the Executive Director
21 for MECA. MECA is a non-profit trade association
22 representing the world's leading suppliers of clean
23 mobility technologies for all mobile sources. Our members
24 have nearly 50 years of experience in commercializing
25 technologies that reduce the environmental impact from

1 onroad vehicles and non-road equipment.

2 The light-duty sector has always been the -- lead
3 the way with the cleanest fuels and technology that were
4 later adopted by other mobile applications. And MECA
5 members have invested in research and manufacturing to
6 deploy the technologies that have made combustion engines
7 99 percent cleaner.

8 Today, our members are also commercializing
9 battery fuel cell, electric powertrain components, as well
10 as domestic and commercial chargers to meet the goals of
11 this regulation. The diversity of advanced technologies
12 that are being deployed on vehicles today presents both
13 challenges and opportunities for suppliers as they
14 navigate the transition of transportation.

15 The Advanced Clean Cars II Regulation represents
16 a momentous milestone in over 30 years of California's ZEV
17 Program, as it will see the transition from predominantly
18 combustion cars to electric and fuel cell cars in the
19 future. Suppliers are always the first to invest in
20 technology innovation that is deployed on vehicles 5 to 10
21 years later.

22 MECA members have already made investments in
23 jobs and manufacturing for the next generation of electric
24 vehicles technology, based on more efficient, 800 volt
25 electric architecture to deliver longer range and faster

1 charging times.

2 ACC II sets the bar with targets that provide
3 that regulatory certainty needed to continue these
4 investments. We are therefore concerned with the changes
5 to the phaseout of the carryover credits from what was
6 previously proposed, as this may reduce the near-term
7 electric vehicle sales. MECA supports the efforts by CARB
8 and other State agencies to ensure that California's grid
9 and charging infrastructure match the needs of the state's
10 transportation system.

11 And in closing, we thank your staff for their
12 hard work and dedication to this important rulemaking, and
13 for considering stakeholder comments throughout this
14 regulatory process. Our industry remains committed to
15 working collaboratively on the challenges and
16 opportunities ahead, and in delivering the technologies
17 that advance electric vehicles while also achieving
18 criteria pollutant reductions from the non-electric fleet.

19 Thank you for your time.

20 BOARD CLERK ESTABROOK: Tom Krazan, you can
21 unmute and begin.

22 TOM KRAZAN: Good morning. My name is Tom Krazan
23 and I am with CADWRA, and that's Californians for
24 Affordable Drinking Water in Rural Areas.

25 Part of the decision-making that CARB has had in

1 the recent past has directly affected the groundwater
2 industry, but my comments are really to talk about the
3 future. Obviously, the steps that we're taking with
4 electric vehicles is very important and we do support
5 that.

6 However, CARB has a unique placement within
7 California, in terms of being an agency. This is probably
8 the biggest alpha agency that affects every other
9 department, and let me be a little more specific. With
10 climate change, air quality, increased temperatures, water
11 and drought have all become important. And it is
12 important for us to take a look at air. But going forward
13 in the future, if CARB decides to eliminate diesel engines
14 in the future, we may lose the opportunity to -- to drill
15 water wells, and let me be specific.

16 There's approximately 24 million people in
17 California that are dependent on groundwater and there are
18 only 450 domestic water well drilling rigs in the entire
19 State. That is less than a fraction of all the diesel
20 trucks in California. So there's approximately one
21 million heavy diesel trucks and the water well industry
22 for domestic wells only has 450. That is -- that is a
23 zero impact on California air quality.

24 However, the small group of water well drillers
25 is the only industry allowed to bring water from the

1 groundwater table to humanity, which is the lifeblood of
2 California. So decision-making in the future is very
3 important to consider what impact CARB will have,
4 especially on the Department of Water Resources and where
5 we're going into the future.

6 Thank you for what you do, thank you for the
7 clean air that you've provided, and thank you again from a
8 CADWRA, Californians for Affordable Drinking Water in
9 Rural California. Thank you.

10 BOARD CLERK ESTABROOK: Next speaker will be
11 Jaimie. After Jaimie, we have eight more speakers. And
12 the next few are Hayley Fernandes, Bob Yuhnke, and phone
13 number ending in 639.

14 Jaimie, you can unmute and begin.

15 JAMESON DOW: Hi. This is Jameson Dow. I'm a
16 long line -- excuse me, lifelong California resident, EV
17 advocate, and I've had asthma my whole life. I'd like to
18 thank the Board for this measure. And in view of some of
19 the comments today, to thank the Board, particularly for
20 the positive effects it will have on low-income
21 communities. These communities are the most harmed by
22 pollution, which is cleaned up by this regulation.
23 Additional targeted help for low-income communities will
24 be welcome, but this is still beneficial as is.

25 However, I do have some concerns over the

1 regulation, for example, the 150-mile minimum for ZEVs.
2 There are use cases for which low ranges work. And
3 building say 300 mile -- three 100-mile cars would be a
4 more efficient allocation of batteries than two 150-mile
5 cars.

6 Some customers could still benefit from having
7 options for less range, particularly niche applications
8 like local delivery vehicles. Further, you have vehicles
9 like the Arcimoto FUV, the upcoming Meyers Manx 2.0 EV,
10 and even the new USPS delivery vehicles that have 150-mile
11 lower range, but that number is perfectly suitable for
12 these application. So I hope there will be some wiggle
13 room on that minimum requirement.

14 Next, the allowance for 20 percent plug-in
15 hybrids is really too lax. We should not continue putting
16 gas engines on the road after 2035. Twenty percent is
17 simply too much, even when taking into consideration the
18 rules for minimum plug-in hybrid range. In fact, we
19 shouldn't be putting gas engines on the road after say
20 2030 or even earlier either.

21 California could absolutely exceed the 2035
22 timeline and would perhaps even do so in absence of this
23 regulation. So I hope that the regulation will continue
24 to be strengthened from where it is now. And it's not
25 just me that thinks that, but science, as we are currently

1 in a climate crisis and we need to work collectively to
2 end that as soon as possible, sooner than ACC II does.

3 Remember that in this instance, we are not
4 negotiating with automakers, the courts, or any human
5 group. We are negotiating with physics and physics will
6 not budget, no matter how hard industry compliance.
7 Heat-trapping emissions will continue warming the planet
8 no matter how difficult we whine that it is to end them.
9 So let us end them quickly and make this regulation even
10 stronger than it is, as science tells us it needs to be.

11 I call on the Board to continue to strengthen
12 this regulation and reduce emissions and pollution even
13 further, and even -- and further work to reduce car usage
14 in general and shift people from cars to cleaner transport
15 methods.

16 Thank you for your time.

17 BOARD CLERK ESTABROOK: Hayley, you can unmute
18 and begin.

19 HAYLEY FERNANDES: Thank you, Chair and members.
20 My name is Hayley Fernandes and I am speaking on behalf of
21 the California Farm Bureau.

22 We continue to have major concerns with the
23 proposed Advanced Clean Cars II Regulations. A majority
24 of California's farmers and ranchers live in rural
25 communities that have limited access to the infrastructure

1 required for these vehicles. This proposal will
2 ultimately impact farm employees, small businesses and
3 food prices. Farmers have already committed to addressing
4 statewide air pollution through enrolling in the Truck and
5 Bus Regulation, the FARMER Program, and the Carl Moyer
6 Program. This proposed regulation will add yet another
7 hurdle to these small business owners potentially forcing
8 them out of the state and negatively impacting local
9 communities.

10 Additionally, the ACC II increases our concerns
11 surrounding California's food security by allowing -- by
12 asking farmers to rely on a grid that is prone to
13 blackouts, public safety, power shutoffs, and power
14 outages. California Farm Bureau asks for you to not leave
15 rural California in the dark and to take a closer review
16 of the effects on rural utility available and capacity.
17 Thank you for the opportunity to provide comments.

18 BOARD CLERK ESTABROOK: Bob, you can unmute and
19 begin.

20 BOB YUHNKE: Thank you, Madam Chair and Board
21 members. My name is Bob Yuhnke. I'm representing Elders
22 Climate Action here today.

23 You've heard from many speakers today supporting
24 this rule, because of the need to reduce emissions from
25 light-duty vehicles to clean up the air pollution,

1 particularly in the extreme ozone non-attainment areas for
2 South Coast and the San Joaquin Valley.

3 CARB proposed to make this rule part of the
4 control strategy for the ozone State Implementation Plan.
5 The ozone attainment is a critical public health goal.
6 Twenty million Americans live in these extreme ozone
7 non-attainment areas and they are bringing up children in
8 atmospheres that are not safe for raising kids. Making
9 this -- these areas safe to raise children is an important
10 public health goal.

11 The SIP Strategy posted for comment concludes
12 that identified strategies fall 126 tons per day short of
13 the NOx reductions needed for attainment by the Clean Air
14 Act deadline of 2037.

15 We asked in the written comments submitted in
16 June that you advance the deadline author the 100 percent
17 zero-emission sales to 2030 in order to achieve additional
18 emission reductions for NOx to help attain the ozone
19 standard by 2035. You've chosen not to require these
20 addition -- additional emission reductions from an earlier
21 100 percent sales deadline of 2030.

22 Therefore, it is very important that CARB direct
23 staff to develop additional strategies for achieving the
24 reductions needed for attainment by the 2037 Federal Clean
25 Air Act deadline.

1 We ask particularly that you consider the
2 strategy we outlined in detail in the written comments
3 that we submitted in June that would include a ban on the
4 operation of polluting vehicles after 2035 in order to
5 meet the ozone attainment deadline by 2037. This would
6 complement the sales requirement for new vehicles by
7 making it clear that polluting vehicles would no longer be
8 operated in those areas where extreme ozone threatens
9 public health and the lives and well-being of our
10 citizens. I appreciate the leadership you've provided in
11 adopting this rule and more leadership will be needed to
12 attain the ozone standard by 2037.

13 Thank you.

14 BOARD CLERK ESTABROOK: Phone number ending in
15 639 you can unmute and begin and please state your name
16 for the record.

17 You may need to dial -- oh, it looks like you're
18 unmuted.

19 JOHN WADE: Hi. Good afternoon. And I
20 appreciate the opportunity to provide comment. I remain a
21 strong supporter of this plan. And I -- oh, I don't know
22 if I said my name John Wade. I continue to remain a
23 strong supporter of this plan. However, I had heard many
24 concerns including my own at the last comment period that
25 I have reviewed the written responses to comments, the

1 language of the proposal itself, and the statements by the
2 Board members, and I don't feel like they have been
3 adequately addressed in any of those fashions. First, the
4 lack of availability for electric car resources for
5 renters who make up a majority of the City of Los Angeles,
6 the ability to support infrastructure in rural areas.
7 These are more than industry plant concerns. These are
8 real concerns. I searched the documents and their
9 responses, the word "rural" is I don't believe used once
10 in any of the proposals, not is the word "renter" or
11 "rental".

12 This program, as ambitious as it is, absolutely
13 needs to succeed. And for it to succeed, these kind of
14 considerations must be taken seriously. I recognize that
15 the final vote may well proceed after this comment period,
16 however it is critical that CARB continues to work on this
17 in the implementation with additional rulemakings to
18 address these concerns.

19 Thank you.

20 BOARD CLERK ESTABROOK: The final three speakers
21 are Laurel Moorhead, Thomas Becker, and Kiana Valentine.

22 Laurel, you can unmute and begin.

23 LAUREL MOORHEAD: Hi. My name is Laurel Moorhead
24 and I am here on behalf of Transfer Flow, Incorporated.
25 Transfer Flow has been in business in Northern California

1 for 39 years building automotive fuel systems. One thing
2 I appreciate about -- appreciate about this discussion is
3 that nobody is arguing the merits of combating climate
4 change, only the best way to achieve this goal. I keep
5 hearing CARB staff saying that this is an
6 all-hands-on-deck moment, yet CARB wants to tie the hands
7 of our industry from doing our part in achieving
8 meaningful and lasting change.

9 I have an advertisement poster that hangs in my
10 office from when Transfer Flow used to receive grants from
11 the California Energy Commission's Alternative and
12 Renewable Fuel and Vehicle Technologies Program to convert
13 commercially available vehicles to run a propane instead
14 of conventional fuels, which if you know about vehicular
15 commission -- emissions creates significantly fewer
16 emissions than gasoline or diesel.

17 I was sitting in another CARB meeting recently
18 when a farmer asked a CARB representative how she was
19 supposed to install a Tesla charging station in the middle
20 of her corn field. The answer is it's not a practical
21 solution.

22 Although electric vehicles certainly are an
23 important part of the future, they are incapable of
24 meeting all the needs people need to sustain our modern
25 life styles. When CARB doesn't recognize this, they run

1 the risk of undermining the effectiveness of this
2 regulation. It is disturbing that farmers that are using
3 anaerobic digestion to create their own low-NOx,
4 carbon-negative fuels from agricultural waste would no
5 longer be allowed to power their equipment using their own
6 home grown fuels. CARB's response was that those farmers
7 should be required to put their renewable natural gas into
8 the pipeline. But permits to do so cost tens of thousands
9 of dollars, making that solution prohibitive.

10 How can transporting the renewable natural gas
11 made on a farm to a power plant turning it into
12 electricity and then transporting that electricity back to
13 the farm to charge the farm equipment, create less
14 emissions than the farmers powering their equipment
15 directly from their own locally created fuels? Requiring
16 those farmers to put their renewable natural gas into the
17 pipeline is not logistically viable.

18 Transfer Flow would like to echo the concerns of
19 MECA as well as SEMA, and that all near-zero technologies
20 need to have a place in the movement to reduce California
21 vehicular emissions. Just a month ago the Washington Post
22 published an article about how Volkswagen has recently
23 invented a new carbon negative fuel. So CARB's technology
24 bias is banning technologies that haven't even been
25 invented yet.

1 It is important that CARB staff get this right
2 and that needs to include low-NOx, carbon-negative
3 biofuels as part of California's vehicular future.
4 Allowing biofuels reduces the pressure on infrastructure
5 buildup and encourages both consumers to adopt near-zero
6 technologies of their choice as well as allows flexibility
7 of 177 states that may not have the same infrastructure
8 resources as California does.

9 In closing, Transfer Flow respectfully requests
10 that the Board reject the ACC II Regulation until the rule
11 can address the technology biases that threaten to
12 undermine the effectiveness of the regulation.

13 Thank you for your time.

14 BOARD CLERK ESTABROOK: Thomas, you can unmute
15 and begin.

16 THOMAS BECKER: Thank you. Tom Becker.

17 First off, I'd like to say that staff refused to
18 analyze alternatives to this regulation. Specifically,
19 staff refused to analyze an alternative for reducing VMT
20 in this state to reduce emissions. The reason why staff
21 didn't analyze that is because staff knows that VMT will
22 achieve even greater reductions in emissions than this
23 regulation, but they don't want to jeopardize their pet
24 project.

25 It's unlawful to ban ICE technology in this

1 state, because ICE technology is necessary to power our
2 vehicles using renewable liquid fuels. The very first
3 speaker you had, the lady said that this isn't an
4 emissions standard, it's a technology ban. You are
5 banning a technology in favor of your preferred
6 technology. That's illegal. It's absolutely illegal and
7 I don't think it's going to fly.

8 Number -- another thing, vehicle owners will
9 repair and maintain their old ICE vehicles instead of
10 buying your brand new electric vehicles. Guys like me,
11 mechanics, we will become rich by maintaining and
12 repairing people's old vehicles, because they won't buy
13 electric cars and electric trucks. So go ahead and make
14 my day, make me a millionaire. Jesus.

15 Dealers, you're going to crush the new car
16 market, but dealers -- used car dealers can bring cars in
17 from other states and sell them here in California. Fifty
18 states emission cars will be legal to sell in California.
19 So instead of buying electric cars, people will buy used
20 cars, gasoline cars, brought in from other states. You
21 ever thought of that, because that's going to happen.

22 Battery failures in electric vehicles are very
23 common. And guess what, these people are not going to
24 honor their battery warranties. They don't honor them
25 now. You could have a battery failure in these electric

1 vehicles that will cost 20, 30, 40 thousand dollars and
2 they don't honor the warranties, because they blame the
3 person operating the vehicle for the failure. So when you
4 say you're going to have warranty periods, that's garbage,
5 because they will get out of the warranty period by
6 claiming it's the fault of the operator.

7 Finally, on YouTube, you can go and watch videos
8 of people showing how useless electric vehicles are.
9 Some -- a guys -- a very intuitive guy took two Ford
10 trucks, electric and a gas truck, ran them by sides --
11 side by side, the electric Ford truck miserably failed.
12 In fact, it was so dangerous, they almost had an accident.
13 That's how much -- and I'm going to show that video to
14 everybody who says electric vehicles work.

15 Thank you very much for your time.

16 BOARD CLERK ESTABROOK: Next will be Kiana
17 Valentine and then Jeanna Murphy.

18 Kiana, you an unmute and begin.

19 KIANA VALENTINE: Thank you. Good afternoon,
20 Chair Randolph and members of the Board. Again, Kiana
21 Valentine on behalf of Transportation California today, an
22 organization that represents the transportation industry
23 and workforce that builds, repairs, maintains California's
24 statewide multi-modal transportation system.

25 We're pleased to be in strong support of the

1 State's efforts to reduce vehicle emissions, especially
2 those from light-duty passenger cars, trucks, and SUVs,
3 which the Advanced Cleans Cars II rulemaking seeks to
4 accomplish. At the same time, the proposed rulemaking
5 will have drastic negative impacts to transportation
6 funding and the State's ability to build, repair, and
7 maintain our multi-modal transportation system. And
8 that's what I would like to focus my comments on today.

9 We believe that CARB's economic analysis of the
10 proposed rule underestimates the impacts to State and
11 local transportation funding, which already quantifies a
12 cumulative reduction in fuel excise tax revenues to the
13 States and locals to the tune of 31.1 billion between 2026
14 and 2024. California's fuel excise tax revenue is
15 allocated nearly exclusively to maintaining and improving
16 local streets, and roads, and State highways, including
17 active transportation improvements, sidewalks, bike lanes,
18 et cetera. And these needs will continue to be acute even
19 with a fleet increasingly compromised of zero emission
20 vehicles.

