

1 beyond just vehicle replacements to the transportation
2 systems as a whole, and incorporates new technologies and
3 new systems in an integrated package.

4 Before I address the suite of programs informed
5 by these efforts, let's review the State budget that
6 supports them.

7 --o0o--

8 MSCD AIR POLLUTION SPECIALIST GARCIA: The fiscal
9 year 2022-23 budget included the largest investment the
10 State has made to date to support the acceleration of
11 zero-emission vehicle deployments, improve air quality,
12 and support an equitable transition to a cleaner more
13 sustainable future. This year's budget also complements
14 and builds off of last year's ZEV funding and continues
15 focusing investments on transitioning the transportation
16 sector.

17 I also want to note that this is the second year
18 of six year, 10 million ZEV investment package agreed to
19 by the Governor and the Legislature. But today's
20 presentation will cover only the 2.6 billion in funding as
21 listed on this slide. And while this is a sizable
22 investment, it is only a portion of the funding that was
23 appropriated to CARB. Additional appropriations were made
24 for FARMER, the Community Air Protection Program, and the
25 Carl Moyer Program.

1 In addition to the money covered in this year's
2 funding plan, CARB will receive another 1.5 billion over
3 the next three years as a part of the ZEV package subject
4 to further appropriation, which will also allow CARB to
5 expand upon our key efforts in future funding plans and
6 continue to focus funding in areas of the state that need
7 them the most.

8 --o0o--

9 MSCD AIR POLLUTION SPECIALIST GARCIA: This slide
10 demonstrates how priorities have evolved over the last
11 decade and has increasingly focused on priority
12 populations. Early on, many of the programs funded under
13 low carbon transportation were focused on seeding and
14 growing the ZEV market across both the light- and
15 heavy-duty sectors.

16 In fiscal year 2023-14, there were no funds
17 allocated to CARB to specifically benefit priority
18 populations. And just a few years later in fiscal year
19 2017-18, approximately 50 percent of funding was allocated
20 to benefit priority populations and our projects began to
21 shift in design to address the needs of these populations
22 better.

23 In the current fiscal year, staff estimates over
24 70 percent of the 2.6 billion appropriated is expected to
25 benefit priority populations. And as you'll see in the

1 coming slides, many changes are proposed to help
2 underscore how important an equity focus for these
3 projects has become.

4 --o0o--

5 MSCD AIR POLLUTION SPECIALIST GARCIA: It is also
6 important to note that throughout this year's public
7 process, community members have asked staff to share
8 demographic data for individuals that have participated in
9 CARB's clean transportation incentive programs,
10 particularly from the light-duty purchase incentive and
11 mobility projects. Currently, not every project collects
12 demographic data. And those that have, there is no
13 consistency across the methods in which the data is
14 collected.

15 Where data is available, staff has included it in
16 the funding plan and staff are also working to expand and
17 standardize data collection for all clean transportation
18 investments within the next year. In addition, staff is
19 exploring ways to ensure the data remains publicly
20 available and accessible.

21 --o0o--

22 MSCD AIR POLLUTION SPECIALIST GARCIA: Before
23 jumping into to key proposals outlined in today's
24 presentation, I'd like to provide an overview of project
25 category allocations for both light- and heavy-duty and

1 off-road equipment. This slide slows the proposed
2 allocations by project category and funding source based
3 on what the Legislature has appropriated for fiscal year
4 2022-23. It is important to note that much of this
5 funding was appropriated in the State budget specifically
6 to several projects within these categories. Staff will
7 present the detailed proposed project-specific allocations
8 and proposals in the next section of today's presentation.

9 --o0o--

10 MSCD AIR POLLUTION SPECIALIST GARCIA: And now
11 for our clean transportation and light-duty equity
12 investments. The overarching goals of this category
13 projects include: supporting the Governor's Executive
14 Order N-79-20 that calls on the State to accelerate the
15 transformation of California's fleet to zero-emission;
16 supporting the Advanced Clean Cars II regulation;
17 providing zero-emission and clean mobility options
18 tailored to priority population needs; and expanding
19 transportation choices and reducing vehicle miles
20 traveled.

21 With these goals in mind, I will highlight some
22 key areas where CARB's light-duty vehicle purchase
23 incentive programs have been successful in supporting
24 healthy communities, clean air goals, and growing the
25 green economy in California.

1 --o0o--

2 MSCD AIR POLLUTION SPECIALIST GARCIA: To date,
3 CARB's vehicle purchase incentive programs have: provided
4 over 400 million of vehicle purchase incentive funds to
5 support clean vehicle purchases benefiting priority
6 populations; provided over 2.9 million to support over 700
7 light-duty electric vehicles for public fleets operating
8 in disadvantaged communities; resulted in the reduction of
9 over 9.6 million metric tons of carbon dioxide equivalent
10 and over 48 million gallons of fuel use avoided; supported
11 the purchase of over 475,000 clean vehicles through the
12 investment of over 1.2 billion in vehicle purchase
13 incentives since 2010; and supported roughly 42 percent of
14 the over 1.1 million light-duty electric vehicles sold in
15 California.

16 Over the next year, staff will continue to
17 evaluate and refine metrics of success, especially as we
18 begin to administer funding for the current fiscal year,
19 which I will discuss on the next slide.

20 --o0o--

21 MSCD AIR POLLUTION SPECIALIST GARCIA: For the
22 vehicle purchase incentive category, staff are proposing a
23 total of 326 million for six projects. Consistent with
24 legislative direction, Clean Cars 4 All will receive 245
25 million to support existing air district programs and the

1 statewide expansion. Next, staff recommends allocating 66
2 million to financing assistance, one million to Access
3 Clean California, and three million to the electric
4 bicycles incentive project.

5 In addition, staff are proposing to allocate one
6 million to support the California Integrated Travel
7 Project, a newer effort to develop a streamlined payment
8 strategy for transit and electric vehicle charging.

9 And lastly, 10 million was appropriated for the
10 Zero-Emission Assurance Project established by AB 193 to
11 provide battery replacements or warranties to low-income
12 electric vehicle buyers. Staff are also recommending
13 several changes across all the vehicle purchase incentive
14 programs, which I'll discuss next.

15 --o0o--

16 MSCD AIR POLLUTION SPECIALIST GARCIA: Staff's
17 proposal takes a step towards continued alignment across
18 all three vehicle purchase incentive programs, the Clean
19 Vehicle Rebate Project, or CVRP, Clean Cars 4 All, and
20 financing assistance. After considering feedback from
21 community groups and the public, that incentives are not
22 enough to support low-income car buyers in the current
23 market, staff proposes a significant increase across new
24 and used light-duty purchase incentives.

25 To illustrate, eligible car buyers can currently

1 receive up to \$12,000 towards a new electric vehicle
2 without scrapping an old vehicle and up to \$16,5000 when
3 scrapping an old vehicle. With staff's proposed increases
4 to incentives, low-income car buyers will be able to
5 receive up to \$15,000 towards a new electric vehicle
6 without scrapping an old vehicle or up to \$19,500 when
7 scrapping an old vehicle.

8 And with staff's proposal to expand CVRP rebate
9 now statewide, this provides the opportunity to apply all
10 stacked incentives at the point of purchase, offering
11 significant support in a market with higher car prices and
12 limited inventory.

13 Lastly, staff's proposal incorporates
14 legislatively required vehicle eligibility changes by
15 removing conventional hybrids from Clean Cars 4 All by
16 November 2024 and removing plug-in hybrid electric
17 vehicles from CVRP by January 2025.

18 --o0o--

19 MSCD AIR POLLUTION SPECIALIST GARCIA: In
20 addition to updating incentive amounts, staff are also
21 proposing to collapse the current varied income tiers for
22 Clean Cars 4 All and financing assistance into one
23 simplified income threshold for low-income participants at
24 or below 300 percent of the federal poverty level, which
25 equals to about 54,000 a year for a couple and about

1 83,000 a year for a family of four.

2 In an effort to minimize overlap, this year's
3 proposal also allows air district run Clean Cars 4 All
4 programs to expand coverage to all areas of their
5 respective jurisdictions, which positions the statewide
6 Clean Cars 4 All Program to support all non-air district
7 run territories. The proposal also includes of charging
8 incentives for low-income CVRP applicants and an increase
9 in charging incentive amounts for financing assistance.

10 These changes will support at least a year of
11 charging for a low-income car buyer charging exclusively
12 at public charging stations. Eligible applicants would be
13 able to stack these charging incentives, which would boost
14 support to about two years of public charger use for a
15 low-income car buyer.

16 Next, I will cover air district allocations for
17 Clean Cars 4 All.

18 --o0o--

19 MSCD AIR POLLUTION SPECIALIST GARCIA: Per
20 legislative direction, staff will allocate 125 million to
21 the statewide program and 80 million to the District
22 programs. Staff is also proposing an additional 40
23 million to the District run programs for a total
24 allocation of 120 million. This record investment in the
25 district programs will enable the districts to expand

1 their programs to all low income residents of their
2 respective jurisdictions.

3 In addition, staff determined district
4 allocations by developing an allocation formula that is
5 intended to ensure consistent predictable funding and use
6 of database metrics to determine program demand and future
7 growth. Using the formula, the proposed district
8 allocations are listed on the slide. This covers our
9 light-duty vehicle purchase incentives. And I will now
10 provide an overview of our clean mobility metrics and
11 proposed allocations.

12 --o0o--

13 MSCD AIR POLLUTION SPECIALIST GARCIA: CARB has
14 been focused on developing metrics for success across
15 mobility investments as a critical element of program
16 evaluation measuring equity outcomes, increasing
17 transparency through data reporting, and sharing lessons
18 learned across programs.

19 Similar to our vehicle purchase incentives, these
20 metrics include supporting healthy communities, State air
21 quality goals, and increasing access to affordable
22 transportation and mobility options and growing the green
23 economy. To date, CARB's clean mobility investments have
24 reduced over 2.7 million in net fossil fuel use, saved
25 over 37 million in travel costs, and supported over 1,100

1 jobs.

2 Most notably, as a part of the Clean Mobility
3 Options Voucher Pilot Program, approximately 2.2 million
4 was invested to increase clean transportation options for
5 tribal governments. CARB anticipates additional data as
6 we measure benefits and project demand which provides a
7 critical snapshot of program progress and benefits and
8 helps guide investments.

9 --o0o--

10 MSCD AIR POLLUTION SPECIALIST GARCIA: For the
11 currently fiscal year, staff proposes to allocate 55
12 million to CARB's clean mobility and planning and capacity
13 building programs.

14 This allocation includes: five million for
15 planning and capacity building to support community-led
16 projects and dedicated localized technical assistance and
17 outreach; 20 million for the Clean Mobility Options
18 Voucher Pilot Program to support projects funded in the
19 first window of 2020 and increase voucher funding for the
20 second application window, which is scheduled to open in
21 early 2023; 15 million for the Clean Mobility in Schools
22 to support holistic, transformative, zero-emission
23 projects in schools, and; 15 million for the Sustainable
24 Transportation Equity project to fund place-based
25 implementation grants.

1 This funding proposal supports clean mobility
2 investments in the most impacted communities, which expand
3 options available and meet their unique needs while
4 providing needed vehicle miles traveled reductions to
5 promote more sustainable transportation systems.

6 That concludes the clean transportation and
7 light-duty equity investments portion of the presentation.
8 I will now move into our largest funding category,
9 heavy-duty and off-road equipment investments.

10 --o0o--

11 MSCD AIR POLLUTION SPECIALIST GARCIA: Overall,
12 our heavy-duty and off-road equipment investments strive
13 to continue and expand support for small fleets and
14 disadvantaged communities, expand support for financial
15 assistance and non-financial incentives for ZEVs per SB
16 372, ramp up efforts to transition heavy-duty and off-road
17 equipment to zero emission, and continue to support
18 multiple regulatory efforts.

19 --o0o--

20 MSCD AIR POLLUTION SPECIALIST GARCIA: Our
21 heavy-duty investments also play an important role in
22 supporting healthy communities, supporting technology
23 evolution, and growing the green economy. These programs
24 have helped fuel demand for zero-emission technologies and
25 have spurred substantial growth in the number and types of

1 zero-emission technologies available. Today, there are
2 over 320 zero-emission vehicles or equipment models
3 eligible in our heavy-duty voucher programs.

4 These investments also support job creation and
5 have resulted in substantial emission reductions compared
6 to their diesel counterparts. Additionally, our
7 investments have helped generate benefits for
8 disadvantaged communities and support small fleets. In
9 2022, 63 percent of fleets that requested zero-emission
10 truck and bus vouchers operated a hundred vehicles or
11 fewer, and 20 percent of fleets operated 10 vehicles or
12 fewer.

13 While we've made substantial progress towards our
14 goals, staff's proposal is designed to continue and to
15 grow the market for zero-emission technologies while
16 focusing benefits to disadvantaged communities and small
17 fleets.

18 --o0o--

19 MSCD AIR POLLUTION SPECIALIST GARCIA: Staff
20 recommends allocating the 2.2 billion for heavy-duty
21 investments to six project categories, including: over 1.7
22 billion to the Clean Truck and Bus Voucher Incentive
23 Project, known as HVIP, of which 157 million will be for
24 zero-emission drayage trucks; 273 million to the Clean
25 Off-Road Voucher Incentive Project, or CORE; 75 million

1 for our advanced technology demonstration and pilot
2 projects, including green zones, zero-emission rail, port
3 vehicles and equipment, zero-emission aviation and ground
4 support equipment, and zero-emission construction and
5 agricultural equipment.

6 Additionally, staff is allocating 60 million for
7 demonstration and pilot projects focusing on commercial
8 harbor craft. For the Truck Loan Assistance Program,
9 staff recommends that 28.64 million be allocated to help
10 fleets that don't typically qualify for lending to upgrade
11 to cleaner trucks. And finally, staff is proposing to use
12 five million to launch a new zero-emission truck loan
13 pilot.

14 These allocations help support the rapidly
15 growing availability of zero-emission trucks, buses, and
16 off-road equipment and prepare the market for recently
17 adopted or upcoming regulations, such as Innovative Clean
18 Transit, Advanced Clean Fleets, the Commercial Harbor
19 Craft Regulation, and the In-Use Locomotive Regulation.

20 To support these investments, staff are proposing
21 several changes to many of these projects, which I will
22 discuss next.

23 --o0o--

24 MSCD AIR POLLUTION SPECIALIST GARCIA: For HVIP,
25 staff is proposing a number of changes in line with

1 legislative direction to increase benefits for small
2 fleets, small businesses, and disadvantaged communities,
3 strengthen our focus on equity, and expand the market for
4 zero-emission vehicles.

5 To support early adoption of zero-emission
6 vehicles, this proposal would allow all fleets to continue
7 to access HVIP incentives in 2023, and would introduce
8 several new provisions to support small fleets including
9 tiered voucher amounts, a substantial reserve of funding
10 to ensure small fleets and public agencies have continuous
11 access to incentive funding, and a new bulk purchase
12 requirement for large fleets that is designed to leverage
13 more private capital and encourage manufacturers to grow
14 assembly lines and reach economies of scale.

15 These provisions delay the introduction of the
16 fleets size limits until 2024, aligning with the proposed
17 Advanced Clean Fleets requirements. Additionally, this
18 year staff is proposing to continued set-asides for
19 drayage trucks, transit bases, and school buses within
20 HVIP that were introduced last year. Staff also plans to
21 add additional funding to the Innovate Small e-Fleets
22 Pilot, which supports our SB 372 goals. With this
23 additional funding, staff will expand support for the
24 smallest fleets in the state while incorporating lessons
25 learned from its launch this year.

1 --o0o--

2 MSCD AIR POLLUTION SPECIALIST GARCIA: This
3 year's funding plans to take significant steps to refocus
4 HVIP on small fleets, while still providing large fleets
5 with incentives to transition to zero-emission prior to
6 regulatory deadlines. Staff expects that the proposal
7 would allow the program to meet demand over the next year
8 and deploy over 400 additional zero-emission trucks or
9 buses. This, combined with requirements for the largest
10 fleets in the state to deploy vehicles in disadvantaged
11 communities, will help reduce harmful emissions in those
12 communities.

13 Finally, this proposal takes additional steps to
14 help support the smallest fleets in the State by raising
15 the incentive amounts for fleets with 10 or fewer vehicles
16 and ensuring that public agencies and small fleets have
17 continuous access to HVIP incentives, so that they can be
18 confident that when they're ready to purchase a
19 zero-emission vehicle funding will be available for them.

20 Next, I will cover our off-road equipment
21 investments.

22 --o0o--

23 MSCD AIR POLLUTION SPECIALIST GARCIA: The Clean
24 Off-Road Equipment Voucher Incentive Project, or CORE, has
25 seen incredible growth over the past few years. On the

1 freight side, CORE has more than doubled the number of
2 participating manufacturers and dealers and has tripled
3 the number of eligible pieces of equipment. Last year,
4 CORE expanded to include additional equipment types such
5 as agricultural equipment, commercial harbor craft,
6 switcher locomotives, and professional landscaping
7 equipment.

8 Many categories of off-road equipment have seen
9 high demand. The construction equipment category,
10 terminal tractors, and transportation refrigeration units
11 were all quickly fully subscribed. And after extensive
12 outreach efforts, the CORE zero-emission professional
13 landscaping category opened for voucher requests on
14 November 7th of this year.

15 Following stakeholder feedback, staff is
16 proposing to increase the maximum voucher amount for
17 several types of equipment that face higher incremental
18 costs and are new to the market. Staff continues to
19 develop strategies to support small businesses and
20 prioritize the deployment of zero-emission off-road
21 equipment in disadvantaged communities.

22 And lastly, this year, staff proposes to launch a
23 new category of projects within our portfolio of
24 demonstration and pilot projects, which I will discuss
25 next.

1 --o0o--

2 MSCD AIR POLLUTION SPECIALIST GARCIA: Following
3 legislative direction, staff will allocate 60 million
4 towards projects that will maximize emission reductions
5 from vessels subject to the Commercial Harbor Craft
6 Regulation. A portion of funding will be prioritized for
7 private ferry operators regulated by the Public Utilities
8 Commission. And the remaining funding will be prioritized
9 for public ferries, licensed commercial passenger fishing
10 vessels, research vessels, and excursions vessels.

11 Currently, staff estimates 60 million will cover
12 about 45 vessels, a mix of smaller cleaner combustion
13 sports fishing vessels and some larger zero-emission
14 vessels like ferries.

15 In addition, funding for this project will help
16 support compliance for the Commercial Harbor Craft
17 Regulation and will be available for zero-emission and
18 cleaner combustion engines. And lastly, staff will
19 conduct a public process following today's Board hearing
20 to determine how funding will be administered and
21 prioritized.

22 This concludes staff's summary of the funding
23 plan's key proposal. Next, I will cover specific
24 contingency provisions outlined in the funding plan.

