

MEETING

STATE OF CALIFORNIA

AIR RESOURCES BOARD

ZOOM PLATFORM

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

BYRON SHER AUDITORIUM

1001 I STREET

SACRAMENTO, CALIFORNIA

THURSDAY, NOVEMBER 16, 2023

9:01 A.M.

JAMES F. PETERS, CSR  
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APPEARANCES

BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Senator Dean Florez

Eric Guerra

Davina Hurt

Gideon Kracov

Cliff Rechtschaffen

Tania Pacheco-Werner, PhD

Susan Shaheen, PhD

Diane Takvorian

STAFF:

Steve Cliff, PhD, Executive Officer

Edie Chang, Deputy Executive Officer, Planning, Freight,  
and Toxics

Chanell Fletcher, Deputy Executive Officer, Environmental  
Justice

Annette Hébert, Deputy Executive Officer, Southern  
California Headquarters & Mobile Source Compliance

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change  
and Research

APPEARANCES CONTINUED

STAFF:

Sydney Vergis, PhD, Deputy Executive Officer, Mobile Sources & Incentives

Ellen Peter, Chief Counsel

Peter Christensen, Branch Chief, Innovate Strategies Branch, Mobile Source Control Division (MSCD)

Jason Crow, Manager, Off-Road Agricultural Strategies and Incentives Section, Mobile Source Control Division, MSCD

Shirley R. Edwards, Senior Attorney, Legal Office

Jack Kitowski, Division Chief, MSCD

Lisa Macumber, Branch Chief, Equitable Mobility Incentives Branch, MSCD

Lucina Negrete, Assistant Division Chief, MSCD

Stephanie Parent, Air Pollution Specialist, Alternative Strategies Section, MSCD

Anmarie Rodgers, Branch Chief, Compliance Assistance and Outreach Branch, MSCD

ALSO PRESENT:

Daniel Barad, Union of Concerned Scientists

Manijeh Berenji, MD

Cameron Demetre, First Student, National Express

Evan Edgar, California Compost Coalition

Sean Edgar, Cleanfleets.net

Obed Franco, California Electric Transportation Coalition

Jay Friedland, Zero Motorcycles

APPEARANCES CONTINUED

ALSO PRESENT:

Stacie Fujii, Aptera Motors

Emily Gartenberg, Jobs to Move America

Maya Inigo-Anderson, Communities for a Better Environment

Jennifer Krill, Earthworks

Bill Magavern, Coalition for Clean Air

Kevin Maggay, Navistar

Tim Manzano, Tom's Truck Center

Lisa McGhee, Tom's Truck Center

Laurel Moorhead, Transfer Flow

Jared Naimark, Earthworks

Roman Partida-Lopez, Greenlining Institute

Bret Prebula, Casual Carpool

Hannon Rasool, California Energy Commission

Angela Richards, Monarch Tractor

Erika Romero, California Vanpool Authority

Mariela Ruacho, American Lung Association

Sasan Saadat, Earthjustice

Matt Schrap, Harbor Trucking Association

The Originaldra

Gia Vacin, Governor's Office of Business and Economic  
Development

Frank Wheeler, Municipal Maintenance Equipment

James Wheeler, Municipal Maintenance Equipment

APPEARANCES CONTINUED

ALSO PRESENT:

Tim Wheeler, Municipal Maintenance Equipment

Charles Williams, Lightning eMotors

INDEX

	<u>PAGE</u>
Call to Order	1
Roll Call	1
Opening Remarks	2
Item 23-10-1	
Chair Randolph	7
Executive Officer Cliff	9
Staff Presentation	10
Hannon Rasool	28
Gia Vacin	29
James Wheeler	32
Tim Wheeler	34
Frank Wheeler	36
Angela Richards	37
Obed Franco	39
Matt Schrap	40
Evan Edgar	42
Bill Magavern	44
Charles Williams	45
Cameron Demetre	46
Erika Romero	47
Mariela Ruacho	48
Daniel Barad	50
The Originaldra	51
Jennifer Krill	53
Jay Friedland	55
Kevin Maggay	57
Stacie Fujii	59
Roman Partida-Lopez	60
Bret Prebula	62
Jared Naimark	63
Maya Inigo-Anderson	65
Emily Gartenberg	66
Tim Manzano	68
Sasan Saadat	69
Laurel Moorhead	71
Staff Comments	73
Board Discussion and Q&A	74
Motion	106
Vote	107
Special recognition for the Clean Vehicle Rebate Project by Executive Officer Cliff	107

INDEX CONTINUED

	<u>PAGE</u>
Public Comment	
Dr. Manijeh Berenji	111
Lisa McGhee	113
The Originaldra	114
Sean Edgar	116
Closed Session	118
Adjournment	119
Reporter's Certificate	120

PROCEEDINGS

1  
2 CHAIR RANDOLPH: Okay. Good morning. The  
3 November 16th, 2023 public meeting of the California Air  
4 Resources Board will come to order.

5 Board Clerk, will you please call the roll.

6 BOARD CLERK MOORE: Thank you.

7 Dr. Balmes?

8 Mr. De La Torre?

9 Mr. Eisenhut?

10 BOARD MEMBER EISENHUT: Here.

11 BOARD CLERK MOORE: Senator Florez?

12 BOARD MEMBER FLOREZ: Here.

13 BOARD CLERK MOORE: Assemblymember Garcia?

14 Mr. Guerra?

15 BOARD MEMBER GUERRA: Here.

16 BOARD CLERK MOORE: Ms. Hurt?

17 BOARD MEMBER HURT: Present.

18 BOARD CLERK MOORE: Mr. Kracov?

19 BOARD MEMBER KRACOV: Here.

20 BOARD CLERK MOORE: Mr. Rechtschaffen?

21 BOARD MEMBER RECHTSCHAFFEN: Here.

22 BOARD CLERK MOORE: Dr. Pacheco-Werner?

23 BOARD MEMBER PACHECO-WERNER: Here.

24 BOARD CLERK MOORE: Mr. Perez?

25 Senator Stern?



1 Dr. Shaheen?

2 BOARD MEMBER SHAHEEN: Here.

3 BOARD CLERK MOORE: Ms. Takvorian?

4 BOARD MEMBER TAKVORIAN: Here.

5 BOARD CLERK MOORE: Supervisor Vargas?

6 Chair Randolph?

7 CHAIR RANDOLPH: Here.

8 BOARD CLERK MOORE: Madam Chair, we have a  
9 quorum.

10 CHAIR RANDOLPH: All right. Thank you. I'm  
11 sorry I'm unable to be there today, but I will be  
12 participating remotely and Board Member Kracov will assist  
13 in the Board room as needed.

14 So I'm going to start with covering a few  
15 housekeeping items before we get started per usual. We  
16 are conducting today's meeting in person as well as  
17 offering remote options for public participation both by  
18 phone and in Zoom.

19 Anyone who wishes to testify in person should  
20 fill out a request to speak card available in the foyer  
21 outside the Board room. Please turn it into a Board  
22 assistant prior to the commencement of the item. If you  
23 are participating remotely, you will raise your hand in  
24 Zoom or dial star nine, if calling in by phone. The Clerk  
25 will provide further details regarding how public

1 participation will work in a moment.

2           For safety reasons, please note the emergency  
3 exit to the rear of the room through the foyer. In the  
4 event of a fire alarm, we are required to evacuate this  
5 room immediately and go down the stairs to the lobby and  
6 out of the building. When the all-clear signal is given,  
7 we will return to the auditorium and resume the hearing.

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

16           Interpretation services will be provided today in  
17 Spanish for both in-person and Zoom attendees. If you are  
18 joining us using Zoom, there is a button labeled  
19 "Interpretation" on the Zoom screen. Click on that  
20 interpretation button and select Spanish to hear the  
21 meeting in Spanish. If you are joining us here in person  
22 and would like to listen to the meeting in Spanish, please  
23 speak to a Board assistant and they will provide you with  
24 further instructions. I want to remind all of our  
25 commenters to speak slowly and pause intermittently to

1 allow the interpreters the opportunity to accurately  
2 interpret your comments.

3 THE INTERPRETER: Good morning. We will now  
4 provide those instructions for language access in Spanish  
5 as well.

6 (Interpreter translated in Spanish).

7 THE INTERPRETER: Thank you, Chair Randolph.  
8 Back to you.

9 CHAIR RANDOLPH: Thank you. I will now ask the  
10 Board Clerk to provide more details regarding public  
11 participation.

12 BOARD CLERK MOORE: Thank you, Chair Randolph.

13 Good morning, everyone. I will be providing  
14 additional information on how public participation will be  
15 organized for today's meeting.

16 We will be calling on in-person commenters first  
17 who have turned in a request-to-speak card and then  
18 we'll -- we will be calling on commenters who are joining  
19 us remotely. If you are joining us remotely and wish to  
20 make a verbal comment on one of today's Board item -- or  
21 the one Board item or during the open comment period at  
22 today's meeting, you must be using Zoom webinar or calling  
23 in by telephone. If you are currently watching the  
24 webcast on CAL-SPAN, but you wish to comment remotely,  
25 please register for the Zoom webinar or call in.

1 Information for both can be found on the public agenda for  
2 today's meeting.

3           To make a verbal comment, we will be using the  
4 raise-hand feature in Zoom. If you wish to speak on a  
5 Board item, please virtually raise your hand as soon as  
6 the item has begun to let us know you wish to speak. To  
7 do this, if you are using a computer or tablet, there is a  
8 raise-hand button. And if you are calling in on the  
9 telephone, dial star nine to raise your hand. Even if you  
10 previously indicated which item you wished to speak on  
11 when you registered, you must raise your hand at the  
12 beginning of the item, so that you can be added to the  
13 queue.

14           And for anyone giving verbal testimony today in  
15 Spanish and require an interpreter's assistance, please  
16 indicate so at the beginning of your testimony and our  
17 translator will assist you. During your comment, please  
18 pause after each sentence to allow for the interpreter to  
19 translate your comment into English.

20           When the comment period starts, the order of  
21 commenters will be determined by who raises their hand  
22 first. We will call each commenter by name and will  
23 activate each commenter's audio when it is their turn to  
24 speak. For those calling in, we will identify you by the  
25 last three digits of your phone number. We will not show

1 a list of remote commenters, however, we will be  
2 announcing the next three or so commenters in the queue,  
3 so you are ready to testify and know who is coming next.  
4 Please note, you will not appear by video during your  
5 testimony. I would also like to remind everyone to please  
6 state their name for the record before you speak. This is  
7 especially important for those calling in by phone to  
8 testify on an item.

9           We will have a time limit for each commenter and  
10 we'll begin the comment period with a two-minute time  
11 limit, although this could change at the Chair's  
12 discretion. During public testimony, you will see a timer  
13 on the screen. For those calling in by phone, we will run  
14 the timer and let you know when you have 30 seconds left  
15 and when your time is up. If you require Spanish  
16 interpretation for your comment, your time will be  
17 doubled.