21 The State highway system is already facing a
22 significant funding gap. The most recent analysis of the
23 States highway system management plan identified a 10-year
24 unmet funding need of \$61.9 billion. That includes
25 expansion needs to equip the State highway system, where

1 appropriate, with bicycle and pedestrian infrastructure,
2 mitigation for potential sea level rise, et cetera.

3 Similarly, local governments are facing
4 significant transportation funding shortfalls. The most
5 recent assessment of that system identified 64 billion in
6 unmet needs. And I'd like to point out that it is where
7 the local system primarily facilitates active
8 transportation and transit modes of transportation. So
9 those needs in that system is a critical component for
10 transportation going forward.

11 While offsetting revenue increases are identified
12 in the economic analysis from vehicle registration and
13 license fees and energy resource fee and vehicle sales
14 tax, these funding streams are not dedicated to
15 transportation infrastructure, so therefore don't actually
16 offset some of the losses anticipated by the regulation.
17 I know I'm running short on time, so let me close by
18 saying we are supportive of the State's efforts today, but
19 urge CARB to take a leadership role in helping the State
20 of California develop a workable, realistic, and
21 implementable plan to replace the gas tax with an
22 alternative mechanism.

23 Thank you.

24 BOARD CLERK ESTABROOK: Our final speaker will be
25 Jeanna Murphy. You can unmute and begin.

1 JEANNA MURPHY: Good morning. My name is Jeanna
2 Murphy. Thank you for the opportunity to provide comment
3 on the Advanced Clean Cars II proposed regulation. I'm
4 requesting today that the Board take additional time to
5 consider and provide a sufficient written response to
6 technical information that has been previously provided by
7 written comments.

8 This information, which includes cost-benefit
9 analyses and overall feasibility conducted by outside
10 consultants, deserves a more meaningful evaluation and a
11 response from CARB prior to final decision. This
12 information analyses have direct implications to the
13 proposed rules' impacts on disadvantaged front-line
14 communities, infrastructure development, energy security,
15 as well as supply chain management.

16 Thank you.

17 CHAIR RANDOLPH: All right. Thank you very much.
18 Okay. Assuming that there's no specific issues staff
19 needs to address, I will now close the record on this
20 item. However if it is determined that additional,
21 sufficiently-related, substantial modifications are
22 appropriate, the record will be reopened and a 15-day
23 Notice of Public Availability will be issued. If the
24 record is reopened for a 15-day comment period, the public
25 may submit written comments on the proposed changes, which

1 will be considered and responded to in the Final Statement
2 of Reasons for the regulation.

3 Written or oral comments received after this
4 hearing date, but before a 15-day notice is issued will
5 not be accepted as part of the official record on this
6 agenda item. The Executive Officer may present the
7 regulation to the Board for further consideration, if
8 warranted, and if not, the Executive Officer shall take
9 final action necessary to adopt the regulation.

10 Okay. So thank you very much for all of the
11 public comment. I will turn it over to my colleagues in
12 just a moment, but I wanted to address some of the
13 concerns that advocates made around modifying the
14 resolution to add some additional language. And I really
15 appreciate the incredible amount of work that the
16 coalition put in working with our staff and communicating
17 with the Board members, and really, you know, taking a
18 deep dive into this important critical goal of trying to
19 get vehicles into communities as quickly as possible.

20 I do have a few concerns with the suggestions,
21 because I will note that a lot of language was added to
22 the resolution to ensure that there's going to be a lot of
23 follow up. There's going to be annual reporting on
24 compliance by the manufacturers, including annual
25 information on the use of credits. There will be

1 triennial reporting on deployment of zero-emission
2 vehicles in low-income communities. And I'm concerned
3 that if we make that more frequent, that we will not have
4 sufficient new data that will really inform that reporting
5 and it will be very time-consuming for staff. So I think
6 if we consider that there will be annual reporting and
7 then the triennial reporting on how things are rolling
8 out, I think that will be adequate.

9 And most importantly, I do really appreciate
10 staff's addition of a timeline on following up on some of
11 the brainstorming ideas that we've had about working with
12 automakers working with community organizations, and
13 really trying to develop some new strategies. And so I
14 really appreciate that the resolution kind of lays out a
15 timeline to make that happen.

16 And the last thing I would note, as I also have
17 concerns about setting up a separate sort of light-duty
18 strategy -- emissions reduction strategy separate from all
19 of the other planning work that we do, separate from the
20 State Implementation Plan, separate from the Scoping Plan,
21 separate from the Mobile Source Strategy, all of which are
22 called out in the resolution as really important pillars
23 of our planning work. And also, we will have the funding
24 plan coming to us later this year that will orient the
25 incentive funding that we have towards more lower income

1 and middle income residents. And I think that's going to
2 be a really important strategy for the Board to consider.

3 So I do have some concerns. I'll be interested
4 to hear what -- what my colleagues think about that. But
5 I do want to make sure that we are striking the right
6 balance between staying informed on what's happening,
7 adjusting as necessary, but also recognizing that it will
8 take time to roll out these strategies, and it will be --
9 even the resolution as written will have some significant
10 responsibilities for staff and a lot of time to do this
11 work.

12 So that was sort of my -- those were my initial
13 thoughts. I'm very excited about the -- this regulation
14 and the opportunity to make some real fundamental change.
15 And so looking forward to the discussion. And let me
16 check my Zoom screen to see if I have any colleagues on
17 Zoom yet.

18 Not yet.

19 Okay. Who would like to speak here in the room?

20 Dr. Sperling.

21 BOARD MEMBER SPERLING: Kind of my traditional
22 roll with this rule that I've followed for many decades.
23 And so in that sense, in the historical sense, to build on
24 what Chair Randolph said earlier, I'm going to go even
25 further. I'm going to say this is the most important and

1 most transformative action that CARB has ever taken. And
2 I was working through all the different -- you know, the
3 2012 standards, the low-emission vehicle in 1990,
4 Cap-and-Trade, this is the most transformative. And it
5 has global implications. So the staff I think has done
6 just a superb job in working through all the details. You
7 know, when you're doing something so important and so big,
8 you better get it right and I think they've really gotten
9 it right. They've tweaked it, made some adjustments along
10 the way.

11 I think -- you know, there is no such thing as
12 perfect, and -- because who knows what perfection is. We
13 won't know that for another 20 years. But I think they've
14 done just superb job. And that -- and I know there were
15 many concerns, but you know, the staff is monitoring.
16 They're monitoring everything that happens. They're going
17 to be on top of changes that happen with the industry,
18 happen in -- with the EJ community. And so, you know, I
19 defer to others if we're going to put in any small changes
20 in the resolution, but I think this is something that
21 staff is really on top of.

22 So having said that, as many said, it's going to
23 be very hard getting to a hundred percent. You know, as
24 some say, you can't just wave your wand and you can't just
25 adopt the regulation. People actually have to buy them

1 and use them. And so I'll tell you just a tiny anecdote.
2 So this morning, I was on Fox News and I talked about this
3 program, you know, just kind of the way that -- you know,
4 describing it. Well, within minutes, I got a torrent of
5 hate mail. You know, kind of the nicest thing they said
6 was I was a friggin idiot.

7 (Laughter.)

8 BOARD MEMBER SPERLING: Some people said I hear
9 enough good things that it's good for me to hear that as
10 well.

11 But you know, it just highlights that -- you
12 know, because this is not just for California. This goes
13 beyond it, but even in California, we're going to get a
14 lot of pushback. And there's going to be people, you
15 know, that have legitimate reasons and concerns about how
16 do they accommodate it, and there's going to be others
17 that are just politically ideologically opposed. So
18 we're -- this is going to be a continuing challenge. You
19 know, we're not done today, I guess, is the real -- the
20 real message. And we're going to have to keep at this to
21 make sure with the infrastructure, with the incentives,
22 and so on.

23 Just some very quick comments. The staff
24 emphasized the air quality and climate benefits. And just
25 in passing, they said consumers would save money. Well, I

1 think we need to elevate that point, because this is good
2 not just for the environment but this is good for the
3 economy. Consumers are going to save money. The economy
4 is going to benefit from it. It won't happen right away.
5 Consumers don't necessarily make decisions based on what
6 we call the total cost of ownership and that's why we need
7 incentives for a long time. But the reality is this is
8 really important for -- from an economic perspective as
9 well as environmental.

10 And I also support the 15-day changes that the
11 staff did. I think that, you know, they -- they enhanced
12 the incentives for automakers to provide vehicles in
13 disadvantaged communities. They provided flexibility for
14 the 177 states. You know, if -- as I said last time, my
15 biggest concern with this is how this is adopted and
16 pursued in the other states. I think as -- as the auto
17 industry folks said, you know, we can do this. We'll pull
18 the off in California. There will be challenges, but in
19 other states, it's going to be a bigger challenge.

20 So providing that -- some increased flexibility I
21 think is really important and keeping -- and the changes
22 that were made to keep the cost down in the near term
23 dealing with the warranties I think is a good near-term
24 strategy.

25 So I'm all happy. I feel good. We've done a

1 great job. Staff has done a great job. This is really
2 historical as many have said and in ways that, you know,
3 we're going to look back on this day and say how amazing
4 it was what we -- what we pulled off. So kudos to
5 everyone.

6 CHAIR RANDOLPH: Thank you.

7 Dr. Pacheco-Werner.

8 BOARD MEMBER PACHECO-WERNER: Yes. Thank you,
9 Chair. As I sit here while my infant sleeps in another
10 room and I have a toddler, I think about the great clean
11 air impacts of this regulation that will have on them and
12 on all of our future generation. And I'm so excited and
13 grateful to all of those who have worked so hard to get us
14 to this vote today.

15 I think as a Latina from the Central Valley, I am
16 personally committed to ensuring equitable transition to
17 cleaner cars in the community that are traditionally left
18 behind, those communities of color and rural communities.
19 At the forefront of my priority is ensuring our State
20 agencies work together to make this work for all
21 Californians and really thank the Governor and the
22 legislature who continue to ensure the funds are available
23 for programs that help small businesses in low income and
24 rural area residents to be able to afford these vehicles
25 at the forefront and not just as an afterthought of this

1 regulation.

2 I do think that we have important challenges
3 ahead that we will continue to tackle. And I think to
4 those who raise opposition because of the grid and
5 technology challenges today, know that we continue to
6 evaluate those and that's at the core of the feasibility
7 that we are looking at. It is at the core of how we will
8 evaluate this before it goes into effect, when it goes
9 into effect and onward. We will not set up Californians
10 to fail. We will not set up the other states who want to
11 follow this regulation to fail.

12 I think that in doing this, I also want staff to
13 continue to evaluate before the regulation is implemented
14 how much our charging cord requirements will impact cost
15 and really the cost benefit in terms of the emissions,
16 reductions, and the affordability and accessibility
17 benefits to having these requirements versus not.

18 I do think that I really want to thank all of
19 those that have worked on the equity provisions included
20 in this regulation and in the 15-day changes. And I think
21 that as we continue to have further conversations as the
22 Chair pointed out later this year in terms of funding
23 programs, but also as other State agencies continue to
24 look at how we all work together to implement this, there
25 will be lots of opportunity to close these gaps that were

1 raised by many people here today. And particularly those
2 talking about the small business and rural communities, I
3 think that those opportunities will lie within our agency,
4 but also within our partner agencies who in the first
5 hearing have equally committed to making this regulation
6 successful.

7 So thank you to all who attended today and who
8 spoke, and thank you to staff for getting us to this
9 point. Thank you.

10 CHAIR RANDOLPH: All right. Thank you.

11 Board Member Takvorian.

12 BOARD MEMBER TAKVORIAN: Thank you, Chair.

13 Good to see you Tania and congratulations. I'd
14 love to see the baby.

15 (Laughter)

16 BOARD MEMBER TAKVORIAN: Is that acceptable?

17 So maybe we'll make that happen.

18 So I just wanted to thank everyone who here today
19 and who's been here over these many decades. Thank you,
20 Dr. Sperling. I think that you gave us a bit of a history
21 lesson. I appreciate that as always. And I don't think
22 there's any disagreement that this is a historic moment,
23 that this regulation is going to reduce air pollution,
24 it's going to reduce climate pollution, and it really
25 represents CARB's wheelhouse, which is what I heard you

1 saying. So we should be really proud, those of us who are
2 standing on the shoulders of those who came before us to
3 really set the stage for this moment.

4 I want to thank staff for their incredible work,
5 for taking my phone calls, for taking everybody else's
6 phone calls, for having endless meetings. I heard Anna
7 you saying so I'm so glad to be here today.

8 (Laughter)

9 BOARD MEMBER TAKVORIAN: I think that's -- we all
10 feel that way. Thank you for working on alternatives. I
11 think that we asked a lot of tough questions at the last
12 June Board meeting. I feel like we got a lot of good
13 answers. And I want to thank the stakeholders, especially
14 the Clean Cars Coalition and the other NGOs who came
15 forward and made proposals, a lot of which helped to
16 change the rule in certain ways. And I think given the
17 good news about overcompliance, about manufacturing
18 modifications by the manufacturers, the enthusiasm shown
19 for ZEVs by consumers, I still feel that we're being a
20 little cautious about our goals.

21 But that said, after all of these meetings with
22 staff and stakeholders, I have been convinced that this is
23 where we are at this moment to maintain our partnerships
24 with stakeholders and manufacturers, as well as with the
25 177 states. So -- so I think -- I think that we've --

1 we've done what we can in the rule. But what's really
2 exciting to me is that that's not the end of the story,
3 that equity is the challenge now that's been expressed
4 both by supporters and detractors of the rule.

5 We have the opportunity I think to flip the
6 script now. I really don't want a lot of what was talked
7 about here that this is going to cause economic hardship,
8 that this is going to put small businesses out of
9 business. As the daughter of a small business owner, I
10 would not want to see that happen or to any of the folks
11 in our communities. So now is the time that we have to
12 really get it done.

13 And so I -- I think that for the first time, this
14 huge burden of vehicles on residents of impacted
15 communities that don't actually own those vehicles do --
16 the burden is really because of the proximity to
17 warehouses, to freeways, fuel distribution centers, that
18 now we can do more. And it's not going to get done inside
19 the rule, it's going to get done outside of the rule. In
20 the programs that we're developing, some that the Chair
21 just mentioned, I think are really important that we put
22 our -- our focus there, because honestly the 15-day
23 changes while I think are good, they do not and perhaps
24 they cannot guarantee the direct benefits to the
25 Californians that are most impacted in disadvantaged

1 communities.

2 So I appreciate the multiple acknowledgments in
3 the resolution about the need to go beyond the rule, but
4 I'd like to make that a little bit tighter. And I'd like
5 to make that a little bit more focused, so that we really
6 get it done, because now is the time that we really need
7 to move on the implementation of the rule adjacent
8 measures that we can push forward.

9 So one of the specific changes I wanted to
10 suggest is in -- on page 20 it says that starting no later
11 than July 1, 2023 to develop, and where appropriate by
12 July 1, 2025 to begin implement strategies, I'd like to
13 change that to starting no later than January 1, 2023 and
14 where appropriate by July 1, 2024, so that we move quickly
15 to bring folks together. And I'd like to hear more,
16 Chair, about your concern about setting up a separate
17 group, but I don't know how else it's going to get done,
18 because I fell like in all those other spaces, it's really
19 busy. They have huge things on their plate and I kind of
20 think it's going to take that focus for that group or
21 focus group to come together.

22 And one of the reasons why is because I feel that
23 while the regulation doesn't go into effect until 2026,
24 that there's going to be a bunch of used secondary market
25 vehicles that are going to be on -- on the market as

1 people prepare to buy these new cars. And we need to
2 convince people to buy the used ZEVs and not the old
3 fossil fuel cars, which is what I'm afraid will happen.
4 So I really think we need to get going faster, so that's
5 -- that's one suggested change that I'd like to make.

6 And I would like to have a discussion about why a
7 biannual report on the equity measures can't work, because
8 honestly I feel like staff's been really honest about the
9 fact that they don't know whether these equity measures,
10 these EJ measures are going to work. It's new. And I
11 appreciate the creativity, but we really don't know what's
12 going to happen with them. So I would like to have that
13 be biannual. And those are the two recommendations that I
14 would make.

15 CHAIR RANDOLPH: I'll just note to be clear, I
16 wasn't -- I think there should be a group working on the
17 equity goals outside of the regulation. My only concern
18 was the advocates had proposed language around coming up
19 with light duty -- additional light-duty emissions
20 reductions, you know, in the light-duty sector. And I
21 just didn't see why we would want to do that separate from
22 all of our other work. But I 100 percent agree that we
23 need to sort of convene a group and start working on other
24 strategies to get vehicles out into communities.

25 And so I would love staff to provide, if it's

1 okay with my colleagues before I call on you, your
2 thoughts on changing the timeline and your thoughts on
3 triennial versus biennial reporting.

4 DEPUTY EXECUTIVE OFFICER SEGALL: Sure. I'll
5 turn to Jen Gress on this in just a second, but for a high
6 result. Starting sooner, I think January is just fine. I
7 do think that we want more time to develop a really
8 substantive report. So, 2024 would be more challenging.

9 Jen, anything you want to add on the reporting
10 frequency point?

11 STCD CHIEF GRESS: As Craig said, I think it
12 makes sense to move up to January 1, 2023, the start of
13 the work. In terms of the biennial reporting, the one
14 thing I want to emphasize is that every year annually
15 we'll be producing a report that talks about compliance of
16 the ZEV reg, including the general use of the EJ values.
17 So that will be on our website every year.