25 --o0o--

1 MSCD AIR POLLUTION SPECIALIST GARCIA: Consistent
2 with previous years, we are proposing several contingency
3 measures to help keep projects running smoothly and
4 without interruptions. These contingencies are comparable
5 to what we have included in past funding plans.
6 Specifically, staff is requesting that the Board grant the
7 Executive Officer authority to allocate a portion of
8 future year's funds to first-come first-served projects
9 and to allocate funds from next year's budget once
10 approved to the current fiscal year in the event that
11 funding runs out.

12 We will still come back to the Board next year
13 after a full public process to allocate the majority of
14 any future funding. Additionally, staff will utilize the
15 transparent public work group process to help guide any
16 adding or scaling back of funding levels and making
17 technical or administrative changes.

18 That covers the highlights of the funding plan.
19 Next, I will cover the targeted changes proposed to the
20 Carl Moyer Program guidelines.

21 --o0o--

22 MSCD AIR POLLUTION SPECIALIST GARCIA: As you may
23 know, the Moyer Program is a statewide, air district
24 implemented, emission reduction program which funds
25 cleaner than required heavy-duty vehicles and equipment in

1 multiple vehicle and equipment categories. Moyer projects
2 can include on-road heavy-duty vehicles, locomotives,
3 marine vessels, and off-road agricultural and construction
4 equipment. Participating air districts must meet CARB's
5 guideline requirements at a minimum, but retain the
6 authority to consider additional criteria in order to
7 address local concerns and air quality objectives. In
8 today's proposal, staff proposes revisions to raise its
9 cost effectiveness for optional zero-emission technology
10 in off-road vehicle categories.

11 --o0o--

12 MSCD AIR POLLUTION SPECIALIST GARCIA: Last year,
13 the Board approved similar changes for on-road vehicles as
14 a part of our effort to better support zero-emission
15 vehicles. Consistent with that approach, staff are
16 proposing to increase the cost effectiveness limit for
17 off-road zero-emission technologies to an equivalent level
18 when adjusted for inflation. The proposed increase will
19 support deployment of zero-emission technologies,
20 regulatory efforts, and give the air districts the option
21 to help build a stronger market for zero-emission
22 technology in the off-road sector including CORE.

23 Staff also proposes to update the existing cost
24 effectiveness limits for other categories to account for
25 increases due to inflation. And lastly, CARB staff plan

1 to continue to work with stakeholders and air districts to
2 develop a broader set of amendments to the off-road
3 chapters of the Carl Moyer Program to address recent
4 regulatory updates for marine, locomotive, and off-road
5 equipment.

6 --o0o--

7 MSCD AIR POLLUTION SPECIALIST GARCIA: And with
8 that, I will move into our conclusion and recommendation.

9 --o0o--

10 MSCD AIR POLLUTION SPECIALIST GARCIA: The
11 proposals presented today support the State's air quality,
12 climate, and equity goals, and also help to build
13 significant momentum to expand the market for clean
14 vehicles and clean transportation options in an equitable
15 manner. In conclusion, staff recommend approving the
16 proposed funding plan and Carl Moyer Program changes.

17 --o0o--

18 MSCD AIR POLLUTION SPECIALIST GARCIA: Thank you
19 for your attention today. Next, I would like to introduce
20 Tyson Eckerle from the Governor's Office of Business and
21 Economic Development to say a few remarks.

22 TYSON ECKERLE: Great. No, thank you very much.
23 Thanks for having me. Thanks Graciela. Thank you, Chair
24 Randolph and members of the Board. I'm Tyson Eckerle.
25 I'm the Senior Advisor for Clean Infrastructure and

1 Mobility at GO-Biz. And I'm here to offer strong support
2 for the plan adoption.

3 I think the plan -- we all know the plan is key
4 to our collective ZEV market development strategy. And,
5 you know, taking a step back to the \$10 billion commitment
6 is a huge commitment the Governor and Legislature. And
7 the 2.6 billion that we're talking about today is really a
8 key pivotal piece, especially as it couples with CEC's
9 infrastructure funding plan. And you'll hear from Hannon
10 in just a moment about that.

11 And we always ask a lot of these funding plans,
12 but the scale of this one is a huge opportunity. And I
13 think we know these investments will be meaningful,
14 because CARB, and CEC staff, and leadership have been
15 incredibly thoughtful in the details, as you saw in
16 Graciela's presentation. And the details really do
17 matter. Investing and benefiting priority populations
18 matters, and that's in the plan. Investing in fleet
19 transitions, both big and small, matters. That's in the
20 plan. Increasing access to clean mobility matters. I'm
21 particular excited about the Cal-ITP program. We're
22 learning a lot about that going forward. And, you know,
23 demonstrating new technologies and ZEV technology's new
24 sectors matters. And I think this plan does all of that
25 in a meaningful way.

1 It also puts us in a strong position to attract
2 federal investment, in both direct, like the federal
3 hydrogen hubs, and, you know, manufacturing incentives,
4 but -- and also indirect through the tax credits through
5 the IRA.

6 And, you know, as I hand it over to Hannon, I
7 want to also just take a step back and commend the -- you
8 know, CARB, CEC, and CalSTA for close coordination of
9 funding investment plans. You can really see the work
10 that's paying off as far as how these things are playing
11 out.

12 And I just wanted to thank you for the
13 opportunity to come here to support CARB's continued great
14 work and very excited about this plan and hopefully move
15 it forward.

16 So with that, maybe I'll hand it over to Hannon,
17 who is actually online.

18 HANNON RASOOL: Great. Thanks so much, Tyson.

19 Good afternoon. My name is Hannon Rasool. I'm
20 the director of the Fuels and Transportation Division at
21 the California Energy Commission. And thank you for the
22 opportunity to be here today for the opportunity to
23 express support for CARB's 2022-23 funding plan for clean
24 transportation.

25 As has already been mentioned, this represents

1 another really important step in California's significant
2 investments and leadership in decarbonizing the most
3 polluting sector of our industry. California continues to
4 implement important regulations to improve local health,
5 and combat the climate crisis, and also to make key
6 investments to support individual households and
7 businesses.

8 As you may be aware, the Energy Commission is
9 taking our Clean Transportation Program Investment Plan to
10 a Commission business meeting next month. And our two
11 agencies continue to show strong collaboration and a
12 unified focus on supporting zero-emission vehicles and
13 infrastructure, and equitable outcomes.

14 I'd like to commend CARB staff and the CARB Board
15 for putting to work the significant investments from the
16 State budget and from the general fund. This investment
17 plan provides a thoughtful approach, the balances they
18 need to make a rapid transition away from combustion
19 vehicles and also have a strong and intentional focus on
20 equity.

21 This is an exciting and pivotal time to advance
22 zero-emission transportation throughout California,
23 especially in our most impacted communities. And you can
24 see this investment plan shows a strong and thoughtful
25 focus on equity across the board in all vehicle segments.

1 And finally, I'd like to commend both the CARB
2 and Energy Commission team for strong collaboration and
3 coordination in the investments, and vehicles, and
4 infrastructure. These investments go a really long way to
5 support State regulations and goals. This is true in all
6 segments, including the long-standing work to support the
7 passenger vehicle segment.

8 However, I'd like to take a moment to emphasize,
9 by way of example, the strong coordination in the
10 medium-duty and heavy-duty truck and bus sectors. Those
11 agencies propose significant and meaningful investments in
12 the medium-duty/heavy-duty sector and coordinate our
13 flagship program such as HVIP and EnergIIZE. There is a
14 strong and intentional focus on making sure we support
15 California's businesses and fleets with an expanding focus
16 on the unique needs of small fleets and small businesses.
17 And this will help eliminate harmful diesel pollution in
18 all of our communities.

19 In conclusion, CARB's 22-23 funding plan for
20 clean transportation is another meaningful and impressive
21 step in meeting our goals. Thank you very much for the
22 opportunity to present and express our support.

23 Thank you.

24 MSCD AIR POLLUTION SPECIALIST GARCIA: Thank you,
25 Tyson and Hannon. So that concludes staff's presentation.

1 I'd like to hand it back to Chair Randolph.

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

3 And thank you to Hannon and Tyson for sharing
4 your thoughts as well. Okay. So here's the plan, we are
5 going to be taking a lunch break before we begin public
6 testimony on this item. But first, we have a short video
7 that highlights a few examples of projects from previous
8 funding plans that are providing benefits in some of our
9 most impacted communities today.

10 So following the video, I will invite Board
11 members and the public to head outside and visit the
12 zero-emission vehicle and equipment display located right
13 outside the building on 11th street. So take a moment to
14 see up close the variety of vehicles and equipment that
15 this funding helps bring to communities.

16 So after the video, we will take a one hour lunch
17 break to give folks plenty of time to have lunch and go
18 see the vehicles and equipment.

19 So Clerk, will you please play the video.

20 (Thereupon a video was played.)

21 CHAIR RANDOLPH: All right. Thank you very much.
22 And we will see you all again at 1:30 and go outside and
23 check out the equipment.

24 (Off record: Ever 12:33 p.m.)

25 (Thereupon a lunch recess was taken.)

1 AFTERNOON SESSION

2 (On record: 1:32 p.m.)

3 CHAIR RANDOLPH: Okay. We are back from our
4 lunch break and we will now hear from the members of the
5 public who signed up to speak on this item either by
6 submitting a request to speak card or raising their hand
7 in Zoom.

8 So I will ask the Board clerk to begin to call
9 the public commenters.

10 BOARD CLERK HARRINGTON: Thank you. The -- we
11 have 15 commenters. And the first is Madison Vander Clay.

12 CHAIR RANDOLPH: Okay. I think we can go ahead.

13 MADISON VANDER CLAY: Good morning. My name is
14 Madison Vander Clay with the Silicon Valley Leadership
15 Group. Thank you for the opportunity to comment today.
16 The Leadership Group represents over 400 of silicon
17 valley's most respected employees.

18 CHAIR RANDOLPH: You might want to pull the
19 microphone down a little bit, so we can hear you more
20 clearly.

21 MADISON VANDER CLAY: Better?

22 CHAIR RANDOLPH: Yeah.

23 MADISON VANDER CLAY: Okay. Thank you.

24 The Silicon Valley Leadership Group represents
25 400 of Silicon Valley's most respected employers, many of

1 whom are key players in decarbonizing fleets including
2 businesses with fleets to decarbonize as well as those
3 producing ZEVs.

4 SVLG is very concerned that limiting the ability
5 of large fleets to access HVIP funding at this time is
6 harmful to the nascent market for electric trucks. In
7 particular, excluding or greatly limiting Larger fleets in
8 HVIP will ZE product availability for small fleets.

9 Large fleets play a pivotal role in proving out
10 new technologies and driving scale, while small fleets
11 rely on purchasing used trucks from large fleets.
12 Currently, larger fleets represent over half of voucher
13 requests in 2021 and 2022 to date. Assuming an
14 eligibility cutoff of more than 100 vehicles, changes to
15 HVIP must be grounded in data and recognize the central
16 role that larger fleets play in driving near-term demand
17 and scale.

18 Further with an increasing number of states
19 following California's lead and adopting ACT type
20 regulations and in support of incentive programs, there is
21 going to be increased competition between states for the
22 limited supply of MHD ZEVs. No other states that offer
23 HVIP style incentives have proposed restrictions like
24 those being proposed here to effectively limit the ability
25 of larger fleets to participate. Such restrictions that

1 appear likely to greatly limit the role of large fleets
2 may result in the market shifting to a state that provide
3 the most support curbing California's growing ZEV market
4 into overall business competitiveness.

5 As a result, we are here today along with our
6 partners to ask that CARB modify the funding plan to
7 remove those conditions that we think will function too
8 largely, if not entirely exclude larger fleets from
9 participating in the program.

10 We would also ask that the bulk purchase
11 requirement be eliminated. The bulk purchase requirement
12 for large fleets with more than 500 vehicles, which would
13 require them to make very large unsupported commitments to
14 battery electric vehicles before subsequent vehicles can
15 receive HVIP funding is unreasonable and should be
16 eliminated. Given the very nascent state of BEV adoption
17 in the MD/HD space, it is simply not realistic to expect
18 even large fleets to make such a sizable commitment to
19 BEVs without any funding support.

20 Second, given experience with the program to
21 date, where demand for vouchers is unambiguously driven
22 primarily by larger fleets, we ask that the small fleet
23 set-aside be moderated, so that rather than setting aside
24 70 percent of funding, the program sets aside 50 percent
25 of funding for small fleets. This is consistent with

1 recent experience in the program, but still allocates a
2 material greater share of funding to smaller fleets than
3 program data would suggest that they have sought over the
4 past two years.

5 Thank you so much.

6 BOARD CLERK HARRINGTON: Thank you. Next up, we
7 have Greg Reading.

8 GREG READING: Okay. Good afternoon. I'm Greg
9 Reading with U.S. Hybrid. Thank you for the opportunity
10 to be here, provide our thoughts on CARB's investment
11 plan. I also want to give our appreciation to the staff
12 for all the work and process that's gone into developing
13 this plan. Who I represent and work for U.S. Hybrid.
14 We're a California-based company with over 60 employees
15 based in our headquarters and manufacturing facilities in
16 Southern California. We specialize in designing,
17 manufacturing zero-emission powertrain components for
18 electric, hybrid, and fuel cell medium-, heavy-duty
19 municipality vehicles, commercial trucks, buses, and
20 specialty vehicles worldwide.

21 We recently received nearly two million in grants
22 from federal agencies and local air districts to fund the
23 construction of three parallel hybrid Class 8 trucks.
24 These trucks run on both renewable compressed --
25 compressed natural gas and electricity utilizing near --

1 near-zero-emission engines in parallel with our batter
2 electric zero-emission propulsion system. This unique
3 combination of powertrains provides vehicles with combined
4 range of 750 miles, including 55 miles of all electric
5 zero emission.

6 A number of the CARB rulemakings and planning
7 efforts including the Scoping Plan released yesterday and
8 the Advanced Clean Fleets discussions going on cite the
9 ongoing challenge of reaching existing vehicle fleets to
10 address the issues with air pollutants, greenhouse gas
11 emissions, and other combustion related Pollutants. The
12 fact is that we, at U.S. Hybrid, feel like we can reach
13 these existing fleets and convert these existing vehicles
14 to zero-emission.

15 U.S. Hybrid technology includes geofencing
16 capabilities, so that we can ensure that our vehicles do
17 operate in zero-emission and some of the communities that
18 are more burdened by diesel pollution. CARB's incentive
19 programs have been absolutely critical in advancing the
20 early market for zero-emission vehicles, especially
21 heavy-duty. We think we can create a whole new industry
22 around converting existing internal combustion vehicles to
23 zero emission, and also do this at a more economical cost
24 for business owners.

25 The ultimate goal of our work is to accelerate

1 the transition to ZEVs and the conversion of existing
2 vehicles to zero emission while still allowing them to run
3 out their useful life. We hope that you will consider
4 this in supporting us and what we are doing with vehicle
5 conversions for the H -- HVIP Program.

6 Thank you very much.

7 BOARD CLERK GARCIA: Thank you. And just a quick
8 announcement before we move on to the next speaker. We
9 will be closing speaker sign-ups for item at 2 p.m. And
10 that applies to in-person and remote commenters this Zoom.
11 So 2 p.m. Sign up before 2 p.m. Thank you.

12 BOARD CLERK HARRINGTON: Thank you. And the next
13 speaker is Brent Coffey.

14 BRENT COFFEY: Hi. First off, I want to say on
15 behalf of Sunbelt, we want to thank you for the
16 opportunity to display some examples of our zero-emission
17 equipment from our fleet during our lunch break. So
18 hopefully you enjoyed that and we're appreciative of the
19 opportunity.

20 Sunbelt operates nearly 1,200 locations
21 throughout North America, with over a hundred of those
22 locations right here in California. With over 15 billion
23 of fleet owned globally, we're one of the largest single
24 owners of combustion engines in the world. However, we're
25 also one of the most active investors in and Market

1 leaders in the purchasing of zero-emissions equipment to
2 serve all things construction and non-construction. We
3 take zero-emissions very seriously.

4 We've aligned ourselves along our -- with our OEM
5 partners to develop zero-emission products to ensure that
6 they meet the stringent demands of our customers and
7 there's no better example of that than the Bobcat T7X all
8 electric compact track loader that you saw. Sunbelt and
9 Bobcat spent close to three years co-developing this
10 product on customer job sites and in the harshest of
11 environments.

12 One of those job sites is the Edward and Sanborn
13 Solar and Energy Storage Project located in the Mojave.
14 Not only is it one of the largest of the projects in the
15 world of its kind, it's also one of the most harshest
16 environments to operate equipment in. In fact, the unit
17 that you saw out front was validated there and that is
18 actually the first unit to ever been produced.

19 The T7X was one of the few products that was
20 qualified for the CORE Program on the construction side.
21 Because of it's advanced technologies, costs have always
22 been one of the concerns when it comes to gaining traction
23 in the marketplace. The CORE Program has closed the cost
24 gap to a point that end users can now rent these products
25 at a price point comparable to the diesel alternative in

1 California. In doing so, we're already seeing demand grow
2 and expect this trend to continue for the foreseeable
3 future.

4 Another produce that CORE is helping drive
5 penetration into the market is through portable energy
6 storage solutions. These products allow for companies
7 like Sunbelt to provide a noise-free, emission-free power
8 solution to job sites advanced in other applications.
9 They're used to charge EVs, power electric equipment as
10 well as supplement combustion gener -- power generation.

11 Sunbelt's investments in energy storage are
12 large. And one of those investments is with a one company
13 called Moxion, a company located just two hours from here
14 in Richmond, California. Our customers range from Fortune
15 500 companies to the local homeowners and they all have
16 great interest in zero-emission products. However,
17 oftentimes, they find them risky, including reliability,
18 availability, practicality, and cost. It's the rental
19 channel that eliminates those risks, as well as the -- it
20 provides the infrastructure to support the power and
21 charging.

22 Looking forward, Sunbelt continues to lead the
23 construction industry in advancement and investments in
24 zero-emission products. Our relationship with CARB and
25 the CORE Program has been instrumental in the expansion of

1 zero-emission products in the state of California and
2 we're already working together jointly on what's coming
3 next.

4 Sunbelt and our customers are thankful for the
5 investments made by the State and we'll continue to be a
6 partner with CARB in the future to bring technology to the
7 market that reduces greenhouse gases on improving
8 productivity and safety.

9 Thank you for the opportunity.

10 BOARD CLERK HARRINGTON: Thank you.

11 Next is Michael Caprio. Make' cap row.

12 MICHAEL CAPRIO: Good afternoon, Chair Randolph,
13 members of the Board, staff. Michael Caprio, Director of
14 Government Relations for Republic Services, a waste and
15 recycling services provider throughout California.

16 Appreciate the opportunity to address you today
17 and our comments are geared towards two elements of the
18 funding plan relative to heavy-duty vehicles. But first
19 off, we'd like to thank staff for their inclusion of the
20 25 percent enhancement to the incentives specifically for
21 refuse trucks. And our comments today are geared towards
22 actually having access to those funds for large fleets,
23 because we think the rule, as it's written today, makes
24 that difficult. So I'm going to focus on two areas.

25 The first is fleet balance allocation, having

1 equal weight as a primary operating location for the
2 fleet, and the second is the bulk purchasing requirement
3 for large fleets and the threshold that is there today.

