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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 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 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.)

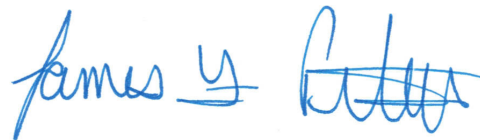
CERTIFICATE OF REPORTER

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  
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