18 The report we're talking about in terms of
19 biennial and triennial is really this deeper dive
20 analysis. And it's more about where are ZEVs across the
21 state? Are they actually in disadvantaged and low-income
22 communities? That is a -- is a deep analysis. It -- it
23 may not change that much year to year. And I think as
24 long as we are seeing how the EJ values are actually being
25 used annually, that will give us enough information in

1 terms of how the reg is actually working and we won't get,
2 you know, that much more information within a two-year
3 period, in terms of where cars are actually located across
4 the state.

5 And, you know, it is a lot of work to do that
6 analysis and we're going to make sure that the work we're
7 putting toward -- putting to do that is actually
8 generating meaningful results.

9 BOARD MEMBER TAKVORIAN: No, I appreciate that.
10 So when would the first report come out?

11 STCD CHIEF GRESS: So I believe the first one
12 would be -- I'd have to -- it looks like it would be after
13 the 2026 model year. The end of the reporting for that --
14 that the OEMs do is in September 2027. Then we would do
15 our work after that. So, you know, probably early 2028 in
16 order to actually have an analysis.

17 BOARD MEMBER TAKVORIAN: So that's what I'm kind
18 of worried about. I just feel like it's -- then we're
19 facing down 2030, and we're facing down 2035, so it
20 doesn't give us a whole lot of time to make changes. So I
21 wonder if -- you say here that -- well, I'm not sure if
22 you say it in this one, but where you say at least
23 trienn -- triennially, so it could be, if I'm reading that
24 correctly, that it could be more frequent. And could that
25 be something that the group that we're convening talks

1 about?

2 DEPUTY EXECUTIVE OFFICER SEGALL: Yes. I think
3 the way to approach this is if there's something big
4 happening, we obviously would not sit on that for a year.
5 So, in essence, as this group keeps talking and thinking,
6 if there's something that we need to come back to the
7 Board with sooner, of course, we would.

8 CHAIR RANDOLPH: Board Member Hurt had a
9 follow-up question.

10 BOARD MEMBER HURT: Yeah. I did actually. Thank
11 you. So we're talking about the EJ values and credits.
12 And I appreciate that in-depth analysis requirement, but
13 I'm thinking a little bit more about the deployment and
14 wondering when it comes to an equity lens whether we can
15 just provide raw data annually, so that the community can
16 make their own decisions and understanding and figure out
17 within their own organizations how to deploy incentives
18 where things need to be.

19 And I feel like we do that in Clean Cars For All
20 and other programs. Is there a way that we can do that
21 alongside that annual reporting that we do for EJ credits
22 and values.

23 STCD CHIEF GRESS: I think in terms of the
24 incentives, it's data that we have, you know, pretty
25 readily. The issue is not every cary buyer actually takes

1 advantage of an incentive and we need additional data
2 sources to tell a more complete story about where vehicles
3 are located. That's the part that's a little bit more
4 time-consuming. But if you -- so, I mean, it's really
5 just a matter of how much information you think we'll get
6 every two years relative to the amount of work it will
7 take. Can we do it every single -- every two years? We
8 can do it. How much infor -- new information will it tell
9 us? And I think our judgment is we probably won't get
10 that much more information if we do it every two years,
11 and for the amount of time we would get.

12 BOARD MEMBER HURT: But every year we will get
13 numbers of deployment?

14 DEPUTY EXECUTIVE OFFICER SEGALL: Right.

15 BOARD MEMBER HURT: So that is information that's
16 been official for the community.

17 DEPUTY EXECUTIVE OFFICER SEGALL: Right. So in
18 the annual reports, there is quite a lot that comes out.
19 There are obviously a few things there, CBI and the like
20 that you don't share publicly. But I think there would be
21 continued data sharing more regularly. And one thing to
22 calibrate this is I think part of the conversation we
23 probably -- I mean, literally we say start in January that
24 we're talking to everyone all the time, is figuring out,
25 well, what are the data points that make people feel more

1 comfortable, more aware that are useful. And this is
2 obviously, you know, a hundred percent commitment to make
3 sure we get out as much as we can, whenever we can.

4 BOARD MEMBER HURT. Okay. I think -- I think it
5 will go a long way for further trust in the community and
6 we've heard it here the concern for people being left
7 behind. And any information or metric we can give, even
8 annual if it's raw data, not like a deep analysis of where
9 deployment is, I think we can do that annually.

10 Thank you for interrupting.

11 DEPUTY EXECUTIVE OFFICER SEGALL: Yea, it runs
12 both ways. It's really important to hear from communities
13 what they're learning and how we can learn from them.

14 No, I was just saying that it runs both ways. It
15 will be really important to hear what communities are
16 learning, so not just us sharing things with them, but
17 vice versa.

18 CHAIR RANDOLPH: Vice Chair Berg had a follow-up
19 question.

20 VICE CHAIR BERG: Just an observation. You know,
21 when we talk about this reporting, it's very, very
22 important that we all get on the same page on where the
23 data is coming from and what are the baselines. I often
24 feel like we're talking past each other, because in our
25 own minds we have a different concept of what the data is

1 showing or not showing. And I can tell you from the
2 California Clean Fuel Reward, we track sales, but the
3 inventory that we get, there is a marginal difference.
4 And so as we're tracking sales, it's really important that
5 these cars are registered in the state of California and
6 stay in the state of California.

7 And so there's some real nuances to benchmarking.
8 And I think it also would be really, really helpful for
9 our equity partners to help define what is year-over-year
10 success, because this is going to be an ongoing
11 transformation for all Californians. And I absolutely
12 think we have a remarkable opportunity to make sure that
13 we are impacting everybody in a very beneficial way. But
14 what's the definition of success, so we have something to
15 measure against, and how are we doing? And we need to
16 partner with the OEMs. This is not their sole
17 responsibility. So thank you.

18 CHAIR RANDOLPH: Okay. So I'm going to kind of
19 summarize where I think we are at this point before I call
20 on the rest of my colleagues that have their hands up.

21 (Laughter)

22 CHAIR RANDOLPH: So it sounds like July -- I'm
23 sorry, January 1st, 2023 to begin the work. It sounds
24 like we clearly want to make sure that our annual
25 reporting provides as much raw data as is sort of

1 accessible on that annual basis. We are still comfortable
2 with the deeper dive being triennial, but with, you know,
3 continued conversation as part of the group that's going
4 to be working on this as to whether there's opportunities
5 for more information or analyses that could be shared at a
6 shorter timeline, is that right? Is that where landed on
7 that?

8 (Yeses)

9 CHAIR RANDOLPH: Okay. So I think that's good.

10 So then I'm going to go ahead and call on the
11 rest of my colleagues, see what other issues folks have.

12 Mrs. Riordan, I think you were next.

13 BOARD MEMBER RIORDAN: Thank you. This is very
14 special for me, because of my tenure on this Board I have
15 watched its infancy move to today, and that's rather
16 exciting. And I look out at Tom Cackette and say thank
17 you for giving us the groundwork to work and to the staff
18 of today, you are incredible, and the work that you've
19 done, and the thoughtfulness that you've given to this.
20 And then to those of you who were listening to some of the
21 testimony of -- of the manufacturers, I think it's just
22 incredible the investments that are being made for us in
23 California and hopefully the United States as a whole.
24 That's just incredible.

25 You know, we're talking billions not millions,

1 billions. And I think we are going to be extraordinarily
2 successful in this effort. The one caution I have to all
3 of you is infrastructure. I am convinced that if this is
4 to be successful, infrastructure is absolutely critical,
5 and it will affect you in very different ways. There are
6 parts of California that are without the infrastructure
7 that's going to be needed for this program, particularly
8 the rural areas. They -- they just don't have that
9 infrastructure and we need to make it available for them.

10 The other part is there may be a great deal of
11 money in the pipeline, but it has to be implemented. It
12 doesn't do us any good to have money in a pipeline. The
13 acqui -- you know, the emphasis today is to get
14 infrastructure going, but if we continue to find ourselves
15 behind the eight ball, a lot of people won't invest in an
16 electric vehicle unless they can be assured that the
17 infrastructure is there to keep it charged, to keep it
18 going.

19 So that is my caution. And I know as we have
20 divided a responsibility here, Madam Chair, for that
21 implementation of infrastructure and concentration, that
22 that's going to be a very important program and I hope we
23 keep that on the forefront, because I think infrastructure
24 again is the key to making the whole program very
25 successful.

1 And I appreciated your emphasis, Madam Chair, on
2 the reporting and the understanding. And I certainly
3 support what you have said in terms of understanding where
4 we are on the reporting. And I'm just curious, while I
5 was sitting here thinking about, okay, how do we know
6 where these vehicles are, is the DMV in partnership with
7 us, do they have the ability to identify where these
8 vehicles are registered? And if they can produce that
9 kind of information for us, that could be very helpful. I
10 mean, you know, they certainly have information. Now, can
11 they separate out electric vehicles from fossil fuel?
12 Well, there is your information. You'll know exactly
13 where these vehicles are. And that will answer the
14 question are they in the right communities as we look
15 forward, and for somebody like myself, are they in the
16 rural communities that I'm most concerned about. So I
17 think that would be a great partnership that we can work
18 on with the DMV.

19 DEPUTY EXECUTIVE OFFICER SEGALL: Mrs. Riordan,
20 we'll explore that. I'll just note that DMV data has a
21 bunch of legal protections around it and can be
22 challenging. So we have reporting in the core reg to make
23 sure we know as much as we know, but it's an interesting
24 lead we can look into.

25 BOARD MEMBER RIORDAN: Yeah. And we need to

1 explain to them what we need and maybe they can work that
2 information for us, so that it's pretty easy to decipher
3 and good partnership.

4 DEPUTY EXECUTIVE OFFICER SEGALL: Yeah. We will
5 discover what is possible as ever.

6 BOARD MEMBER RIORDAN: All right.

7 CHAIR RANDOLPH: Thank you.

8 BOARD MEMBER RIORDAN: And, Madam Chair, with
9 that I've concluded.

10 CHAIR RANDOLPH: Thank you.

11 The next person is Supervisor Vargas.

12 Supervisor Vargas, are you there?

13 Okay. I will come back to you.

14 The next is Board Member Hurt.

15 BOARD MEMBER HURT: Thank you, Chair.

16 So two words come to mind with this regulation,
17 and that is strategically ambitious. It's an important
18 step forward to achieve our clean air goals, and emission
19 reduction, and accelerate the clean energy transition that
20 we really need for our communities and the climate. I
21 recently read a speech of the 44th President that aptly
22 stated that we cannot condemn our children and their
23 children to a future that is beyond their repair, not when
24 we have the means, the technological innovation and the
25 scientific imagination, to begin the work of repairing it

1 right now. And this regulation is the repair we need.

2 After countless meetings with the various
3 stakeholders, the auto industry, and the community, it's
4 clear that we have the proper technological foothold to
5 make a difference in light-duty vehicles to reach what I
6 heard from everyone is our collective goal to clean air
7 and a better environment. And Governor Newsom has led the
8 state along with the Legislature just with the same
9 optimism that we can do this today, we've been working on
10 it for decades, and the time is now.

11 And I just want to reiterate that in all my
12 meetings, no one said we couldn't get this done, that it
13 was impossible. They just said it was challenging. And
14 so let's meet the challenge together.

15 I'm further heartened statements that, you know,
16 this is solvable. And I think we have no choice but to
17 move forward, but thoughtfully, so that we can prompt the
18 market and further prompt behavioral changes and continue
19 to protect and transition our jobs and our economy.

20 I want to also thank the staff, as others have
21 said, and all the stakeholders for really digging deep and
22 working together to perfect this rule. I think since my
23 time on the Board, this has been the first time where I've
24 heard everyone say this is a rule that should move forward
25 in its form. So kudos to the team to get most of the

1 community and everybody to that place.

2 I also want to thank Gress, McCarthy, and
3 Cunningham for taking my call yesterday as it related to
4 technical challenges. I think it's going to be really
5 imperative that we continue to evaluate those standards.
6 There were some concerns from different stakeholders. I
7 think we cleared some of these concerns up, but I'm sure
8 there will be more as we get into this regulation and the
9 practical aspects of it.

10 And I also just want to uplift that in order for
11 this to really work, it's going to need to be affordable,
12 convenient, and accessible. And I think what you've heard
13 today that everybody is committed to doing their best and
14 their part to make sure that those qualities as it relates
15 to zero-emission vehicles will be a reality.

16 I do want to challenge the car makers, and I see
17 some faces out in the audience, that they also need to
18 find ways and actions, not just words, to partner with
19 community organizations in these communities. So that's a
20 friendly challenge, but I think together we can meet what
21 this future calls of us.

22 And then someone I think said earlier, like a
23 little anecdote, I was at the Petersen, I think, Museum,
24 yeah, in LA with my daughter earlier this summer. And
25 it's just really amazing to see the distribution of old

1 cars, you know, your old Model T all the way to the latest
2 and greatest today. And it just reminded me of the vast
3 technological changes that have occurred over the decades.
4 And the combustion engine has endured for a hundred years,
5 right? But like the way of the steam engine, it's time
6 for it to phase out. And it's necessary and it's the
7 technological advancement I think we all want to see for a
8 better world.

9 I do want to acknowledge that there are really
10 some sobering aspects though to this regulation that I'm
11 confident we can navigate. There is going to be that
12 short-term demand as this becomes more mainstream and our
13 long-term ambition to tackle other vehicles. I do hear
14 the challenges around charging infrastructure. I'm
15 thinking always about consumer protection, and durability,
16 warranty, and as well as the supply chain issues.

17 But there are also challenges in inaction, and in
18 fact, grave challenges when it comes to climate change and
19 poor health that we know shortens the life due to the air
20 quality that we breathe. So I think we've got to move
21 forward, folks. We've got to do what we can and dig in
22 with infrastructure and other means.

23 And when I think of the infrastructure topic, I
24 think of the history of roadways. And we started
25 maximizing construction post-war. All the roadways were

1 not in place when we did mass distribution of cars. And I
2 think as it relates to charging infrastructure, it would
3 scale with time and demand. And I think we're all
4 determined to push us forward in that direction, and so I
5 feel good about that.

6 Lastly, I think someone said earlier I am
7 committed as well to working with all of you to ensure
8 deployment in our communities, front-line communities,
9 incentives in places that really need them, communities of
10 color. I think and believe that we can get their
11 together. And I'm glad to hear that the staff will follow
12 the deployment of ZEVs, but we have really got to follow
13 that closely. And I am glad to hear that we will annually
14 try to figure out some way to create raw data for
15 communities to help themselves and for us to help them as
16 well along the way.

17 And so I think all in all, this is -- this is
18 great news this regulation for California, the United
19 States, and the world, and I'm glad to be a part of it.

20 Thank you.

21 CHAIR RANDOLPH: Thank you.

22 Okay. I'm going to go back to Supervisor Vargas,
23 who was trying to speak, but we couldn't hear her. So
24 Supervisor Vargas, are you ready?

25 We show you as muted. Can you hit unmute?

1 Okay. You're unmuted, so you should -- we should
2 be able to hear you.

3 We're not -- we're not hearing you yet. Oh, she
4 just went away.

5 Okay. I'm going to call on Board Member De La
6 Torre who's the next on my list and then we will back to
7 Supervisor Vargas again.

8 BOARD MEMBER DE LA TORRE: Thank you. First of
9 all, I have a little show and tell.

10 (Laughter).

11 BOARD MEMBER DE LA TORRE: So imagine my
12 surprise, I've seen this this morning. This is obviously
13 not this morning, because today it's right on I Street.
14 But for the last couple weeks, this truck has been parked
15 outside of the Capitol running, or maybe has a generator,
16 I don't know, polluting while talking about the Western
17 States Petroleum Association's concern about pollution.

18 Wow. Wow. Wow. Wow. I really appreciate all
19 of the well-selected factoids that they have projected on
20 the side of this truck, but that's not at all concerned
21 about the environment to have a truck out there running
22 all day long, for weeks on end for what? It doesn't work,
23 FYI, in terms of your PR strategies. So I'll just leave
24 that up there while I'm talking.

25 (Laughter)

1 CHAIR RANDOLPH: But those fact, like I don't
2 want them up on the screen, because I'm not sure they're
3 true.

4 BOARD MEMBER DE LA TORRE: Yeah. Yeah. There it
5 is. It's a pretty picture, the Capitol part, not the rest
6 of it.

7 So related to that too, there was a couple of
8 folks who mentioned that this isn't standard space. It
9 absolutely is. Zero emission is a standard, period. So
10 to those that are trying to obfuscate. Zero emission is a
11 standard, and that is the standard that we are adopting
12 here today.

13 I want to talk a little bit about the
14 marketplace, the broader marketplace, and then I'll --
15 I'll bring it back to California.

16 Denmark, Iceland, Ireland, Israel, Netherlands,
17 Norway, Scotland, Slovenia, Spain, Sweden, all have ZEV
18 mandates coming up between 2030 and 2040. We are right in
19 the middle of the international trend. And some of you
20 may say, well, Iceland has 300,000 people. Yes, they do,
21 but we also have the United Kingdom, number five economy
22 in the world. Well, they'd be six if they allowed us to
23 be counted. But UK is fifth economy in the world, France
24 number seven economy in the world, Canada number nine
25 economy in the world, they all have mandates as well.

1 And so Japan has an EV and hybrid mandate by
2 2035. India has a governmental ZEV mandate, meaning all
3 government vehicles will have to be ZEV by 2030. So --
4 and China, the country doesn't have a mandate, but there
5 are provinces, very large provinces in China, that do have
6 a ZEV mandate in the same time rate -- time frame as we
7 have in these other countries. This is the world market.
8 This is where things are going. So California is not out
9 of step. We may be out of step with Texas and
10 Mississippi, but we are not out of step with the world
11 market. And frankly, I'd much rather be with them than
12 those two, and some others of their ilk. So we are
13 absolutely on the right path in terms of the marketplace
14 and this market transformation that is taking place.