4 As you may know, the industry -- our industry
5 serves priority communities throughout the state through
6 mostly extended term franchise agreements with the
7 communities that we are under contract with. It's a mixed
8 bag of whether or not the trucks that serve these
9 communities are actually domiciled in priority
10 communities. We have many operations that are located not
11 in priority communities, but service multiple priority
12 communities in that particular location where the trucks
13 are domiciled.

14 The vast majority of the daily operating hours
15 for the vehicles are on the streets in the communities we
16 serve. The time that is spent at the domiciled location
17 of the corporation yard is negligible. The drivers come
18 in in the morning, they do their pre-trip. The truck is
19 turned on for five minutes before they leave the yard,
20 same thing in the evenings. And the truck may get moved
21 back and forth to the maintenance shop, but it's a very,
22 very, very small part of their day where the truck is
23 actually operating in the location where it's housed.

24 Our simple ask is that our fleets serving
25 disadvantaged communities be given equal access to funding

1 whether or not they are domiciled in the priority
2 community. We have some ideas that we can work with staff
3 on that we think will be easy in terms delineating how to
4 state -- determine whether a piece of equipment or a fleet
5 is operating within a disadvantaged community. And one
6 potential means of doing that is getting the idea of where
7 our franchise agreements are, and if they are in a
8 disadvantaged community, that that would allow us to have a
9 pretty straightforward test of whether or not the trucks
10 are operating in these communities that are a priority
11 under this ruling and many other actions that the CARB
12 Board is undertaking.

13 The second topic here is bulk purchasing
14 thresholds for large fleets. Small fleets already have a
15 priority in terms of preference in amount of allocated
16 funds as appropriate. The funding plan requires large
17 fleets to meet a 30 truck purchasing threshold. And
18 numerous priority communities are serviced by large
19 fleets.

20 The ACF Rule will have an effect upon rates for
21 our service agreements. And the priority communities
22 might be less likely to embrace ZEV trucks if rates
23 impacted. And these communities will take a later on
24 approach in terms of jumping into this space.

25 Simply put, the bulk purchase threshold is a

1 second layer of coverage for small fleets that may run
2 counter to the intent of the funding plan, which is put --
3 placing electric vehicles in disadvantaged communities.

4 Appreciate your time. Thank you.

5 BOARD CLERK HARRINGTON: Thank you.

6 Next is Sara Fitzsimon.

7 SARA FITZSIMON: You said my name correctly.

8 Thank you.

9 Good afternoon, Chair Randolph and members. My
10 name is Sara Fitzsimon and I'm the Policy Director at the
11 California Hydrogen Business Council.

12 I'd like to start by thanking staff for your work
13 on this really promising proposal. It's a really exciting
14 time to be in the ZEV industry with your work paired with
15 our members' work and the technology advancements and
16 deployment. So very excited to be reading this proposal
17 and we just have a couple things that we'd like to offer
18 support on and then a potential amendment as well.

19 So first, I'll start with the hydrogen
20 technology, just as a background. Hydrogen fuel cell
21 electric vehicles are an ideal replacement for traditional
22 gas and diesel powered vehicles, because they enjoy long
23 range, high payload, and short refueling times across all
24 on- and off-road vehicle classes. So that being said,
25 CHBC does support all proposed vehicle purchase incentives

1 that were listed, clean mobility investments, and we
2 encourage when the allocation of funds happens, that there
3 is a technology-neutral approach to allocations that allow
4 the purchaser to choose the zero-emission option that best
5 serves their needs and their duty cycles.

6 Additionally, CHBC supports amending the HVIP
7 staff proposal to allow for all fleet sizes the
8 opportunity to receive HVIP funding to ensure the highest
9 number of ZEVs can be purchased in the shortest amount of
10 time to transition the highly polluting and GHG emitting
11 medium- and heavy-duty transportation sector to zero
12 emission.

13 And finally, CHBC supports investment in the CORE
14 program, demos and pilots, including locomotive, cargo
15 handling, and commercial harbor crafts along with ZEV
16 truck loan pilots. And I was really excited to see two of
17 our CHBC member companies Sunline and Hyzon being
18 represented in your presentation. So great to have our
19 technology out there and great to be partnered with all of
20 you, and looking forward to working on this further.
21 Thanks for your time.

22 BOARD CLERK HARRINGTON: Thank you. Next is
23 Orville Thomas.

24 ORVILLE THOMAS: Thank you, Chair Randolph and
25 Board members for the opportunity to speak today. Also

1 thank you to CARB staff for the work that you put into the
2 proposed funding plan. My name is Orville Thomas and I
3 serve as CALSTART's State Policy Director in California.
4 I'm here to offer strong support for FY 22-23 funding
5 plan. CALSTART is a California based non-profit
6 organization with over 30 years of vehicle technology
7 development, validation, market transformation, and
8 advocacy experience with over 300 members in the clean
9 transportation technology marketplace. And as the
10 administrator of several CARB-funded programs, CALSTART
11 has a firsthand understanding of the environmental
12 benefits and acceleration of clean transportation
13 technology that previous funding plans have allowed for.

14 We note that our comments are based on our
15 organizational expertise in this space and do not
16 necessarily represent the consensus of our members.

17 The Clean Mobility Options Program is a
18 first-in-the-nations program that empowers underresourced
19 communities across California to overcome their mobility
20 obstacles. With past funding, the program allowed for 24
21 community transportation needs assessments, and many of
22 those awardees are now pursuing funding to implement a
23 local shared mobility service. These projects, such as
24 zero-emissions shuttle service for seniors and eBike
25 rental for low-income residents increase community members

1 access to transit, health care, education, and other
2 essential services.

3 We support CARB staff's proposal to add funding
4 to CMO, as well as the Sustainable Transportation Equity
5 Project, or STEP, and Clean Mobility in Schools. The
6 Hybrid and Zero-Emission Truck and Bus Voucher Incentive
7 Program, known as HVIP, is the country's most renowned
8 program for funding zero-emission medium- and heavy-duty
9 vehicles. HVIP is seen as a model by other states as they
10 think through their zero-emission vehicle scoping plans.

11 Over the past year with the funding the
12 Legislature allocated and staff has programmed, HVIP has
13 distributed more than \$400 million in voucher requests for
14 zero-emission trucks and buses. The HVIP team is working
15 closely with CEC's EnergIIZE Commercial Vehicles
16 Infrastructure Incentives Project, also administered by
17 CALSTART, to streamline the funding process and articulate
18 the full incentive journey to end users.

19 The Clean Off-Road Vehicle Voucher Incentive
20 Program known as CORE has built on the knowledge learned
21 from HVIP. In the past legislative session, CORE was
22 allocated 27 million to provide incentives for
23 professional landscape services in California operated by
24 small businesses. The professional landscape service
25 equipment category launched November 7th with 13

1 manufacturers and over 300 pieces of equipment, and to
2 date, over 2.5 million worth of vouchers has been
3 requested.

4 And finally, I want to highlight the importance
5 of CARB's clear zero-emission strategy. Today, at COP27
6 in Egypt, the United States government officially signed
7 on to the global MOU. This is a gigantic milestone and it
8 was managed by CALSTART's Global Commercial Vehicle Drive,
9 which emerged from CARB's beachhead strategy.

10 Thank you.

11 BOARD CLERK HARRINGTON: Next is Ed Manning.

12 ED MANNING: Good afternoon, Chair Randolph and
13 members. Ed Manning with KP Public Affairs here on behalf
14 Catalina Channel Express and we're here in support of this
15 item.

16 First of all, a little background on Catalina
17 Channel Express. We're the ferry system that operates
18 each day to and from Catalina Island, eight high-speed
19 ocean-going passenger ferries. And even though we're a
20 private company, we're a common carrier that's regulated
21 by the Public Utilities Commission. About a year ago, we
22 worked very, very hard with your staff and the Board --
23 Board members here to come up with a solution and a
24 pathway for ferries that made sense to get us ultimately
25 to zero emissions, but try to make path -- create a

1 pathway -- viable pathway for Tier 4 in the interim.

2 Thank -- we'd like to thank staff -- regulatory
3 staff who aren't here today, but they set in motion --
4 Heather Arias and her team and effort which we launched to
5 get funding in the -- in this legislative session in the
6 budget for harbor craft and in particular money for
7 ferries and private ferries to be able to access to help
8 them get early emission reductions and start to implement
9 the program successfully. And candidly, that would not
10 have been successful without the work of Chair Randolph
11 and in particular Board Members De La Torre and Kracov,
12 who were so critical in this effort.

13 Today, we stand here waiting to work with you to
14 implement this. We see a pathway to get -- if we can get
15 adequate funding, to replace one of our ocean-going
16 vessels with a new Tier 4 compliant vessel and take out of
17 operation three vessels in its place. That would get both
18 criteria emission reductions and greenhouse gas benefits
19 that would be tremendous for the local community and set a
20 path, and then allow us adequate time as we explore the
21 path which may be a decade away still to try to get to
22 zero emissions, whether it's through electric, hybrid
23 electric, hydrogen, or green hydrogen ultimately down the
24 road.

25 But we would -- we would like to thank all of you

1 for your efforts. We're here to support and work with
2 you, and look forward to working with your staff in
3 implementing the program.

4 BOARD CLERK HARRINGTON: Thank you.

5 Bill Magavern.

6 BILL MAGAVERN: Bill Magavern with the Coalition
7 for Clean Air here in support of this funding plan. We've
8 worked on the annual funding plan for many years and I
9 think every year it gets a little better. And this year's
10 I think is especially something to be proud of. It, of
11 course, helps a lot when there's a budget surplus. So,
12 you know, having ample funding is a big part of it, but I
13 also think there are some really sound policy choices that
14 are embedded in this plan and it does come out of an
15 extensive public process that your staff conduct.

16 So you'll be hearing later through the magic of
17 Zoom from my colleague Chris Chavez on the light-duty
18 components and I'll make a few comments on heavy-duty,
19 off-road, and Carl Moyer.

20 We all know that for purposes of community air
21 protection, it's crucial to reduce diesel exhaust. And
22 that is, you know, mostly coming from these heavy-duty and
23 off-road engines. You, of course, have been in the
24 process of adopting some very significant regulations to
25 reduce that exhaust. And I see the funding incentives

1 here as an important complement to support those rules
2 like Advanced Clean Trucks, Advanced Clean Fleets,
3 Innovate Clean Transit, and Commercial Harbor Craft.

4 In the HVIP Program - and I'm impressed that
5 Oroville gave the full name. I'm just going to say HVIP -
6 we support the way that the plan would leverage private
7 capital and bring this in a fleet limit in 2024 to align
8 with the Advanced Clean Fleets Rule, which you're headed
9 towards adopting next year and would really prioritize
10 incentives for the smaller fleets, which are mostly not
11 included in Advanced Clean Fleets, and which need the most
12 help in order to make this transition.

13 When it comes to off-road engines, the funding
14 would support the Small Off-Road Engine Rule, the Off-Road
15 Diesel Rule that you approved this morning - thank you -
16 and there's some really exciting developments in off-road
17 technology, which we just saw outside. I was really happy
18 to see some that I hadn't seen before.

19 When it comes to demonstration projects, I think
20 that it does make sense as the plan proposes to invest in
21 some of the hard-to-electrify sectors like aviation, and
22 rail, and marine vessels, and really try to advance those
23 technologies. And then finally, when it comes to Carl
24 Moyer, we do support the increases in the cost
25 effectiveness limits.

1 Thank you.

2 BOARD CLERK HARRINGTON: Thank you.

3 Kristian Corby.

4 KRISTIAN CORBY: Good afternoon, Chair Randolph
5 and Board members. My name is Kristian Corby and I'm the
6 Deputy Executive Director at the California Electric
7 Transportation Coalition, or CalETC. We'd like to thank
8 the CARB Board and staff for their hard work on this
9 funding plan. My comments today will focus on the
10 proposed changes to HVIP.

11 CalETC worked with a broad coalition, including
12 labor, fleet operators, OEMs, utilities, charging
13 developers, and the cleantech industry on these
14 recommendations. And I'd like to say I support the
15 comments earlier by the Silicon Valley Leadership Group.

16 It's important to highlight that the ZEV truck
17 market is still a nascent market. Today, California has
18 less than 600 ZEV trucks and vans on the road. Therefore,
19 it is far too early to restrict fleets from the market
20 today. Additionally, with the Advanced Clean Fleet Rule
21 presumably coming into effect in 2024, fleets subject to
22 ACF will not be able to access HVIP for compliance
23 purposes, so it's worrisome to see many changes to the
24 program that will significantly impact the market for only
25 one year, but a pivotal year, a year in which we should be

1 encouraging all fleets to take early action in advance of
2 the ACF and ACT going into effect.

3 If we do not continue to accelerate the medium-
4 and heavy-duty ZEV market in the next couple of years, we
5 worry that the market could languish and delay the much
6 needed air quality improvements that we get from
7 converting diesel engines to ZEVs.

8 Specifically, for fleets of 500 or more, we
9 request that CARB remove the 30 tuck -- the 30 truck
10 minimum purchase requirement and clarify the requirement
11 that trucks need to be deployed in a disadvantaged
12 community. We also recommend reducing the voucher amount
13 for fleets of 500 or more by only 30 percent instead of 50
14 percent. In accordance with CARB's data on voucher
15 demand, we recommend reserving 50 percent of the standard
16 voucher funds for fleets of 100 vehicles or less.

17 Given the vital role that larger fleets play in
18 proving out new technologies and driving scale coupled
19 with the substantial share of medium- and heavy-duty
20 vehicles that these fleets represent across the state, we
21 are deeply concerned that the practical exclusion of
22 larger fleets from HVIP will jeopardize the State's
23 efforts to effectively and quickly transition medium- and
24 heavy-duty vehicles to zero-emission alternatives.

25 Finally, CalETC will continue to advocate in the

1 Legislature for adequate and sustainable funding for
2 medium- and heavy-duty ZEV trucks. We are your ally and
3 we will continue to fight for these trucks.

4 Thank you very much for your consideration.

5 BOARD CLERK HARRINGTON: Denee Evans.

6 DENEЕ EVANS: Good afternoon. I'm Denee Evans
7 with the City of Richmond Transportation Services Project
8 Manager. And I'm very happy to be here today to speak on
9 behalf of the City of Richmond and other municipalities
10 that haven't had the opportunity to be here. The City of
11 Richmond has benefited from many of the programs that you
12 are considering funding. And we are supportive of
13 providing additional funding for each.

14 Specifically, I'd like to speak towards clean
15 transportation initiatives. On that end, the City of
16 Richmond would not have been able to build its EV
17 infrastructure. It would not have been able to create on
18 demand Richmond shuttle service, which you were -- had the
19 opportunity to see the van outside today. You'll have an
20 opportunity to receive the written testimony from some of
21 our community members of how it has impacted their life.

22 From a municipal standard, the City of Richmond
23 doesn't have the capacity to have a large grant team to
24 apply for grant fundings, and many times we have missed
25 out on many opportunities because of that. But with the

1 CMO program in particular, it was non-competitive, and it
2 opened the doorway for changing lives in our community.

3 The reason why we created that program was
4 because we received feedback from seniors that their --
5 the options for transportation were being operated in
6 silos. The seniors in general, they have limited funding.
7 And trying to fund transfers from BART, bus, and other
8 transportation options were a challenge. So we are very
9 happy to partner with Via Transportation and be amongst
10 the first of the Clean Mobility Options awardees to
11 implement our program. And the first response we received
12 is this is a great program. Why isn't it being expanded
13 throughout the city?

14 Just to give you the context, I know you're
15 considering 20 million to expand for the first round
16 awardees, and I want to just tell you where a million
17 goes. For the City of Richmond, we used a million dollars
18 to implement three on-demand electric shuttles and it
19 covers a 5.6 square mile area. With additional million
20 dollars, maybe we can extend it another 10 miles. But we
21 have a population of 116,000 and we have a city
22 jurisdiction of 52.2 square miles. So if you're
23 considering giving additional money for first round as
24 well as second round CMO awardees, please consider
25 increasing the amount, because without these funds, we

1 would not be able to provide these services that are
2 changing lives.

3 Thank you.

4 BOARD CLERK HARRINGTON: Thank you. And just a
5 note that speaker sign-ups are now closed.

6 Our next speaker is Rey León.

7 REY LEÓN: Buenas tardes. Good afternoon. My
8 friend said I should lower this down. Low rider.

9 (Laughter).

10 REY LEÓN: Oh, you're the back up for that or --

11 (Laughter).

12 REY LEÓN: Well, and I'd like to just thank
13 everybody. It's good to see a lot of familiar faces that
14 I've been seeing for quite a while now, right, originally,
15 as an environmental justice advocate and organizer early
16 in the 2000s, but we continue the good work. And I'd like
17 to say that, you know, I'm fighting less the bad and
18 building more the good. And that wouldn't have been
19 possible without the previous battles and fighting the
20 bad, right?

21 And I really appreciate the leadership of the
22 Board and helping unfold this vision that I think we had
23 from early on, you know. And, you know, being in the
24 capital back in the days was Dean Florez, the Senator,
25 and, you know, just doing some good policy work there and

1 just going off of that.

2 But I have some words prepared that I want to
3 share and also talk a little bit about Green Raiteros and
4 what we're doing and how big of an impact it is that CARB
5 is able to invest.

6 Some general statements in terms of low-income
7 communities are the first and worst hit from
8 emission-producing operations. Farmworker communities are
9 the most vulnerable to remedy consequences for bad air,
10 heat waves, and the climate crisis. Historically,
11 infrastructure and mitigation investments have been
12 absent. It is of utmost importance to not just have
13 equitable investments, but to go beyond that for
14 communities that have been disproportionately impacted by
15 pollution, lack of infrastructure, and irresponsible
16 industries that have contributed to undermining quality of
17 life for the lifeblood of our economy and champions of the
18 nations food chain.

19 I'm a descendant of farmworkers, my father a
20 bracero farmworker, may be rest in peace, and our folks
21 work too hard to not have the best. Communities like
22 Huron need attention from the State's resources to address
23 a decade's worth of negligence. Our Fresno County
24 achieved for a second year in a row, the highest
25 agricultural revenue in the state. California, the fifth

1 strongest economy on the planet -- or is it the fourth? I
2 think it changed, right? We beat out Italy. Sorry,
3 guys -- or Germany, somebody. Yet, Huron and five other
4 agriculturally based cities are simultaneously identified
5 as the poorest cities in the state, in the county that has
6 the highest ag revenue. This only highlights the deep
7 roots of inequity in our area, the situation and being
8 overlooked, underinvested, and even undermined.

9 But again, I congratulate your leadership for
10 being bold to create change to improve lives in the San
11 Joaquin Valley, and Huron proper, and other parts of
12 California. CARB and other agencies cognizant of the
13 economic, environmental, and climate justice needs in our
14 community are in the best position as champions for all
15 the right reasons. The programs that have been unfolding
16 are exemplary and they're also evolving to become greater
17 resources for the communities in most need. Bridging the
18 most vulnerable to their essential appointments, including
19 medical appointments, while not polluting the air is an
20 amazing thing. No contradiction -- no contradiction in
21 the public health work.