18           If you wish to submit written comments today,  
19 please visit CARB's send-us-your-comments page to look at  
20 the public agenda on our website -- or look at the public  
21 agenda. Written comments will be accepted on each item  
22 until the Chair closes the record for that Board item.

23           If you experience any technical difficulties,  
24 please call (805)772-2715, so that an IT person can help  
25 you.

1           Thank you. I'll turn the Chair -- I'll turn the  
2 microphone back to the Chair.

3           CHAIR RANDOLPH: All right. Thank you. As we  
4 begin today's agenda item, I want to take a moment to  
5 acknowledge that this Board hearing marks the 25th  
6 anniversary of our incentive programs. Twenty-five years  
7 ago on November 19th, 1998, the Board approved the Carl  
8 Moyer Program, which was the first incentive program  
9 focused on turning over our legacy fleet to the cleanest  
10 technologies. This program was foundational in allowing  
11 CARB to continue to receive billions of dollars in funding  
12 for several incentive programs that followed. Today, this  
13 Board will hear item number 23-10-1, the proposed fiscal  
14 year 2023-24 funding plan for clean transportation  
15 incentives - another critical incentive program aimed at  
16 supporting zero-emission technologies and investing in  
17 disadvantaged communities.

18           As the clerk noted, if you wish to comment on  
19 this item, please click the raise-hand button or dial star  
20 nine now. We will first call on in-person commenters  
21 followed by any remote commenters when we get to the  
22 public comment portion of this item.

23           The Clean Transportation Incentives Funding Plan  
24 is an important part of CARB's broad portfolio of  
25 incentives that complement our planning and regulatory

1 programs to reduce emissions and increase access to clean  
2 transportation.

3           This year's investments represent a substantial  
4 contribution toward equitable deployment of ZEVs and build  
5 on the first two funding cycles of the multi-year ZEV  
6 package, which commits just over \$10 billion through  
7 fiscal year 2026-27.

8           The plan also builds on the investments the State  
9 has made over the past decade to support wide-scale  
10 deployment of ZEVs to meet targets set in Governor  
11 Newsom's Executive Order. Expanding access to  
12 zero-emission vehicles and zero-emission mobility for  
13 priority populations is a key objective of CARB's work,  
14 both through the ZEV Equity Task Force and through this  
15 funding plan. With zero-emission technologies now widely  
16 available, this is an opportune time for California to  
17 double down on this objective. Building on last year's  
18 investments, staff proposes to commit at least 60 percent  
19 of low carbon transportation investments to benefit  
20 priority populations, significantly higher than the 35  
21 percent minimum that was set by the Legislature.

22           I am also pleased to see significant funding  
23 going to transportation equity projects that partner with  
24 communities to help provide a broader range of  
25 transportation choices, reduce vehicle miles traveled, and

1 help people get around without relying on personal cars.

2 We understand we need system-level change and  
3 this plan reinforces the positive direction our  
4 transportation agencies are setting toward walkable,  
5 bikeable, and transit-rich communities.

6 Dr. Cliff, will you please introduce the item.

7 EXECUTIVE OFFICER CLIFF: Thank you, Chair  
8 Randolph.

9 As we mark the 25th anniversary of the Carl Moyer  
10 Program, as a foundational incentive program, it is  
11 important to point out that incentive programs are a  
12 critical part of CARB's comprehensive strategy to support  
13 the acceleration of the introduction of the cleanest  
14 technologies into California complementing our regulatory  
15 programs.

16 Those incentives are crucial to support the  
17 acceleration of transportation-sector options that help to  
18 achieve zero tailpipe emissions with the lowest possible  
19 carbon energy sources. This year, the funding plan  
20 includes almost \$624 million in incentives that help this  
21 effort.

22 These investments are designed to scale the ZEV  
23 market towards sustainability in the key vehicle segments  
24 ready for significant ramp-up in commercial deployment.  
25 They continue to expand the focus on equity by increasing



1 access to ZEVs for priority populations and providing  
2 emission reductions in the communities most impacted by  
3 air pollution. They also provide critical support for  
4 communities to redesign and strengthen transportation  
5 planning to give people more and better choices beyond  
6 just private cars.

7 Those investments continue to build on  
8 commitments from the previous budget cycles while taking  
9 steps to shift from broad purchase incentives to more  
10 targeted strategies that support lower income consumers  
11 and small fleets facing the greatest challenges. We  
12 expect this shift to accelerate in the coming years.

13 We have coordinated closely with the California  
14 Energy Commission, California State Transportation Agency,  
15 and the Governor's Office of Business and Economic  
16 Development on the development of this plan. And I want  
17 to thank Hannon Rasool of the Energy Commission and Gia  
18 Vacin of the Governor's Office of Business and Economic  
19 Development for joining us today to support the proposed  
20 funding plan.

21 I will now ask Stephanie Parent of the Mobile  
22 Source Control Division to begin the staff presentation.

23 Stephanie

24 (Thereupon a slide presentation).

25 MSCD AIR POLLUTION SPECIALIST PARENT: Thank you,

1 Dr. Cliff. Good morning, Chair Randolph and members of  
2 the Board.

3 Today, I'll present the proposed fiscal year  
4 2023-24 funding plan for clean transportation incentives,  
5 also known as the funding plan, for the Board's  
6 consideration.

7 After some short background information, we'll  
8 review staff's recommendations for the funding plan.

9 --o0o--

10 MSCD AIR POLLUTION SPECIALIST PARENT: For a  
11 quarter of a century, CARB has established a variety of  
12 incentive programs and achieved several major milestones  
13 in their development. The first program was the Carl  
14 Moyer Memorial Air Quality Standards Attainment Program,  
15 also known as the Carl Moyer Program, which was launched  
16 in 1998 to provide grant funding for cleaner-than-required  
17 engines, equipment, and other sources of air pollution.  
18 This year marks the 25th anniversary of the program and we  
19 are looking forward to a year of celebration.

20 I'll now focus on the remaining highlighted  
21 programs shown on this slide that are related to this  
22 year's proposed funding plan.

23 In 2008, with the passage of Assembly Bill 118,  
24 CARB established the Air Quality Improvement Program, also  
25 known as AQIP. AQIP aims to reduce smog, diesel

1 particulate pollution, and greenhouse gas emissions. This  
2 year, funding for AQIP was extended to 2035 by Assembly  
3 Bill 126. The reauthorization changed the original broad  
4 scope of eligible projects by recasting the program to  
5 focus on zero-emission heavy-duty projects with a priority  
6 for extreme nonattainment areas.

7           In 2013, the Legislature appropriated Greenhouse  
8 Gas Reduction Funds to CARB creating the Low Carbon  
9 Transportation Incentive Program. These investments  
10 support the continued reductions of emissions from freight  
11 and passenger transportation with an emphasis on  
12 supporting priority populations.

13           Most recently in 2021, the Governor proposed a  
14 multi-year \$10 billion investment to reduce transportation  
15 emissions through zero-emission technology deployment.  
16 Using the Governor's proposal as the framework, the ZEV  
17 package consists of appropriations set by the Legislature  
18 each year. The ZEV package aims to equitably develop the  
19 ZEV market across all transportation sectors in support of  
20 the Governor's Executive Order N-79-20 and the  
21 legislatively directed goal of carbon neutrality by 2045.

22           Partner agencies, such as the California Energy  
23 Commission, the California State Transportation Agency,  
24 and the Governor's Office of Business and Economic  
25 Development also received ZEV package funding for charging

1 and fueling infrastructure for both light- and heavy-duty  
2 ZEVs as well as for consumer education.

3           The programs I'll cover today are part of a  
4 broader portfolio of funding that CARB administers to  
5 improve air quality, enhance community air protection, and  
6 reduce greenhouse gases -- I apologize, greenhouse gas  
7 emissions. These programs and projects could not be  
8 administered without the complementary funding and support  
9 from our collaborative partners including federal, State  
10 and local agencies, non-governmental and community-based  
11 organizations, and community member partners.

12           Next, I'll discuss intentional benefits of CARB's  
13 incentives to priority populations.

14   --o0o--

15           MSCD AIR POLLUTION SPECIALIST PARENT: This year,  
16 we are targeting between 60 to 70 percent of funds  
17 benefiting priority populations. And for the decade  
18 overall, 63 percent of the funds have benefited these  
19 populations. Early on, many of the projects funded under  
20 the Low Carbon Transportation Program supported seeding  
21 and growing the ZEV market across the light-duty,  
22 heavy-duty, and off-road sectors.

23           Our efforts to support priority populations have  
24 increased over the past decade as incentive program  
25 funding has evolved. We continue to improve upon these

1 efforts by shifting to a needs-based model and thinking  
2 through implementation of our programs to ensure equitable  
3 access to funding. We also collaborate with communities  
4 and interested parties annually to better serve  
5 communities.

6 --o0o--

7 MSCD AIR POLLUTION SPECIALIST PARENT: Now, I'll  
8 present the proposed fiscal year 2023-24 funding plan for  
9 clean transportation incentives.

10 --o0o--

11 MSCD AIR POLLUTION SPECIALIST PARENT: Beginning  
12 in April of this year, staff held a robust public process  
13 to develop the proposed funding plan. The process  
14 included two public workshops to develop the proposed  
15 funding plan. Second, responding to community feedback,  
16 staff combined work group topics where possible, which  
17 resulted in only five workgroup meetings this year. Staff  
18 created an online community survey that was available to  
19 community members to fill out. We held numerous  
20 one-on-one discussions with collaborative partners,  
21 including community advocates. And this year, we  
22 introduced five evening community meetings to provide an  
23 accessible alternative for community members who engage  
24 with staff if they could not attend daytime workshops or  
25 work groups.

1           Now, I'll move on to highlights of the proposed  
2 funding plan.

3                               --o0o--

4           MSCD AIR POLLUTION SPECIALIST PARENT: The  
5 proposal we're presenting today addresses both short- and  
6 long-term needs by focusing limited State dollars in ways  
7 that drive ZEV technology development and deployment,  
8 supports and complements CARB's regulatory efforts, and  
9 looks at the transportation system as a whole and  
10 incorporates new technologies and systems in an integrated  
11 package. These are complemented by dedicated funds for  
12 outreach and engagement and we will continue to strengthen  
13 our community outreach and capacity-building efforts in  
14 the coming years.

15           The proposal also supports the ZEV Equity Task  
16 Force, which the Board established earlier this year  
17 through the Advanced Clean Cars II regulations. The task  
18 force brings together equity advocates, automakers, State  
19 government, and other organizations to foster partnerships  
20 for on-the-ground projects, policies, or programs with the  
21 goal of expanding ZEV access. Staff collaborate with and  
22 incorporate some of the task force's recommendations, such  
23 as expanding ZEV investments in disadvantaged and  
24 low-income communities by proposing to offer lower income  
25 Californians incentives for zero-emission motorcycles and

1 adaptive equipment for eligible consumers who have  
2 disabilities.