15 Board Member Hurt was talking about our roadways
16 and that infrastructure. As late as the 1930s and 40s, in
17 many places in America, you got your gasoline in a can at
18 a roadside store. There --

19 VICE CHAIR BERG: A 55-gallon barrel.

20 BOARD MEMBER DE LA TORRE: There were no gas
21 stations, less than a hundred years ago. And somehow, the
22 car grew, and was sold, and became successful, and no one
23 was complaining about the lack of infrastructure then. We
24 are way ahead of that transition in 2022 in California and
25 we're going to keep pushing the bar, not just with this

1 regulation, but other things that are taking place.

2 The ZEV alliance, we have Connecticut, Maryland,
3 Massachusetts, New Jersey, New York, Oregon, Rhode Island,
4 Washington, and Vermont all are committed as we are to
5 follow along this. We heard from NESCAUM earlier during
6 this meeting.

7 In terms of sales in California, 2016 and I've
8 said this before, 3.3 percent of all cars sales were ZEV,
9 2017, 4.3 percent, 2018, 6.98 percent, 2019, 6.8 percent,
10 so about the same, 2020, 7.8 percent, slightly higher, but
11 about the same, and then a big jump in 2021 to 12.4
12 percent. First quarter this year, 16.3 percent of all car
13 sales in California, new car sales were ZEVs. And second
14 quarter -- I said that first quarter number in June. We
15 now have the second quarter number, 16.6 percent. Holding
16 steady and growing. The pattern is clear of where this is
17 headed.

18 So again, in terms of the marketplace, in terms
19 of this market transformation that is taking place, it is
20 happening. What we're doing here today is nudging it
21 along. It is showing that this is the path where
22 California is headed and those other states that follow
23 us.

24 In terms of the cost of the vehicle itself, in
25 2021, U.S. Department of Energy did a maintenance analysis

1 comparing internal combustion engines to zero-emission
2 engines. They determined \$0.04 per mile cheaper for ZEVs.
3 And that doesn't sound like a lot, except when you add it
4 up over the life of the car, it's \$8,000 cheaper for a ZEV
5 compared to an internal combustion engine. So that
6 mechanic guy who called earlier, sorry, I think the people
7 are going to figure out they don't want to spend that
8 \$8,000 coming to you when they can get a ZEV that is going
9 to be cheaper for them.

10 Also, U.S. Department of Energy in 2020, a
11 different administration did a fuel analysis and
12 determined that over 15 years a ZEV was \$14,500 cheaper in
13 operating in -- driving a ZEV compared to an internal
14 combustion engine. That's over \$22,000 savings over the
15 life of a ZEV versus an internal combustion engine. So
16 when people are saying this is too expensive, saving
17 \$22,000 over the life of a care is too expensive. That --
18 that's a different kind of math than the one I'm used to.

19 In terms of incentives, so getting into the
20 vehicles, we have CVRP, which is one thousand to seven
21 thousand dollars per vehicle. We have Clean Cars 4 All,
22 which was mentioned that's up to \$9,500 per vehicle. And
23 Clean Cars 4 All also includes used vehicles, which I'm
24 always pushing for here at the secondary market, and some
25 of my colleagues have as well, for those low-income

1 communities. The budget and it's still being negotiated
2 right now, but we're talking close to \$200 million in this
3 year's budget for Clean Cars 4 All in that ballpark.
4 That's going to go to those communities that we're talking
5 about today.

6 They will get that. And if the Bay Area AQMD and
7 South Coast AQMD could get rid of that form 1099
8 requirement, we could get it even to -- even more people's
9 hands in the community that we're talking about.

10 And then on top of that, this is an added bonus,
11 we didn't even know this was happening when we here in
12 June, the IRA, the --

13 CHAIR RANDOLPH: Inflation Reduction Act.

14 BOARD MEMBER DE LA TORRE: -- Infrastructure --

15 CHAIR RANDOLPH: Inflation Reduction --

16 BOARD MEMBER DE LA TORRE: Inflation Reduction
17 Act. Thank you. See, you forgot it. I forget it. It's
18 a dumb name, but --

19 (Laughter)

20 BOARD MEMBER DE LA TORRE: -- the result is good,
21 \$7,500 credit for new vehicles -- EVs in -- from D.C. and
22 4,000 for used vehicles. They have never done used
23 vehicles from D.C., and they've done it now. So you
24 can -- you can pile those on top of the California
25 incentives and really get a reduction in the price.

1 Some people were complaining about the cost of
2 electric vehicles -- new electric vehicles. Price parity
3 is coming. And that -- this is the one part of staff's
4 work that I disagree on. I think you were too
5 conservative on price parity. It's coming sooner than
6 what you estimated in your analysis. I understand why you
7 did it, but other sources, and I've been checking with
8 other people 2030 at the latest is what they're saying.
9 And some are saying it's as soon as 2025. COVID and the
10 supply chain issues may impact that a little, but between
11 2025 and 2030 is -- it's going to happen, price parity.

12 And you cannot just fixate on lithium ion. There
13 are other battery technologies out there. There are other
14 battery technologies that are being involved -- developed.
15 Who knows, maybe fuel cells drop in price and that becomes
16 a more competitive light-duty vehicle option. So
17 zero-emission options are going to be available at price
18 parity with internal combustion engines sooner rather than
19 later, certainly in the time of this regulation. And at
20 that point, it becomes a one-to-one match. Actually, it's
21 better for ZEVs, for the reasons I cited earlier. They're
22 cheaper to operate, cheaper to own.

23 So this -- this is good stuff. This is market
24 transformation. It's CARB again putting itself out there
25 way ahead of the rest of the United States except for the

1 Section 177 states. And it really sets a marker for the
2 world market that -- that parts of the U.S. in the game
3 along with all those countries that I started with.

4 Thank you to staff for your work on this. I know
5 you've -- you've been putting out fires all over the place
6 for months and months. And we've really come to a good
7 place. And I think back to 2012 when we voted on the
8 joint standards with the Obama Administration, where we
9 didn't know -- we did not know where this battery thing
10 was going to go. We just took a leap of faith and we've
11 been way ahead of the curve on all of our estimates from
12 then to this point today.

13 And now we're going to take another leap of
14 faith, and I know -- because of that, I know we're going
15 to outperform overperform on these standards as well.

16 Thank you.

17 CHAIR RANDOLPH: Thank you.

18 Supervisor Vargas.

19 BOARD CLERK ESTABROOK: Supervisor Vargas, you
20 may have to press star six to unmute.

21 It doesn't look like you've unmuted. Can you try
22 hitting star six.

23 BOARD MEMBER VARGAS: Can you hear me now?

24 BOARD CLERK ESTABROOK: Yes.

25 BOARD MEMBER VARGAS: All right. I think you can

1 hear me now.

2 CHAIR RANDOLPH: Yes.

3 BOARD MEMBER VARGAS: Oh, my goodness. Thanks.
4 My apologies to all of you. Thank you, Chair Randolph and
5 thank you (inaudible). I just wanted to make sure that I
6 acknowledged that obviously this is a very important phase
7 to advance clean air in the long term, absolutely
8 (inaudible) -- long-term impact it's going to have on
9 our -- on our communities. But I wanted to mention that
10 communities that is really important for us and our
11 binational community that really suffers from some of the
12 worst air quality in traffic (inaudible) in the country.

13 And so I wanted to just emphasize that today's
14 action is critical for the well-being, not only of the
15 residents across -- you know, in my district and around
16 the border, but (inaudible) climate change. I really
17 believe that this is a bold move. It's going to once
18 again put California apart and commit us to support
19 programs to ensure EVs and charging infrastructure is
20 affordable and available for all Californians.

21 I really do appreciate your leadership and
22 staff's continuing efforts to develop this space for
23 advancing equity. I really appreciate all the comments
24 and the recommendations that you were able to advise just
25 a couple minutes ago, so that way we may ensure that

1 environmental justice advocates and manufacturers are also
2 part of that.

3 Like my colleagues on the Board, it is -- I'm
4 really interested in making sure that we get this
5 technology into our communities of color, our front-line
6 communities sooner. So I really do support the
7 recommendations -- the recommendations that were made by
8 my other colleagues as well.

9 We have a lot of work to do with leadership to
10 advance the secondary market sales to ensure that our
11 residents in our communities are able to compete for the
12 used car market for its EVs, which is why I'm also really
13 appreciative of the Biden administration's infusion of
14 its -- for buying used EVs reading.

15 So we will continue and work to promote EV
16 participation. I also want to make sure that we're really
17 discussing, and I think we've mentioned it already, to
18 support the organizations doing the work on the ground in
19 our communities. And I'm looking forward to the updated
20 report and the progress that my colleagues also mentioned,
21 so -- again, it's -- to say that I think this is
22 (inaudible) today. And I thank you and I appreciate the
23 Governor setting the target of all of our (inaudible), and
24 remember that our State (inaudible) are all also
25 supporting our work.

1 Thank you, very much Chair.

2 CHAIR RANDOLPH: Thank you.

3 Okay. Board Member Eisenhower is next.

4 BOARD MEMBER EISENHUT: There. Thank you, Chair.
5 I've struggled. I've heard the comments of my colleagues,
6 historic, transformative, market transformative,
7 strategic, and I've been looking through my thesaurus to
8 see if I can do better.

9 (Laughter)

10 BOARD MEMBER EISENHUT: And so far without
11 success.

12 (Laughter)

13 BOARD MEMBER EISENHUT: So I will -- I will
14 embrace the comments of my colleagues each and all, Dr.
15 Sperling and his emphasis on the -- on the historic
16 transformation nature of our work, Barbara on her
17 cautionary note about not outdistancing the
18 infrastructure, and Ms. Takvorian in -- in her comments
19 about I think timing of our review and the cycle of the
20 review. And I'd like to -- well, let me digress. I make
21 it abundantly clear I'm very much in favor of this. I am
22 personally privileged to be a part of the group that seems
23 to be headed toward an adoption of this action. And
24 I'm -- it's something that I, at some point, will be able
25 to share with my grandchildren when they want to know what

1 part I have taken in making their lives potentially
2 different. And it's a privilege to be able to be here.

3 I'm -- I would respectfully change the Chair's
4 description of comfortable with the three-year cycle of
5 the report to accepting of the three-year cycle. And I'm
6 not going to propose. I would not propose that we change
7 that cycle, but I -- I think we could do it outside of
8 a -- an amendment to -- because -- because the language
9 allows for more frequent than three years, but I would
10 specifically request a more -- a report that's earlier
11 than the one that was described that possibly stretched
12 into 2027. And I'd like to begin that three-years cycle
13 earlier, rather than later. I think it contains a
14 critical information to our review of the collaborative
15 nature of this work. And I'd like to see that report
16 sooner. I'm not going to -- I'll just leave it at that.
17 I'd like to see that report sooner, so those -- those are
18 my comments, Chair.

19 CHAIR RANDOLPH: Can I follow up on that? I
20 mean, is there -- is there an opportunity to perhaps maybe
21 do the first one a little sooner and then kind of start
22 that three-year cycle?

23 DEPUTY EXECUTIVE OFFICER SEGALL: Well, it's
24 fundamental just a question of depth and quality of
25 analysis versus timing, you know, which is what we're

1 balancing. And I guess what I'd suggest -- you know,
2 understanding that folks both really want to know how
3 we're doing, but also that we need some time to discover
4 how we're doing, is that this be a conversation with
5 the basic advisory group we're putting together. There's
6 nothing in the resolution that stops us from coming back
7 more quickly.

8 But one thing I'm just aware of is we want to
9 come back with useful information that folks can either
10 organize on or think about and I don't want to short
11 circuit that either. So I think we'll -- we will learn
12 this and I totally hear the interest in making sure we
13 track this really closely, which I'm very committed to.
14 It's just we want to discover what we're learning and
15 report it in a thoughtful way.

16 CHAIR RANDOLPH: Okay. Great. So basically kind
17 of one of the key first topics of that group what we'll
18 start no later than January 1st will be at least an
19 initial baseline report and the timing for that.

20 Okay. Dr. Balmes is next.

21 BOARD MEMBER BALMES: Thank you, Chair Randolph
22 and I'll try to be brief, since my colleagues who've
23 spoken previously have said most of what I wanted to say.
24 But I have to go back to something that Dr. Sperling
25 mentioned early on and a -- I don't know if Tom Cackette

1 is still in the audience, but now that I'm one of the more
2 senior Board members, I do really appreciate the staff's
3 work all these years that I've been on the board to get to
4 this point. And I particularly want to give a shout-out
5 to Tom for his leadership in that regard.

6 I also tried to consult my thesaurus about the
7 language to properly frame and contextualize this
8 regulation and I decided not to go for a superlative, but
9 to say that this is the appropriate response to the
10 climate emergency. So I'll start with that.

11 We have to do this for all the reasons that my
12 colleagues have mentioned, but I want to add one more,
13 which some of the testimony today pointed out, especially
14 people with asthma or who had kids with asthma, there is a
15 public health dimension to this historic regulation, and
16 staff has projected that at least 1,300 lives would be
17 saved, over a thousand health care utilization for
18 respiratory and cardiovascular outcomes. And I think
19 that's conservative. We're really going to have a major
20 reduction in internal combustion engine generated PM2.5,
21 in addition to other pollutants. So that -- and it's
22 especially important for the low-income communities of
23 color, the front-line communities that my colleagues have
24 spoken about.

25 So in addition to all the environmental and

1 economic reasons for this regulation, there's a public
2 health dimension that I wanted to emphasize as well. And
3 finally, I want to thank all stakeholders for their
4 participation in helping to craft this regulation, and
5 especially to recognize the hard work of staff. And I'm
6 very supportive of both the regulation and the monitoring
7 of the environmental justice values component that we've
8 discussed.

9 Thank you.

10 CHAIR RANDOLPH: Thank you.

11 Supervisor Serna.

12 BOARD MEMBER SERNA: Thank you, Chair.

13 And I too will attempt to be brief here. Dr.
14 Balmes ended with rightful thanks to everyone involved and
15 I'll start there, and, of course, shower my gratitude upon
16 our fine capable staff for not just the immediate work
17 that has transpired to get the resolution in front of us
18 today and the regulation in shape, but as has been
19 mentioned, over several years and that's why, in part,
20 today is, as has been mentioned, a very historic -- very
21 historic moment. So thanks to staff, thanks to everyone
22 that provided testimony today and certainly back in June.

23 You know, I guess where I want to kind of start
24 the substantive comments here is that I think it's
25 incumbent upon us to acknowledge at a moment like this

1 that our responsibility is more than just leaving tea
2 leaves on the rim of a cup. And what I mean by that is
3 that when we are going to be expected to take bold action
4 in the form of regulation and rulemaking, especially
5 subsequent to a very clear directive vis-à-vis an
6 executive order or orders plural, you know, we need to be
7 bold in how we go about thinking carefully about
8 implementing what is in those orders. And I think that's
9 what we have achieved here today.

10 And for those that testified today, you know,
11 there was -- there was a common theme amongst some, and
12 that common theme was too fast, too soon. And I would
13 just encourage those that have expressed that particular
14 concern to think about how the market and the OEMs have
15 already responded to much of what CARB has been leading
16 worldwide again in the -- in the space of advancing
17 zero-emission vehicles and attempting to influence the
18 market, so that market share continues to increase.

19 You know, while others were consulting their
20 thesaurus waiting to speak, I was -- I was consulting
21 Google. And I was just very curious. I Googled some OEMs
22 to see what popped up as kind of the first bit of
23 marketing rhetoric that they -- they offer. So when I
24 looked up General Motors, the first thing I see is, "The
25 Electric Future is Here. When I Googled Toyota, it

1 said -- they said, "Building an Electrified Future Today".
2 And when I looked up Audi, the first thing that comes up
3 is, "Progress is Electric".

4 So I think, if nothing else, when you look at the
5 response that the OEMs have already taken and will
6 continue to take, based on the fact that the technology
7 is, and has -- and continues to just grow very fast in
8 terms of dealing with range anxiety, and, you know, we
9 have -- there are certain models today that actually have
10 better range than their -- their internal combustion
11 counterparts. And then, of course, as has been mentioned,
12 the cost of ownership being as competitive as it is for
13 ZEVs. I think we're well on our way, and have been.

14 Yes, today marks a very, you know, seminal point
15 in the continuum of how we influence the market in the
16 right way, but I think there's a lot of momentum that's
17 already there. And so I just wanted to offer that, Madam
18 Chair, specifically for those who may, you know, continue
19 to have some -- some concern about the swiftness of this
20 regulation and the fact that, you know, 2035 is going to
21 come sooner than we think.

22 But I am very confident that with, again the
23 thoughtfulness that's gone into this, especially with
24 regards to the intersection with our environmental justice
25 goals, that this can be something that we all look back

1 upon as, you know, a critical moment in time to -- to be
2 proud of and be proud of for all the right reasons for
3 doing our part to address climate change and public
4 health. And that is in large part, you know, the
5 principle part of our mission. And so I'm very proud, as
6 my colleagues have mentioned, of being a small part of it
7 today.

8 So thank you.

9 CHAIR RANDOLPH: Thank you. Okay. That was a
10 very enthusiastic thank you to Supervisor Serna.

11 Okay. Senator Florez.

12 BOARD MEMBER FLOREZ: Thank you. It's hard to
13 speak after everyone has made the most amazing comments,
14 but I will say I also, as Dr. Balmes has pointed out, you
15 know, point to the historic nature of today. I think John
16 Eisenhut was correct. I think everyone should take a
17 screenshot at some point. This is absolutely historic.
18 And the reason for that is I think it's pretty clear that
19 climate change is the single most important generational
20 challenge that we are facing today. And I think this
21 Board is taking it head on. Clearly, the vote today is a
22 generational shift in the way we think, in the way we
23 operate, in the way we survive in the world.

24 And I can tell you as a past legislator and I'll
25 point both Connie and to Hector, the one thing you learn

1 in the Legislature is you really don't mess with people's
2 cars. So I think tomorrow I'm expecting to see some
3 headlines calling our action extreme. I think a lot of
4 folks will look at this as impossible. Most will ask the
5 question whether or not the Board, and California, and
6 this Governor have gone too far.