22 The opportunity even goes further to be able to
23 train a workforce, provide employment, careers, and
24 stimulate the local economy, all of this, while advancing
25 amenities, infrastructure, and the better quality of life.

1 As I conclude, continue the good work, but
2 emphasize on those communities that have historically been
3 left out and that currently are bound by industries that
4 do not provide them high road opportunities. The LEAP
5 Institute and myself are more than happy to innovate,
6 plan, and proceed with progress punches for economic,
7 transportation, health, climate, and environmental
8 justice. All of it together is -- I call it the Clean
9 Power Punch. Si Se Puede.

10 And I want to also remind you that in Huron, we
11 have a rail, the only city in the county that has -- is
12 connected to the cross-valley rail. And the whole idea is
13 the light passenger rail that will connect our community
14 and 13 others to the HSR and Amtrak.

15 CHAIR RANDOLPH: Rey, you've got to -- you've got
16 to wrap up.

17 REY LEÓN: But that's my concluding remarks.

18 CHAIR RANDOLPH: Okay.

19 REY LEÓN: And come over to Huron. We've got the
20 best tacos west of the Mississippi. And I'll give you a
21 tour so you can see what beautiful things that are
22 happening for our farmworker families.

23 Thank you.

24 CHAIR RANDOLPH: Thank you.

25 BOARD CLERK HARRINGTON: Thank you.

1 older equipment and/or bear the full cost for replacement
2 technologies at the time of purchase.

3 Towards this end, we are glad to see that CARB
4 staff recommendations have made recommendations to
5 increase CORE's budget for fiscal year 22-23. And Orange
6 EV hopes CARB will consider following this trend over time
7 by continuing to increase funding for point-of-sale
8 vouchers like CORE, as you set future funding priorities
9 with a heightened view towards benefiting small businesses
10 and residents in overburdened communities.

11 Thank you for all you do.

12 BOARD CLERK GARCIA: Thank you.

13 Loma[SIC], I have activated your microphone.
14 Please unmute and begin.

15 LORNA AVILA: Hello, everyone. First, I want to
16 say thank you for taking the -- for the speaking
17 opportunity and for CARB's work on the funding plan. My
18 name is Lorna Avila and I'm the Environmental Justice
19 Planner at T.R.U.S.T. South LA and I am also specialist
20 for BlueeLA.

21 BlueLA is one of the founding investments from
22 CARB in clean mobility and pulled together partners that
23 include the Los Angeles Department of Transportation,
24 Blink Mobility, the LA Department of Water and Power,
25 Mobility Development Partners and six community based

1 organizations like ours that make up the program steering
2 committee.

3 BlueLA has a fleet of 100 electric vehicles
4 stationed in the public right of way in the disadvantaged
5 communities throughout central Los Angeles. Over the next
6 two years, this program will grow to 300 cars with major
7 expansion in South LA, Boyle Heights, and East Hollywood.
8 The program serves some of the most disadvantaged and
9 pollution-burdened communities in California providing
10 much needed clean transportation for access to health,
11 education, and employment opportunities.

12 The steering committee, the City of Los Angeles,
13 and Blink Mobility work together in a unique partnership
14 that ensures that the voices of neighborhood residents are
15 built into the DNA of the program and that these voices
16 stay relevant as the program expands. Steering committee
17 members have shifted focus over the years as we continue
18 to support the program from program advocacy and
19 negotiation to building a awareness for and guiding
20 expansion of the program. What has stayed consistent is
21 the need for continued public advancement in not only the
22 program itself, but als in capacity building for partner
23 community organizations like ours to support BlueLA's
24 goal.

25 T.R.U.S.T. South LA is equipped to deliver cost

1 effective results for LA's disadvantaged communities, so
2 steering committee specialist works with the program team
3 including Mobility Development Partners to spread the word
4 about the program and solicit feedback back about station
5 expansion. Our work is led by community organizers and we
6 outreach to be a long-term commitment for our organization
7 and for our community, so invested in capacity building
8 it's critical at this point in BlueLA's evolution.

9 We are in urgent need of support to expand the
10 program through other regions in California. We're
11 encouraged to see a boost to the capacity building
12 allocation this year and ask CARB to consider advancing
13 these funds quickly, so that we can support CARB's
14 continued deployment of this program.

15 Thank you again for the opportunity to provide
16 comments and CARB's ongoing support.

17 BOARD CLERK GARCIA: Thank you.

18 Christopher, I have activated your microphone.
19 Please unmute and begin.

20 CHRISTOPHER CHAVEZ: Yes. Good afternoon, Board
21 members. My name is Chris Chavez, Deputy Policy Director
22 at Coalition for Clean Air.

23 I'll be speaking about the light-duty programs as
24 well as a couple other issues related to the funding plan.
25 We appreciate CARB working with stakeholders to develop an

1 expansion plan for the Clean Cars 4 All Program that will
2 expand services throughout the state, while continuing to
3 prioritize disadvantaged communities.

4 Key to this is increasing the Clean Cars 4 All
5 incentive amount for residents of disadvantaged
6 communities. This way the program can expand while still
7 keeping centered on communities that need the most amount
8 of assistance transitioning to cleaner transportation.

9 CARB's vision for implementing a needs-based
10 application process is certainly laudable. And we -- but
11 in our conversations with staff, we've mentioned, you
12 know, we want to see this application process develop in
13 the public transparent process. I know that CARB is
14 moving forward with its joint solicitation, but as that
15 moves forward making sure that the program is -- or the
16 application is designed in a way that addresses community
17 needs and is compatible to current Clean Cars 4 All
18 Program is going to be important.

19 Also, in terms of looking towards expanding both
20 Clean Cars 4 All and financing assistance statewide, we
21 urge CARB to consider include and find opportunities to
22 work alongside existing community partnerships that will
23 preserve the built community capacity and knowledge.

24 I also want to agree with comments from the
25 Sacramento Air Quality Management District that we do need

1 to make sure that our mobility programs do not languish.
2 That was unfortunately, you know, a choice between two
3 very worthy programs. But going forward, we need to make
4 sure that these programs -- mobility programs do not
5 languish.

6 Lastly, you know, I think it needs to be pointed
7 out that next year's budget is starting to look rather
8 grim. We can't forget that the states often mention \$10
9 billion investment in clean transportation is a multi-year
10 funding arrangement, something that can fail to fully
11 materialize. Meanwhile, the defeat of Proposition 30,
12 spurred on by the Governor's opposition, further
13 complicates matters. And the State has chosen to forego a
14 hundred billion dollars in climate investments over the
15 next 20 years, half of which would have benefited
16 disadvantaged communities.

17 Given all of this, we urge California not to
18 renege on the promised funding in the State's prior budget
19 commitments when the going inevitably gets tough. We also
20 urge the State to continue to center its efforts on the --
21 on where the barriers to clean transportation are highest
22 in low income and disadvantaged communities.

23 Thank you for your time.

24 BOARD CLERK GARCIA: Thank you.

25 And after Colin, we will Ashley Gerrity, Chris

1 Shimoda, Tom Van Heeke, Parth Ruparel, Greg Hurner, and
2 Sasan Saadat.

3 So Colin, I have activated your microphone.
4 Please unmute and begin.

5 COLIN WILHELM: Thank you. Thank you, Board
6 members. Thank you, CARB staff, for allowing me to be
7 here. My name is Colin Wilhelm, Policy Manager of
8 Lightning eMotors, a zero-emission vehicle OEM that
9 produces Class 3 through 8 commercial electric vehicles,
10 including cargo vans, trucks -- passenger vans and trucks,
11 school buses, ambulances, and more.

12 I'm here today to join CalETC and others in
13 requesting that the Board modify the proposed funding plan
14 of the HVIP Program. First, I join in asking the Board to
15 reserve 50 percent of the funds for small fleets to
16 provide them ample opportunities to take advantage of HVIP
17 without being blocked by larger fleets.

18 Next, I join in asking the Board members to
19 remove the restrictions on fleets of 500 or more vehicles,
20 because this amounts to a practical exclusion of those
21 fleets from the HVIP Program. Although we agree that
22 large fleets might enjoy economic advantages compared to
23 small fleets, we do not agree larger fleets will purchase
24 battery electric trucks regardless of whether they receive
25 incentive support.

1 Staff assumes battery electric -- electricians have
2 achieved some level of mainstream acceptance amongst
3 larger fleets. This is simply not true. The California
4 New Car Dealer Association has released information
5 showing that when removing public agencies from the
6 equation, there are only about 600 medium- and heavy-duty
7 battery electric vehicles deployed in California. That
8 number is far from mainstream acceptance.

9 At Lightning, we see firsthand that our larger
10 fleet customers, when properly incentivized, are heavily
11 investing in the very necessary charging and grid
12 infrastructure advancements. At Lightning, we could scale
13 up to manufacturing over 2,500 -- 25,000 medium- and
14 heavy-duty vehicles a year, but that would be meaningless
15 without these needed upgraded charging and grid
16 infrastructure advancements and investments from the
17 larger fleets.

18 It's not hyperbolic to declare that reducing or
19 onerously restricting incentives available to large fleets
20 will directly lead to less investment in the needed
21 infrastructure, thereby putting the entire program's
22 mission in jeopardy. So I urge the Board to adopt the
23 CalETC's recommendations and the proposed funding plan.

24 Thank you.

25 BOARD CLERK GARCIA: Thank you.

1 Ashley I have activated your microphone. Please
2 unmute and begin.

3 ASHLEY GERRITY: Thank you. Madam Chair, Board
4 members, my name is Ashley Gerrity. And on behalf of The
5 Greenlining Institute I'm calling in to voice our support
6 for CARB's fiscal year 22-23 funding plan. Low-income
7 communities continue to bear the brunt of poverty and
8 pollution. The continued increase in gas prices are
9 impacting family budgets and this is why we ask CARB to
10 prioritize investments and incentive programs that empower
11 working families in low-income communities of color to
12 switch to electric cars, trucks, and buses that are
13 pollution free and cheaper to own and operate.

14 We appreciate CARB's commitment to invest at
15 least 70 percent of their funds to priority populations,
16 these populations being disadvantaged and low-income
17 communities. We ask CARB to go a step further and target
18 their incentive programs to the hardest to reach
19 communities, those who have seen a limited participation
20 in their programs, low-income households in disadvantaged
21 communities.

22 Currently, several of CARB's incentive programs
23 continue to only have an income require -- requirement,
24 but not a disadvantaged community requirement, reducing
25 the air quality impacts such incentives have on our most

1 polluted communities. We ask CARB to reevaluate their
2 approach and adjust and pivot them to be more intentional
3 about who is receiving those incentives and how are
4 they -- how they are providing direct and meaningful
5 benefits to the state's most impacted communities.

6 We cannot continue down this path of first-come
7 first-served incentive programs, as they are inherently
8 inequitable. We ask CARB to pivot its programs to a
9 need-based approach that targets incentives and projects
10 to those who have limited participation and access to
11 State funding and programs. With the most recent budget
12 allocations, the Governor has made it clear that we need
13 to prioritize equitable vehicle incentive programs.

14 With no new funding for CVRP, we urge CARB to
15 develop a comprehensive plan to sunset the program. This
16 plan should be developed by summer 2023 and the funds that
17 once went to CVRP should be redistributed to equity
18 focused programs that deliver equity outcomes.

19 We deeply support the development and
20 implementation of clean mobility projects. Creating
21 additional mobility options is critical to ensure that we
22 meet the needs of our communities. The clean mobility
23 programs received limited funding this year. We ask CARB
24 to prioritize these projects moving forward, including
25 advocating for more funding in future years.

1 We also support CARB's proposal to prioritize
2 small trucking fleets for incentives funds. These smaller
3 fleets are those least likely to be able to afford the
4 higher sticker prices for zero-emission trucks, so
5 incentives will help them realize the savings that
6 zero-emission vehicles offer through sharply lower fuel
7 and maintenance costs.

8 Lastly, with the significant funding available,
9 we encourage all agencies implementing clean
10 transportation and equity programs, CARB, CEC, CPUC, to
11 coordinate to help streamline the application process and
12 help deploy those technologies faster.

13 We thank you for your time and consideration.

14 BOARD CLERK GARCIA: Thank you.

15 Chris, I have activated your microphone. Please
16 unmute and begin.

17 CHRIS SHIMODA: Good afternoon, Chair Randolph
18 and Board members. Chris Shimoda with the California
19 Trucking Association. Thank you for the opportunity to
20 participate today.

21 Here to support comments submitted by a broad
22 coalition of EV manufacturers, charging providers, labor,
23 and trucking regarding HVIP. The coalition continues to
24 urge CARB not to place unreasonable restrictions on HVIP
25 vouchers for larger fleets. We submitted three

1 recommended changes in this letter.

2 First, remove the 30-truck minimum bulk purchase
3 requirement. Second, provide at least 70 percent of the
4 standard HVIP voucher rather than the 50 percent called
5 for in the funding plan. Third, given that fleets will
6 electrify first at locations with enough circuit
7 integration capacity, clarify requirements to deploy in
8 DACs. For instance, deployments in DACs could be provided
9 enhanced incentives rather than have strict requirements
10 for operation in those communities.

11 Finally, CTA continues to urge CARB to reconsider
12 implementation of strict fleet size caps in 2024. With
13 fewer than 500 of the 1.8 million trucks on the road today
14 being zero emissions, it is premature to exclude fleets of
15 any size from participating in these incentives.

16 Thank you.

17 BOARD CLERK GARCIA: Thank you.

18 Tom, I have activated your microphone. Please
19 unmute and begin.

20 TOM VAN HEEKE: Thank you. Good afternoon.
21 Thank you Chair and members of the Board for the
22 opportunity to speak today. My name is Tom Van Heeke,
23 Senior Policy Advisory at Rivian. Rivian is a
24 California-based company focused on the design,
25 development, manufacture, and distribution of all electric

1 adventure vehicles. Today, this includes our R1T pickup,
2 R1S SUV and a commercial delivery van.

3 Rivian applauds the State's preparedness to
4 invest billions of dollars in accelerating the ZEV
5 transition. We also recognize that even with this
6 commitment, in developing the funding plan, staff has
7 balanced many competing priorities and work within a
8 limited budget. It's no easy task. We appreciate the
9 hard work that went into developing the plan and we thank
10 both staff and members of the Board for your engagement
11 with stakeholders.

12 We submitted more extensive written comments
13 including on the positive changes to CVRP proposed in the
14 plan, so I'll focus here on a summary of our top line
15 concerns regarding proposed restrictions to large fleet
16 participation in HVIP. And in this, we support the
17 comments submitted earlier by CalETC.

18 The transition medium- and heavy-duty ZEVs is
19 only just beginning to take hold. We're concerned that
20 the proposed restrictions and limits that would govern
21 large fleet participation in HVIP would work against
22 CARB's goals. Cutting the voucher amount by half and
23 requiring those same entities to meet bulk purchase and
24 disadvantaged community deployment requirements introduces
25 significant barriers participation. At risk is the

1 near-term pace of ZEV uptake among larger operators, the
2 availability of used ZEV inventory a few years hence, and
3 climate and air quality benefits.

4 We respectfully urge the Board to reconsider
5 these proposed conditions. Rivian recommends applying a
6 more reasonable discount of 30 percent to vouchers for
7 large fleets and removing the bulk purchase requirement.
8 More information and analysis are also needed to support
9 the requirement that vehicles be deployed in disadvantaged
10 communities.

11 At present, it is unclear to what extent this
12 requirement would deliver superior air quality benefits
13 versus a no requirement alternative, more indeed how CARB
14 will assess compliance. We believe direct regulatory
15 approaches, including zero-emission zones and initiatives
16 like South Coast's Warehouse Indirect Source Rule are
17 likely to be far more effective in tackling the pressing
18 challenge of local air pollution and its disproportionate
19 harm to certain communities. Alternatively plusing up
20 funding for deployments in those communities would also be
21 an alternative that would make sense.

22 Thank you again for this opportunity and your
23 continued leadership in funding the ZEV transition. We
24 look forward to the plan's finalization and continued
25 discussions.

1 Thanks.

2 BOARD CLERK GARCIA: Thank you.

3 Parth, I have activated your microphone. Please
4 unmute and begin.

5 PARTH RUPAREL: I'm Parth Ruparel with ConMet
6 eMobility, part of Amsted Industries, working towards
7 electrifying trailers and trailer TRUs that are currently
8 deployed and doing food deliveries in California.

9 Firstly, thank you, Madam Chair and the members
10 of CARB for giving ConMet a chance to comment on the
11 current and wise proposals for incentive programs,
12 targeting the electrification of trailer TRUs. We really
13 appreciate the steps being taken towards adopting a
14 hundred percent zero-emission trailer TRUs so far, and the
15 fantastic amount of work required in drafting the complex
16 proposals that CARB has so far.

17 With this being said, and after speaking with
18 fleets and presenting our technology and significant
19 advantages to CARB's Carl Moyer and CORE members over the
20 past two years, we feel that the current proposals and
21 incentives program can serve a wider audience by diving
22 deeper into real-life data when it comes to goods
23 deliveries that utilize trailer TRUs and providing
24 incentives to our customers and use cases.

25 The nuances of refrigerated food and goods

1 delivery play a significant role in understanding how
2 difficult it can become to introduce 100 percent
3 zero-emission TRU technology in the trailer space. By
4 this, I mean, 100 percent electric, on-road, non-axle
5 drag, usage technology that also uses a small enough
6 battery for fleets to be able to afford in light of bigger
7 battery costs and keeping the overall gross weight lower.

8 All this, while incentives asking the fleet to
9 scrap already purchased diesel TRU units when there are
10 retrofits such as the eHub technology that is available
11 and that utilizes the diesel units without using the
12 diesel engine itself.

13 We all know that California's current
14 infrastructure cannot support battery chargers and shore
15 power installations at all the heavy-duty fleets that want
16 to utilizes zero-emissions or near-zero-emissions
17 technology, and hence incentivizing transitional
18 technologies that can utilizes an insignificant amount of
19 drag to generate on-road power is very important.

20 And so smaller fleets and disadvantaged
21 communities can afford zero-emissions and
22 near-zero-emissions tech, while making sure they're
23 participating in a healthier California and planet.

24 While understanding that opening up gates to
25 incentivize transitional tech can flood the space with

1 lots of clean technologies, having measures such as diesel
2 usage limit per year for transitional technologies can be
3 one of the great ways to ensure that everyone is involved
4 in this collective effort in sustainable fashion.

5 Having said that, we would like to request CARB
6 to work with companies such as ConMet and use the data
7 generated from real life fleet deliveries that we're
8 collecting as we speak to offer incentives that can help
9 the greatest number of fleet purchases. Fleets purchase
10 our technology as opposed to a zero percent or a hundred
11 percent ZE Trailer TRU -- TRU scrappage focused zero drag
12 incentive program that can hinder the adoption of eTRU
13 tech, that can also hinder the reduction of GHG emissions
14 in California.