3           Additionally, the proposal expands accessibility  
4 and increases affordability and introduces many new  
5 policies and efforts to further center incentives on  
6 communities that need them the most, including priority  
7 populations, and small fleets and owner/operators. The  
8 proposal also includes contingency measures and Executive  
9 Officer discretion. In the event of unforeseen  
10 circumstances, the Executive Officer would have the  
11 discretion to modify project allocations.

12           Before I address the suite of projects informed  
13 by these efforts, let's review the State budget that  
14 supports them.

15                               --o0o--

16           MSCD AIR POLLUTION SPECIALIST PARENT: The 2023  
17 State budget complements and builds upon the past two  
18 budget cycles to support the acceleration of ZEV  
19 deployments, improve air quality, and support an equitable  
20 transition to a cleaner more sustainable future. As I  
21 noted earlier, these appropriations are part of the  
22 Governor's proposed ZEV package that would culminate in  
23 \$10.1 billion of investment by 2027.

24           Today's presentation will cover the approximately  
25 \$624 million in funding as listed on this slide. In

1 addition to the money covered in this year's funding plan,  
2 the Governor's ZEV package proposes an additional \$1.5  
3 billion over the next three years subject to future  
4 appropriation.

5           About half of this money is for school buses.  
6 This funding will allow CARB to expand upon our key  
7 efforts in future funding plans and continue to focus  
8 funding in the areas of -- areas of the state that need  
9 them the most. And as you'll see in the coming slides,  
10 many changes are proposed to help underscore how important  
11 an equity focus for these projects has become.

12                   --o0o--

13           MSCD AIR POLLUTION SPECIALIST PARENT: And now,  
14 for our clean transportation and light-duty equity  
15 investments.

16           The overarching goals for these investments  
17 include to: ensure California's light-duty vehicles  
18 continue to reduce emissions of air pollutants that harm  
19 public health and welfare; support the Advanced Clean Cars  
20 II Regulation and the ZEV Equity Task Force; provide  
21 zero-emission and clean mobility options tailored to  
22 priority population needs; and expand transportation  
23 choices and reduce vehicle miles traveled.

24                   --o0o--

25           MSCD AIR POLLUTION SPECIALIST PARENT: Before we



1 cover staff's recommendations, we'll talk about the Clean  
2 Vehicle Rebate Project, or CVRP, which, as you may know,  
3 recently closed and the project administrator, the Center  
4 for Sustainable Energy, or CSE, is reviewing the final  
5 applications received.

6 CVRP has been a huge success story. When the  
7 project began in 2010, there were only about five plug-in  
8 electric vehicle models available for sale. In 2022, that  
9 figure grew to over 100 models. And CVRP has served as a  
10 framework for other states that have since adopted similar  
11 incentive programs. Since the project began, it has  
12 provided rebates for the purchase or lease of new ZEVs.  
13 To date, \$1.6 billion have been invested with  
14 approximately 40 percent of funds benefiting priority  
15 populations. In addition, about 533,000 ZEVs have been  
16 funded.

17 CVRP achieved its goal of accelerating the  
18 deployment of ZEVs in California and provided highly  
19 useful ZEV market information to stakeholders in  
20 California and beyond. This project has deployed over 1.6  
21 million ZEVs in California, leading to a market share of  
22 just over 25 percent.

23 As staff wrap-up CVRP, CARB will transition to  
24 focus investments on lower income consumers through the  
25 Clean Cars 4 All and Financing Assistance projects.

1 Lastly, this project has supported key CARB regulations,  
2 such as the Advanced Clean Cars regulations.

3 --o0o--

4 MSCD AIR POLLUTION SPECIALIST PARENT: Now, I'll  
5 highlight some key areas where CARB's sustainable  
6 community-based transportation equity projects have been  
7 successful in supporting healthy communities, clean air  
8 goals, and growing the green economy in California.

9 For the consumer purchase incentive category,  
10 staff propose to allocate the \$80 million appropriated by  
11 the Legislature among the five projects shown on the  
12 slide. Clean Cars 4 All will receive \$28 million to  
13 support existing air district programs and the soon-to-be  
14 launched statewide project. Consistent with the precedent  
15 that the Board set last year, the district programs  
16 collectively and the statewide project will each receive  
17 \$14 million.

18 Next, staff recommends allocating \$28 million to  
19 financing assistance, \$18 million to the California E-Bike  
20 Project, \$5 million for Access Clean California, and \$1  
21 million to the California Integrated Travel Project, which  
22 CARB partners on with the California State Transportation  
23 Agency.

24 This funding proposal continues to support the  
25 State's commitment to providing clean accessible

1 transportation options in an equitable manner. In  
2 addition, staff's proposal also includes funding to  
3 support clean mobility investments to promote more  
4 sustainable transportation systems in the most impacted  
5 communities.

6 --o0o--

7 MSCD AIR POLLUTION SPECIALIST PARENT: For the  
8 current fiscal year, staff proposes to allocate the \$60  
9 million appropriation to CARB's sustainable transportation  
10 and mobility equity projects as follows:

11 Fifty million dollars will be divided evenly  
12 among the equity mobility projects which would allocate  
13 over \$16 million for the Clean Mobility Options Voucher  
14 Pilot Project, also known as CMO, the Sustainable  
15 Transportation Equity Project, also known as STEP, and the  
16 Clean Mobility In Schools Project; and \$10 million for  
17 planning and capacity building projects.

18 This funding proposal helps to expand  
19 zero-emission and clean mobility options that are tailored  
20 to the needs of priority populations while expanding  
21 transportation choices and reducing vehicle miles  
22 traveled.

23 And lastly, staff are also recommending a few  
24 changes across all of the consumer purchase incentive and  
25 sustainable community-based transportation equity

1 projects, which I'll discuss next.

2 --o0o--

3 MSCD AIR POLLUTION SPECIALIST PARENT: This slide  
4 highlights some key recommendations across our light-duty  
5 equity and clean mobility projects.

6 As required by the Legislature in the Budget Act  
7 of 2022, Clean Cars 4 All and Financing Assistance staff  
8 recommend that funding be provided for adaptive equipment  
9 to reduce barriers for drivers with disabilities. As  
10 requested by community members, staff recommend  
11 considering eligibility for zero-emission motorcycles,  
12 which also provide a low-cost option for consumers.

13 To continue to streamline the sustainable  
14 community-based transportation equity projects, staff  
15 recommends issuing a solicitation to select a single  
16 statewide mobility project administrator to oversee the  
17 administration of projects and provide technical  
18 assistance and support to grantees funded through CMO,  
19 STEP, and Clean Mobility in Schools.

20 Earlier this year, CARB released a joint request  
21 for project applications for planning and capacity  
22 building, Clean Mobility in Schools, and STEP. Projects  
23 selected through this process will be overseen by the new  
24 administrator. Further, staff began making process  
25 improvements for these projects, including streamlining

1 project requirements and incorporating project types as  
2 closely as possible, while ensuring the unique goals of  
3 the projects continue to be prioritized.

4 The solicitation to select a statewide mobility  
5 project administrator aims to help communities address the  
6 various needs they have in a more simplified fashion.

7 Now, I'd like to tell you about the heavy-duty  
8 investments.

9 --o0o--

10 MSCD AIR POLLUTION SPECIALIST PARENT: Overall,  
11 our heavy-duty and off-road equipment investments strive  
12 to: continue and expand support for small fleets and  
13 disadvantaged communities; expand support for financial  
14 assistance and non-financial incentives for zero-emission  
15 heavy-duty vehicles and off-road equipment; ensure  
16 heavy-duty on- and off-road equipment substantially reduce  
17 and ultimately emit no harmful air pollutants; and,  
18 continue to support multiple regulatory efforts.

19 --o0o--

20 MSCD AIR POLLUTION SPECIALIST PARENT: This year,  
21 CARB's appropriation from the Legislature covers over \$483  
22 million for heavy-duty and off-road equipment investments.  
23 Appropriations that have been allocated by the Legislature  
24 to specific projects include: \$80 million to support  
25 zero-emission drayage trucks through the Clean Truck and

1 Bus Voucher Project, or HVIP. Funding from previous  
2 appropriations remains available for standard HVIP  
3 vouchers and set-asides for other vocations and vehicle  
4 types. And \$375 million to fund the replacement of old  
5 combustion school buses with zero-emission buses.

6 This represents the first portion of the \$1.125  
7 billion that was initially approved last year. CARB  
8 retains discretion for Air Quality Improvement Program  
9 funding allocations. And as developed through the public  
10 process this year, staff recommends splitting the  
11 available \$28.6 million equally between the Innovative  
12 Small e-Fleets Pilot, or ISEF, and the Clean Off-Road  
13 Equipment Voucher Project, or CORE, with \$14.3 million  
14 each.

15 Staff are also recommending some changes across  
16 the heavy-duty and equipment projects, which I'll discuss  
17 next.

18 --o0o--

19 MSCD AIR POLLUTION SPECIALIST PARENT: CARB's  
20 proposed allocations for HVIP, ISEF, and CORE continue to  
21 build on previous allocations, and changes for this year  
22 will focus on: prioritizing funding for and enhancing the  
23 focus on small fleets and priority populations; modifying  
24 equipment eligibility to also include buses that transport  
25 people commonly used by small businesses, such as day

1 cares, and retirement homes; evaluating and updating the  
2 voucher pricing and equipment eligibility processes,  
3 particularly for CORE, to maximize the limited funding  
4 available to help more applicants; and, consistent with  
5 direction in this year's budget and to help support  
6 fleets, staff are delaying implementation of the fleet  
7 size limits to provide additional opportunities in this  
8 early market.

9           The proposal also plays a key role in supporting  
10 the successful implementation of CARB's heavy-duty vehicle  
11 and equipment regulations. For example, our incentives  
12 help manufacturers generate credits toward meeting the  
13 Advanced Clean Trucks Rule. Incentives provide early or  
14 extra emission reductions for fleets subject to the  
15 Advanced Clean Fleets Rule. And our incentive funds  
16 support zero-emission transit options helping California  
17 transit agencies to meet the Innovative Clean Transit  
18 Regulation.

19           Additionally, equipment funded through programs  
20 like CORE and demonstration and pilot projects support  
21 off-road regulations, such as commercial harbor craft and  
22 locomotive regulations.

23           Before I move on to our conclusion and  
24 recommendations, I'd like to acknowledge some recent  
25 comments we've received from the Legislature and the

1 public.

2 --o0o--

3 MSCD AIR POLLUTION SPECIALIST PARENT: First, I'd  
4 like to acknowledge that CARB received recommendations  
5 from some members of the Legislature stemming from a 2023  
6 Union of Concerned Scientists and Greenlining Institute  
7 study on emissions from pre-2004 vehicles. The study  
8 suggests limiting Clean Cars 4 All to pre-2004 model year  
9 vehicles among other targeted approaches. Staff is not  
10 recommending to make this change today, because Clean Cars  
11 4 All requires project administrators to target  
12 high-emitting vehicles. Since January 2021, approximately  
13 70 percent of vehicles retired through the project are  
14 pre-2004 vehicles.