7 But if you put it in the context of what climate
8 change is and the impact of automobiles and the ability to
9 change the course, at the end of the day, we have
10 polluting cars whose exhaust is threatening people's
11 health, its -- their well-being. It -- they get that it's
12 from point A to B. And on the other hand we have clean
13 cars that will now get us to the same location in a clean
14 carbon-free way.

15 It seems like the choice for the Board and the
16 action that we're taking today is pretty clear. I think
17 we're opting on the side of clean air, better health,
18 commitment. You're hearing from everyone to work to make
19 the transition the way it can and should be. Obviously,
20 as Barbara mentioned, there's lots of issues about range
21 anxiety. There's the whole issue about convenience,
22 always built into this. And I do really feel -- you know,
23 I also did a little looking into as Hector did.

24 You know, it amazes me that if you look at the
25 arguments back in the early 1900s when the automobile was

1 created, you know, it was kind of called the horseless
2 age. And those horseless carriages, you know, the amount
3 of ridicule and the amount of really bad reaction to those
4 who even thought about this was very similar to I think
5 what a lot of Board members, the Governor, and others are
6 going to get tomorrow, and that is, you know, some
7 skepticism, because in some sense people are happy with
8 the way their polluting cars operate today. They've been
9 used to it probably for the last hundred years.

10 Today's action sets an absolutely new course, but
11 it's built, as Hector said, on an infrastructure that
12 did -- was not really created, if you will. I think once
13 people see the convenience of charging from home, the fact
14 that they're not going to have to search for a gas station
15 with gas prices that are astronomical. The fact that
16 they're not going to put in fuel that is poisoning all of
17 us, it feels to me that the vote today really is going to
18 set this course in a way that, you know, is -- it's --
19 it's history.

20 So I just am very happy to be associated with
21 today's vote. I clearly feel like if you look at the
22 first automobile that was created, I think it took 19
23 years to get 15 million cars from the time that we had one
24 car from 1908 to 1927 up and running. I think just
25 looking at trajectory of EVs, the amount of marketing by

1 the manufacturers, you just had watch to the Super Bowl to
2 know that everyone is turning the corner on this,
3 including the auto manufacturers. I mean we have 13 years
4 and we are already at an almost more amazing trajectory
5 than the gas powered poisoning machine that we're now
6 hopefully going to displace in California.

7 And I do think we will lead other states and I do
8 think we will lead the world. I'm absolutely proud to be
9 associated with that. And Madam Chair, I hope that --
10 that you see on your new venture as the Chair of our Board
11 congratulations. I think this is something we can all
12 look at and be proud of. We will weather this storm just
13 like we did on the horseless carriages. But just as they
14 did at that point in time, I think we're going to be able
15 to look and see that we really stood on the side of public
16 health, climate change, and we really built on the
17 operational success of technology that we are also used to
18 and also quickly.

19 So thank you, Board. I look forward to my aye
20 vote. Probably one of the better aye votes I'm ever going
21 to take and I'm really looking forward to moving forward.
22 The hard work is ahead as has been mentioned. Got a lot
23 of checking in to do, a lot of data, got a lot of
24 infrastructure to build. We've got to have enough energy
25 to make all of this work. But I think it does start with

1 our Board's action today to point in the direction of
2 reducing the amount of climate change problems that we
3 have in this world. And thank you so much for allowing me
4 to say a few words.

5 CHAIR RANDOLPH: Thank you.

6 Senator Leyva.

7 SENATOR LEYVA: Thank you, Madam Chair. Wow,
8 what an exciting day. Sorry I'm a little late. We had a
9 floor session this morning. I want to say that I think
10 Dr. Balmes was a hundred percent correct that the action
11 that we are talking is appropriate and it's what we should
12 be doing. And I really want to echo all of the words of
13 all of my fellow Board members and what they have said.
14 And then I also want to say that change is hard. And, you
15 know, when we go to the gas station and we put gas in our
16 car, even when we know it's not good for the environment,
17 certainly for myself representing the 20th Senate
18 District, where we have more smog and bad air days than
19 almost any place else in the Senate, it's what we know.
20 So we're going to have to get used to a new normal, but
21 it's an exciting day. It's an exiting day that we get to
22 all be a part of this. It's been an honor for me to get
23 to be on the Board and be a part of this.

24 I want to say thank you to staff. Thank you for
25 letting me call you with my crazy questions and making

1 sure I understand the process and what we're doing. We
2 couldn't have done it without you. And I want to say to
3 the public and everybody listening, we know that change
4 will be hard, but we also know that this is the absolute
5 right thing to do. But this has been a very thoughtful
6 process with lots of public comment.

7 And I always like to say that when we reach any
8 kind of a deal, if anyone ever -- if we all walk away a
9 little bit happy and a little bit unhappy, then we've
10 probably reached the right balance. And I think that's
11 where we are today.

12 Everyone won't think its perfect, but as Dr.
13 Balmes said it is appropriate and it's what we should do.
14 And I hope as we move forward, we are always mindful of
15 our underserved communities, and folks who will have a
16 harder time purchasing an electric vehicle, but you know
17 what, I have no doubt that we can do all of that. So
18 great work everyone. It is an exciting day and I'm
19 honored to get to be a part.

20 Thank you Madam Chair.

21 CHAIR RANDOLPH: Vice Chair Berg.

22 VICE CHAIR BERG: Well, thank you very much,
23 Chair. You know, it has just been so inspiring listening
24 to all of my colleagues. And I, too, echo all the
25 comments. And there's no question that you have a Board

1 that is very committed. We are not going into this blind.
2 We absolutely understand the upsides and the challenges.
3 And so, staff, congratulations. We're in it with you.
4 And, Madam Chair, it's yours.

5 CHAIR RANDOLPH: Thank you so much. And all of
6 my colleagues were so eloquent. So I'm not going to
7 repeat what they said. This is a historic day and I'm
8 really pleased to be here with all of you to take this
9 step.

10 I just wanted to take a moment to thank the
11 staff. And I -- you know we're used to thanking the staff
12 that's here right in front of us, and seeing your faces,
13 and being excited to see you, and happy to contribute.
14 But I also wanted to thank the staff that's not here in
15 the Board room. There were over 40 staff people who
16 worked on this incredibly complex regulatory package on
17 everything from the battery durability requirements to
18 providing legal advice on CEQA, legal analysis on other
19 issues to provide information and advice round our
20 incentive programs and how they interact with this, to
21 work on our -- on-board diagnostic amendments, to work on
22 economic modeling and other modeling needed for the
23 regulation, working on fuel cell issues, you know, because
24 this is - it's not just electric vehicles, it's also fuel
25 cell vehicles - analysis of health benefits, analysis of

1 the emissions reductions we're going to see, analysis of
2 the battery labeling and the recycling issues, the
3 durability issues, in-use testing and warranty issues, an
4 incredibly complicated package.

5 And I'm just -- I just really want to thank all
6 of the hard work that went into building this package, and
7 working with the stakeholders, and putting together
8 something that is world changing.

9 So with that, I am going to turn to the Board
10 member who was here the -- for the first zero-emission
11 vehicle requirement and ask her to make a motion to
12 approve the resolution, Mrs. Riordan.

13 BOARD MEMBER RIORDAN: Madam Chair, it is my
14 pleasure to move the staff recommendation of approving
15 Resolution 22-12.

16 CHAIR RANDOLPH: Is there a second?

17 BOARD MEMBER EISENHUT: Second.

18 BOARD MEMBER SPERLING: Second.

19 (Laughter)

20 CHAIR RANDOLPH: Okay. There is a second.

21 Board clerk, will you please call the roll.

22 BOARD MEMBER TAKVORIAN: Can we -- can I ask if
23 the maker of the motion and the second would include the
24 changes to the dates that were agreed to.

25 CHAIR RANDOLPH: Oh, yes, the January 1st --

1 BOARD MEMBER TAKVORIAN: Yes.

2 CHAIR RANDOLPH: -- 2023 date for the --

3 BOARD MEMBER TAKVORIAN: Sorry.

4 CHAIR RANDOLPH: -- beginning. Yes. No, that is
5 included.

6 BOARD MEMBER TAKVORIAN: Thank you.

7 CHAIR RANDOLPH: Thank you.

8 BOARD CLERK GARCIA: Dr. Balmes?

9 BOARD MEMBER BALMES: A very enthusiastic yes.

10 BOARD CLERK GARCIA: Mr. De La Torre?

11 BOARD MEMBER DE LA TORRE: Aye.

12 BOARD CLERK GARCIA: Mr. Eisenhut?

13 BOARD MEMBER EISENHUT: Aye.

14 BOARD CLERK GARCIA: Senator Florez?

15 BOARD MEMBER FLOREZ: Aye.

16 BOARD CLERK GARCIA: Ms. Hurt?

17 BOARD MEMBER HURT: Hurt, aye.

18 BOARD CLERK GARCIA: Mr. Kracov?

19 BOARD MEMBER KRACOV: Yes.

20 BOARD CLERK GARCIA: Dr. Pacheco-Werner?

21 BOARD MEMBER PACHECO-WERNER: Yes.

22 BOARD CLERK GARCIA: Mrs. Riordan?

23 BOARD MEMBER RIORDAN: Aye.

24 BOARD CLERK GARCIA: Supervisor Serna?

25 BOARD MEMBER SERNA: Serna, aye.

1 BOARD CLERK GARCIA: Professor Sperling?

2 BOARD MEMBER SPERLING: Sperling, super aye.

3 (Laughter)

4 BOARD CLERK GARCIA: Ms. Takvorian?

5 BOARD MEMBER TAKVORIAN: Takvorian, aye.

6 BOARD CLERK GARCIA: Supervisor Vargas?

7 Vice Chair Berg?

8 VICE CHAIR BERG: Berg, aye.

9 BOARD CLERK GARCIA: Chair Randolph?

10 CHAIR RANDOLPH: Yes.

11 BOARD CLERK GARCIA: Madam Chair, the motion
12 passes.

13 CHAIR RANDOLPH: All right, yay.

14 (Applause)

15 BOARD MEMBER KRACOV: Mazel tov. Mazel tov.

16 CHAIR RANDOLPH: Okay. All right. Now, I have
17 to get back to the order of the meeting. Sorry.

18 Yes. We are about to take a break, but I just
19 want to make sure that I make it clear that we are
20 adjourning until 4 p.m., at which time we will consider
21 the AB 617 Community Emissions Reduction Plan for the
22 South Los Angeles community. So thank you all for coming.
23 Thank you for your work on this regulation. And for those
24 of you who will be at the 617 item, we'll see you at 4
25 p.m.

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Thank you very much.

(Off record: 1:45 p.m.)

(Thereupon a lunch break was taken.)

1 "CC" at the bottom of the Zoom window, as shown in the
2 example on the screen now. I would like to take this
3 opportunity to remind everyone to speak clearly and from a
4 quiet location, whether you are joining us in Zoom or by
5 phone.

6 Interpretation services will be provided today in
7 Spanish. If you are join us using Zoom, there is a button
8 labeled "Interpretation" on the Zoom screen. Click on
9 that interpretation button and select Spanish to hear the
10 meeting in Spanish. If you are joining us here in person
11 and would like to listen to the meeting in Spanish, please
12 notify a Board assistant and they will provide you with
13 further instructions.

14 I want to remind all of our speakers to speak
15 slowly and pause intermittently to allow the interpreters
16 the opportunity to accurately interpret your comments.

17 (Interpreter translated in Spanish.)

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

20 BOARD CLERK GARCIA: Thank you. Good afternoon,
21 everyone. My name is Lindsay Garcia and I will first be
22 calling on the in-person commenters who have turned in a
23 request to speak card and Katie Estabrook will be calling
24 on commenters who are joining us remotely. I will provide
25 information on how public participation will be organized

1 for those who are joining us in Zoom or calling in to
2 today's meeting.

3 If you are joining us remotely and wish to make a
4 verbal comment on one of the Board items or during the
5 open comment period at the end of today's meeting, you
6 will need to be using Zoom webinar or calling in by
7 telephone. If you are currently watching the webcast on
8 CAL-SPAN but you wish to comment remotely, please register
9 for the Zoom webinar or call in. Information for both can
10 be found on the public agenda for today's meeting. To
11 make a verbal comment, we will be using the raise-hand
12 feature in Zoom. If you wish to speak on a Board item,
13 please virtually raise your hand as soon as the item has
14 begun to let us know you wish to speak. To do this, if
15 you are using a computer or tablet, there is a raise hand
16 button. If you are calling in on the telephone, dial star
17 nine to raise your hand. Even if you've previously
18 indicated which item you wish to speak on when you
19 registered, you must raise your hand at the beginning of
20 the item, so that you can be added to the queue and your
21 chance to speak will not be skipped.

22 If you will be giving your verbal comment in
23 Spanish and require an interpreter's assistance, please
24 indicate so at the beginning of your testimony and our
25 translator will assist you. During your comment, please

1 pause after each sentence to allow for the interpreter to
2 translate your comment into English.

3 When the comment period starts, the order of
4 commenters will be determined by who raises their hand
5 first. We will call each commenter by name and will
6 activate each commenter's audio when it is their turn to
7 speak. For those calling in, we will identify you by the
8 last three digits of your phone number. We will not show
9 a list of remote commenters, however, we will be
10 announcing the next three or so commenters in the queue,
11 so that you are ready to testify and know who is coming up
12 next. Please note, you will not appear by video during
13 your testimony. I would also like to remind everyone to
14 please state your name for the record before you speak.
15 This is especially important for those calling in by phone
16 to testify on an item.

17 We will have a time limit for each commenter and
18 we will begin the comment period with a three minute time
19 limit. This could change at the Chair's discretion. For
20 those calling in by phone, we will run the timer and let
21 you know when you have 30 seconds left and then when your
22 time is up. If you require Spanish interpretation for
23 your comment, your time will be doubled.

24 If you wish to submit written comments 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. Written comments will be
3 accepted on each item until the Chair closes the record
4 for that Board item.

5 And if you experience any technical difficulties,
6 please call (805)772-2715 so that an IT person can assist.
7 This number is also noted on the public agenda.

8 Thank you. I'll will turn it back over to Chair
9 Randolph.

10 CHAIR RANDOLPH: Thank you.

11 The second and final item on today's agenda is
12 Item number 22-10-2, Assembly Bill 617 Community Air
13 Protection Program, Community Emissions Reduction Plan, or
14 CERP, for the South Los Angeles community.

15 If you are here with us in Zoom and -- I'm sorry.
16 If you are here with us in the room and wish to comment on
17 the item, please fill out a request to speak card as soon
18 as possible. If you are joining us remotely and wish to
19 comment on this item, please click the raise hand button
20 or dial star nine now. We will be calling on the
21 in-person commenters first followed by the remote
22 commenters when we get to the public comment portion of
23 this item.

24 Assembly Bill 617 established a first-of-its-kind
25 air quality program that works to advance equity and

1 environmental justice by focusing attention and resources
2 on communities most burdened by poor air quality. The
3 California Air Resources Board created the Community Air
4 Protection Program to coordinate implementation. Since
5 2018, CARB has accepted 17 communities into the program.
6 For four years, we've worked closely with air districts,
7 other governmental agencies, community partners, and
8 affected industry.

9 We have come to better understand the challenges
10 facing California's most overburdened communities and we
11 continue to learn. We are committed to working together
12 toward more effective and equitable implementation of this
13 program.

14 In 2020, this Board selected the South Los
15 Angeles community for community air monitoring and to
16 develop a community emissions reduction plan. The South
17 LA community area is approximately 64 square miles and is
18 home to over 900,000 people. The air quality challenges
19 faced and prioritized by this community include mobile
20 sources, auto body shops, general industrial facilities,
21 metal processing facilities, and the oil and gas industry.

22 Since January 2021, the District has been working
23 with the South Los Angeles community steering committee
24 and three co-lead organizations, Physicians for Social
25 Responsibility, Los Angeles, Strategic Concepts in

1 Organizing and Policy Education, and Watts Clean Air and
2 Energy Committee to develop strategies to improve the air
3 quality for everyone in South LA. Of note, these
4 organizations received community air grants in year one
5 and year two of the program, and their partnership under
6 the grant built support for the selection of South LA.

7 By a unanimous vote, the South Coast Air Quality
8 Management District governing Board adopted the final CERP
9 for the South Los Angeles community in June 2022. We are
10 excited to consider South LA's community emissions
11 reduction plan today as it is the first of the three
12 communities selected in 2020 to have completed a plan.
13 Moreover, as you will hear from the staff report, the plan
14 reflects a wide range of strategies to address community
15 identified priorities.

16 Because the heart of the community air protection
17 program is focused on communities, we tend to structure
18 these Board items a little differently. We'll first hear
19 from a South Los Angeles co-lead, then the South Coast Air
20 Quality Management District, and finally from CARB staff
21 regarding the CERP. After the presentation, we will take
22 public testimony, and the Board will vote on whether to
23 approve the community emissions reduction plan for the
24 South Los Angeles community.

25 Ms. Fletcher, would you please introduce the

1 item?

2 BOARD MEMBER FLETCHER: Thank you, Chair
3 Randolph. In my role as Deputy Executive Officer for
4 Environmental Justice, I oversee CARB's Environmental
5 Justice, Racial Equity, and Community Protection programs.
6 In that role, I have come to appreciate the value of AB
7 617 in catalyzing organizational change. Effective
8 implementation of AB 617 requires coordination across
9 multiple divisions within CARB. And it requires us to
10 rethink our traditional methods of engagement. Just as
11critically, AB 617 requires true partnership between air
12districts, CARB, and communities.

13 In addition to hearing from South Coast AQMD, and
14 a community co-lead, you will hear from staff about the
15 significant level of engagement that guided the concurrent
16 development of the South LA emissions reduction plan and
17 air monitoring plan. Of note, the South LA community is
18 the first South Coast AB 617 community that relied on a
19 formal community co-led model.