15 Again, I would like to thank all the Board
16 members and implore that we can collective work on
17 real-life delivery data to offer incentives to a wider
18 spectrum of ZE near-ZE technologies and avoid future
19 revision of the regulations as much as possible.

20 Thank you.

21 BOARD CLERK GARCIA: Thank you.

22 Greg, I have activated your microphone. Please
23 unmute and begin.

24 GREG HURNER: Good afternoon, Madam Chair and
25 members. Greg Hurner on behalf ha the Sportfishing

1 Association of California and the Golden Gate Fishing --
2 Fishermen's Association.

3 As you know, commercial passenger fishing vessels
4 were making up 80 percent of the marine projects under the
5 Carl Moyer Program, but now will become ineligible for
6 that funding with the adoption of the Commercial Harbor
7 Craft Rule. However, we have worked extensively with the
8 Legislature to gain funding to Carl Moyer funding, so that
9 we can continue those emission reduct -- reduction
10 projects.

11 Staff have been working closely with us and we've
12 discussed ways where we think that we can continue those
13 emission reduction projects with the limited funding the
14 Legislature provided, but also worked with the Legislature
15 the amount of need in the commercial harbor craft area,
16 and we will continue to work on staff -- with staff in
17 those areas.

18 We also support the cost effectiveness changes
19 under the CORE Program for commercial harbor craft and
20 believe that there's some other changes that might be
21 beneficial under the CORE Program and the \$60 million for
22 harbor craft to be able to continue to do emissions
23 reductions on more vessels than were estimated. So we
24 want to continue and we hope the Board would grant
25 flexibility with -- for the staff to continue to work on

1 those types of changes.

2 Lastly, we just want -- staff have been
3 extraordinarily cooperative throughout this process and
4 very supportive in how to make sure that we utilize the
5 funding to the maximum ability possible. And we look
6 forward and thank the Board for everything that's -- that
7 we've worked with you on this past year.

8 Thank you.

9 BOARD CLERK GARCIA: Thank you.

10 After Sasan, we will hear from Natalie Nax,
11 Alexia Melendez Martineau, David Avina, Nick Russo, and
12 Graham Balch.

13 So Sasan, I have activated your microphone.
14 Please unmute and begin.

15 SASAN SAADAT: Thank you. Yeah, Sasan Saadat on
16 behalf of Earthjustice. Thank you, Chair and members of
17 the Board. I'm excited to celebrate this investment plan,
18 because it's a record down payment on getting to some of
19 the most urgent zero-emission goals and we really
20 appreciate all the ways staff have attentively
21 incorporated diverse feedback and I think they've come up
22 with a plan that manages to be inclusive, progressive, and
23 Ambitious all at once. I'll focus my comments on two
24 points related to heavy-duty funding, one in support and
25 one recommended change.

1 So first, we strongly support the proposed
2 reforms to HVIP, which function to make the program much
3 more equitable and we believe much more effective.
4 Boosting voucher amounts for the smallest fleets and the
5 set-asides for transit fleets and drayage are vital to
6 enable the vulnerable fleets to benefit the most from this
7 transition. And at the same time, staff have generously
8 extended the ability of the largest fleets to participate,
9 which we think is a good move in the year before ACF kicks
10 in.

11 But to continue receiving additional funding,
12 they have to adhere to the bulk purchase concept, which we
13 think appropriately graduates these mega fleets of 500 or
14 more trucks to pitch in some of their own private capital
15 to access HVIP funds. Large fleets will be able to access
16 the handsome 30 percent federal commercial EV tax credits,
17 which they're very well capitalize and positioned to
18 fetch. And according to Tesla's written comments, a mega
19 fleet buying 40 trucks would Get an effective per voucher
20 of -- per truck voucher of 15K. So if you stack that on
21 top of the 30 K from the IRA that's not a bad bargain for
22 a FedEx or an Amazon facing looming ACF requirements.

23 This is a good way to leverage both private and
24 public funds maximally to start moving large actors away
25 from one-off subsidized purchases towards larger

1 simultaneous orders, which is really the next step in this
2 market transition, and it will help achieve larger earlier
3 pollution reductions in disadvantaged communities that are
4 overdue for relief. So we support these very equitable
5 and strategic updates.

6 One concern we do have is that these requirements
7 are not applied in a technology agnostic manner. So large
8 fleets actually evade the purchase requirement by buying
9 hydrogen fuel cell trucks, which would be
10 counterproductive from a fleet transition standpoint,
11 since that -- that requires distinct fueling
12 infrastructure. It's a whole different, you know,
13 infrastructure they'd need to install just to continue
14 getting HVIP. Plus, fuel cells get a hundred percent
15 voucher enhancement. By contrast, placing a vehicle in a
16 disadvantaged community gets you a 15 percent voucher
17 enhancement. So even though fuel cells are really
18 expensive, we can't think of any climate or environmental
19 justice justification for offering them five times as
20 large a voucher enhancement as a vehicle gets for being
21 place in a DAC.

22 So we'd urge staff to even out those requirements
23 for fuel cells and electric trucks in the large fleets and
24 moderate that huge voucher incentive.

25 Overall though, we're really appreciative of the

1 staff for working with communities and stakeholders to
2 maximize the climate and EJ impacts of what we think is
3 really a landmark investment in cleaning up our
4 transportation system.

5 So thank you so much.

6 BOARD CLERK GARCIA: Thank you.

7 Natalie, I have activated your microphone.

8 Please unmute and begin.

9 NATALIE NAX: Hi. Good afternoon. Natalie Nax
10 on behalf the California Vanpool Authority, also known as
11 CalVans. CalVans is joint powers public transportation
12 agency that provides safe and affordable commuter and
13 farmworker vanpool services for counties across the state.
14 We pay for the cost of gas, insurance, maintenance, and
15 repairs and riders only have to pay a small fee for their
16 ride.

17 Clean mobility investments are integral in moving
18 towards a clean California. The Governor's May revise
19 recognized this need and proposed 126 million for Clean
20 Mobility Options Pilot Program. However, the Budget Act
21 of 2022 allocated 381 million for both light-duty vehicle
22 incentives and clean transportation equity incentives,
23 which left only 20 million total for CMO.

24 It was discouraging to see such a significant
25 reduction in funding for a program which would have called

1 for CalVans to transition its 800 plus fleet to zero
2 emission. This program is essential for underserved
3 communities, who have historically lacked the resources to
4 fund community needs assessments in clean shared
5 zero-emission transportation projects. We respectfully
6 urge the Board to reconsider increasing the proposed
7 allocations for CMO.

8 Thank you.

9 BOARD CLERK GARCIA: Thank you.

10 Alexia, I have activated your microphone. Please
11 unmute and begin.

12 ALEXIA MELENDEZ MARTINEAU: Good afternoon, Chair
13 Randolph, members of the Board, and staff. Thank you for
14 the opportunity to speak today and all of the hard work
15 that has gone into the development of this plan. My name
16 is Alexia Melendez Martineau, and I'm speaking on behalf
17 of Plug In America, a non-profit that represents the voice
18 of the EV consumer.

19 I'm here today to comment in support of staff's
20 recommendations in the plan on the equity and light-duty
21 investments. We support staff recommend -- staff's
22 recommendations to increase vehicle purchase incentive
23 amounts for lower income car buyers, including for prepaid
24 charging card incentives. These new changes are essential
25 to provide access for lower income consumers to purchase

1 and reliably use clean vehicles as well as experience the
2 significant benefits of these vehicles.

3 Additionally, though we expect the cost of EVs to
4 fall over time, a variety of factors has driven costs
5 higher over the past year. In June 2022, Kelley Blue Book
6 estimated that the average EV was over \$65,000, and that
7 the average EV price rose 13.7 percent from June 2021 to
8 June 2022. This made EVs cost almost \$19,000 more than
9 internal combustion engine vehicles on average.

10 Furthermore, the federal EV tax credits were
11 significantly altered. Treasury and the IRS are currently
12 working on implementing the credit, but it's current --
13 it's likely that no vehicles will qualify for the full
14 \$7,500 federal credit, which is often a significant or
15 critical factor in a consumer's decision to purchase a
16 clean vehicle. For context, robust EV incentives are
17 necessary to accelerate EV adoption, which we clearly know
18 all here today. Every \$1,000 offered as a rebate or tax
19 credit increases average sales of electric vehicles by 2.6
20 percent.

21 The changes staff proposed will help provide a
22 path to electrification for low income Californians, while
23 federal support remains uncertain. I'd also ensure that
24 communities that have been historically burdened with
25 negative climate and environmental impacts can receive the

1 significant benefits of clean transportation.

2 Additionally, given the factors noted above, Plug
3 In America supports staff's proposal on CVRP to defer
4 implementation of a second decrease to the income cap for
5 standard rebate eligibility and decrease in rebates
6 amounts initially planned for February 2023. Overall, as
7 consumer education, clarity, and certainty continue to
8 pose challenges to EV adoption, we support staff
9 recommendation to align incentives programs to make the
10 incentives easier to understand and access.

11 Thank you very much for your time and
12 consideration of our comments.

13 BOARD CLERK GARCIA: Thank you.

14 David, I have activated your microphone. Please
15 unmute and begin.

16 DAVID AVINA: Thank you. My name is David Avina.
17 I am a Pilots Manager at LACI. I'm addressing the Board
18 on behalf of the Los Angeles Cleantech Incubator. And
19 thank you for the opportunity to provide comment on the
20 fiscal year 2022-23 funding plan for clean transportation
21 incentives accompanied by the proposed Carl Moyer Program
22 changes.

23 We strongly support the proposed continued
24 investment for community identified clean mobility options
25 and urge you to approve additional funding for insurance

1 premiums. The Clean Mobility Options Projects are an
2 essential tool and equitable -- in equitably transforming
3 California's transportation system to zero emissions and
4 in order to achieve the State's air pollution and climate
5 goals.

6 LACI is working to ensure that the Los Angeles
7 region meets aggressive goals for the transition to
8 transportation electrification by 2028. Specifically, we
9 are aiming for 30 percent of all light-duty passenger
10 vehicles in the region to be zero emission and shifting
11 over 20 percent of all trips in single occupancy vehicles
12 to zero-emission public and active transit by 2028.

13 Increasing the funding for the Clean Mobility
14 Options Projects will allow each voucher awardee to focus
15 on low-income, vulnerable, and disadvantaged communities.
16 The CARB -- the CARB-required insurance coverage is
17 negatively impacting the ability to serve the most
18 vulnerable to climate change. It has been LACI's
19 experience that the insurance premium costs dramatically
20 cut into the provided voucher amount. The CARB CMO Rancho
21 San Pedro eBike Library annual insurance premium is
22 \$60,000 for a fleet of 20 eBikes. This is over 75 percent
23 of the operating budget for a two-year program.
24 Ultimately, insurance cost is a barrier to implementing a
25 sustainable and scalable solution.

1 We strongly urge you to support the funding plan
2 for the clean transportation incentives, with the proposed
3 amendments addition for additional funding to cover the
4 costly insurance premium. And we stand ready to work with
5 you to ensure that success of the Clean Mobility Options
6 Projects and a zero-emissions future.

7 Thank you.

8 BOARD CLERK GARCIA: Thank you.

9 Nick, I have activated your microphone. Please
10 unmute and begin.

11 NICK RUSSO: Hi there. My name is Nick Russo and
12 I am addressing the Board on behalf of Pedal Movement,
13 where I serve as President of operations. I get to work
14 closely with David, who you just heard from. So I thank
15 you for the opportunity to provide comment on this funding
16 plan and for all of the work that goes into making these
17 programs successful.

18 Pedal Movement is a small business headquartered
19 in Long Beach, California within and in close proximity to
20 some of the most negatively impacted communities in the
21 region, when it comes to air quality. We provide an eBike
22 share and eCargo Bike Share Program called Good To Go
23 Bikes with funding from a CMO grant in San Pedro,
24 California in collaboration with LACI, the Los Angeles
25 Cleantech incubator, as well as the staff and residents of

1 the Housing Authority of the City of Los Angeles in the
2 Rancho San Pedro development. In addition, we also
3 operate the City of Long Beach's Bike Share Program and
4 provide educational resources to our communities around
5 bicycling and transportation.

6 We aim as a private business to provide career
7 opportunities in the green economy while transforming the
8 way that people move about their communities by enabling
9 more people to access alternatives to internal combustion
10 engine vehicles and single occupancy vehicles.

11 Similarly, we strongly support the continued
12 investment in community identified Clean Mobility Options
13 Projects and urge you to approve additional funding again
14 specifically to cover insurance premiums. As David
15 mentioned, Clean Mobility Options Projects are key to
16 transforming and improving both California's Air quality
17 as well as California's innovation in the ways to get to
18 improving air quality and environmental impacts.

19 So increasing the funding for Clean Mobility
20 Options Projects will allow each voucher awardee to focus
21 on low-income, vulnerable, and disadvantaged communities.
22 Unfortunately, we've discovered that the insurance
23 coverage required by CARB is negatively impacting the
24 ability to serve the most vulnerable to climate change.
25 Because the shared micro-mobility industry is so new and

1 so innovative, insurance carriers who are willing to
2 provide the required coverage are severely limited in
3 their number, and therefore able to charge much higher
4 premiums as David mentioned previously.

5 So we strongly urge you to support the funding
6 plan for Clean Transportation Initiatives with the
7 proposed amendments for funding to cover the costly
8 insurance premiums and we stand ready to work with you to
9 ensure the success of the CMO projects and a
10 zero-emissions future.

11 Thanks for your consideration and we look forward
12 to working with CARB.

13 BOARD CLERK GARCIA: Thank you.

14 And after Graham, we will hear from Matt Schrap,
15 LaDonna Williams, Ivana Munguia, Omar Gonzales, and
16 Michael Sigala.

17 So Graham, I have activated your microphone.
18 Please unmute and begin.

19 GRAHAM BALCH: Hi. Green Yachts converts marine
20 vessels from diesel to zero-emission electric platforms
21 and applauds the efforts of the California Air Resources
22 Board to fund clean transportation initiatives. CARB has
23 historic -- has a historic opportunity to create a new
24 funding paradigm for marine zero-emission projects with
25 the \$60 million dedicated to marine zero-emission

1 projects.

2 To date, CARB efforts to adapt funding programs
3 designed for diesel to diesel repowers, such as Moyer, and
4 land-based clean equipment programs, such as CORE, hasn't
5 worked the way CARB wants them to when applied to marine
6 zero-emission projects.

7 The five keys to effective funding marine
8 zero-emission repowers are: due to the 10X cost difference
9 of a zero-emission versus diesel repower, understand that
10 for a vessel operator who has 50 percent of a
11 diesel-to-diesel repower funded by Moyer, 94 percent
12 funding of a zero-emission project is needed for the
13 out-of-pocket costs to be the same for the vessel
14 operator.

15 Two, a funding formula for marine zero-emission
16 projects based on the size and scope of the conversion, as
17 well as the distance traveled, should replace Moyer's
18 surplus emission funding. Funding based on surplus
19 emissions, eliminates funding for vessels with
20 zero-emission requirements, such as the short-run ferries.

21 Three, eliminate the use of the word "hybrid" and
22 the outdated thinking behind it. Instead, differentiate
23 between internal combustion engine platforms and
24 zero-emission platforms. This is a paradigm shift from
25 today, in which CARB uses the word hybrid for both

1 internal combustion engines with an electric assist and
2 zero-emission platforms with an auxiliary generator.
3 Zero-emission platforms allow renewable energy technology
4 to easily be swapped in as it evolves. Internal
5 combustion engine platforms with an electric assist do
6 not.

7 Four, provide milestone base funding instead of
8 end-of-project lump sum funding. Lump sum awards work for
9 a three-month, \$300,000 diesel conversion, but not for a
10 four-year had \$4 million zero-emission conversion.

11 Five, create equitable access for vessel
12 operators in disadvantaged communities, minority and women
13 led operations, and SBA classified microbusinesses by
14 funding the required U.S. Coast Guard design review and
15 approval of a zero-emission conversation for these
16 operators. The U.S. Coast Guard design review takes two
17 years on average and costs \$400,000 before equipment can
18 be ordered and a zero-emission project can begin.
19 Disadvantaged and small operators cannot complete the U.S.
20 Coast Guard design review and have equitable access to
21 zero-emission repowers without financial assistance.

22 We want marine zero-emission projects to succeed
23 in California and set an example for how it should be
24 effectively and equitably done in the other 49 states and
25 countries around the world. To do this, CARB needs new

1 approaches to marine zero-emission project funding. We
2 stand ready to help CARB think about this any time in
3 order to help California decarbonize the marine sector.

4 Thank you.

5 BOARD CLERK GARCIA: Thank you.

6 Matt, I have activated your microphone. Please
7 unmute and begin.

8 MATT SCHRAP: Thank you, Madam Chair and Board
9 Members for the opportunity to comment here today. My
10 name is Matt Schrap. I am the CEO of the Harbor Trucking
11 Association. We are a non-profit association representing
12 motor carriers who move most of the containerized cargo
13 coming to and going from maritime ports in California.
14 Our memberships includes some of the largest truck fleets
15 in North America, as well as many small fleet operators,
16 all of whom are critical to the efficient movement of
17 goods within the international supply chain.

18 I am here before you today to continue to request
19 increased funding for truck procurement and infrastructure
20 deployment for drayage operators of all sizes in order to
21 help drive adoption of zero-emission technology within
22 this sector, especially since the first requirements of
23 the Advanced Clean Fleets Rule beginning in just over 13
24 months from now are targeted at drayage operators, which
25 includes, small, medium, and large fleets operating at

1 cargo facilities in California.

2 We are also here to express support for the
3 comments of a diverse coalition of stakeholders, some of
4 which you have heard from today, made of truck OEMs,
5 charging providers, labor, industry, and business groups,
6 including the International Brotherhood of Teamsters,
7 California Trucking Association, and Harbor Trucking
8 Association. As included in the written comments
9 submitted to the Board, the coalition is imploring CARB to
10 move away from the unreasonable restrictions on HVIP
11 vouchers for fleets of 500 or more, especially since these
12 fleets are critical in populating a secondary marketplace
13 for used vehicles within the drayage sector.

14 Any funding restrictions for fleets of this size
15 should be limited to no more than 30 percent of voucher
16 amounts and be coupled with the removal of the 30-vehicle
17 minimum bulk purchase requirement for battery electric
18 drivetrains. These modest changes will undoubtedly result
19 in increased deployment of commercially available ZE
20 technology, since contrary to staff's assertion fleets of
21 this size will not likely be motivated to adopt advanced
22 technology ahead of regulatory requirements without
23 meaningful incentive support. The up-front costs are
24 still too prohibitive regardless of fleet size.

25 Furthermore, as consistent with CARB's data on

1 voucher demand, the coalition is also recommending that
2 the funding plan reserve no more than 50 percent of
3 standard voucher funds for fleets with a hundred vehicles
4 or less. While it's important to provide enhanced --
5 enhanced access to smaller fleet operators, a 50 percent
6 set-aside will provide ample opportunity for small fleets
7 to take advantage of HVIP as it exceeds the overall share
8 of vouchers that small fleets had requested in 2021 and
9 2022.