15 CARB is also using a needs-based approach for  
16 applications, offering and encouraging alternative  
17 mobility options, and adjusting incentive amounts based on  
18 changing ZEV market conditions, which align with the other  
19 recommendations, included in the study and letter. We  
20 will continue to collaborate with our various partners to  
21 ensure our projects continue to evolve to meet the needs  
22 of communities and the State.

23 Next, we want to thank the Board for last year's  
24 decision to nearly equally split the \$245 million  
25 allocation between the statewide CC4A project and district



1 programs and we used that as the precedent for today's  
2 proposal. Currently, all air district programs and the  
3 statewide project are fully funded through 2024. In the  
4 event of unforeseen circumstances, we are asking the Board  
5 to approve the funding plan with the contingency measures  
6 that give the Executive Officer discretion to modify  
7 allocations, if necessary. Additionally, we have updated  
8 the Board resolution and added explicit direction in it  
9 that clarifies that funding from the statewide Clean Cars  
10 4 All project may be shifted to a district program if they  
11 run out of funding.

12 On a different topic, to ensure fleets based in  
13 Mexico, but operating in California, have access to HVIP  
14 incentives, staff coordinated with the California  
15 Secretary of State's office. Cross-border fleets are  
16 eligible for HVIP, if they meet all program requirements,  
17 including registration with the Secretary of State, and  
18 the Department of Motor Vehicles, at least 50 percent of  
19 operating mileage in California, and that they were  
20 purchased from a participating truck dealer in California.

21 Lastly, to support high-road or high-quality  
22 jobs, CARB requires that participating fleets comply with  
23 California labor standards as directed by Assembly Bill  
24 794. We will continue to collaborate with our partners  
25 for additional ways we can support quality jobs, including

1 potential options to encourage manufacturers to  
2 demonstrate support for high-road jobs.

3 --o0o--

4 MSCD AIR POLLUTION SPECIALIST PARENT: That  
5 concludes staff's detailed proposals. I'll now wrap up  
6 the presentation with staff's recommendations.

7 The proposed funding plan continues to support  
8 the State's air quality, climate, and equity goals.  
9 Through the transportation incentive programs and  
10 projects, the State has invested billions of dollars in  
11 transformative change in the mobile sector, and much of  
12 that funding has gone or will go to priority populations.

13 The plan also complements and supports CARB's  
14 regulatory programs.

15 Therefore, staff recommends that the Board  
16 approve the proposed fiscal year 2023-24 funding plan for  
17 clean transportation incentives. Specifically, the Board  
18 would approve staff's recommended funding allocations that  
19 were not provided by the Legislature as well as the  
20 recommended project changes. Thank you for your attention  
21 today.

22 Now, I'd like to introduce Hannon Rasool from the  
23 California Energy Commission and Gia Vacin from the  
24 Governor's Office of Business and Economic Development to  
25 share a few remarks.

1           HANNON RASOOL: Good morning. My name is Hannon  
2 Rasool and I'm the Director of the Fuels and  
3 Transportation Division at the California Energy  
4 Commission.

5           I would like to express my support for CARB's  
6 fiscal year 23-24 funding plan for clean transportation  
7 incentives. And I want to congratulate CARB staff for  
8 another thoughtful and equity-focused investment plan.  
9 Also, I'm very appreciative of all the collaboration  
10 between the Energy Commission and Air Resources Board.  
11 The collaboration between multiple agencies, including the  
12 Energy Commission, CARB, Public Utility Commission,  
13 GO-Biz, CTC, CalTrans, and many others is really one of  
14 California's strengths.

15           There is a lot of work occurring right now on  
16 funding vehicles and deploying supporting infrastructure  
17 to target apartments and condos, rural communities, trucks  
18 and buses, and goods movement. We're putting State and  
19 federal funding to work to build out infrastructure  
20 including the recent release of the federally funded NEVI  
21 program.

22           The State has been very thoughtful in setting  
23 important regulations to improve public health for all  
24 Californians and it's backed up with vehicle and  
25 infrastructure investments. One example of our extensive

1 collaboration is our effort for medium-duty and heavy-duty  
2 vehicles. CARB's HVIP Program provides important vehicle  
3 incentives supporting equity in small businesses. And the  
4 Energy Commission's EnergiIZE program works with that to  
5 provide zero-emission truck and bus infrastructure with 60  
6 percent of our installations going into disadvantaged and  
7 low-income communities.

8           These programs have been very successful and  
9 we're seeing several sites becoming energized and  
10 operational throughout the state. That is why California  
11 has over 25 percent of new passenger vehicle sales as zero  
12 emission and for trucks it was over seven percent in 2022.  
13 We're making steady progress towards our zero-emission  
14 goals and CARB's investment plan will continue to be a key  
15 part of that.

16           With that, thank you for allowing me to share a  
17 few thoughts this morning and I look forward to our  
18 continued collaboration.

19           Thank you.

20           GIA VACIN: Great. Good morning. Thank you so  
21 much for having me this morning. I'm Gia Vacin. I'm the  
22 Deputy Director for Zero-Emission Vehicle Market  
23 Development at GO-Biz. So good morning, Chair Randolph  
24 and members of the Board. I'm here to offer my support  
25 for the approval of the 2023-24 funding plan for clean

1 transportation incentives.

2           It probably goes without saying, but I'll say it  
3 anyway, that CARB's investments and the associated efforts  
4 on implementation are a major contributor in advancing our  
5 zero-emission vehicle goals, and particularly when they  
6 are intentionally focused within the context of this -- of  
7 the broader investment system and also considering where  
8 the ZEV market is today as the funding plan does.

9           Deepening direct positive impacts in priority  
10 populations is essential and it's great to see the  
11 continued focus on equity as well. Also focusing on  
12 funding for heavy-duty trucks and buses makes good sense,  
13 particularly where we can make big immediate impacts, like  
14 with drayage trucks and school buses in our most polluted  
15 areas. Supporting small businesses and creating better  
16 mobility options for communities as well as workforce  
17 development is also key for a more equitable and inclusive  
18 energy transition.

19           So I want to acknowledge the efforts for the  
20 continued partnership between CARB and CEC as well to  
21 better align, and synchronize the support for vehicle and  
22 infrastructure rollout. This is super important. And I  
23 also want to express my appreciation like Hannon for the  
24 broader cross-agency collaboration that's -- that just  
25 continues to grow over the years.

1           So it's this system thinking how we can leverage  
2 our different strengths that will enable us to meet our  
3 zero-emission vehicle and clean mobility targets. And  
4 this takes time and effort. We all realize this, but I  
5 also think that we know and recognize how meaningful it  
6 is.

7           So I just want to -- one more item here. I want  
8 to -- the last time we were here that this -- around this  
9 same time last year, we were deep in the throes of getting  
10 organized to respond to the federal Clean Hydrogen Hubs  
11 opportunity. And as you know, the Alliance for Renewable  
12 Clean Hydrogen Energy Systems, or ARCHES, was awarded a  
13 California hub. Yay. So this is a really big deal. And  
14 in the spirit of that kind of systems thinking, we're  
15 looking forward to working with CARB and the other  
16 agencies to really help enable the ARCHES Program and  
17 determine how we can best integrate into that system.

18           And then related, GO-Biz is also kicking off the  
19 development of a hydrogen market development strategy as  
20 directed by Governor Newsom. And I just really appreciate  
21 the time and contributions that CARB has already made.  
22 So, you know, moving the clean transportation market  
23 forward is complicated. It has many elements that need to  
24 be stood up and supported simultaneously. And doing this  
25 is really hard. So thank you to the members of the Board

1 and the CARB staff for all of your work in balancing these  
2 many priorities. Congratulations on a great plan. And I  
3 look forward to our continued work together.

4 CHAIR RANDOLPH: All right. Thank you.

5 We will now hear from the public who signed up to  
6 speak on this item, either by submitting a request to  
7 speak card or by a raised hand in Zoom.

8 Board clerks, will you please call the  
9 commenters.

10 BOARD CLERK MOORE: Thank you, Chair Randolph.  
11 As you mention earlier, I will call in-person commenters  
12 first and then we will hear from those who have raised  
13 their hands for Zoom. We have 10 commenters who have  
14 turned in a request to speak card and wish to speak in  
15 person at this time.

16 We will be showing a list of the next several  
17 commenters on the screen, so you can be prepared to come  
18 to the podium. The public sign-up closure will be at  
19 10:18. I apologize in advance if I mispronounce your  
20 name.

21 Our first commenter is James Wheeler followed by  
22 Tim Wheeler, Frank Wheeler, Andrea Richards, and Obed  
23 Franco.

24 James Wheeler.

25 JAMES WHEELER: Thank you. Good morning. And

1 while we're here to speak on a different subject, I do  
2 appreciate the work done on the incentives to get us to  
3 clean emissions. It is a very important goal. I'm here  
4 for Municipal Maintenance Equipment. We're a dealership  
5 that supports public fleets and critical infrastructure  
6 and emergency equipment. I'm going to bring to your  
7 attention a major issue that's progressing rapidly with no  
8 resolution. ECF regulated fleets are facing a critical  
9 shortage of truck emergency infrastructure vehicles.  
10 Examples include street sweepers, sewer cleaning  
11 equipment, garbage and refuse trucks, asphalt maintenance  
12 and repair, vehicles like that. These trucks are  
13 typically in a five to ten year replacement cycle, because  
14 uptime is critical. And aged equipment that breaks down  
15 and reduces the maintenance interval and creates more  
16 problems maintaining infrastructure and also increasing  
17 the (inaudible) infrastructure.

18           These vehicles cannot (inaudible) with  
19 (inaudible) The clean truck partnership that was  
20 negotiated, which allows the OEMs to (inaudible) and  
21 allocate credits, those, I think, excellent in intent.  
22 Unfortunately, I think a lot of the credits right now are  
23 being generated by (inaudible) and Ford and held by the  
24 truck manufacturers (inaudible) heavy truck manufacturers  
25 are not interested in purchasing more credits nor are they



1 transparent in how they're allocating credits. It's  
2 creating a major issue in this category.

3 Right now, effectively, there's no guarantee that  
4 in view of it selling zero-emission vehicles will receive  
5 credits for ICEs, which are necessary in these critical  
6 emergency pieces of equipment at this point because ZEVs  
7 are not available yet.

8 So right now if a dealer doesn't sell enough  
9 ZEVs, they can't sell the ICEs that trickle down. We  
10 cannot supply our customer these critical pieces. Our  
11 customer sin direct fractures. Our customers include  
12 Caltrans --

13 BOARD CLERK MOORE: Thank you. That concludes  
14 your time.

15 Next commenter is Tim Wheeler.

16 TIME WHEELER: Good morning. My name is Tim  
17 Wheeler also representing Municipal Maintenance Equipment.  
18 No coincidence here from my bother. We were raised, you  
19 know, if you're going to come with issues, you better come  
20 with solutions. So, in that spirit, I'm here to address  
21 some of the issues he brought up as well as the solutions  
22 we think could be viable. Because you know ACF fleets as  
23 of -- because of the impending Omnibus Regulation, they'll  
24 be subject to EV requirements proposed by your Board,  
25 which are necessary, but also stringent and difficult.