20 South Los Angeles suffers from poor air quality
21 due to mobile sources, stationary sources emitting VOCs
22 and toxic metals, and oil and gas production. We
23 recognize that these communities also experience pollution
24 from the sources that are primarily regulated by the U.S.
25 Environmental Protection Agency, including exhaust from

1 out-of-state trucks moving through the community.

2 CARB and community members have pressed U.S. EPA
3 for strong federal truck rules, which we hope will become
4 final later this year, along with other federal action on
5 emissions from ships and planes. We want to keep working
6 together to support strong action at all levels of
7 government to reduce emissions.

8 I will now ask Terry Allen of the Office of
9 Community Air Protection to introduce the community lead.

10 Terry.

11 (Thereupon a slide presentation.)

12 OCAP AIR POLLUTION SPECIALIST ALLEN: Thank you,
13 Chanell. Good afternoon Board members. In addition to
14 hearing from one of the South Los Angeles co-leads, you
15 will also hear from South Coast AQMD as well. Today, we
16 have Paula Torrado Plazas, Manager of Health and
17 Environment Program with Physicians for Social
18 Responsibility, Los Angeles, Uyen-Uyen Vo, Manager of
19 Community Emission Reduction Programs at South Coast Air
20 Quality Management District, and Kathryn Higgins, Director
21 of Community Air Programs at the South Coast Air Quality
22 Management District.

23 Now, I'll turn it over to Paula with PSR.

24 Paula.

25 PAULA TORRADO PLAZAS: Thank you, Terry.

1 Good afternoon, everyone. Good afternoon,
2 California Air Resources Board, members, and everyone in
3 the audience. As Terry mentioned, my name is Paula
4 Torrado and I am the Manager of Health and Environment
5 Programs at Physicians for Social Responsibility and have
6 been representative of the co-leads at the -- of the AB
7 617 South LA community steering committee.

8 We would like to thank that you for the
9 opportunity to address you today in the -- on behalf of
10 the AB 617 South LA community co-leads that are PSR-LA,
11 SCOPE, Watts Clean Air, and the South Coast AQMD.

12 But first and foremost, the co-leads want to
13 acknowledge and express gratitude to CARB Board members,
14 the CARB staff for their support from the onset of the
15 South LA community being selected as an AB 617 official
16 community and the staff for providing technical support
17 and guidance. I also want to recognize and acknowledge
18 the tremendous work that was done by the community
19 co-leads and the South Coast AQMD AB 617 South LA team to
20 develop the -- both the CERP and the CAMP. It has been a
21 hard process and we want to thank the South Coast AQMD
22 staff for their hard work, commitment, and for working
23 towards developing a more trusting relationship with the
24 co-leads and for trying to listen to us and prioritizing
25 what the community wanted.

1 We are happy with the fact that our just
2 transition chapter made it to the CERP and that South LA
3 CERP actions are moving forward, such is the process, to
4 amend and review Rule 1148.2 that will ensure all -- all
5 oil -- oil injection wells are included in the
6 notification system

7 Next slide, please.

8 --o0o--

9 PAULA TORRADO PLAZAS: So I wanted to -- to start
10 with the background of the community of South Los Angeles,
11 the traditional land of the Tongva and Gabrielino peoples
12 original landowners of the LA Basin, which is now home to
13 a historic black and brown community and low-income
14 community that has faced many historical social injustices
15 battles.

16 And the South LA community today faces multiple
17 synergistic and cumulative stressors that -- and hazardous
18 exposures that when combined with existing vulnerability
19 lead to very difficult adverse health consequences as
20 shown in the CalEnviroScreen map here.

21 Environmental factors -- next slide, please.

22 --o0o--

23 PAULA TORRADO PLAZAS: Environmental factors that
24 contribute to poor health conditions include the presence
25 of four freeways, clusters of industrial sources of

1 pollution, legacy contaminants, and currently operating
2 oil and gas extraction. In addition, current monitoring
3 efforts provide a quite incomplete picture of the state of
4 air quality, in part because there are no regulatory grade
5 air monitors located in South Central Los Angeles. There
6 are -- one in Korea Town and the other one is in Compton.
7 And we believe that having more regulatory grade monitors
8 in South Los Angeles could help bridge that data gap.

9 Next slide, please.

10 --o0o--

11 PAULA TORRADO PLAZAS: So in terms of the AB 617
12 Program in the South LA community selection. So after
13 many years of advocacy and groundbreaking work at the
14 local level, building the community capacity, on February
15 25th, 2021, the community of South Los Angeles was
16 officially selected as an AB 617 community. And as
17 mentioned, this major success would have not been possible
18 without the report of our SCLA-PUSH Project, or our South
19 Central Los Angeles Project to understand sources of air
20 pollution and health impacts. Quite a mouthful, but
21 long -- for short SCLA-PUSH which started in 2018 -- in
22 2019 as part of our AB 617 community air grants. And that
23 was also done in collaboration with our long-time
24 community partners SCOPE and Watts Clean Air.

25 Next slide, please.

1 --o0o--

2 PAULA TORRADO PLAZAS: So the project aimed at
3 building the capacity of South LA organizations and
4 community residents to better understand the state of air
5 quality and health in their community, to engage in air
6 monitoring, and data analyses, and data collection, ground
7 truthing through our air quality academy. And all of that
8 with the goal to advance community driven solutions in air
9 quality policy and through the AB 617 Program.

10 So our strong partnerships in South LA are rooted
11 in our commitment and principles to environmental justice
12 and achieving social justice and the strong community
13 engagement we have led together with the co-leads in South
14 LA have led -- led to the co-leads and our SCLA-PUSH air
15 quality ambassadors to the development of the AB 617
16 co-leadership model, which also brought many of our
17 committed and trained residents to become part of this --
18 the community steering committee.

19 So the community co-leadership model. So we are
20 in full support of approving the South LA community
21 emissions reduction plan and the community air monitoring
22 plan to achieve the goals of AB 617 in a way that truly
23 reflects a community-driven approach to addressing
24 localized emissions and achieving tangible improvements in
25 health and air quality with the hope that the CERP

1 implementation phases guided by the co-leads leadership
2 and community voices and experiences and that the CERP
3 actions implementation is only strengthened through the
4 process.

5 Next slide, please.

6 --o0o--

7 PAULA TORRADO PLAZAS: So the co-lead
8 organizations, again PSR-LA, SCOPE, and Watts Clean Air
9 collective have a track -- a track record of success of
10 over 20 years of experience in working in South LA
11 organizing, building relationships, and advocating for
12 solutions for the ongoing health threats linked to
13 environmental justice issues in the community. So the
14 co-leadership model demonstrates not just that this part
15 of the work around AB 617, but a history -- a long history
16 of decades of work in the South LA community. And the
17 co-leadership model demonstrates that relationship and was
18 developed to ensure that the process for identifying air
19 quality priorities and emissions reductions strategies was
20 grounded in the community, but also did come -- this came
21 with some challenges and lessons learned.

22 So next slide, please.

23 --o0o--

24 PAULA TORRADO PLAZAS: So some challenges. A
25 major barrier to achieving meaningful community engagement

1 through the AB 61 south -- AB 617 process was the time
2 constraints due to the fast-paced timeline for the
3 development and approval of the -- both the CERP and the
4 CAMP, the continued impacts of the pandemic and community
5 engagement, Zoom fatigue, onboarding a facilitator later
6 in the process, the path that South Coast AQMD took to
7 regroup the process, which was very meaningful, and
8 purposeful, and needed, among other factors that
9 contributed to a delayed CERP and CAMP development for
10 South LA.

11 And since February 2021, the co-leaders have been
12 working on a weekly basis with the South Coast AQMD, AB
13 617 team, and conducting community outreach and serving as
14 a strategy partner to provide guidance to the AB 617
15 community steering committee.

16 Also, the AB 617 work has come at the expense of
17 stretching our community-based organization's capacity and
18 overwhelmed staff, as we're rushing -- rushing to complete
19 a CERP and a CAMP by the AB 617 deadline. Studying the AB
20 617 process, it was challenging. Due to the limited
21 resources and expensive commitment required, it was hard
22 to get South LA voices heard. And we saw how there was a
23 lack of our people at the mic. And while the AB 617 was
24 not perfect, it did give us an opportunity to focus our
25 energy to build capacity and organize the community.

1 However, there is no doubt that more resources are needed
2 for communities to be effectively engaged in the process.

3 In addition to these barriers, other barriers are
4 the process transparency, data access -- accessibility,
5 and the co-leads on balance decision-making ability due to
6 limited capacity.

7 All of these barriers also created opportunities
8 to develop lessons learned for us to step off our
9 community leadership and digital community engagement
10 tools -- next slide, please --

11 --o0o--

12 PAULA TORRADO PLAZAS: -- and to pivot around
13 time and capacity constraints by leveraging existing
14 resources, for example through our SCLA-PUSH project, and
15 through our organizing models and expertise to get the
16 strongest CERP version possible for South LA.

17 Many of the barriers that we faced through the
18 CERP development and the CAMP development were turned into
19 important lessons learned that led us to stronger
20 understanding of how to leverage the program to get the
21 best out of it, including strengthening relationships,
22 partnerships with the District, getting to problem
23 solving, and having a more inclusive working relationship
24 with the goal of amplifying South LA voices in the CERP.

25 From the outset of the AB 617 implementation in

1 South LA, we have learned the importance of meaningful
2 community engagement initiatives, when addressing
3 community needs and developing solutions. As co-leaders,
4 we have stepped up for the South LA community to ensure
5 this equitable representation, transparency, and
6 accountability in the program implementation. But for
7 that, we definitely need stronger popular education,
8 strengthening trust, and we need the ability to build
9 different and unique relationships with the community and
10 the District, both separately and collectively.

11 We have also learned that transparency, open
12 dialogue, and accountability are key to ensure all
13 co-leaders, including South Coast AQMD are heard and their
14 input is equitably -- equitably reflected in the
15 decision-making process.

16 None of the -- nonetheless, that cannot happen
17 without first building trust and strengthening
18 relationships between the co-leaders and the Air District.

19 Next slide, please.

20 --o0o--

21 PAULA TORRADO PLAZAS: So we still want to
22 emphasize that the current South LA CERP in its
23 implementation needs to be strengthened in terms of
24 achieving quantifiable emissions reductions and it needs
25 serious commitment towards implementing our just

1 can live, work, play, pray, and thrive individually and
2 collectively. The AB 617 community process to develop
3 this CERP offers an opportunity to address the
4 pervasiveness of industrial pollution from the perspective
5 of public health by tapping into the creativity and
6 innovation that exists in the area. The AB 617 South LA
7 co-leads believe that a just transition for facilities of
8 concern cannot occur without building trust and strong
9 partnership agreements.

10 In order to achieve that, South LA communities
11 must forge a relationship with the regulated community
12 that is based on trust and achieving a common goal,
13 healthier communities for all.

14 Lastly, we support the approval of CERP and hope
15 that its implementation is guided by the lessons learned,
16 a more trusting and engaged relationship between the
17 co-leads and the Air District, and is centered in
18 intentionally implementing the CERP actions in a way that
19 truly reflects the priorities of our community. We want
20 serious commitment towards funding resources allocated to
21 implementing our just transition projects and emissions
22 reduction actions as outlined in the CERP.

23 We thank you for your time and commitment to
24 improving the air and health of our community and are
25 looking forward to the next phase of implementation. We

1 are hopeful that we collectively can achieve a vision for
2 a healthier and stronger South LA.

3 Thank you for your time.

4 --o0o--

5 BOARD CLERK ESTABROOK: We have our next speakers
6 too. I just wanted to make the request from our
7 interpreters that we speak as slow and clear just for
8 their sake. Thank you.

9 And then Terry back to you.

10 OCAP AIR POLLUTION SPECIALIST ALLEN: Next up, we
11 have Uyen-Uyen Vo with the South Coast Air Quality
12 Management District.

13 UYEN-UYEN VO: Hi. Good morning. Sorry. Good
14 afternoon, Chair Randolph and CARB Board members.

15 Next slide, please.

16 --o0o--

17 UYEN-UYEN VO: My name is Uyen-Uyen Vo and I am a
18 part of South Coast AQMD's Community Air Program. Today,
19 I will be giving a brief overview of the South Los Angeles
20 CERP. The South Los Angeles community boundary that Chair
21 Randolph mentioned includes four cities and about 20
22 different neighborhoods. And then Additionally at the end
23 of this -- the conclusion of my presentation, Kathryn
24 Higgins will be giving some program highlights on South
25 Coast AQMD's AB 617 Program.

1 Next slide, please.

2 --o0o--

3 UYEN-UYEN VO: So South Coast --

4 BOARD CLERK ESTABROOK: Uyen-Uyen, can I ask you
5 to speak a little slower for the interpreter.

6 UYEN-UYEN VO: Oh, yes. Sorry.

7 BOARD CLERK ESTABROOK: I'm sorry. Thank you.

8 UYEN-UYEN VO: So South Los Angeles is South
9 Coast AQMD's sixth AB 617 community and our only year
10 three community.

11 Next slide, please.

12 --o0o--

13 UYEN-UYEN VO: So first, I wanted to kind of
14 provide a little bit of background on the unique
15 circumstances surrounding the development of the South Los
16 Angeles CERP. As touched on by Paula, our CERP
17 development did begin in March 2021 during the pandemic,
18 so the entire process has been virtual minus two in-person
19 meet and greets.

20 And then as mentioned by Chair Randolph and Ms.
21 Chanell, another unique point about this community is it
22 used a community co-lead model, which is the first
23 community to do that at South Coast AQMD. So I just
24 wanted to once again mention Paula and Martha from PSR-LA,
25 Gina from SCOPE, and Ms. Linda and Ms. Jackie from Watts

1 properly classified and also will verify compliance with
2 all applicable rules and regulations.

3 Additional enforcement through the CERP includes
4 at construction sites and of specific South Coast, AQMD,
5 and CARB rules and regulations such as those for dry
6 cleaners and chrome platers. Four of the five air quality
7 priorities include an air monitoring component. And this
8 is mainly driven through the community air monitoring
9 plan. And through that plan, it utilizes several
10 monitoring strategies, such as mobile and fixed
11 monitoring, which we hope to supplement with the use of
12 air quality sensors.

13 Next slide, please.

14 --o0o--

15 UYEN-UYEN VO: Our last two strategies include
16 public information and outreach and collaboration. And
17 all five air quality priorities have both of these
18 strategies included. So for public outreach and
19 information, this will include distributing materials and
20 conducting trainings and workshops. For collaboration,
21 South Coast AQMD together with CARB will work with other
22 agencies, local businesses, and community-based
23 organizations to implement the actions in this CERP,
24 provide outreach, and then also coordinate agency
25 referrals.

1 Next slide, please.

2 --o0o--

3 UYEN-UYEN VO: So implementation of this CERP
4 will achieve emission reductions. It is estimated through
5 or our process that nitrogen oxides, NOx, will be reduced
6 193 tons per year in 2026 and 320 -- I'm sorry, 300 tons
7 per year in 2031. For diesel particulate matter, DPM, 2.3
8 and 3.89 tons per year in 2026 and 2031 respectively.

9 Next slide, please.

10 --o0o--

11 UYEN-UYEN VO: That concludes the South Los
12 Angeles portion of the presentation.

13 Next will be Kathryn Higgins.

14 --o0o--

15 KATHRYN HIGGINS: Than you, Uyen-Uyen. And good
16 afternoon, Chair Randolph, Board members, and everyone in
17 attendance this afternoon. I'm Kathryn Higgins, Director
18 of Community Air Programs for South Los Angeles -- for the
19 South Coast AQMD. In addition to supporting your staff's
20 recommendation for consideration of the South LA CERP,
21 thank you for the opportunity to just take a few minutes
22 to share a broader perspective of some of our program
23 highlights across all of our AB 617 communities.

24 Next slide.

25 --o0o--

1 KATHRYN HIGGINS: So certainly almost three years
2 of information is a lot to condense into just a couple of
3 slides, but this provides sort of a bird's-eye view of key
4 program milestones. What's captured here is more or less
5 a snapshot of comprehensive program highlights from 2019
6 through this past June in key areas such as CERP
7 implementation, incentive fund distribution and emissions
8 reductions to date, community steering committee
9 leadership models that we have in place and progress in
10 uplifting community voices.

11 Without a doubt, we have challenging work ahead,
12 but the lessons learned as Uyen-Uyen and -- both Paula and
13 Uyen-Uyen just commented on, and accomplishments in these
14 areas are examples of program wins and successes that are
15 worth noting. Some of the highlights include truck idling
16 sweeps, which is an enforcement element included in each
17 of our CERPs, since truck emissions is a top concern
18 across our communities.

19 From our focused enforcement activities jointly
20 with CARB, we've conducted over 4,000 truck idling
21 inspections. Air monitoring strategies are also guided by
22 CSC-identified facilities of concern. So continuous
23 mobile air monitoring is in place across our communities,
24 either conducted directly by our monitoring team or
25 through collaborative partnerships. Our governing board's

1 adoption of Rule 2305, the warehouse Indirect Source Rule,
2 and progress towards proposal Rule 2306, which is the
3 railyard Indirect Source Rule, those both also significant
4 towards emission reductions.

5 Relative to funding and emissions reductions,
6 around \$133 million in cap incentive funds have been
7 distributed for mobile source and community-directed
8 projects. NOx, PM, and VOC emission reductions were
9 estimated respectively at 505, 17.9, and 27 tons per year
10 from cumulative CERP strategy implementation.

11 Also, an additional -- additional NOx reductions
12 of up to 1,460 tons per year are expected from Rule 1109.1
13 implementation. As for co-lead or CSC leadership models,
14 our six communities are very unique, each of them having
15 identified specific air quality concerns that are unique
16 to their experiences, but also in their governance and use
17 of leadership models. So utilizing the co-lead model in
18 South Los Angeles, for example, we worked in close
19 collaboration with our community co-leads to jointly -- or
20 co-select a facilitator who's not only assisted in
21 ensuring that our CSC meetings run smoothly, but also she
22 gets the gold star for successfully facilitating the
23 relationship between our co-leads and agency staff.