10 HTA and our coalition partners feel that these
11 reasonable change requests will result in increased
12 deployment opportunities for fleets of all sizes and it
13 will assist in moving us closer to the State's goal of 100
14 percent drayage operations in 2035. With less than 50
15 zero-emission vehicles operating out of over 200,000 who
16 are registered to do business in ports and intermodal
17 railyards here in California, there is clearly a massive
18 need for increased incentives, as ZEV vehicles can cost in
19 excess of \$500,000 and infrastructure for the 75 percent
20 of drayage users who rely on public facing infrastructure
21 is non-existent.

22 We appreciate the opportunity to comment here
23 today and look forward to further engagement.

24 Thank you.

25 BOARD CLERK GARCIA: Thank you.

1 LaDonna, I have activated your microphone.
2 Please unmute and begin.

3 LaDONNA WILLIAMS: Good afternoon. LaDonna
4 Williams All Positives Possible.

5 First, I want to say thank you to CARB for your
6 blood-curdling alarm and thank you to TikTok, because it
7 has forced us to learn how to get to the point, because we
8 all got the attention span of a gnat these days.
9 Everything is quick, quick, quick, rapid-fire talking, and
10 I wonder how much do you guys listen.

11 And I'm glad to say the response from CARB staff
12 I do want to appreciate that. I really almost didn't give
13 a comment today because I was pissed about the last minute
14 notification to be able to go through so much material in
15 so little time, but I do want to commend them that they
16 have listened to us, particularly when it has come to
17 Black communities, African American communities that has
18 continued to be the least funded and least supported.
19 They've heard us. I see it in the documents. You're
20 listing it, but the angel is in the details. And I
21 haven't yet been able to grab a clear understanding of
22 what it is, but it looks like you're making an honest
23 attempt, so that I commend you.

24 But when I'm looking at the price increases -- or
25 the voucher incentive increases, I just want to be sure

1 that you're also recognizing there needs to be some
2 restriction in place that these dealerships, once they get
3 the cars, because we've been looking in so far, they don't
4 have them, but they're not able to increase their price
5 that will offset any benefit that our low-income
6 communities would get out of this.

7 And also, I want to caution the City of Richmond,
8 because we're in Richmond and any of these other large
9 entities who claim to speak on our behalfs about the
10 changes that our lives are receiving through programs that
11 they're just now admitting they're engaging in, I say talk
12 directly to the impacted residents, because these services
13 are still not available in the lowest, poorest, most
14 vulnerable areas, which is what you are committing to
15 outreach to and including, but will yet -- we have yet to
16 see how this is going to actually be executed.

17 And especially when it comes to eBikes, that so
18 many could have benefit of, they're yet not seeing the
19 benefits or the availability of these types of
20 opportunities and services in their areas. And we will
21 commit to working with CARB and stay invested in this
22 process. But in the end, we want to see some real
23 benefits to our communities that have been left out for
24 all these years -- these last 12 years and now you're
25 trying to catch up to speed, we want to be sure that the

1 intermediaries and these other folks that are now using
2 environmental justice to put themselves in the forefront
3 gobbling up these funds don't happen, that it actually
4 comes to our communities and our groups that need this
5 support the most.

6 Thank you.

7 BOARD CLERK GARCIA: Thank you.

8 Ivana, I have activated your microphone. Please
9 unmute and begin.

10 IVANA MUNGUIA: Hello, everyone. My name is
11 Ivana Munguia, the Thai Community Development Center's
12 Outreach Specialist. Thai CDC is part of BlueLA's
13 steering committee. The steering committee's outreach
14 specialists work with the program team including mobility
15 development partners to spread the word about BlueLA and
16 gather feedback from the community about station
17 expansion.

18 As part of Thai CDC, my outreach work focuses on
19 the disadvantaged communities -- community members living
20 in East Hollywood, which includes Thai, Latinx and
21 Armenian residents. Thai CDC is a community-based
22 organization that has been serving low-income communities
23 for almost 30 years addressing the need for housing, food,
24 health care, education, legal, and social services,
25 advocacy, and economic opportunities. We were also behind

1 the successful campaign to designate East Hollywood as
2 Thai Town.

3 Our outreach in East Hollywood -- in the East
4 Hollywood area for BlueLA has included tabling at our
5 COVID vaccination clinic and our East Hollywood certified
6 farmers market, both of which are located at the Hollywood
7 and Western Metro Portal Plaza, reaching disadvantaged
8 residents in the area who come to our clinic and/or shop
9 at our farmers market.

10 We also perform outreach at other community
11 events hosted by different council offices at colleges and
12 universities and to other non-profit community-based
13 organizations, while also canvassing at affordable housing
14 units. All of these outreach efforts has generated more
15 engagement between BlueLA and the communities that Thai
16 CDC serves, as well as the community serves by other
17 institutions and organizations in Los Angeles.

18 The excitement and interest shown by the -- by
19 many of the individuals that I have engaged with -- engaged
20 with has demonstrated how a program like BlueLA has the
21 ability and potential to help community members who simple
22 do not have access to a vehicle with mobility.

23 We are in urgent need of support to expand the
24 program throughout our region and California. We're
25 encouraged to see a boost to the of capacity building

1 allocation this year and ask CARB to consider advancing
2 these funds quickly, so that we can support CARB's
3 continued deployment of these programs.

4 In order to increase this kind of mobility
5 throughout Los Angeles, there must be investments in
6 capacity building for BlueLA.

7 Thank you for providing us with the opportunity
8 to submit comments and for CARB's ongoing support.

9 BOARD CLERK GARCIA: Thank you.

10 Omar, I have activated your microphone. Please
11 unmute and begin.

12 OMAR GONZALES: Good afternoon Chair Randolph and
13 members of the board. My name is Omar Gonzales calling on
14 behalf the Nikola Corporation. Nikola is a technology and
15 compliance solution provider manufacturing heavy-duty
16 battery electric vehicles, fuel cell electric vehicles,
17 and developing the entire hydrogen ecosystem.

18 We're currently in production of our battery
19 electric Class 8 day cab, the Tre BEV, which is listed on
20 the HVIP catalogue and has a range of up to 350 miles.
21 And we will begin production of our Class 8 fuel cell
22 electric day cab truck in 2023 which will provide a range
23 of up 500 miles.

24 First, we'd like to echo comments from other
25 stakeholders calling for the removal of the fleet size

1 limits, bulk purchase requirements, and voucher reductions
2 for large fleets. In short, Class 8 ZEVs are dependent
3 upon incentives to achieve diesel TCO parity. Small- and
4 medium-sized fleets are often dependent upon large fleet's
5 adoption of ZEVs to support TCO competitiveness and large
6 fleets can make a bigger impact in reducing emissions.

7 Next, we encourage the Board to consider
8 bolstering fuel cell investments. Forty-eight BEV Class 8
9 buses -- 48 Class 8 buses and trucks are currently
10 available on the HVIP eligibility list. Manufacturers
11 such as Hyzon and New Flyer already have fuel cells that
12 are HVIP eligible. And Hyundai and Nikola plan to have
13 fuel cell day cabs HVIP eligible by 2023.

14 Given the current availability of Class 8 BEV
15 vehicle models, but nascent availability of fuel cell
16 modes in the HVIP program that would meet various fleets
17 operational requirements, Nikola encourages the continued
18 incentivization, including both the hundred percent
19 modifier and fleet size exemptions of fuel cell Class 8
20 vehicles through HVIP for an equivalent amount of time or
21 for an equivalent amount of vehicles incentivized as BEV
22 Class 8 vehicles have been able to secure through HVIP
23 program to date.

24 California has led the way in ZEV purchase
25 programs and now is the time to create fuel cell

1 carve-outs in HVIP and Carl Moyer Program and to ensure
2 equitable funding availability for the market maturation
3 of fuel cells as economic alternatives to BEV vehicles,
4 particularly for fleets that have operations that make
5 adoption for BEVs impractical or uncompetitive.

6 This program so popular that with 430 million
7 available in March 2022, it was almost immediately
8 oversubscribed in the area needed most, drayage trucks.
9 However, various fleets in the medium- and heavy-duty
10 trucking industry will struggle to adopt BEVs into their
11 operations. Similar to other set-asides, a fuel cell
12 set-aside for trucks and buses would ensure funding
13 availability for these hard-to-decarbonize fleets and
14 would send the right market signals to manufacturers for
15 further technology development, especially to address long
16 haul trucking.

17 Additionally, the set-aside could be leveraged
18 for California's public-private partnership effort ARCHES
19 being coordinated by GO-Biz to secure match funding for
20 the U.S. Department of Energy for the development of
21 California's hydrogen economy, thus contributing
22 additional funding to CARB's efforts to phase out
23 emissions from medium- and heavy-duty transportation.

24 Thank you to CARB staff for their work on the
25 funding plan and for the Board's leadership on this issue

1 and consideration of our comments.

2 BOARD CLERK GARCIA: Thank you.

3 Lastly, we will hear from Michael Sigala.
4 Michael, I have activated your microphone. Please unmute
5 and begin.

6 MICHAEL SIGALA: Hello. Thank you. Thank you,
7 Board. Michael Sigala here, Board President of the San
8 Joaquin Valley community shared mobility non-profit doing
9 business as Miocar. Miocar is one of the founding
10 investments from CARB and includes partners such as the
11 Air District, MPOs, UC Davis, and many others. The
12 program provides car sharing to low-income rural
13 communities and we have a fleet of electric vehicles
14 stationed at affordable housing developments throughout
15 the San Joaquin Valley.

16 Post-COVID, we are experience an -- experiencing
17 an uptick in demand. Implementing this transformational
18 pilot program as a purpose built non-profit has been
19 rewarding as it has proven to be difficult. For example,
20 finding capital to purchase electric vehicles, then
21 waiting sometimes over nine months to be reimbursed from
22 CARB is very challenging.

23 Miocar is well equipped to deliver cost-effective
24 results for disadvantaged communities, both through
25 multiple STEP and CMO voucher rewards and through support

1 of partner agencies like CEC, but investment and capacity
2 building is critical at this time.

3 As you noted in the lessons learned, we support
4 ongoing targeted and dedicated resources to rural
5 disadvantaged communities, particularly in non-attainment
6 areas like the San Joaquin Valley. We are in urgent need
7 of support to expand the program throughout our region and
8 California. We are encouraged to see funding for capacity
9 building this year and ask CARB to consider advancing
10 these funds quickly.

11 Another way CARB can help non-profits like ours
12 and like Green Raiteros, for example, is by assisting us
13 in establishing strategic partners in the automobile and
14 EV industries. This would also help us achieve
15 self-sufficiency and better serve disadvantaged
16 communities throughout California. Thank you for your --
17 thank you for the opportunity to provide comments and for
18 your ongoing support.

19 BOARD CLERK GARCIA: Thank you.

20 And that concludes the commenters for this item.

21 CHAIR RANDOLPH: All right. Thank you.

22 Staff, are there any issues raised in the
23 comments that you want to address before I close the
24 record?

25 MSCD DIVISION CHIEF VERGIS: Yes. Thanks you,

1 Chair and members. Sydney Vergis again, Division Chief.

2 So two factual corrections I would like to make.

3 So we heard a lot of numbers about the number of
4 zero-emission medium- and heavy-duty vehicles that are on
5 the road today. Just for your reference, there are 1,923
6 zero-emission trucks and buses on the road. There are, of
7 course, a lot of ways to cut that data, so this is as good
8 a time as any to mention that today CARB unveiled a
9 first-of-its-kind medium- and heavy-duty zero-emission
10 dashboard that combines data from all of our incentive
11 programs into one place, so VW, Carl Moyer, CAPP, HVIP,
12 all in one place, so a fun dashboard for you to play with.

13 The other thing is we heard some confusion from
14 stakeholders about Board flexibility for moving funds. To
15 be clear, the Board does not have discretion to move funds
16 between the heavy-duty pot of funding and the light-duty
17 pot of funding. That was established by the Legislature.

18 Slide 12 in the staff presentation has a lot of
19 great detail on that, if you'd like a visual reference.

20 Thank you.

21 CHAIR RANDOLPH: All right. Thank you. I will
22 now close the record on this agenda item.

23 And Dr. Sperling.

24 BOARD MEMBER SPERLING: Thank you very much.

25 So, you know, it's really impressive how much

1 funding is now available. You know, having been on the
2 Board for a while, we didn't used to have money -- much
3 money to be spending and allocating. So it's a -- it's a
4 great opportunity, but it's also a great responsibility.

5 So I just wanted to -- okay. So the last -- this
6 morning, I came up with ideas of how to make work easier
7 for Dr. Vergis and her team. Now, I have an idea for how
8 to make more work for them. So this is a question of we
9 as a Board member, it's almost impossible to really make
10 any judgments about this spending plan, I think. You
11 know, there's -- you know, we're not -- you, the staff, is
12 the expert on this, is talking to others. The Board is
13 just, you know, at a high level. But then we come in and
14 we know a lot of the funds are already allocated, you
15 know, by the Legislature, directed by the Legislature to
16 particular programs, and there's various other
17 constraints.

18 But having said all that, given that this is so
19 much funding, and given -- you know, I think we have a
20 real responsibility here to be a little more rigorous in
21 evaluating them, even though I appreciate, one, you know,
22 there's a lot of constraints in how the money is spent,
23 and two, there's -- its -- it is difficult to do real
24 evaluations. But I think the money has gotten so large
25 and we pride ourselves on being a science-based, databased

1 organization.

2 So I think I'd like to encourage going forward
3 more of an effort at evaluating these different programs
4 and funding. And I know it's hard. You know, I just --
5 just this minute, I was sitting down, okay, what are the
6 challenges? Okay. You know -- you know, there's cases
7 where these are pilot projects, and so, you know, how do
8 you evaluate the benefit -- you know, the cost
9 effectiveness of a pilot project? Some of the projects
10 are infrastructure, so there's essentially no emission
11 benefits.

12 So there's a lot of reasons why it's difficult,
13 but yet, you know, I look -- the staff did -- you know,
14 when I mentioned to this -- this to the staff, they say,
15 well, we do evaluate it and pointed me to appendix H
16 buried in the report. And you look at that and the
17 numbers are -- so these are cost effectiveness analyses.
18 The numbers are all over the place. You know, they range
19 from -- I'm just looking at it now for criteria
20 pollutants, you know, everywhere from 29,000 up to -- up
21 to four mill -- you know, \$5 million per ton. And on GHG,
22 it ranges all the way from \$350 up to, you know, \$67,000
23 per ton.

24 And these numbers are all, you know, way above
25 what you would normally think is the threshold. So even

1 in the -- this morning, when we had in the staff report,
2 the estimate was that the ben -- the -- in terms of
3 benefit -- the cost effectiveness was \$22,000 per ton for
4 criteria pollutants. So that seems to be these days about
5 where the threshold is about where you want to invest in
6 pollution reduction.

7 So these numbers are way higher, every one of
8 them. And so I guess I'm saying I know, there's
9 explanations as I was just noting a moment ago. But if
10 we're going to -- and I know there's constraints, but we,
11 the staff, and now the staff actually is proposing that
12 the Executive Officer will be making more decisions on
13 funding as well, it seems like we should be putting more
14 effort into doing some kind of cost effectiveness analysis
15 in evaluation of these programs. And a lot of these we
16 haven't done much before. And so I know we don't have a
17 lot of experience in it, but I just make that suggestion
18 going forward, putting more resources, more effort into
19 making it a little more science based.

20 And again, I know there's different goals.
21 There's CO2 benefits. There -- you know, there's
22 co-benefits. There's CO2 benefits. There's criteria
23 benefits. There's EJ benefits. So I'm not discounting
24 it, but I just think that's an important -- important for
25 this agency to be doing more of in the future, and

1 especially in this case with the incentives where -- where
2 there is a lot of money and we do have some amount of
3 discretion in how to spend it.

4 And now, I have a course to teach and my TAs are
5 all on strike, so I've really got to get there, 175
6 students. So I appreciate, you know, unions and striking,
7 but in my particular case --

8 BOARD MEMBER BALMES: He actually has to work
9 now.

10 (Laughter).

11 BOARD MEMBER SPERLING: So they're worth -- I
12 have come to appreciate they're worth the money they're
13 paid --

14 BOARD MEMBER TAKVORIAN: And more.

15 BOARD MEMBER SPERLING: -- and more.

16 CHAIR RANDOLPH: Thank you, Dr. Sperling. Are
17 you -- so you're done?

18 BOARD MEMBER SPERLING: Yes.

19 CHAIR RANDOLPH: Okay. All right. Thanks.

20 I just wanted to clarify one thing about cost
21 effectiveness. Based on that presentation, that \$22,000
22 was like a strikingly low cost effectiveness amount and it
23 was -- and in the Moyer changes, we were actually
24 increasing the cost effective for zero-emission, because
25 we recognized that that cost more and that is a value that

1 we have to get those reductions in zero-emission
2 equipment, and we want to ensure a higher cost
3 effectiveness amount.

4 So I guess I would just sort of emphasize the
5 latter part of what you said, which is there's a lot of
6 different values we're trying to solve for, and no one
7 single cost effectiveness number is the right number.
8 More analysis is always good, but we do need to recognize
9 that we are -- we are solving for several different
10 problems with these programs.

11 Okay. That was my editorial comment as you head
12 off to class.

13 BOARD MEMBER SPERLING: To be my -- to
14 proselytize to my students. But, yes, you know, you're
15 exactly right. And that's why I say, it is hard to do,
16 but yet, how do we make decisions? And having somewhat
17 more quantitative framework has to be helpful.

18 CHAIR RANDOLPH: All right. Okay. Thank you.
19 All right. Board Member Riordan.

20 BOARD MEMBER RIORDAN: Yes. Thank you, Madam
21 Chair. To the staff, it's never easy to make
22 recommendations on the disbursal of money, so understand
23 that.

24 Going beyond that though, I need a bit of a
25 clarification. One of the early speakers was speaking

1 representing, I believe, the waste management type of
2 trucks that we have in and around our communities. And he
3 talked about the ability to distinguish -- you may be
4 domiciled where else, but you're serving many of the
5 impacted, overburdened, low-income communities as you pick
6 up the trash weekly. And I wanted to be sure that if what
7 he was saying was accurate or if there was a way to
8 recognize that, yes, they're kept in a yard that probably
9 isn't in that community necessarily. In fact, you
10 wouldn't want them in some of the residential communities,
11 but they serve the community. Could you help me with that
12 distinguish that for me?

13 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

14 CHRISTENSEN: Yes. Thank you. And I'd like to get
15 started with that. Peter Christensen MSCD.

16 The -- I believe that the speaker was referencing
17 the disadvantaged community requirements for the very
18 large fleets --

19 BOARD MEMBER RIORDAN: Right.

20 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

21 CHRISTENSEN: -- those of over 500 vehicles in California.

22 BOARD MEMBER RIORDAN: Um-hmm.

23 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

24 CHRISTENSEN: And that is a provision that only applies to
25 those very large fleets. And the intent there is that

1 we're focusing our limited dollars, especially in the
2 communities that need those reductions the most, in the
3 disadvantaged communities. So for a very large fleet --
4 remember this is at least 500 vehicles, and for a fleet
5 that has multiple locations in California, the intent
6 there is to say, okay, let's focus on the fleets that are
7 in this disadvantaged community and provide that funding
8 there so we're maximizing the benefits in disadvantaged
9 communities.