1           First, and we think potentially the most viable  
2 solution would be a carve-out to the omnibus regulation  
3 that would carve out emergency infrastructure equipment in  
4 critical fleets. We believe that a period of potentially  
5 two years would allow electric vehicle technology to catch  
6 up and potentially allow the ACT adoption and execution to  
7 smooth out to an extent where it was viable for the  
8 public.

9           A second solution would potentially be allowing  
10 body builders and upfitters access to the credit bank  
11 provided through your guys's programs. And this  
12 potentially would be a carbon neutral option at this  
13 points. Credits only available to OEMs we understand or  
14 we expect won't be purchased and that would -- from the  
15 lens won't be available for upfitters and body builders in  
16 building critical infrastructure vehicles like street  
17 sweepers, refuse trucks et cetera.

18           A third option we believe is if ACT itself would  
19 be amended to exempt critical infrastructure fleets from  
20 the ZEV ratios allowing them to tap into existing supplies  
21 of ICE-compliant engines, but without having to be subject  
22 to the ratios necessary by ACT. So we're in it to be a  
23 partner in this. We believe in your guys's work. We just  
24 want to find a resolution for critical fleets.

25           Thank you.

1 BOARD CLERK MOORE: Thank you.

2 Frank Wheeler.

3 FRANK WHEELER: Thank you, Board and Chair. I  
4 want to, first of all, say I appreciate all the work  
5 you've done and your staff has done trying to provide a  
6 transition from diesel the current situation we have. The  
7 ACF and the ACTs have done that with some minor needs of  
8 adjustment.

9 I believe that dealerships like ours, which is a  
10 local California business founded in 1992. Both my sons  
11 have taken over the business. I still work in it. My  
12 wife still works in it. We have 48 employees, 48 families  
13 that are supported in this business through four different  
14 locations throughout the state of California. We support  
15 Caltrans, city, county, special districts.

16 Our equipment is put on by body builders outside  
17 the state of California. They don't have access to the  
18 credits. Those credits are issued by the OEMs. The OEMs  
19 have decided that they're going to determine where those  
20 credits go. And therefore, of 200 vehicles we have on  
21 order right now of various types, we've been told by our  
22 body builders we're going to be able to deliver 30 trucks  
23 next year. We can't deliver 30 trucks in support of 48  
24 families. So as a company that I started 32 years ago  
25 with my wife just the two of us, now supporting 48

1 families, we will be forced to layoff. We'll be forced to  
2 close facilities.

3 We are a critical infrastructure company and we  
4 were designated during COVID as an essential equipment  
5 supplier and supporter, because our customers need to have  
6 our service parts and our support in order to provide  
7 those emergency vehicles. But the solutions that were  
8 provided earlier by one of my sons I think would be an  
9 opportunity for us to stay in business.

10 Thank you.

11 BOARD CLERK MOORE: Thank you.

12 Andrea[SIC} Richards.

13 ANGELA RICHARDS: Thank you Chair and Board  
14 members for the opportunity to comment today. My name is  
15 Angela Richards representing Monarch Tractor, which is an  
16 innovative electric tractor company based right here in  
17 Livermore, California. We're dedicated to driving a  
18 transition to an economically and environmentally  
19 sustainable agricultural sector. Our commitment aligns  
20 with CARB's vision for a zero-emission transportation  
21 future.

22 Monarch has developed a groundbreaking solution,  
23 a fully electric driver-optional smart tractor. This  
24 technology combines electrification, automation, and data  
25 analysis to empower farmers in reducing their carbon

1 footprint enhancing field safety and streamlining  
2 operations. Our farmer-first approach ensures that every  
3 decision is made with the challenges of the farming  
4 community in mind. Farms often operate with razor-thin  
5 margins, which can sometimes make the higher capital costs  
6 for electric tractors and the perceived risk associated  
7 with new and unknown technologies like this challenging  
8 barriers to overcome.

9           Despite lower operating costs and long-term  
10 savings, the CORE program in California has been critical  
11 to overcoming these barriers and accelerating adoption of  
12 zero-emission equipment in the agricultural sector. The  
13 CORE program has been undeniably successful and  
14 oversubscribed each year that agriculture has been a  
15 category. This highlights the importance of supporting  
16 emerging technologies in off-road applications. However,  
17 the funding has been reduced for the CORE program this  
18 year, which jeopardizes some of this -- some of the  
19 accelerated adoption that we've been seeing. And we've  
20 seen that agriculture vouchers in the CORE program go  
21 mostly towards priority populations. This year, our  
22 vouchers have gone more than half to disadvantaged  
23 communities and nearly 90 percent more to small business  
24 purchasers.

25           We thank you for the opportunity to comment

1 today.

2 BOARD CLERK MOORE: Thank you.

3 Obed Franco.

4 OBED FRANCO: Good morning. My name is Obed  
5 Franco and I'm here representing the California Electric  
6 Transportation Coalition, or CalETC. CalETC supports the  
7 draft funding plan and CARB shift the focus light  
8 incentives on equity and low-income communities to ensure  
9 that all Californians are able to participate in and enjoy  
10 the benefits of zero-emission vehicles.

11 We also support Cal-ITP and CARB's plan to  
12 integrate Cal-ITP with the EV charging card. A charge  
13 card that can be used for EV charging and for public  
14 transportation would give card holders meaningful access  
15 to clean transportation options and we support expanding  
16 this to a statewide program that is available to any  
17 income-qualified individuals that do not have access to  
18 home charging.

19 CalETC supports delaying the 50 vehicle fleet  
20 size limit for HVIP to 2025. We cannot stress enough that  
21 MHD zero-emission truck market is still in a nascent  
22 stage. Except for the very largest and well-capitalized  
23 fleets, all other fleets currently need financial  
24 assistance to help cover the higher up-front cost of ZEVs,  
25 the cost of supporting infrastructure, and the technology

1 risk these fleets are being asked to assume. CalETC is  
2 hearing firsthand accounts from our OEM members, trucking  
3 as a service companies, and MHC truck dealers that the  
4 cost of ZEV trucks have increased significantly and the  
5 sales have decreased significantly.

6 We are in a critical period with the ACT and ACF  
7 rules going into effect and sales and purchase  
8 requirements ramping up quickly. The market needs  
9 sustainable incentives to meet those requirements.

10 Thank you very much for all your work on the  
11 funding plan and we look forward to continuing to work  
12 with you on zero-emission transportation.

13 Thank you.

14 BOARD CLERK MOORE: Thank you.

15 Matt Schrap.

16 MATT SCHRAP: After Matt, we will hear from Evan  
17 Edgar, Bill Magavern, Charles Williams and Cameron  
18 Demetre.

19 MATT SCHRAP: Hello. Thank you, Board members  
20 and staff. Appreciate the opportunity to come and make  
21 comment here today. My name is Matt Schrap. I'm the  
22 Chief Executive Officer of the Harbor Trucking  
23 Association. A little about HTA. We are the nation's  
24 largest drayage specific trade organization representing  
25 motor carriers doing business here on the west coast with

1 a particular focus in California.

2           First, I'd like to thank staff for acknowledging  
3 some of the challenges in removing the fleet size cap and  
4 pushing that out to 2025. And really I think that in  
5 order to truly facilitate more deployment of especially  
6 battery tech -- electric technology, the Board should  
7 seriously consider encouraging the Executive Officer to  
8 exercise his discretion and move forward with a provision  
9 that would allow for the restrictions on fleet size  
10 relative to overall purchase requirements, as well as the  
11 decreased funding amounts for drayage operators. In order  
12 to populate the secondary market, even the largest of the  
13 large well capitalized fleets still need incentives to  
14 deploy this technology.

15           If they are able to deploy, test, fund, and then  
16 redeploy this technology in the secondary marketplace,  
17 this will provide an opportunity for small fleets to truly  
18 utilize this equipment, not to say that small fleets  
19 shouldn't have the first bite at the apple. But if there  
20 is a situation like we've been experiencing where there's  
21 a lack of, I guess, interest or maybe not interest but  
22 ability to apply for it and deploy these trucks by small  
23 fleets, then this should trigger to allow those largest of  
24 the large fleets to be able to take advantage of the  
25 program again to populate the secondary marketplace.



1           Furthermore, while we're excited about the  
2 zero-emission loan program, and I know staff has been  
3 doing a lot of hard work on that, since we see the program  
4 be held today, we need to have that in effect sooner than  
5 later. Dealerships typically will want an approved  
6 financing deal from any sized fleet before they deploy  
7 technology even with a grant. Looking forward to further  
8 discussion and great work from the staff today.

9           Thank you.

10          BOARD CLERK MOORE: Thank you.

11          Next commenter is Evan Edgar.

12          EVAN EDGAR: My name is Evan Edgar. California  
13 Compost Coalition. We're the guys that take organic waste  
14 and make renewable natural gas that's carbon negative. We  
15 put it back in our same trucks 30 days later. They're  
16 HVIP trucks. They're near zero NOx. It's a great  
17 program.

18                 To date, there's \$170 million from the Greenhouse  
19 Gas Reduction Fund going to low carbon fuel. You think  
20 that you guys would care about greenhouse gas reductions,  
21 but we don't see that money for our renewable natural gas.  
22 We're carbon negative now. What CARB wants to do is  
23 double down on ZEVs. Well, you ought to double your  
24 knowledge, because I'm the guy for the last -- since March  
25 2022 have been telling you that life cycle analysis for

1 ZEVs are about plus 75 grams of CO2 per megajoule. This  
2 is based upon the California grid with European studies.  
3 And for 18 months, CARB has been not aware. They don't  
4 want to know the truth about the Low Carbon Fuel Standard  
5 with regards to life cycle assessment for ZEVs and it's  
6 embarrassing.

7           We had a bill this year, AB 1012 the Quirk-Silva  
8 bill that would require CARB to do a life-cycle analysis  
9 for ZEVs. You guys don't want to know. The Union of  
10 Concerned Scientists opposed this bill. They're concerned  
11 about science. The science is plus 75 grams of CO2 per  
12 megajoule. CARB staff basically killed the bill in Senate  
13 Appropriations with a \$7.1 million price tag and 17 staff  
14 to do the low carbon -- to do the life-cycle assessment  
15 for ZEVs. I did it with my staff of two and it's about  
16 10,000 bucks using European studies.

17           So I'm implore upon CARB to fund \$7.1 million  
18 dollars and 17 staff to know the truth about ZEVs,  
19 heavy-duty vehicles are not zero-emissions when it comes  
20 to greenhouse gases. It's a big lie. You are for  
21 criteria pollutants, but you are supporting the high  
22 carbon choice. Even the EJAC has supported me on this. I  
23 stand with EJAC on life-cycle assessments. You guys talk  
24 about life-cycle assessments for everything else. Let's  
25 do it for heavy-duty ZEV batteries. These are blood

1 batteries with kids in the Congo and that truth is not  
2 being talked about either. Since March 2022, I've been  
3 talking about it.