24 Finally, the manner in which we gauge -- engage
25 with CSC members has shifted over -- over time. That has

1 definitely evolved, in that we are more in listening mode
2 and actively seeking ways to prioritize community voices
3 and community expertise.

4 Next slide.

5 --o0o--

6 KATHRYN HIGGINS: So as we all know and can
7 attest to, AB 617 is a very complex program with many
8 challenges and intersections, not only related to air
9 pollution, but also with regard to race, community
10 traumas, resource impacts, and now we can add a global
11 pandemic to the list of challenges.

12 However, we are very much focused on integrating
13 lesson learned and looking forward to creating what we
14 consider transformational and certainly sustainable ways
15 to reduce air pollution emissions, exposures, and to
16 improve public health in all communities, but especially
17 those that are most highly impacted. We see opportunities
18 to interact more equitably and transparent. We've had
19 discussions with CARB staff about the need to brand the
20 program for visual recognition of AB 617 funded tools,
21 equipment, and projects. Another opportunity is to
22 co-collaborate with CSC members to develop sort of a
23 cross-CSC communications platform, if you will. And
24 lastly, to support transparency of our efforts and those
25 of the other air districts, we are committed to improve

1 reporting of program accomplishments by developing more
2 user-friendly, visually-appealing tools that report both
3 quantitative and qualitative program updates to community
4 members.

5 So with that, that concludes my overview of our
6 program. That's my allotted time. And I'd like to thank
7 you for giving me this time to share program
8 accomplishments and, of course, to support CARB staff in
9 recommending your consideration of the South Los Angeles
10 CERP. And I believe Terry will continue on with this item
11 and presenting staff's recommendation.

12 Thank you.

13 (Thereupon a slide presentation.)

14 OCAP AIR POLLUTION SPECIALIST ALLEN: Thank you,
15 Kathryn.

16 Next slide.

17 --o0o--

18 OCAP AIR POLLUTION SPECIALIST ALLEN: As you
19 heard from Paula, Uyen-Uyen, and Kathryn, the South Los
20 Angeles community has a long history of environmental
21 challenges, including disproportionate exposure to poor
22 air quality. The South Los Angeles community made up of
23 multiple neighborhoods and cities. Approximately 904,000
24 people live within community's border of Latinos making up
25 68 percent of the population and African Americans making

1 this method was due to observing a lack of attendance at
2 CSC meetings towards the end of the process, and because
3 in previous years, CARB workshops and other communities
4 have not always achieved a high level of engagement.

5 The common themes across the one-on-one
6 interviews were the necessity for CERP development to be
7 community driven, how challenging it is to work within a
8 compressed timeline, the necessity of emission reductions
9 that are quantifiable, permanent and enforceable, and
10 needing to require zero-emission equipment and fleets for
11 industrial operations.

12 --o0o--

13 OCAP AIR POLLUTION SPECIALIST ALLEN: Let's talk
14 about the key strengths of the community emission
15 reduction plan. The first key strength was the community
16 engagement that took place during the development of the
17 plan. The level of engagement was maximized through the
18 use of co-leads, a facilitator, and online tools. I'd
19 like to acknowledge the massive effort that South -- that
20 staff at South Coast AQMD, the co-leads, and the
21 facilitators engaged in to produce the plan.

22 For the South Los Angeles community, the South
23 Coast AQMD opted to use a co-leadership model to develop
24 the plan. And I know they were mentioned earlier by
25 Uyen-Uyen, but I just want to uplift the co-leads again,

1 Martha and Paula with Physicians for Social
2 Responsibility, Los Angeles, Gina Charusombat with SCOPE,
3 and Ms. Linda Cleveland and Jacquelyn Badejo with Watts
4 Clean Air and Energy Committee. Facilitation was provided
5 by La Mikia Castillo Diana Sarabia-Briseño with Castillo
6 Consulting Partners.

7 South Coast also used an inclusive process to
8 select a facilitator through input on the scope of work
9 and joint interviews that included the co-leads. In
10 addition to using online tools such as Google Forms and
11 Jamboard, there were also breakout sessions and virtual
12 office hours scheduled for community members in order to
13 provide more time for community members to engage with Air
14 District staff and co-leads. All these efforts helped
15 further engagement within a virtual setting.

16 Another strength of the plan is the diverse set
17 of actions that are used to reduce emissions and exposures
18 to harmful air pollutants. The plan includes actions that
19 rely on enhanced enforcement rule development, incentives,
20 collaboration, monitoring and outreach, all of which were
21 informed by input received through the robust community
22 engagement process.

23 --o0o--

24 OCAP AIR POLLUTION SPECIALIST ALLEN: As
25 expected, mobile sources are a major concern for the South

1 Los Angeles community. In addition to relying on actions
2 from CARB, the District is also taking the lead on efforts
3 to reduce mobile source emissions.

4 --o0o--

5 OCAP AIR POLLUTION SPECIALIST ALLEN: I'd like to
6 highlight specific CARB actions that are in the plan.
7 CARB is the lead for actions that address three sources of
8 concern that the community identified. Those sources are
9 mobile sources of course, but also metal processing
10 facilities in the oil and gas industry.

11 In addition to the actions shown on the slide,
12 CARB will also provide information on chrome plating Air
13 Toxics Control Measure and conduct compliance inspections
14 of trucks and buses.

15 --o0o--

16 OCAP AIR POLLUTION SPECIALIST ALLEN: The
17 processes and practices that guided the development of the
18 plan represent a big step forward in terms of community
19 engagement and the wide variety of actions to obtain
20 emissions and exposure reductions for flood community
21 priorities.

22 There are two areas where the plan could be
23 strengthened and one recommendation about continued
24 engagement to strengthen implementation. The plan can be
25 strengthened by continuing to refine strategies and

1 ensuring continued collaboration, and the process can be
2 strengthened by considering the use of work teams.

3 --o0o--

4 OCAP AIR POLLUTION SPECIALIST ALLEN: A common
5 theme throughout CERP development across all communities
6 is that one year is not enough time to develop a CERP and
7 detailed strategies. During one-on-one conversations with
8 CSC members, we learned that it was important that CERP
9 actions were followed through. South Coast AQMD, the
10 community co-leads, and the community steering committee
11 should continue to work to refine these details during
12 implementation of the plan and ensured these details are
13 provided in annual progress reports.

14 --o0o--

15 OCAP AIR POLLUTION SPECIALIST ALLEN: The CERP
16 looks towards agency collaboration as a cornerstone to
17 achieve emissions and exposure reduction. Many
18 relationships exist amongst agencies already. However,
19 there's still details about these collaborations that need
20 expanding upon. It is important to ensure that
21 collaborations will continue not just during
22 implementation but, if necessary, beyond.

23 Furthermore, the consideration of memorandums of
24 understanding should also be considered. One theme that
25 came up during one-on-one conversations with CSC members

1 was a lack of clarity in CARB' role. Facilitating
2 collaboration between the community, South Coast AQMD, and
3 other State agencies is a role that CARB can fulfill to
4 help clarify CARB's role.

5 --o0o--

6 OCAP AIR POLLUTION SPECIALIST ALLEN: The idea of
7 work teams or subcommittees is not new in AB 617
8 communities. Due to the dwindling participation in the
9 South LA CSC, the District and co-leads should consider
10 work teams to allow subgroups to focus on priorities for
11 implementation.

12 The Enforcement Division at CARB is currently in
13 the process of setting up at a work team for enforcement
14 for South Los Angeles to specifically focus on oil and gas
15 issues that community members would like resolved.

16 --o0o--

17 OCAP AIR POLLUTION SPECIALIST ALLEN: Staff
18 recommends that the Board approve the South Los Angeles
19 Community Emission Reduction Plan and direct CARB staff,
20 the Air District, the community co-leads, and the
21 community steering committee to work together to
22 strengthen implementation. Additionally, staff recommends
23 that the Board direct the air district to include progress
24 updates on identified actions and annual reports that will
25 expand upon the details that are currently lacking in the

1 plan.

2 That concludes my presentation.

3 CHAIR RANDOLPH: Thank you very much. We will
4 now hear from members of the public who signed up to speak
5 on this item, either by submitting a request to speak
6 card, or a raised hand in Zoom. I will ask the Board
7 clerk to call the public commenters.

8 BOARD CLERK GARCIA: Thank you. We have one
9 person who has turned in a request to speak card. Allis
10 Druffel.

11 I guess Allis is not here in the room.

12 So we'll turn it over --

13 BOARD CLERK ESTABROOK: We have -- year, we have
14 three in Zoom. All right. So the three commenters that
15 we have with their hands raised are Jacquelyn Badejo and
16 Agustin Cabrera, and Linda Cleveland.

17 So Jacquelyn, you would be able to unmute and
18 begin your comment.

19 Jacquelyn, are you there?

20 JACQUELYN BADEJO: Yes. Now, I'm able to unmute.

21 Good afternoon, CARB Board and everyone. I'm so
22 happy to hear this presentation. Just outside of maybe
23 what Paula Torrado mentioned in her presentation, I'm just
24 happy because I feel it's a great opportunity being that,
25 you know, we did go through some organizational changing

1 things when it comes to the AQMD side. And I just want to
2 thank CARB for being supportive as we figured everything
3 out.

4 I feel that everything is on the right track and
5 I know that during the implementation phase of this CERP,
6 that we'll be able to look at everything from a whole of
7 government perspective, which is something that I believe
8 is very important and will help frame -- properly frame
9 all the work we do moving toward. So thank you all for
10 your great work.

11 BOARD CLERK ESTABROOK: Thank you.

12 Agustin, you can unmute and begin.

13 AGUSTIN CABRERA: Hello. Good afternoon. My
14 name is Agustin Cabrera. I am here on behalf of SCOPE,
15 one of the community co-leads. And I just want to
16 underscore the points made by my colleague Paula and
17 really uplift the reality that a lot of our community
18 members and South LA residents face every day. The
19 reality of decades of disinvestment, neighborhood oil
20 drilling, and just lack of resources that they have to
21 live healthy and thriving lives.

22 And for this reason, we want to just show our
23 support of the adoption and the passing of South LA CERP
24 and support CARB's approval, but we want to make sure that
25 the South LA CERP will be approved and prioritized the

1 following: the phasing out of chemical usage and
2 industrial operations and incentive use of least harmful
3 alternatives, and safer clean technologies that will
4 protect health; also, provide access to incentives
5 implementation of cleaner energy technologies; require
6 implementation of business's, industry's best practices to
7 reduce emissions, such as emissions entrapment
8 technologies; and finally, provide readily available and
9 timely enforcement data, including public notification of
10 new permits, updated emissions reports, and inspection
11 information to the community.

12 Lastly and finally, just South LA needs strong
13 enforceable actions that will result in better air quality
14 and quality of life in our communities. We thank you for
15 the opportunity to present on our experience and thank you
16 so much for your time.

17 BOARD CLERK ESTABROOK: Thank you.

18 Next will be Linda Cleveland. And then after
19 Linda will be Hugo Garcia.

20 Linda, you can unmute and begin.

21 LINDA CLEVELAND: Good afternoon, CARB Board
22 members. And thank you for giving us this time and space
23 to come and speak on supporting the AB 7 steering
24 committee's CERP plan.

25 This is a long-time coming. It's given the

1 community an opportunity to participate an actual program
2 that will reduce the carbon that's -- and the pollution
3 that's in our communities, that it's -- will give us the
4 opportunity to try and do something to improve the health
5 conditions for our babies that are located throughout the
6 South Los Angeles area. We have a high percentage of
7 asthma and other respiratory illnesses that affect our
8 kids, that affect their learn. It affects just the time
9 that they could even spend in school trying to learn.

10 I am a senior and my family has been in the
11 community for more than 50 years. And this is the first
12 opportunity that I've had personally to contribute to a
13 plan that will help make things better for our community.
14 And I'm just so in favor of you guys approving this plan
15 and working with AQMD and CARB in order to make life
16 better for the children that are located in South Los
17 Angeles.

18 Thank you for your time.

19 BOARD CLERK ESTABROOK: Thank you.

20 Hugo.

21 HUGO GARCIA: Good afternoon. Thank you, CARB
22 Board members for the opportunity to express some of the
23 sentiments of the South Central LA community. My name is
24 Hugo Garcia, Environmental Justice Coordinator from
25 Esperanza Community Housing, serving South Central LA. I

1 have firsthand experience with the South Central LA AB 617
2 community steering committee as a community partner.

3 Because of our personal experience in
4 coordinating with residents for the People Not Pozos
5 Campaign for Environmental Justice in University Park
6 Community. And I worked with the STAND LA coalition to
7 end neighborhood drilling. We understand that communities
8 of color have disproportionately borne the brunt of poor
9 air quality for many decades. And, of course, this needs
10 to end. South Central LA communities need to breathe
11 cleaner air as other communities do.

12 Esperanza stands in support of South LA CERP and
13 support the California -- or CARB Board approval. We want
14 the CERP to be implemented in a way that enforceable
15 emissions reductions in South Central LA will be
16 prioritized. We want health protections for the sake of
17 our communities. We want to hold agencies accountable
18 while Implementing the CERP and we want to ensure that the
19 actions during implementation result in improvements. We
20 want to see -- to achieve tangible, measurable, and
21 enforceable emissions reductions in South Central LA, and
22 the CERP must include the implementation of
23 community-driven strategies, best available control
24 technologies, best available retrofit control technology,
25 and businesses' and industry's best practices with

1 continuous monitoring and community-led enforcement plans.

2 Thank you so much for giving us the opportunity
3 to express our feelings.

4 BOARD CLERK ESTABROOK: Thank you.

5 And the last speaker is Erica Blyther. You can
6 unmute and begin.

7 ERICA BLYTHER: Hello. Can you hear me?

8 BOARD CLERK ESTABROOK: It's a little bit quiet.
9 Can you try that again?

10 ERICA BLYTHER: Oh, yes. Sure. You can hear me,
11 correct?

12 BOARD CLERK ESTABROOK: Yes. Yeah.

13 ERICA BLYTHER: Okay. Thank you so much. My
14 name is Erica Blyther. I'm with the Office of Petroleum
15 and Natural Gas in the City of Los Angeles. And I'd like
16 to urge the approval of the community air monitoring plan
17 and I look forward to working with CARB's oil and gas work
18 group. Thank you so much.

19 BOARD CLERK ESTABROOK: Thank you.

20 Chair, that concludes the public comment

21 CHAIR RANDOLPH: All right.

22 (Voice echoing in auditorium)

23 (Laughter)

24 CHAIR RANDOLPH: The voice.

25 Okay. Board member Kracov.

1 BOARD MEMBER KRACOV: Hi. Good afternoon, Chair.
2 So sorry, colleagues and staff, that I couldn't be with
3 you today or the folks from the South LA 617 community.
4 I'm moving my son David into college today.

5 So on the one hand I'm -- it's bitter sweet doing
6 that. On the other hand, it's -- I'm on a real high here
7 from the epic, you know, monumental staff work, and work
8 product that we did in the ACC II item. Just a gigantic
9 kudos to everyone. And, of course, so much work has gone
10 into this item too. I want to thank Ms. Higgins from
11 South coast, Mr. Allen, and I think there was another
12 presenter from South Coast that I missed just running
13 around here at Loyola Marymount this afternoon.

14 But, you know, I know a lot of work went into
15 this CERP. A big applause though for everyone, the
16 co-leads, the community, CARB, and AQMD for doing this.
17 Let's be honest, you know, during a pandemic, it's been
18 very difficult, but we've got it done. And I think
19 there's -- folks are broadly supportive of it and excited
20 to see it get to work. I want to, you know, call out
21 Martha Argüello and Paula Torrado from PSR, and Gina from
22 SCOPE, and, you know, the mother/daughter duo for
23 environmental justice Linda and Jacquelyn from the Watts
24 Committee.

25 I know folks are very excited about this plan,

1 particularly as Paula Torrado mentioned, the just
2 transition chapter. There are measures in there, funding
3 for dry cleaners, there's the oil and gas drilling work,
4 Rule 1148.2 on notification that is really moving through
5 right now, and I know that our AQMD staff are really
6 interested in getting that done.

7 So I'm supportive of this. I thank you for the
8 opportunity to speak on it. Now, I think the work starts.
9 It's sort of, I don't know, I think the end of the
10 beginning, I guess. But now we have to really get to
11 implementation, really look at those annual reports,
12 colleagues, and make sure that the work is being done,
13 and, in general, you know, focus on AB 617 and making sure
14 the program ends up fulfilling that, and that it can be
15 all that we -- that we hope it to be. So thank you for
16 letting me say those words, Chair and colleagues. I miss
17 you all today.

18 CHAIR RANDOLPH: I keep -- I keep jumping the
19 gun. Okay. Thank you so much, Board Member Kracov. Any
20 other Board member comments on this item?

21 Oh, sorry. Board Member De La Torre.

22 BOARD MEMBER DE LA TORRE: Thank you and thank
23 you to the community for being involved. Thank you to
24 staff for watching over this. Thank you to Supervisor
25 Holly Mitchell and Congresswomen Karen Bass who have been

1 checking in on this with me regularly. And I've been
2 connecting them to staff.

3 I want to note two things, one, that this is a
4 really big area. It's the biggest we've done. This is
5 supposed to be kind of a neighborhood targeted thing, and
6 this area is really, really big. It's multiple
7 neighborhoods combined.

8 And secondly, this is the fourth 617 community in
9 the immediate vicinity East LA, Southeast LA where I live,
10 South LA, this one, and then Wilmington/Long Beach down to
11 the south. They are almost contiguous and that is a sign
12 of how bad the pollution is in those communities and how
13 much they're facing. They're slightly different in terms
14 of the challenges that they're facing. But obviously,
15 they are all worthy of this process and getting all the
16 mitigation, all of the regulation, all of the enforcement
17 that we can bring to bear, all the incentives that we can
18 bring to bear on these four communities. So I'm very
19 supportive of this and want to see us start to deliver on
20 those reductions that are promised under AB 617.