10 HVIP as a whole has been very successful. About
11 two-thirds of the funding in the program has benefited
12 disadvantaged communities. But this is a unique provision
13 that only applies to the very large fleets, partly because
14 they tend to have multiple locations, and again we want to
15 focus those benefits in the disadvantaged communities.

16 BOARD MEMBER RIORDAN: Well, is there something
17 that though -- would that qualify -- would that be a
18 qualifier for that advantage to the large fleets to say,
19 okay, we're not necessarily housed there, but we service
20 the whole -- you know, we service that area, so we are
21 essentially providing better air quality in those areas by
22 utilizing electrified trucks.

23 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
24 CHRISTENSEN: Yeah, and I think that gets to part of the
25 implementation challenge. Part of the -- one of the

1 guiding principles of HVIP is that it's a simple program.
2 It's simple to access, simple to understand, simple for
3 fleets and dealerships to -- you know, to understand what
4 funding is available.

5 BOARD MEMBER RIORDAN: Um-hmm.

6 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

7 CHRISTENSEN: In terms of looking at a particular truck
8 and the particular route that that truck would be serving,
9 it's pretty challenging to figure out a mechanism that
10 tracks that truck throughout its useful life and
11 determines where it's moving. The technology is there,
12 but connecting that to the funding is a challenge.

13 What tends to happen, especially in larger
14 fleets, is that a particular truck or a particular bus is
15 going to serve multiple routes throughout its lifetime.

16 BOARD MEMBER RIORDAN: Right.

17 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

18 CHRISTENSEN: It's not always going to be operating in a
19 disadvantaged community. It's going to operate in one in
20 one day, and then on another day, it's going to -- it's
21 going to move to a different route. So in terms of kind
22 of sticking to that guiding principle of keeping it simple
23 in HVIP, we do think that it's important to identify if
24 the truck is based in a disadvantaged community, we know
25 that it's going to be starting and finishing its day in

1 that disadvantage community.

2 BOARD MEMBER RIORDAN: Okay. I think there's an
3 issue there. I mean, I -- I'm going to let you all figure
4 that out, but, you know, let's it's domiciled there in the
5 disadvantaged community, leaves that community and spends
6 the entire day outside, and never really -- short of let's
7 say two or three miles in the disadvantaged community
8 where the trash truck every -- you know, they would have
9 to calculate it and you'd have to verify it, but I will
10 leave that to you. That's going to be for you to
11 implement.

12 CHAIR RANDOLPH: Can I ask a follow-up question
13 about that same topic. So can you just clarify exactly
14 what domiciled means in the context of a company that may
15 have a headquarters and then several different places
16 where they have their trucks.

17 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
18 CHRISTENSEN: Yeah, domiciled refers to where the truck is
19 based. Usually, if it's returning to a base every night,
20 it's the location, it's the yard where that truck parks
21 overnight.

22 CHAIR RANDOLPH: Right. So if you are -- if the
23 truck is domiciled in the disadvantaged community, it may
24 be coming and leaving from that community. So you know if
25 it's domiciled in that community, that there is a truck

1 operating in a disadvantaged community. And it's that
2 next level of information that would be more challenging
3 to obtain, which is it leaves the yard and where exactly
4 is it going.

5 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

6 CHRISTENSEN: Exactly.

7 CHAIR RANDOLPH: Okay. All right. That's
8 helpful.

9 Supervisor Serna.

10 BOARD MEMBER SERNA: Thank you, Chair.

11 I was hoping that staff -- I'm not sure who's
12 most appropriate to respond here, but hopeful that staff
13 can help me understand the issue that was raised by Sac
14 Metro Air Quality Management relative to what they were
15 referring to as equity-focused projects, and kind of
16 the -- a mysterious accounting according to them of \$60
17 million that is now unavailable, I guess, for those
18 projects. And I think they prefaced it with this is
19 some -- you know, a decision that was largely or perhaps
20 entirely made at the Legislature. But maybe someone could
21 help me understand how that shift occurred or why.

22 MSCD INNOVATIVE LIGHT-DUTY STRATEGIES INCENTIVES

23 SECTION MANAGER MACUMBER: Yes. Hi. Lisa Macumber with
24 MSCD.

25 The -- what they're referencing is the difference

1 between the Governor's proposed budget and what ultimately
2 happens at the Legislature with the final State budget.
3 So the original Governor's proposed budget did have a
4 larger allocation in the mobility pot of about \$60
5 million. And the final budget was about \$60 million less.
6 And that \$60 million really affected a whole suite of
7 project. It affects our Financing Assistance Program,
8 eBikes, the Clean Mobility Options Program, our STEP
9 Program, pretty much everything outside of Clean Cars 4
10 All.

11 So what we did was we took the allocation that
12 they provided us and we divided that amongst the programs
13 in a way that we felt could meet the need over the next
14 year recognizing that it wasn't as much as we had expected
15 and what we had been planning for with the stakeholders.

16 BOARD MEMBER SERNA: So in terms of again
17 referring specifically to the local air district here in
18 Sacramento, and having been very involved in some of the
19 community clean car rental programs that are occurring in
20 places like South Sacramento, is there an opportunity this
21 fiscal year to look at other resources to make sure that
22 they are at least on life support until the next budget?

23 MSCD INNOVATIVE LIGHT-DUTY STRATEGIES INCENTIVES
24 SECTION MANAGER MACUMBER: Absolutely. The funding that
25 we've allocated or that we're proposing to allocate within

1 this plan does include \$20 million towards the Clean
2 Mobility Options Program, of which about half of that or
3 so will be to support the existing projects on the ground.
4 And the remainder will be for another window of
5 opportunity for the districts and other entities to
6 compete for their -- for their projects. So there will be
7 funding available for this year.

8 BOARD MEMBER SERNA: Okay. Great. Thank you.

9 CHAIR RANDOLPH: All right. Dr. Pacheco-Werner.

10 BOARD MEMBER PACHECO-WERNER: Thank you so much
11 to the staff. I mean this is -- this is so incredible in
12 terms of the historic investment we'll make today in
13 California, and that I hope, you know, will make it to
14 those disadvantaged communities and provide that change in
15 their daily lives.

16 I wanted to echo Dr. Sperling's comments around,
17 you know, how we can get or invest through other ways,
18 getting data back about some of the programs and some of
19 what we're seeing and really understanding more the gaps
20 that we continue to see.

21 And I really wanted to emphasize that one of the
22 things that I feel like we want to understand -- I would
23 like to understand more is as we begin to change the way
24 that we have the funds between the State and the district
25 on the -- on the incentives that we -- that we understand

1 how the Clean Cars 4 All allocations -- you know, kind of
2 like how that program is going and how the -- how we're
3 being able to distribute, and also if there are any gaps
4 in the priority populations, which we want to target with
5 some of these funds.

6 And so I would like to see that, especially as we
7 embark on this new way of doing this. And also, I -- you
8 know, I really thank you for thinking through so thorough
9 around how to embed in each and every one of these
10 programs that prioritization of these disadvantaged
11 communities. One of the things that's out of our control,
12 but that I hope maybe we can talk about and elevate to
13 part of the State discussion is really my concern with the
14 phasing out of the plug-in hybrids in the CVRP program.

15 And the reason that I say that is that because
16 large families still need those options that aren't really
17 available in other types of vehicles yet and -- or to the
18 degree that they can afford them. And so I'm -- I'm
19 talking specifically about large vehicles, you know,
20 seven-passenger vehicles that families here in the San
21 Joaquin Valley regularly need to move around, that
22 farmworkers use to move themselves, and their -- and their
23 neighbors around to work. And so some of that I'm still
24 not seeing being available as much in the market, and yet
25 the phasing out of that incentive is going to -- going to

1 leave those folks out. And so I just -- I know that's a
2 legislative deal, but I would want us to think about
3 elevating that issue. Thank you.

4 MSCD INNOVATIVE LIGHT-DUTY STRATEGIES INCENTIVES

5 SECTION MANAGER MACUMBER: Great. Thank you. Lisa
6 Macumber. I can comment on both of those points that
7 you've made. With regard to the data and making sure that
8 the data is available, you know, a lot of these projects
9 have been - I think, you guys have heard - pilots, a lot
10 of them have been -- they've changed a lot over the last
11 several years. And so the way that we've collected data
12 has also changed and it hasn't been consistent necessarily
13 across each of the programs. And so this year, we have
14 already begun and will be continuing to embark on finding
15 ways to have a more streamlined approach to how we are
16 collecting data for the programs and being able to report
17 that data back out, for example, demographic data within
18 Clean Cars 4 All and how what we're collecting from each
19 of the districts and what we're able to actually provide
20 has been very sporadic across each of the different
21 districts.

22 And so we'll be implementing a universal survey
23 across each of the programs, so there's one survey. We're
24 collecting similar data across it. And we're going to
25 work to make that available within online dashboards and

1 things like that, so that you can see that data more
2 routinely as the projects move forward.

3 And then to your second point about the phaseout
4 of plug-in hybrids in the Clean Vehicle Rebate Project,
5 thought that was legislatively prescribed and so we will
6 have to phase them out in that program, I'd hope that it's
7 encouraging to know that we will still be able to fund
8 those vehicles within the other equity programs within the
9 Clean Cars 4 All Program and within the financing
10 assistance programs. While they won't get the additional
11 incentive necessarily for new in the outer years, right
12 now, they can get that coupled. And then in the future
13 years we'll be able to at least continue to support them
14 in the used space.

15 BOARD MEMBER PACHECO-WERNER: Great. And so I
16 hope that we can think about, you know, in those future
17 years, how we have that parity in terms of being able to
18 help people that still can't afford them, you know, still
19 be able to make up for what's not available in other
20 funding as well.

21 Thank you so much.

22 CHAIR RANDOLPH: Board Member De La Torre.

23 BOARD MEMBER DE LA TORRE: Hello. Thank you.

24 I've got a few comments here. On harbor craft, I want to
25 emphasize that we stick with staff's recommendation on the

1 funding for that. When we did the Harbor Craft Rule,
2 there were a lot of commitments that were made and -- not
3 commitments, expectations that were raised, and I think we
4 need to follow through on those expectations, particularly
5 with -- I'll say this again with Catalina. It's the only
6 off-shore scheduled service that goes to a populated
7 island in the state of California. It's very important to
8 the population of Catalina, because it's the only way they
9 could get to the mainland from there.

10 On the fleets, you know, so many people spoke
11 about this large fleet issue. We are already making an
12 adjustment. They were supposed to -- the large fleets
13 were supposed to -- up over a hundred were supposed to be
14 removed completely by 2023. That's not going to happen.
15 They are going to be eligible in 2023. And in terms of
16 those large fleet/small fleet issue, if they are right,
17 and not all of the small fleet money gets spent, guess
18 what, we can redirect it. So it's going to be in the pot
19 and it's not going to go away. It will be there. And so,
20 you though, we're all going to see whether that's true or
21 not.

22 But to gripe now and say we need to make
23 adjustments right now is just not -- it's premature.
24 There is a market transformation taking place here. And
25 we need to support -- in the heavy-duty sector and we need

1 to support across the Board. And that's what we're doing
2 with this plan. Also, I'll say it again, I've said it
3 last month, ACF and ACT, the Advanced Clean Fleet Rule and
4 the Advance Clean Transit Rule -- Transportation Rule, I'm
5 sorry, are going to be working hand in hand to create this
6 market transformation. We are going to revisit ACT next
7 year after we complete ACF, so that those two are very
8 much in sync. The finished product of the Advanced Clean
9 Fleet Rule and we'll revisit the Advanced Clean
10 Transportation Rule, so that those two are completely in
11 sync going forward, and really guide and push the market
12 transformation in the heavy-duty sector.

13 I also want to support the Clean Cars 4 All
14 Program. This -- the funding that we have here is again
15 record amounts. Also goes to the secondary car market,
16 which the study is going to be done that we supported
17 earlier. It's also setting us up to maximize the benefit
18 of the Federal IRA legislation, which was signed by the
19 President a few -- a couple months ago.

20 And then finally, I just found it interesting
21 that Tesla is here griping to us about heavy-duty trucks
22 and HVIP when they have not even applied to be in HVIP.
23 So maybe when you're part of the program, then we can have
24 conversations about how you -- how things can work or not
25 work according to your perspective.

1 Thank you.

2 CHAIR RANDOLPH: All right. Vice Chair Berg.

3 VICE CHAIR BERG: Thank you, Chair, and great
4 job, staff. I want to echo my fellow Board members, this
5 is just amazing time in my tenure. I can remember when we
6 were very excited about 125 million, and here we are today
7 with transformational aspects along with transformational
8 funding, so that is very exciting.

9 I wasn't going to make a -- comments, but I
10 really did want to jump in and backup Board Member
11 Riordan. I do think that staff needs to consider that
12 there are heavy-duty vehicles that service neighborhoods
13 day in and day out. These are the trucks that if they go
14 up and down their streets providing those services, that
15 those neighbors are going to see. Very few neighbors are
16 going to see a lot where a truck leaves and goes and gets
17 on the freeway and comes back, because they're domiciled
18 there.

19 There is technology available. Put it on the --
20 on the fleet to come back to you to say how they're going
21 to prove to you that they're in that community, because
22 there's hardware -- I mean, software. They're tracking
23 their trucks all the time. I track my trucks. I know
24 where they go every minute of every day. And so put it
25 back on the fleets. If they truly want to participate and

1 show you, come up with something that's going to work, but
2 I do want to echo what Board Member Riordan said.

3 The other thing I would like to bring up, and I
4 know it's in the weeds, but it was in the presentation,
5 and that's really what is our policy, Board members -- my
6 fellow Board members, on when we look at giving the
7 Executive Officer the ability to carry-over wait list to
8 the following year? I found this so fascinating, as we
9 looked at the earlier years and we would sell out, and all
10 of a sudden we'd have 25 percent wait lists that was
11 taking money the following year, and now we have what two
12 point plus billion dollars and we're still wait listing --
13 thinking about wait listing and carrying over for the
14 following year. So maybe staff can give us a little bit
15 more information, how deep are you going to get into next
16 year, what's our policy thinking on that wait listing?
17 Not the wait listing itself, but carrying over a
18 commitment to the following year and starting out in the
19 hole in your next funding year.

20 Thank you so much.

21 MSCD INNOVATIVE LIGHT-DUTY STRATEGIES INCENTIVES
22 SECTION MANAGER MACUMBER: Great. Thanks. This is Lisa
23 Macumber. So that's a great question. Our contingency
24 plans that are in the funding plan are pretty consistent
25 from year to year. And what we -- what we expect with

1 this amount of money is not really to be in a wait list
2 situation, but should we be, we always evaluate what it
3 looks like. And we've always been very careful to not
4 overcommit the State or put us in a position where
5 we're --we are initiating a wait list and funding has not
6 been approved by the Legislature, or we don't foresee
7 funding coming.

8 So the key things that we would look at at the
9 staff level and that we would advise the Executive Officer
10 on is whether or not there is funding coming to us to be
11 able to support and ensure those wait lists that are in
12 place -- or to be established. We also have had
13 situations where we have cut off wait lists at points,
14 where we recognized that it will exceed dollars that we
15 expect to come. But again, this year's infusion of funds
16 is so significant that we do anticipate the program to
17 just stay open year round at this point. We've built in
18 those contingencies, because we don't know exactly what
19 will happen. And we've built in the alternative where we
20 have programs that don't have demand and we do have
21 funding flexibility to potentially move from programs that
22 are flush with funds to those that could use the funding
23 should the authority within the State budget be there.

24 VICE CHAIR BERG: So I'm just wondering, Lisa,
25 though -- and I appreciate that explanation. That was

1 fabulous. But, you know, how much -- there is such a
2 great need. And so are we going to set up our funding
3 programs where in one year, because of the need in the
4 transformation, we spend 125 percent and carry 25 percent
5 over? How much are we -- you know, from a policy
6 perspective, how much are we willing to dig in -- even
7 though we know we have the money, but how much are we
8 willing to dig in and do we have any carry-over from last
9 year to this year?

10 MSCD INNOVATIVE LIGHT-DUTY STRATEGIES INCENTIVES

11 SECTION MANAGER MACUMBER: That's a great question again.
12 You know, we don't have a policy of a specific amount,
13 because it really varies project by project. When we're
14 looking at what we have traditionally called first-come
15 first-served projects, which now we're really moving
16 towards more of a needs-based project, again, we've
17 just -- we've evaluated the program project itself and
18 what we think the needs would be to carry us just until we
19 could get to the Board. I don't -- without going back and
20 looking at numbers, I don't think we've ever committed
21 more than -- or over 25 percent even. It's always been a
22 relatively small amount.

23 That said however, now that we really moving
24 towards needs-based, at least in the light-duty section,
25 our plans are to kind of be able to cutoff the general

1 Applicants and make sure that the funding really does last
2 for those consumers, those participants that need the
3 money the most, so that we aren't ending up in wait list
4 situations, that the dollars are really staying there and
5 they're really prioritized for the consumers that need
6 them. And we're finding ways to bring that across as many
7 of the projects that we can. And so again, we don't have
8 a policy on the number specifically, but we -- we look at
9 a lot of different factors to figure that out and how we
10 would move forward for each project.

11 VICE CHAIR BERG: Well, I do really appreciate
12 the fact that you mentioned, and you're so correct, that
13 we are in a little bit of a new paradigm going from first
14 serve -- first-come first-served to needs based and it
15 will be really interesting for this year and we'll look
16 forward to your feedback next year on what angst did that
17 create for those that weren't in the needs category, but
18 got their application in, but they got bumped by the needs
19 category, and what's fair. So I'll be really interested
20 in your thoughts and your team's thoughts on how this is
21 going to work this year -- how it does work this year and
22 what you see that we really do need for next year.

23 I would just want to be cautious that we have a
24 full funding cycle for each year, and, you know, what you
25 have for one funding cycle doesn't majorly spill over to

1 another.

2 Thanks for listening.

3 CHAIR RANDOLPH: All right. Board Member Kracov.

4 BOARD MEMBER KRACOV: Thank you, Chair. I want
5 to thank staff for all the work that's been put into this.
6 I see Graciela Garcia, Lisa Macumber, I think a little bit
7 of Peter Christensen there today. Also, I want to thank
8 our friends and colleagues from the Energy Commission and
9 GO-Biz, Hannon Rasool, and Tyson Eckerle for coming, and
10 again want to nominate them to have honorary seats up
11 there in our staff table. For all the different things
12 that we're doing, we really need that partnership, need
13 their presence and need that coordination, so really
14 appreciate that.

15 I've got just a couple three substantive type of
16 comments. The first will focus on HVIP, Chair. Board
17 Member De La Torre just asserted this, but I would like to
18 ask a question to staff about it. We have heard about
19 this issue with the percentages for the small fleets
20 versus the big fleets over 500, a concern that seems to
21 emanate from the possibility that the small fleets may
22 not, you know, use all the money and therefore the demand
23 that we need, that the manufacturers need won't be met by
24 just giving the incentives in proportions that we're
25 proposing.