4 BOARD CLERK MOORE: Thank you.

5 SEAN EDGAR: We can't mine our way out of climate  
6 change.

7 BOARD CLERK MOORE: Thank you very much.

8 Our next commenter is Bill Magavern.

9 BILL MAGAVERN: Good morning. Bill Magavern with  
10 the Coalition for Clean Air. We do support this plan and  
11 we urge you to adopt it today. And we thank the staff for  
12 all the work that went into it and the public process that  
13 they conducted. We amusingly in this funding plan, of  
14 course, are much lower than we had in the previous two  
15 years, because of the decline of the State's fiscal  
16 condition. And we were made going forward to have  
17 substantially more investments in the ZEV transition.

18 There are some very positive policies that are  
19 embedded in this plan. In particular, it's very laudable  
20 that the State is now focusing most of the incentives on  
21 disadvantaged and low-income communities, where the broad  
22 based rebates are really no longer necessary. We actually  
23 thought maybe two or three years ago they were no longer  
24 necessary. But it's great to see this focus now on  
25 equity, because we're not going to be successful with the

1 ZEV transition if we leave behind our disadvantaged and  
2 low-income communities and there is a very real risk of  
3 that.

4           So that means not only vehicle purchase  
5 incentives, but also accessing clean mobility without  
6 owning a car as a point that I think Chair Randolph made  
7 very well earlier. So it's great to see that there is  
8 funding here, some mobility options and we want to make  
9 sure that that continues, EV car sharing, on-demand  
10 transit with zero-emission buses. E-bikes are an  
11 excellent mobility option for many people.

12           When it comes to Clean Cars 4 All, it's good to  
13 see that the resolution does address the need to make sure  
14 that we keep all the projects funded, so there needs to be  
15 flexibility in case some money needs to be moved --

16           BOARD CLERK MOORE: Thank you.

17           BILL MAGAVERN: -- for that to happen. Thank  
18 you.

19           CHAIR RANDOLPH:

20           BOARD CLERK MOORE: Thank you very much.

21           Our next commenter is Charles Williams.

22           CHARLES WILLIAMS: Good morning. Thank you,  
23 Board members for your continued support. My name is  
24 Charles Williams. I represent Lightning eMotors. We  
25 deploy Class 3 to Class 6 electric trucks. We have over

1 600 vehicles on the road now and have accumulated over 5.5  
2 million miles on the road as well. I'm glad to share most  
3 of our deployments have been supported by CARB incentive  
4 programs and regulations. However, there is a need for  
5 improvement how HVIP funds are collected. We are seeing  
6 labor and process costs of 10,000 to 20,000 per vehicle.  
7 We work with Tetra Tech. However, there are -- under  
8 staff, the redemption and review process is very slow.

9           Critical feedback from CARB about needed  
10 resources can take up to three weeks to receive an update.  
11 More direction and clarity about DMV tax receipts  
12 redemption and requirements is needed to support our  
13 customer fleets with DMV Sacramento. The HVIP manual  
14 needs to apply to all vouchers pending approval.

15           These issues threaten our growth, our financial  
16 security, and our ability to leverage programs for  
17 California fleets. We request CARB to help simplify and  
18 improve the review timeline process for HVIP vouchers.  
19 And lastly, we request that CARB provides payment via ACH.

20           Thank you very much.

21           BOARD CLERK MOORE: Thank you.

22           Our next commenter is Cameron Demetre.

23           CAMERON DEMETRE: Good morning, Board members and  
24 staff. Cameron Demetre with Capital Advocacy on behalf of  
25 First Student and National Express. Two leading school

1 and bus contractors that partner with school districts  
2 throughout the state.

3           Our two companies alone account for nearly 5,000  
4 school bus units across the state. And school bus  
5 contractors like ourselves count for about one-third of  
6 the entire State fleet. We appreciate the work that goes  
7 into developing the funding plan, but we are still very  
8 much concerned that the current funding plan excludes  
9 companies like ours and the students we help from  
10 accessing critical grants in providing clean mobility for  
11 school bus -- school buses, particularly in light of AB  
12 579 requiring all school buses to be zero emission by  
13 2035.

14           We've raised these concerns with staff numerous  
15 times and Board members and hope to continue this work  
16 with CARB to find a solution that appropriately accounts  
17 for our type of business model and to provide all  
18 California students with zero-emission school bus access.

19           Thank you for the opportunity to speak and to  
20 share our concerns today.

21           BOARD CLERK MOORE: Thank you.

22           Our next commenter is Erika Romero.

23           ERIKA ROMERO: Good morning, Board members.

24 Erika Romero on behalf of the California Vanpool  
25 Authority, also known as CalVans. Since CalVans was

1 founded, it's reduced over a billion VMTs across the state  
2 serving primarily farm working communities by providing  
3 them vanpools that are safe and reliable to get to and  
4 from their homes and job sites.

5           Really in strong support of the funding plan on  
6 investments in zero mobility options in general, but here  
7 to provide comment on kind of the lack of funding for  
8 farmworker vanpools, particularly over the last couple of  
9 years. In the fiscal year '16 and '17 and then again in  
10 '17 and '18, CARB funded pilot programs to support the  
11 hybrid conversions of our 15 passenger vehicles and it  
12 hasn't since then. So really just looking to work with  
13 the Board and staff moving forward to ensure that farm  
14 working communities in particular are not excluded from  
15 this transition.

16           Thank you.

17           BOARD CLERK MOORE: Thank you.

18           That concludes our in-person commenters. We will  
19 now turn to Zoom. The first five commenters on Zoom are  
20 Mariela Ruacho, Daniel Barad, The Originaldra, Jennifer  
21 Krill, and Lisa McGhee.

22           One moment for technical difficulties.

23           Mariela, I have activated your microphone.

24 Please unmute and you may begin.

25           MARIELA RUACHO: Good morning. My name is

1 Mariela Ruacho from the American Lung Association.  
2 California has the worst air in the nation and the  
3 incentives outlined in CARB's funding plan can provide  
4 much needed air and health benefits if it targets  
5 front-line communities. We support this plan and urge the  
6 Board to adopt it.

7           We urge CARB to focus vehicle incentives and  
8 mobility programs on low-income and disadvantaged  
9 communities that experience the most air polluted -- air  
10 pollution in the states. This includes the regional Clean  
11 Cars 4 All Program, while CARB waits for next year to  
12 launch the statewide program and ensure equity provisions  
13 are included in CVRP.

14           We urge the allocations made -- we support the  
15 allocations made to the Clean Mobility Option, Clean  
16 Mobility in Schools and the Sustainable Transportation  
17 Equity projects, and the E-Bike Program. On medium- and  
18 heavy-duty investments, we agree with Coalition for Clean  
19 Air on the need to increase the percentages staff focused  
20 on equity, DAC projects, and small -- and public fleets  
21 for the HVIP and CORE incentives program.

22           So again, we urge CARB to focus zero-emission  
23 vehicle incentives and mobility plans on populations that  
24 have experienced the most burden from air pollution and  
25 needed health benefits.



1 Thank you.

2 BOARD CLERK MOORE: Thank you.

3 The next commenter is Daniel Barad. I have  
4 activated your microphone. Please unmute and you may  
5 begin.

6 DANIEL BARAD: Good morning, Chair and members.  
7 Daniel Barad on behalf Union of Concerned Scientists.  
8 Thank you for the opportunity to comment. We recommend  
9 that the Board approve the plan today and we thank staff  
10 for their work and for previewing some of our comments in  
11 their presentation. We have a few recommendations on the  
12 implementation of the light-duty components of the plan.

13 First, we urge CARB to prioritize Clean Cars 4  
14 All and Financing Assistance for priority populations who  
15 own old cars. We know that pre-2003 gasoline- and  
16 diesel-fueled cars make up less than 20 percent of  
17 passenger vehicles in the state, but produce the majority  
18 of NOx and reactive organic air pollution.

19 These cars have inequitable health impact as they  
20 are also concentrated in disadvantaged communities. CARB  
21 should prioritize limited incentive funding to removing  
22 these highly polluting vehicles in overburdened  
23 communities.

24 Second, CARB should move incentive programs away  
25 from a first-come first-served model to a more targeted

1 approach. Previous incentive and assistance programs have  
2 allocated their limited funds to those who apply first.  
3 Instead, CARB should use targeted participation criteria  
4 at the start of the program cycle, such as using income  
5 limits and disadvantaged community criteria. Then if  
6 funding remains at the end of the funding cycle, CARB  
7 could consider relaxing program criteria.

8           Finally, CARB should focus on lending assistance  
9 for financial -- financing assistance for lower income  
10 consumers projects. Lending assistance could go a long  
11 way in helping low-income Californians purchase clean  
12 vehicles and would naturally help ensure that benefits  
13 reach drivers in need of assistance as lending assistance  
14 is of little use to purchasers with wealth or access to  
15 credit.

16           Again, we urge CARB to work to approve the plan  
17 today and to work to implement these recommendations for  
18 the benefit of communities who are the most impacted by  
19 the pollution from on-road vehicles.

20           Thank you very much.

21           BOARD CLERK MOORE: Thank you.

22           Our next commenter is The Originaldra.

23           I have activated your microphone. Please unmute  
24 and you may begin.

25           THE ORIGINALDRA: Thank you. So, you know, I'm

1 not sure why this is CEQA exempt when, you know, all of  
2 the things that you're incentivizing actually cause more  
3 pollution and greenhouse gases that you're trying to  
4 reduce than they will ever save in their lifetime. And,  
5 you know, just in San Francisco we had a bus that, you  
6 know, lost power and rolled down a hill.

7           There's these lithium batteries can stay under  
8 water and still be on fire. The power grid is not able  
9 to, you know, produce enough electricity to power all of  
10 these vehicles and transportation modes that you are  
11 incentivizing. You know just for one of the like Tesla  
12 chargers, it's like powering several houses. And if you  
13 have several of them like five of them, it's like a whole  
14 neighborhood. It's like a thousand houses.

15           And not only that, but they emit radiation. And  
16 we're never talking about that. It's like the whole plan  
17 is to, right, get rid of greenhouse gases, but we're  
18 carbon-based. Everything living is carbon based and  
19 there's no way -- I don't understand why we'd want to put  
20 children in a bus that if something happened, they  
21 wouldn't would be able to get off the bus and the fire  
22 wouldn't even be able to put out. The fire trucks only  
23 500 gallons of water in them. You need tens of thousands  
24 of gallons of water to put out one of those lithium  
25 batteries. As you can see, if one is under fire and it

1 won't go out, how long is that going to burn? And then  
2 they can recombust.

3           And you're going to be, you know, putting so many  
4 people out of business by doing this. And I don't know  
5 how you think that we're going to get any kind of imports  
6 and exports from fleets when they -- they're not even  
7 going to be able to go the distance that they can now. I  
8 mean, it's totally going to holistically ruin everybody's  
9 life and they don't even understand that. And they think  
10 that they believe in this whole lie of the climate  
11 changing, but we don't even talk about the chem trails and  
12 the spraying of the materials above us.