21 Thank you.

22 CHAIR RANDOLPH: Thank you.

23 Dr. Balmes.

24 BOARD MEMBER BALMES: Thank you, Chair Randolph.
25 I wanted to wait till Mr. Kracov and Mr. De La Torre who

1 have more local stake in this particular CERP from South
2 LA, but I wanted to congratulate the co-leads and the
3 South Coast for, I think, incorporating lessons learned
4 from previous AB 617 CERP programs in the South Coast. I
5 think that there was more community engagement, more
6 sharing of leadership this time around. And I really want
7 to compliment all parties involved in creating the CERP
8 for that work. I mean, it's not perfect, but I don't want
9 perfect to be the enemy of the good.

10 And I think that Paula's and Uyen-Uyen's
11 presentations showed where there's been a good
12 collaboration and then areas where more collaboration
13 needs to happen. And I especially appreciated Terry's
14 comments about where CARB needs to do its part to further
15 the implementation of this CERP.

16 But all in all, I'm very pleased and optimistic
17 that this CERP is going to make a difference in this
18 community, which, as has been pointed out by all speakers,
19 has a long history of a disproportionate burden of air
20 pollution and consequent health disparities. So kudos and
21 I'm happy to support this CERP.

22 CHAIR RANDOLPH: Thank you. Okay.

23 Vice Chair Berg.

24 VICE CHAIR BERG: Thank you so much. And I do
25 also -- John, thank you for your comments. You really

1 teed it up well for me. I would really like to follow up
2 with a question both to South Coast Air Quality Management
3 District and CARB staff as we really heard the
4 presentations as well as the public testimony. There was
5 very clear expectations set. And I heard phaseout
6 industrial sources, enforcement of community priorities,
7 accountability to our agencies, tangible reductions, the
8 community involvement, both continued leadership and
9 working with our agencies, best available control
10 technologies. And we know part of South Central. I've
11 been part of the south -- the Southern California
12 landscape for a long time, and certainly in Boyle Heights,
13 and have spent some time in the South Central area.

14 There's a lot of small- and medium-sized businesses there.

15 And so if the Air District and CARB can just take
16 a bit of time to talk about how we're going to keep these
17 community priorities front and center, how are we going to
18 measure. I was really taken back in my briefing as to the
19 amount of pollution and how hard we have to work to get
20 those reductions down. So walk us through kind of your
21 thinking about how we are going to meet these expectations
22 in this CERP.

23 CHAIR RANDOLPH: Would it make sense for Kathryn
24 Higgins to answer that question first?

25 KATHRYN HIGGINS: Yes. Trying to unmute. Thank

1 you. And thank you for that, Dr. Berg. As with each of
2 our communities, the CERP is going to be -- the adopted
3 CERP will be the guiding path, if you will for all of the
4 strategies, those that Uyen-Uyen covered and cumulatively,
5 you know, the various strategies, whether they are
6 enforcement, the incentives, air monitoring, all of them
7 will collectively, you know, and comprehensively allow us
8 to, through implementation, achieve those reductions. We
9 have metrics in place. In the CERP, there are time lines
10 that commit us to when, on a quarterly basis, we are to
11 rollout those actions. And they are supported by outreach
12 activities as well, you know, in order to get the
13 information out, because as you are aware, outreach and
14 community involvement, especially when it comes to
15 communities identifying locations where there are --
16 there's a need for monitoring. And that connection --
17 connected with our enforcement will then help us to
18 identify gaps in rules that are not being complied with.
19 And so all of that collectively will allow us to ensure
20 that the reductions occur.

21 There are rule actions in place. We have, for
22 this community in particular, made sure to involve CSC
23 members in our rulemaking activities. I'd say more so
24 than even our prior five communities, as we have learned
25 from prior lessons. We have subcommittees or working team

1 meetings that also are designed to facilitate community
2 members being involved and being present to help hold us
3 accountable. But I can assure you that our Executive
4 Officer, everyone throughout our entire agency, every
5 capacity from our engineering team, monitoring,
6 enforcement, across the board it is taking a collective
7 effort, lots of collaboration internally and with the
8 community, to get -- to implement the CERP.

9 So we also capture updates in our annual reports,
10 as Board Member Kracov alluded to. That is the time when
11 our board and CARB's board can look at the progress that's
12 being made. As you know, your staff has in place through
13 the blueprint October 1st deadline for annual reports to
14 be submitted. That is right around the corner. That's
15 another opportunity just to check, and to monitor, and
16 confirm what we've done and the progress that's been made.
17 There are challenges along the way. We all mentioned
18 COVID being in place. That has been a little bit of a
19 deterrence in some places.

20 But in -- in times when there are challenges, we
21 are actively communicating with the CSC members about
22 alternatives or delays, but nonetheless, we are committed
23 and dedicated to moving forward and being transparent
24 in -- where we are making accomplishments, but also where
25 there might be, you know, hiccups along the way or delays.

1 VICE CHAIR BERG: Great. Thank you so much,
2 Kathryn.

3 Well, before I get off, I would like to say very,
4 very impressed at my briefing. Congratulations to the
5 community. It was the most detailed briefing I've had on
6 a CERP. And it was very impressive the degree of the
7 community presentations today. My only regret I'll say as
8 a Board member, and certainly it speaks again to this --
9 to our new reality that we're in is that we weren't able
10 to come down and actually do a tour. That said, I was
11 part of a tour earlier this year that did hit part of the
12 community. And we look forward to being able to make up
13 maybe that tour at another time.

14 CHAIR RANDOLPH: Thank you, Vice Chair Berg.
15 Any -- Board Member Takvorian.

16 BOARD MEMBER TAKVORIAN: Thank you, Chair.
17 Thanks to everyone. I just wanted to really express huge
18 congratulations and thanks to the community and the
19 environmental justice organizations who participated, and
20 particularly to the co-leads. I think it's a great model
21 for other CSCs to follow, and seems like it's really --
22 the air districts can really learn a lot, the community
23 can learn a lot from this model. And I think it's -- it's
24 really important.

25 The strategies I think, as Vice Chair Berg has

1 pointed out, are Ambitious and diverse. There's every
2 kind of pollution. I'm a native of LA as well and so I
3 understand and have long known South Central. So every
4 rule, every kind of pollution exists there. And so
5 there -- you know, there's just -- it's hard to get
6 relief, but I think that one of the concerns I have -- I
7 totally support the CERP, but I wanted to hear perhaps
8 from any of the co-leads how you're going to get continued
9 participation, because I think that's really challenging
10 and I know we're experiencing that in the portside
11 communities in San Diego, you know, because once -- it's
12 been a big push to get the CERP done. And then it's a
13 really long slog to try to get the rules done that are
14 going to move this forward.

15 So anyway, any thoughts, because I think this is
16 pretty smart and wise group that can advise the rest of
17 us. Any thoughts you might have about that, but otherwise
18 congratulations and huge gratitude to all of you.

19 OCAP DIRECTOR REYES: If we could go ahead and
20 respond to the previous question and then turn to the
21 co-leads. All right.

22 OCAP AIR POLLUTION SPECIALIST ALLEN: Yeah, just
23 responding to the previous question. You know, it's an
24 11-year commitment for this community, keeping the
25 community front and center. I think the engagement is the

1 key piece. I meet with the co-leads bi-weekly. The
2 co-leads meet with South Coast and myself and a few other
3 CARB staff weekly, so we're constantly meeting, constantly
4 talking, constantly refining. And I think that's going to
5 be the key to keeping the community at the front and
6 center is just to continue to engage on that time period.

7 As far as ensuring reductions, I think we'll look
8 to South Coast and information they provide us in their
9 annual reports to make sure that what we said we were
10 going to do was actually happening through the numbers,
11 and if it's not then adjusting at that time to make sure
12 that we can meet the promises that we committed to.

13 CHAIR RANDOLPH: And I think Paula from the co --
14 one of the co-leads is going to speak to Board Member
15 Takvorian's question.

16 PAULA TORRADO PLAZAS: Yeah. Thank you so much,
17 Board member and -- for that question. I think, as Terry
18 said -- well, as I mentioned in my presentation, the three
19 organizations that are co-leading this effort have a track
20 record of successful organizing and building coalitions
21 and work in South LA. And I think tapping into that
22 transformative engagement that these organizations have
23 created in South LA will be really important for the
24 continued engagement and ensure the continued engagement
25 of communities in the CSC -- in the CERP implementation.

1 And in addition the co-leads are also reflecting
2 on where to focus our energy and where to focus community
3 members' energy, according to what's most of -- what's of
4 most importance to the community, because we recognize
5 that, again as I mentioned in the presentation, the
6 challenges of high expectations, lot of work and limited
7 resources and capacity. So assessing that from the
8 beginning, we're developing a scope of work that sort of
9 reflects that, in terms of where we want to put our energy
10 for engaging the community, for outreaching -- for
11 conducting outreach and tapping into our organizing
12 resources.

13 And in addition, we definitely want to expand our
14 community outreach to the communities that are lacking
15 representation in the CSC currently, including Lynwood and
16 other areas of South LA, and leveraging lots of
17 relationships that we have in South LA, for example, the
18 South LA Building Healthy Communities, the South LA BHC
19 that was funded through the California Endowment.

20 So there -- there are several way -- several --
21 several ways that we are hoping to continue to maintain
22 engagement, with that nuance that we know that this is
23 going to be -- continue to be a lot of work and a lot of
24 commitment. So we want to be mindful of how we engage the
25 community members in this effort in a way that is -- that

1 is effective and meaningful.

2 So I hope that answered your question, but I
3 think with PSR-LA, SCOPE, and also Esperanza, and Watts
4 Clean Air, we covered a large part of the outreach in
5 South LA.

6 CHAIR RANDOLPH: Thank you.

7 Hello. I see how that happens.

8 BOARD MEMBER TAKVORIAN: Thank you, Paula. I
9 think the -- you all are an amazing team. And if anyone
10 can get it done, you all can, so -- so congratulations.
11 And, yeah, that -- we have complete faith in you and I
12 think we just have to really work at how we're going to
13 ensure that the organizations continue to get resources.
14 I know resources are an issue, but we need to really make
15 sure that we're allocating those resources on the ground
16 where you all are. So thank you so much.

17 CHAIR RANDOLPH: Thank you.

18 Board Member Eisenhut.

19 BOARD MEMBER EISENHUT: Thank you, Chair. This
20 is more of a -- of a 617 question than a question that's
21 specific to this community. But I observe that -- that
22 this -- this report is probably the most cohesive and
23 coordinated collaborative report that I've seen from a 617
24 community. And I believe that it's in part due to the
25 strength of the community -- community, and in part due to

1 our increasing sophistication as collaborators. And my --
2 I believe that we have a continuing responsibility to
3 those 617 communities that we've already established and
4 perhaps established with a lower level of expertise than
5 we currently possess. And I think it's our responsibility
6 to work on a continuous basis with those communities.

7 My question is do we have that ability? Are
8 those -- is the situation now embedded where that's not a
9 practical approach? It's kind of an open-ended question
10 and it's designed to be. So I'm interested in our -- in
11 our thoughts and whether it's today or whether it's at a
12 subsequent 617 meeting is deemed more appropriate, the
13 question is still out there.

14 Thank you.

15 OCAP DIRECTOR REYES: Deldi Reyes, Director of
16 the Office of Community Air Protection. Thank you, Board
17 Member Eisenhut. That is very provocative question and
18 one that we're -- we grapple with. It really goes to the
19 heart of our role in OCAP and also at each individual air
20 district, which is we must learn from our initial
21 experiences and apply them both going forward, but also in
22 the communities we already have made commitments to.

23 As Terry said, it's an 11-year commitment. And
24 even just within any one air district, we have learned
25 what works, what works better, and what doesn't work at

1 all. And we do need to go back and make sure we're
2 applying that same lens to all of the communities.

3 For example, you heard that participation towards
4 the tail end of this process started to dwindle. Not only
5 was their COVID, but it was -- it was a long process and
6 that is not uncommon. And so that is, in part, why we
7 recommended the use of the work teams. We have found in
8 other air districts that using subcommittees has really
9 galvanized the community steering committees. It helps
10 folks narrow down the things they really care about. And
11 it's -- it's actually become very powerful in terms of
12 organizing the work and is another example of community
13 co-leadership.

14 That's something we want to see in all of the 617
15 communities in the South Coast Air District. And we
16 intend to work with and support South Coast Air District
17 in doing that. But just as Board Member Takvorian said,
18 that takes resources. We must find ways to bring more
19 modest amounts, for example, of grant funds to the CSCs in
20 order to support that engagement. Particularly if
21 implementation dollars to air districts continue to stay
22 flat, how can an air district decide that they can no
23 longer bring on new communities, because they have very
24 little implementation funds and yet we have -- we all of
25 us have the challenge of supporting the continued

1 engagement.

2 Okay. It's quite a dilemma, but it's one that we
3 intend to focus on in the update to our blueprint and in
4 the reimagining of the program that we're working on now.

5 CHAIR RANDOLPH: Thank you. Okay.

6 I think that's it for Board comments.

7 BOARD MEMBER KRACOV: I just wanted to --

8 CHAIR RANDOLPH: Okay.

9 BOARD MEMBER KRACOV: Chair, It's Board Member
10 Kracov. I guess it was a Uyen-Uyen Vo's presentation from
11 the South Coast that I missed there. So I want to just
12 give a shout-out congratulations to her and all the staff
13 that worked on this CERP.

14 Sorry for omission. Thank you.

15 CHAIR RANDOLPH: Thank you. Thank you.

16 I just wanted to just uplift how impressed I was
17 by the -- the just transition piece of this plan. I mean,
18 this is a really important issue that the state is going
19 to need to be grappling with in the coming years. And the
20 fact that -- that this CSC really kind of took it on and
21 gave it some deep thought, and analysis. And, you know,
22 looking for opportunities to make progress there, I
23 thought was really important. So I was pleased to see
24 that as part of the plan.

25 If there are no further comments, I will ask for

1 a motion on this from perhaps Board Member Kracov from
2 South Coast.

3 BOARD MEMBER KRACOV: You must like my background
4 music today, Chair. I don't have the resolution in hand,
5 but I certainly would be happy to move approval of the
6 community emission reduction plan for the South LA
7 community from the South Coast, if that's the appropriate
8 motion, Chair.

9 CHAIR RANDOLPH: Perfect

10 BOARD MEMBER BALMES: And I would be happy to
11 second it.

12 BOARD MEMBER RIORDAN: I second the motion, Madam
13 Chair.

14 CHAIR RANDOLPH: Okay. We have a motion. We
15 have a second. Board Clerk will you please call the roll.

16 BOARD CLERK GARCIA: Yes.

17 Dr. Balmes?

18 BOARD MEMBER BALMES: Yes.

19 BOARD CLERK GARCIA: Mr. De La Torre?

20 Mr. Eisenhut?

21 BOARD MEMBER EISENHUT: Yes.

22 BOARD CLERK GARCIA: Senator Florez?

23 (Laughter)

24 CHAIR RANDOLPH: Can you call Mr. De La Torre
25 again?

1 BOARD CLERK GARCIA: Sure. Mr. De La Torre?

2 BOARD MEMBER DE LA TORRE: Aye.

3 BOARD CLERK GARCIA: Senator Florez?

4 Ms. Hurt?

5 BOARD MEMBER HURT: Aye.

6 BOARD CLERK GARCIA: Mr. Kracov?

7 BOARD MEMBER KRACOV: Yes.

8 BOARD CLERK GARCIA: Dr. Pacheco-Werner?

9 Mrs. Riordan?

10 BOARD MEMBER RIORDAN: Aye.

11 BOARD CLERK GARCIA: Supervisor Serna?

12 BOARD MEMBER SERNA: Serna, aye.

13 BOARD CLERK GARCIA: Professor Sperling?

14 BOARD MEMBER SPERLING: Aye.

15 BOARD CLERK GARCIA: Ms. Takvorian?

16 BOARD MEMBER TAKVORIAN: Takvorian, aye.

17 BOARD CLERK GARCIA: Supervisor Vargas?

18 Vice Chair Berg?

19 VICE CHAIR BERG: Berg, aye.

20 BOARD CLERK GARCIA: Chair Randolph?

21 CHAIR RANDOLPH: Yes.

22 BOARD CLERK GARCIA: Madam Chair, the motion

23 passes.

24 CHAIR RANDOLPH: All right. Thank you very much

25 and congratulations to the community steering committee,

1 and to staff at CARB, and to South Coast Air Quality
2 Management District.

3 (Applause)

4 CHAIR RANDOLPH: Okay. We will now move to open
5 comment for those who wish to provide a comment regarding
6 an item of interest within the jurisdiction of the Board
7 that's not on today's agenda. The Board will call on
8 those who have either submitted a request-to-speak card or
9 who have joined us remotely through clicking the raise
10 hand button or dialing star nine.

11 Clerk, will you please call the commenters.

12 BOARD CLERK ESTABROOK: It looks like we just
13 have one person in Zoom with their hand raised. Linda
14 Cleveland, you can unmute and begin.

15 Linda, were you hoping to make a comment for open
16 comment?

17 All right. It doesn't look like you've unmuted.

18 All right. I don't think that she's there.

19 That was the only commenter that we had.

20 CHAIR RANDOLPH: Okay. All right. So that
21 brings our Board meeting to a close and we will see you at
22 our next CARB Board meeting.

23 Than you all and we are adjourned.

24 (Thereupon the Air Resources Board meeting
25 adjourned at 5:24 p.m.)

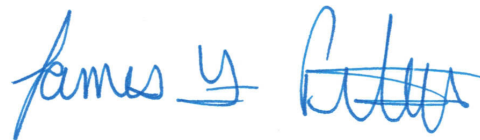
CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd day of September, 2022.



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