1 Hector seemed to suggest that, well, if that
2 happens, we could just give the money to the bigger fleets
3 that -- it's not like we're going to lose the money or the
4 money goes away. Can staff clarify where we stand on
5 that?

6 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

7 CHRISTENSEN: Sure. Happy to. So the proposal in the
8 funding plan reserves 70 percent of the HVIP funding for
9 small fleets, fleets of under 100, and for public agency
10 vehicles. That means that there's \$127 million available
11 for larger fleets, for fleets over 100. So \$127 million,
12 that's 30 percent of the HVIP funding. And that was
13 selected because it aligns with the large fleet demand
14 that we saw in the -- in the prior cycle in the prior year
15 in HVIP. So we do expect that we will be able to fully
16 fund the demand across the Board for fleets of all sizes
17 next year.

18 Now, if the small fleet demand doesn't
19 materialize as we think it will, as it has grown over the
20 past couple of years, we have a couple of milestones
21 throughout the year that make that funding available for
22 larger fleets. It starts on July 1st. If there's \$100
23 million left that small sheets haven't used, we start to
24 make that funding available for large fleets. And then
25 ultimately, if we still have funding left in the program

1 in November, all of the funding becomes available for
2 fleets of all sizes.

3 So we -- the bottom line is we expect to meet
4 demand for fleets of all sizes and the plan includes
5 mechanisms to make sure that throughout the year, if
6 there's funding available that we provide that funding
7 where the demand is.

8 BOARD MEMBER KRACOV: Terrific. Thank you for
9 that clarification. The other question I have -- and I
10 see I forget you, Dr. Vergis, there. And this isn't
11 necessarily for you. I'm just acknowledging your work on
12 this as well -- drayage -- coming from the South Coast,
13 drayage is so important. We heard Matt Schrap from the
14 Harbor Trucking Association speak today about drayage.
15 You know, I totally agree that we have to make sure that
16 we get drayage right. I'm going to be interested to see
17 with the turnover of truck and bus at the end of this year
18 how we're doing? I suspect we're going to do okay. And
19 some of the gloom and doom out there actually is not going
20 to come to light, which I'm really hopeful for and proud
21 of for this agency.

22 But we're going to have another transition
23 starting in 2024. It's going to be a small transition at
24 first. It's going to gather steam until we get to 2035
25 and the total phaseout, but we are going to require a lot

1 of zero-emission purchases starting for drayage first in
2 2024. So I think having a focus on drayage, set-aside for
3 drayage, making sure we're really paying attention to
4 getting the first tranche of ACF right makes sense to me.

5 If I can ask another question through the Chair,
6 if we can just spend another minute or so explaining our
7 approach on drayage in the HVIP Program.

8 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

9 CHRISTENSEN: Yeah, the plan that you have in front of you
10 today continues that strong focus on drayage. A couple of
11 things to point out specifically. First, this is the
12 second year of the drayage set-aside. So this year we
13 have 157 million specifically for drayage trucks in HVIP.
14 And when that 157 million is exhausted, drayage trucks can
15 continue to be funded with the HVIP standard funding.

16 In terms of the outlook for drayage, we are
17 continuing the additional enhancement for drayage trucks,
18 so an additional \$30,000 per truck. So that brings the
19 base drayage voucher to 150,000, and plenty of opportunity
20 for turning over drayage trucks within their useful life
21 throughout the next few years, include -- because we can
22 continue to fund that zero-emission technology since the
23 drayage trucks are able to register in the drayage truck
24 registry through their useful life.

25 So plenty of good opportunities for drayage

1 trucks continuing that strong focus that we started last
2 year and moving forward with the momentum that we started
3 with project 800.

4 BOARD MEMBER KRACOV: And thank you so much, Mr.
5 Christensen for that. Just sign me up whatever efforts I
6 can put in to get the word out and to make those
7 allocations and our proposals for drayage successful
8 working with folks like the harbor truckers, just let me
9 though. But really pleased to hear about those aspects of
10 the proposal.

11 Chair, just the last couple of things. On harbor
12 craft, I also am really excited about seeing the money
13 there. I know a lot of hard work went into that. And
14 it's sort of a culmination. I'm not sure culmination,
15 because that implies an end, but it's certainly an
16 important step among the process for the Harbor Craft Rule
17 that we passed earlier this year. I'm supportive of the
18 staff proposal on this.

19 Noted that there is some public process in the
20 future. Maybe a few of us our a glutton for punishment,
21 but sign me up for that too if there's a way that we can
22 help, and make sure that that process goes well. Again, a
23 lot of these vessels are in the South Coast and certainly
24 the Catalina folks that Hector emphasized are as well. So
25 very pleased to see the harbor craft in there.

1 The last thing, Chair, is on Moyer. I've heard a
2 lot of good things about the proposals that we have made
3 as a Board and then the staff followed through with the
4 on-road changes to Moyer, including the cost
5 effectiveness, but, you know, really a whole bunch of
6 other changes to make sure that the districts are able to
7 spend the Moyer money effectively. The districts seem
8 happy with it, so I'm very pleased with the work that we
9 did on on-road. And appreciate Graciela Garcia also
10 giving a shout-out to the iPad work that Vice Chair Berg,
11 Mayor Hurt and I put together on the VIP part of Moyer,
12 where there's some also some guidance changes aligning
13 with the other parts of Moyer, that the Board is going to
14 see a memo on once those are finalized.

15 And I'm proud of the work that we did, working
16 with staff with Mr. Segall's group, Femi and Sandra also
17 led that. I think that's a good example of Board members
18 being able to lean in and working with stakeholders it
19 affords a good outcome. I note that we're going to sort
20 of try some of this for Moyer off-road now and look
21 forward to that, and hoping that the process goes as well
22 for off-road as I believe it has for on-road.

23 So those are my comments on the funding plan.
24 Thank you, Chair.

25 CHAIR RANDOLPH: All right. Thank you.

1 Board Member Takvorian.

2 BOARD MEMBER TAKVORIAN: Thank you, Chair. Thank
3 you to staff. This is a -- this is not -- this is a
4 really historic day, not just because I think of the
5 resource -- the amount of resource that's on the table in
6 front of us. When I said that to my husband at 4 o'clock
7 this morning when I got up, he's like well, how do you
8 even wrap your -- how many pages is that and how are you
9 wrapping your mind around that. Well, that's why it's 4
10 o'clock in the morning. I'm on my way. So he said I
11 think you're going to need multiple cups of coffee for
12 that.

13 So I know that you all have had many cups of
14 coffee over this long period to make that all work. But
15 the key thing is not the amount of money, although that's
16 awesome, it's really because it pulls together so many of
17 the priorities that CARB has been working so hard for for
18 so long. And it really reflects the plans and the
19 priorities that we -- that we've articulated, that we've
20 put in the policy. So I think it's really putting our
21 money where our mouth is in a lot of ways. And for so
22 long, we didn't have the ability to do that, so I really
23 appreciate this moment, because in every area, the plan
24 really prioritizes zero-emission and equity. I mean, it
25 just screams that from every corner.

1 I also appreciate the innovative and diverse
2 methods that we're using to advance what I think is really
3 a culture shift. Yes, this is a regulation. Yes, there
4 are incentives, but we're really talking about a culture
5 shift that I think is -- it dominated a lot of our
6 conversations in kind of a negative way for a long time,
7 that this just couldn't happen. We wouldn't get there,
8 but we are getting there. We are -- and you're -- and the
9 work that you've done really demonstrates that we can do
10 it. I was thinking about it really compares to voter
11 outreach. And the traditional way you do that is that you
12 reach out to high propensity voters, the voters that vote
13 all the time, and you don't spend money on the voters that
14 don't vote.

15 Well, what happens? Those voters still don't
16 vote and the ones that vote all the time, vote. So what
17 you're doing is trying these innovative methods to get
18 people to vote, to make that culture shift. And some of
19 them will work and some of them won't work.

20 So while I appreciate Dr. Sperling's ideas about
21 evaluation, which I think we need to do, I just want to
22 make sure that we're -- that we're eval -- we're looking
23 at the outcomes that we really want to make sure happen,
24 right? And they're very different, so we have to be broad
25 I think in our evaluation.

1 I want to say that I really appreciate that the
2 plan provides significantly more resources for low-income
3 car buyers for both new and used cars finally -- well, not
4 the first time, but we're increasing it for use cars. The
5 Clean Mobility Options I think are coming up. For bike
6 and transit riders, that equity is really coming to the
7 fore. I've said it before, I'd like to see clean mobility
8 and cars be at an equal level, so some day we'll be there,
9 I hope.

10 And I think the commercial harbor craft has -- as
11 has been noted is really important. That's -- that's
12 really a revolutionary change from where we started on
13 that. So I'm really excited that those are included and
14 there's a lot of those in San Diego and I think the
15 community will really benefit and appreciate that.

16 I want to say with I guess all due respect to my
17 colleagues, Peter I really appreciated your explanation of
18 the domicile requirement. And I had questions about it as
19 well, but I really do think that it's an important element
20 to keep -- to keep in. It's a requirement that I think we
21 need to include, because we have bus yards in our
22 communities, we have ports in our communities. When you
23 have all of these large fleets that are domiciled, located
24 in a particular community, that's a whole lot more traffic
25 right there that I think is what you're trying to get at.

1 And I just want to make clear that that -- that's a whole
2 different impact than the trucks that may be going through
3 communities, which are important as well, but I think
4 we're getting at those with the Port drayage truck rules
5 and the incentives that are available. The Buck and --
6 the Bus and Truck Rule, I think, provides some of that.

7 So we are hitting those fleets that -- and those
8 trucks that are going through communities regularly
9 because we can identify where they're going, like to a
10 port. I think with things like warehouses, if we start to
11 have maybe more ISR rules or statewide ISR, then we could
12 be evaluating those, because we know where they're going
13 and coming from. But I think it would be really
14 difficult, unless I'm missing something, for us to really
15 track where those -- where those vehicles are going. So I
16 would say stick with what you have in the plan at this
17 point.

18 I did have two questions -- three questions
19 actually. So I appreciate the focus on the smaller
20 heavy-duty fleets and what you're talking about in terms
21 of the alignment with the ACF priority fleets. It says in
22 the plan I believe 50. I know that we have a discussion
23 about whether it would stay at 50. So is -- are you
24 saying alignment with the whatever we land on or what?
25 Let me ask you that.

1 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

2 CHRISTENSEN: Yeah. Thank you. Fifty is the fleet size
3 limit that would take effect in 2024. Before that limit
4 takes effect, we'll be back in front of the Board with the
5 next funding plan.

6 BOARD MEMBER TAKVORIAN: Oh, okay. I see, so
7 that it can be aligned once they -- because ACF will come
8 first. Okay. Thank you.

9 I had a question about the issue that was raised
10 about the 1099s that were being issued by some of the --
11 some of the districts, I believe, to those who were
12 receiving incentives. And I thought that there was a
13 discussion about whether that would need to continue.

14 EXECUTIVE OFFICER CLIFF: Thanks for that.

15 BOARD MEMBER TAKVORIAN: Um-hmm.

16 EXECUTIVE OFFICER CLIFF: We were very much aware
17 of that issue and working on it, and would be happy to
18 brief you about how we're thinking about that.

19 BOARD MEMBER TAKVORIAN: Okay.

20 EXECUTIVE OFFICER CLIFF: We're not quite ready
21 to roll that out here, but happy to do that offline.

22 BOARD MEMBER TAKVORIAN: Okay. Awesome. Thank
23 you. And then lastly, I did receive some communication
24 and I think you did too, about folks who are concerned
25 about the school bus incentive amount being pinned to the

1 amount of the value of the buses. And these folks were
2 suggesting that perhaps if it was not pinned to the value
3 of the bus that the incentives could go farther, if they
4 were on a sliding scale. So I wondered -- I have no
5 information about that. And I just wondered what you all
6 thought about it and whether you would consider a
7 incentive amount that would reduce, because what they were
8 saying was that the amount of the buses was elevated
9 because of the amount of the incentive. And I just wanted
10 your thoughts about that.

11 MSCD DIVISION CHIEF VERGIS: Sure, no problem.
12 Sydney Vergis. Thank you for raising that issue. Yeah,
13 we have heard those concerns.

14 CHAIR RANDOLPH: Into the mic, Syd.

15 MSCD DIVISION CHIEF VERGIS: Should I turn it on
16 also?

17 (Laughter).

18 CHAIR RANDOLPH: There's an idea.

19 (Laughter).

20 MSCD DIVISION CHIEF VERGIS: Well, Sydney Vergis.
21 Thank you so much for the question. We, too, are
22 concerned. We are hearing concerns about basic price
23 inflation happening in the school bus market, because
24 incentives are very generous, so that's something we'll be
25 looking at certainly. The funding that we received is

1 from Proposition 98. So we also need to work within the
2 confines of the proposition. So as we learn more about
3 Prop 98, that's certainly an issue that we'll be looking
4 at as well, but also trying to stay true to our
5 Proposition 98 requirements. So, absolutely.

6 CHAIR RANDOLPH: All right. Thanks.

7 Dr. Balmes.

8 BOARD MEMBER BALMES: Thank you, Chair Randolph.
9 And, you know, I will just add to the litany of thanks to
10 the staff for their hard work on this. And like Dr.
11 Sperling, I've been -- and Ms. Berg, and Ms. Riordan,
12 we've been through a lot of history with regard to our
13 incentive programs. And it's really nice to see how much
14 money is available now and how we're trying to make the
15 programs align better, and to have an equity lens with
16 regard to distribution of the money.

17 So most of my comments that I would have made
18 have been made by other Board members, so I'm not going to
19 make those again. But I do have a question to staff, and
20 I may have missed this. I was going in and out, various
21 Zoom calls that I was scheduled for. We have generous
22 funding now, but we have a \$25 billion State deficit
23 projected for next year. Is that going to impact the
24 amount of money that we're -- that we've been discussing
25 today?

1 MSCD DIVISION CHIEF VERGIS: In short, no. The
2 funding that you are looking at is funding that has been
3 allocated from the legislature already. So that's done.
4 I think the funding projections that you're looking at
5 will make for very interesting conversations in the
6 January budget time frame.

7 BOARD MEMBER BALMES: Yeah, and I -- this next
8 piece will just be a comment, you know -- and this is
9 politically incorrect, but, you know, there was a
10 proposition on the ballot that would have provided a
11 steady stream of funding, even with the crazy budget
12 surpluses and deficits that we go through in California,
13 because we have a tax structure that is totally out of
14 whack with the State's needs, especially during times of
15 economic downturn. That was for Bill.

16 CHAIR RANDOLPH: Okay. All right. So I, too,
17 will echo my thanks to staff. I am comfortable with
18 the -- with the proposal as presented by staff. I did
19 have one question I -- and it's more kind of a practical
20 implementation question, which is in answer to Board
21 Member Kracov's question about if the smaller fleets don't
22 use the funding, then there's point at which more funding
23 will become available.

24 One of the concerns I've heard from large fleets
25 is that presents a challenge in planning, which I

1 understand, but I'm not sure how to fix that. But one way
2 that would be helpful is if it -- if there's not a big lag
3 between the point at which you know the funds are
4 available and the point which you can access the funds.
5 So maybe you guys could walk me through the process for
6 July 1st there's money available. How quickly can that be
7 distributed?

8 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

9 CHRISTENSEN: Absolutely. So the implementation mechanism
10 is actually pretty straightforward on that. So when July
11 1st -- we'll know what the funding amounts are looking
12 like even as we approach July 1st, so we'll have a pretty
13 good sense of that and we'll be posting that information
14 in real-time on the HVIP website, so that fleets, and
15 manufacturers, and everybody who's interested can track
16 it. As soon as we hit that milestone on the 1st, if
17 the -- if the funding is available, we'll make that
18 available right away. It's -- it happens in -- it happens
19 right there and then on that day. And then the same thing
20 happens in November, if there's additional funding left,
21 we'll make that available to all fleets right away. So
22 there will be transparency as we approach those
23 milestones, and then the implementation will happen right
24 there on that day.

25 CHAIR RANDOLPH: Okay. Thank you. That's

1 helpful.

2 All right. The Board has before them Resolution
3 number 22-20. Do I have a motion and a second?

4 BOARD MEMBER SERNA: I'll move.

5 BOARD MEMBER TAKVORIAN: Second.

6 CHAIR RANDOLPH: Okay. I have a motion and a
7 second. Clerk, would you please call the roll.

8 BOARD CLERK GARCIA: Yes.

9 Dr. Balmes?

10 BOARD MEMBER BALMES: Yes.

11 BOARD CLERK GARCIA: Mr. De La Torre?

12 BOARD MEMBER DE LA TORRE: Yes.

13 BOARD CLERK GARCIA: Mr. Eisenhut?

14 BOARD MEMBER EISENHUT: Yes.

15 BOARD CLERK GARCIA: Senator Florez?

16 BOARD MEMBER FLOREZ: Florez, aye.

17 BOARD CLERK GARCIA: Ms. Hurt?

18 BOARD MEMBER HURT: Aye.

19 BOARD CLERK GARCIA: Mr. Kracov?

20 BOARD MEMBER KRACOV: I'm going to put a tickler
21 on my calendar, Mr. Christensen for July 1st to see how
22 we're doing.

23 Aye.

24 (Laughter).

25 BOARD CLERK GARCIA: Dr. Pacheco-Werner?

1 BOARD MEMBER PACHECO-WERNER: Yes.

2 BOARD CLERK GARCIA: Mrs. Riordan?

3 BOARD MEMBER RIORDAN: Aye.

4 BOARD CLERK GARCIA: Supervisor Serna?

5 BOARD MEMBER SERNA: Aye.

6 BOARD CLERK GARCIA: Professor Sperling?

7 Ms. Takvorian?

8 BOARD MEMBER TAKVORIAN: Aye

9 BOARD CLERK GARCIA: Supervisor Vargas?

10 Vice Chair Berg?

11 VICE CHAIR BERG: Aye.

12 BOARD CLERK GARCIA: Chair Randolph?

13 CHAIR RANDOLPH: Yes.

14 BOARD CLERK GARCIA: Madam Chair, the motion
15 passes.

16 CHAIR RANDOLPH: All right. Okay. So our
17 meeting for today is now adjourned. We will reconvene
18 tomorrow, November 18th at 8:30 a.m. That' 8:30 a.m.

19 (Laughter).

20 CHAIR RANDOLPH: So make sure you are here with
21 bells on for day two of our November Board meeting.

22 Thank you all. See you tomorrow.

23 (Thereupon the Air Resources Board meeting
24 adjourned at 4:07 p.m.)

25

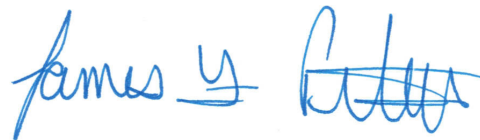
CERTIFICATE OF REPORTER

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 4th day of December, 2022.



JAMES F. PETERS, CSR
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