13           BOARD CLERK MOORE: Thank you.

14           Our next commenter is Jennifer Krill. I have  
15 activated your microphone. Please unmute and you may  
16 begin.

17           JENNIFER KRILL: Can you hear me?

18           BOARD CLERK MOORE: Yes.

19           JENNIFER KRILL: Okay. Thank you. I appreciate  
20 this. Hello. Chair Randolph and Board members, my name  
21 is Jennifer Krill. I'm with Earthworks. We applaud the  
22 Air Resources Board for its 25 years of leadership towards  
23 a zero emissions future. We also applaud CARB's  
24 consistency in looking at global impacts when considering  
25 initiatives and policies over the years. My comments

1 today will focus on supply chain impacts for minerals for  
2 ZEV technology. We encourage CARB to implement a screen  
3 for funding for all ZEV programs and incentives that  
4 encourages responsible mineral sourcing. My organization  
5 addresses the adverse impacts from mining and we are a  
6 part of broad coalition of over 180 organizations globally  
7 advancing the declaration on mining and the energy  
8 transition.

9           These groups represent mine worker unions, mining  
10 experts and front-line indigenous communities who are  
11 concerned about the impacts of extracting minerals, such  
12 as lithium, cobalt, nickel, and copper for renewable  
13 energy technologies.

14           We do not want to recreate the harm -- the harms  
15 of fossil fuel extraction and we want to build a ZEV  
16 future that is responsibly sourced. And for that reason,  
17 we encourage our transition to renewable energy and  
18 transportation to avoid irresponsible mining by, number  
19 one, centering the human rights of indigenous front-line  
20 communities and workers at mining, recycling, reclamation,  
21 and manufacturing for renewable energy and transportation.

22           Number two, prioritize recycling while minimizing  
23 toxicity through low impact circular economy solutions.

24           Three, ensure best practices with independent  
25 third-party auditing.

1           And four, continue to implement transformative  
2 solutions that shift away from private transportation. In  
3 conclusion, we encourage CARB to implement a --

4           BOARD CLERK MOORE: Thank you.

5           Our next commenter is Kevin Maggay. I will  
6 unmute and you may begin.

7           Kevin.

8           Okay. We'll come back.

9           Our next commenter is going to be Jay Friedland.  
10 I have activated your microphone. Please unmute and  
11 begin.

12          JAY FRIEDLAND: Can you guys hear me?

13          BOARD CLERK MOORE: Yes.

14          JAY FRIEDLAND: Okay. Great. Good morning,  
15 Chair Randolph, ARB Board members, and a special thank you  
16 to ARB staff who's been working on this. My name is Jay  
17 Friedland and I'm Vice President of Public Policy for Zero  
18 Motorcycles, which proudly designs and builds  
19 zero-emission motorcycles in California. Zero has shipped  
20 thousands of electric motorcycles to customers in  
21 California and across the world.

22          Today, I'm actually representing a broad  
23 coalition of electric motorcycle manufacturers who  
24 strongly support the ARB staff's proposal to include  
25 zero-emission motorcycles, or ZEMs, in Clean Cars 4 All

1 and the Financing Assistance programs of the Clean  
2 Transportation Funding Plan. Highway capable ZEMs can  
3 significantly impact ARB's goals to both reduce VMT and  
4 improve air quality.

5           These motorcycles are all freeway capable and can  
6 serve more than 75 percent of California commuters.  
7 Hundreds of thousands of motorcycles are sold each year in  
8 California often to replace cars for commuting. We think  
9 it makes sense to expand incentives on the most affordable  
10 type of zero-emissions vehicles to those who need it the  
11 most.

12           In terms of air pollution, these incentives  
13 become even more important as ARB considers regulations  
14 for motorcycle emissions reductions and the expansion of  
15 zero-emission vehicle programs to include electric  
16 motorcycles. ARB staff has recently stated that internal  
17 combustion motorcycles have become a significant source of  
18 mobile source emissions, especially criteria pollutants.  
19 Cars have become so much cleaner, while motorcycles now  
20 represent an ever expanding source of both on- and  
21 off-road mobile emissions.

22           How can we solve this? First, by setting  
23 standards to reduce emissions from ICE motorcycles in  
24 similar ways to how ARB has been successful with cars,  
25 with the upcoming Board hearing on motorcycle regulations,

1 including a robust ZEM program, and by helping consumers  
2 use purchase incentives such as those in the CC4A and  
3 Financing Assistance programs.

4 Thank you again for your support and for all of  
5 your work in this area.

6 BOARD CLERK MOORE: Thank you.

7 The next commenter is Kevin Maggay. I have  
8 activated your microphone. Please unmute and you may  
9 begin. This is also a reminder to -- that our public  
10 sign-up closure is -- well public sign-up has now closed

11 KEVIN MAGGAY: Hi. Can you guys hear me okay?

12 BOARD CLERK MOORE: Yes, I can hear you.

13 KEVIN MAGGAY: Hi. My name is Kevin Maggay. I'm  
14 with Navistar. Navistar is a leading truck and bus OEM.  
15 We produce Class 6 trucks and school buses under the  
16 International Truck brand and the IC Bus brand as well.

17 We currently have zero -- battery electric zero  
18 emission trucks and school buses available. First off,  
19 thank you for the 25 years of incentives. They've been  
20 really impactful in this transition to the zero-emission  
21 future. My comments today are specific to school buses.

22 First, funding from Prop 98 prohibits school bus  
23 contractors from receiving funds. Many school districts  
24 contract bus services and it's unreasonable that those  
25 school districts would be excluded from deploying



1 zero-emission buses. The air quality benefits to the  
2 students should not be determined based on whether or not  
3 a school district owns or contracts the buses.

4 Contractors have been directed to look at other  
5 programs like HVIP, but there are still limitations under  
6 that program as well. Contractors have different  
7 requirements under HVIP. We think that there should be a  
8 level playing field, because ultimately it will be the  
9 school district and the students that benefit.

10 There are inconsistencies in the requirements for  
11 districts and contractors. For example, contractors are  
12 required to purchase 30 buses before becoming eligible for  
13 incentives -- 30 electric school buses on their own before  
14 becoming eligible for incentives. School districts do not  
15 have that requirement. And while contractors are  
16 businesses, additional costs will ultimately be passed to  
17 the school districts.

18 Therefore, it makes sense to not punish school  
19 districts that happen to contract bus services. Again,  
20 the air quality benefits to the students should not be  
21 determined based on whether or not a school district owns  
22 or contracts the buses.

23 Thank you.

24 BOARD CLERK MOORE: All right. The next  
25 commenter is Stacie Fujii. I have activated your

1 microphone. Please unmute and you may begin.

2 STACIE FUJII: Good morning. My name is Stacie  
3 Fujii and I am head of the Underserved Communities  
4 Initiative at Aptera Motors. We are in California and we  
5 build affordable, light weight, and aerodynamic  
6 three-wheeled vehicles powered by the sun that are able to  
7 handle most daily driving needs completely off the grid.

8 We launched in late 2019 and have 45,000 plus  
9 reservations for customers worldwide. We plan to begin  
10 production in 2024 and we need your assistance on driving  
11 forward California's incentive for electric vehicles,  
12 specifically zero-emission motorcycles. We strongly  
13 support the ARB staff efforts to include zero-emission  
14 motorcycles in the Clean Cars 4 All and Financing  
15 Assistance programs as part of the overall plan for clean  
16 transportation initiatives. Signaling the market about  
17 the importance of this affordable vehicle class is  
18 critical as new models are being added like Aptera. We  
19 believe it makes sense to expand incentives on the most  
20 affordable type of zero-emission vehicle to those who need  
21 it most.

22 In terms of air pollution, these incentives  
23 become even more important as ARB considers regulations  
24 from motorcycle emissions, reduction, and expansion of ZEV  
25 programs to include electric motorcycles. The State of

1 California has ambitious goals for both air quality  
2 improvement and GHG reduction, and we believe setting  
3 standards to reduce emissions from motorcycles in similar  
4 ways to how ARB has been successful with cars and to  
5 accelerate the shift to zero-emission motorcycle  
6 technology using appropriate incentives (inaudible) in  
7 CC4A and Financing Assistance programs.

8 Thank you so much

9 BOARD CLERK MOORE: Thank you.

10 Next commenter is Roman Partida-Lopez. I have  
11 activated your microphone. Please unmute and you may  
12 begin.

13 ROMAN PARTIDA-LOPEZ: Thank you. Good morning,  
14 Madam Chair, Board Members. My name is Roman  
15 Partida-Lopez with the Greenlining Institute. First off,  
16 I want to thank staff for all their hard work in putting  
17 together this funding plan and for the process that they  
18 developed this year to receive feedback on a one-on-one  
19 basis, but then also the public process to engage others,  
20 especially the evening community meetings where folks that  
21 generally may not be able to participate were able to  
22 participate.

23 I just wanted to flag that the Charge Ahead  
24 Campaign submitted a letter a couple weeks ago as well as  
25 earlier today that was addressed with 15 other

1 organizations in support of the approval and adoption of  
2 the funding plan. Within the letter, there are multiple  
3 areas where we have additional comments that we hope to  
4 work with staff after the approval process, but one item  
5 that I do want to highlight during this time that I feel  
6 needs -- continuous to need more discussion.

7           And immediate attention is the 1099 tax form  
8 issue within the Clean Cars 4 All Program. For those that  
9 are not familiar with that issue, two air --  
10 several air -- two air districts - now I believe it's only  
11 one - continue to provide a 1099 form that impact lower  
12 income households when it comes time to reporting their  
13 taxes and then potentially impacting what programs they  
14 qualify for. This has been an ongoing issue that hasn't  
15 been resolved. It was said would be resolved by now and  
16 We haven't seen a resolution. And with new -- a new  
17 program in San Diego starting up soon and the statewide  
18 Clean Cars 4 All as well coming up, we would like to have  
19 this issue resolved, so that we don't provide and continue  
20 to provide unintentional burdens to low-income households  
21 who participate in State programs by accessing these State  
22 incentives.

23           Thank you for your time.

24           BOARD CLERK MOORE: Thank you. Our next  
25 commenter is Brett Prebula. I have activated your

1 microphone. Please unmute and you may begin.

2           BRETT PREBULA: Thank you, Board members and  
3 staff. Brett Prebula representing Casual Carpool. We are  
4 an app that is trying to change, revolutionize, a kind of  
5 test of time method of carpooling to work and  
6 entertainment. Our app really offers a new take on a very  
7 old process that was really in need of innovation. Think  
8 about, instead of meeting in a park and ride, we partner  
9 with businesses throughout the state of California that  
10 are essentially sponsors and you collectively get together  
11 at a coffee shop or a local bakery to pick up and go. And  
12 it's a way for us to provide a level of equity in  
13 mobility.

14           You know, I think many people use, you know, Lyft  
15 and Uber, but the cost of that is really prohibitive.  
16 This is really a low cost way to provide a service that  
17 many people are still trying to do today in a very analog  
18 way.

19           In addition, when you're picked up at that spot,  
20 you now have a kind of built-in social network that people  
21 are either working in your area, frankly could be working  
22 in your company and you just didn't know, and really  
23 provides an enhanced social component to it, along with  
24 the technical aspects of the service delivery.

25           We really are looking at ongoing enhancements to

1 improve the technology. The great thing is we can use the  
2 existing automobile stock with our partners as we evolve.  
3 We can provide enhancements for -- on the app and with our  
4 partners about those that are doing the service through  
5 zero-emission vehicles. And so there is a variety of ways  
6 that this could go, but it really, I think, could be a new  
7 way of looking at commuting for work and entertainment. I  
8 think it's important that the funding plan allows for  
9 flexibility of these innovative apps to be able to be  
10 funded to help support our initiative moving forward, and  
11 again really to provide an equity in mobility for people  
12 along with enhanced technology.

13 BOARD CLERK MOORE: Thank you.

14 Our next commenter is Jared Naimark. I have  
15 activated your microphone. Please unmute and you may  
16 begin.

17 JARED NAIMARK: Hello, Chair Randolph and Board  
18 members. My name is Jared Naimark. I'm the California  
19 organizer with Earthworks. And I'm calling in because I'm  
20 part of a coalition of environmental and labor groups that  
21 believes there's more we can do to center workers,  
22 communities, and environmental justice within CARB's  
23 taxpayer funded programs.

24 In particular, the Hybrid and Zero-Emission Truck  
25 and Bus Voucher Incentive Program, HVIP, has spurred major

1 transformation within the bus and truck industry. And we  
2 believe that with some key changes, HVIP can lead the  
3 adoption of zero-emission vehicles while also raising the  
4 bar on job quality and environmental protection. So our  
5 coalition has put forward a policy proposal called the  
6 California Jobs and Environment Plan. This proposal works  
7 within HVIP to improve job quality for the workers who  
8 build eligible vehicles and also to promote socially and  
9 environmentally sustainable manufacturing practices. We  
10 urge you to adopt our proposal as part of the  
11 implementation of this funding plan.

12           And as my colleague commented earlier, demand for  
13 minerals being used in electric vehicle batteries is  
14 expected to skyrocket. However, we work with communities  
15 around the world who are impacted by environmental  
16 destruction and human rights abuses from the mining  
17 industry. CARB has an historic opportunity to ensure that  
18 this transition to electric vehicles is a truly just  
19 transition by requiring responsible mineral sourcing and  
20 supply chain due diligence across its programs. We  
21 believe HVIP will be an excellent starting point and we  
22 look forward to a broader conversation about responsible  
23 mineral sourcing with the Board and staff.

24           Thank you very much for your time.

25           BOARD CLERK MOORE: Thank you.

1           Our next commenter is Maya Inigo-Anderson. I  
2 have activated your microphone. Please unmute and you may  
3 begin.

4           MAYA INIGO-ANDERSON: Thank you, Madam Chair and  
5 Board members. My name is Maya Inigo-Anderson and I'm  
6 with Communities for a Better Environment and the Charge  
7 Ahead Coalition. Overall, Charge Ahead supports the  
8 funding plan and appreciates the staff's extensive work on  
9 this. We would like to raise a number of points with  
10 future funding plans in mind. Please bear with me if  
11 there's a little bit of repetition, but these points are  
12 important. We commend CARB's increased focus on  
13 low-income consumers. However, we would like to see CARB  
14 continue to develop more targeted strategies for reaching  
15 priority populations, such as prioritizing funding for  
16 low-income consumers before opening programs up to other  
17 applicants as others have stated.

18           We appreciate the extensive investments in  
19 mobility -- in the mobility programs and focus on small  
20 fleets starting in 2025.

21           We would further like to ask CARB for a swift  
22 resolution to the 1099 tax form issue. Special  
23 populations may experience potential negative impacts when  
24 receiving a 1099 form, such as losing access to  
25 means-tested programs. We further recommend that grant



1 programs provide resources for grantees in advance, which  
2 would create greater opportunity for small CBOs and CBOs  
3 in low income communities, and communities of color. We  
4 commend CARB staff for expressing a commitment to  
5 increasing language access and translation services during  
6 the CARB funding plan community meetings, which is a need  
7 that has been particularly expressed by some of our  
8 members at Communities for a Better Environment. And we  
9 also appreciate CARB's commitment to evening time  
10 community meetings, which is allowed for increased  
11 community participation. Overall, we urge the Board to  
12 support the funding plan. Thank you.

13 BOARD CLERK MOORE: Thank you.

14 Our next commenter is Emily Gartenberg. I have  
15 activated your microphone. Please unmute and you may  
16 begin.

17 EMILY GARTENBERG: Good morning, Board members  
18 and members of staff. My name is Emily Gartenberg with  
19 Jobs to Move America. And I'm part of a coalition of  
20 environmental and labor groups that is calling on CARB to  
21 continue its legacy of leadership by improving policies  
22 related to labor, mining, and environmental policies  
23 within HVIP. We must do more to ensure that the workers  
24 who are powering the shift to zero-emission vehicles and  
25 the communities who are being impacted by mineral mining

1 and extraction aren't being left behind in our  
2 conversations and policies. As you know, HVIP provides  
3 millions of dollars in incentive funding, but without  
4 consideration of the job quality for the people who are  
5 manufacturing these vehicles or the sourcing of materials.

6 The lack of policy focus in these areas is  
7 impeding us from a truly just transition. This is a  
8 problem we can solve together. Our coalition's proposal,  
9 California Jobs and Environment Plan works within the HVIP  
10 funding model to incentivize high-quality jobs and  
11 stronger environmental and mining standards within the  
12 zero-emission truck and bus industry.

13 This year's funding plan currently includes  
14 modifications to HVIP related to fleet size,  
15 vehicle-to-grade capability, and more. It also focuses on  
16 expanding access to disadvantaged and low-income  
17 communities. These are all very important changes and we  
18 believe that the California Jobs and Environment Plan  
19 complements these changes by focusing on a currently  
20 overlooked area, the pay and benefits that the workers  
21 themselves receive to manufacture eligible vehicles and  
22 the environmental repercussions for communities facing  
23 extraction.

24 As you consider the funding plan, we urge you to  
25 also include a focus on zero-emission transit vehicles and

1 workers and their families. CARB is setting the standard  
2 for the emerging zero-emission vehicle industry. We urge  
3 you to incorporate our proposal into the funding plan and  
4 into the implementation procedures.

5 Thank you so much.

6 BOARD CLERK MOORE: Thank you.

7 Our next commenter is Tim Manzano. I have  
8 activated your microphone. Please unmute and you may  
9 begin.

10 TIM MANZANO: Thank you, everyone. My name is  
11 Tim Manzano. I work for Tom's Truck Center in Orange  
12 County, Los Angeles. We're a commercial trucker dealer  
13 that provides ZEV trucks from Class 3, actually light  
14 weight, all the way up to Class 8.

15 Kind -- I'm just going to go ahead and speak  
16 frankly here. The voucher processing -- well, actually,  
17 the processing of vouchers has been incredibly frustrating  
18 for us. I -- you know, we're getting really fatigued with  
19 a lot of the changing rules, requirements, sometimes with  
20 vouchers that are in process, but the one thing that  
21 really concerns me and I know it concerns a lot of our  
22 other dealers is the amount of time that it takes for  
23 redemption.

24 We're -- as a dealer, we're in a unique position  
25 where we have to deliver that vehicle. We have to pay

1 that vehicle off and then we are sitting on that capital  
2 out, if you will, waiting for that redemption to get paid.  
3 These lag -- this lag in time can be over two months. And  
4 I can't speak highly enough about a \$288,000 voucher times  
5 say 15, 20 trucks in a month, that's an extreme amount of  
6 capital that is sitting out there on the books for an  
7 extreme amount of time. There's very little visibility  
8 there for us and we get, you know, responses that they're  
9 in review. So that's 7 to 14 -- 7 to 14 days redemption  
10 time, we really need help there, guys. We really need  
11 help. I appreciate you guys looking into this and  
12 appreciate this time that you've given me to be able to  
13 share that.

14 Thank you.

15 BOARD CLERK MOORE: Thank you.

16 Our next commenter is Sasan Saadat. I have  
17 activated your microphone. Please unmute and you may  
18 begin.

19 SASAN SAADAT: Thank you so much. Yeah, Sasan  
20 with Earthjustice. I want to thank staff first on their  
21 dedication to outreach and working collaboratively with  
22 all the stakeholders in this plan. And we definitely  
23 support adoption of the funding plan. And we know in no  
24 uncertain terms that the State's climate and air quality  
25 crises cannot be resolved without a wholesale transition

1 to zero emissions. And we know that while transformative  
2 regulations do the heavy lifting of that transition,  
3 strategic investment is essential to ensure that we manage  
4 the transition to maximize justice. So the priority  
5 population allocations continue to be essential.

6           With funding levels reduced, it makes good sense  
7 to focus funding in areas that achieve multiple wins, so  
8 maximizing access to mobility, maximizing air pollution  
9 benefit, reducing VMT, and driving social and ecological  
10 improvements in the supply chain. So we strongly support  
11 the focus on school buses and we're also pleased to see  
12 the labor standards added to HVIP. And we would echo  
13 Earthworks' recommendation to also explore adding battery  
14 supply chain standards to HVIP to incent more responsible  
15 sourcing.

16           Finally, it must be acknowledged that the funding  
17 for zero-emissions has now shrunk and it is not adequate  
18 to the needs. So we urge CARB to take a hard look at more  
19 consistent funding streams, like the four billion in  
20 annual funding from Low Carbon Fuel Standard, which  
21 continues to divert over 70 percent of its credits to  
22 polluting fuels favored by the oil and gas industry.

23           I'll just stress one ask here, hopefully the  
24 least controversial from those. Add credit multipliers  
25 for transit and school buses to recognize their VMT

1 reduction. Earthjustice submitted comments explaining how  
2 we can leverage LCFS to maximize zero-emission investment  
3 that reduces VMT and increases mobility for low-income  
4 communities and those comments were echoed with support  
5 from BART and LA Metro.

6 We thank you again for your hard work, staff, and  
7 outreach to all of our communities, and we look forward to  
8 working with you and the Board --

9 BOARD CLERK MOORE: Thank you.

10 Our next commenter is Laurel Moorhead. After  
11 Laurel, our last Lisa McGhee.

12 Laurel, I have activated your microphone. Please  
13 unmute and you may begin.

14 LAUREL MOORHEAD: Hello. My name is Laurel  
15 Moorhead and I'm here on behalf of Transfer Flow.  
16 Transfer Flow has been in business in beautiful Northern  
17 California for 40 years manufacturing high quality fuel  
18 systems and creating high-paying local jobs benefiting the  
19 local economy. Thank you, CARB staff, for allowing me the  
20 opportunity to comment. I'd like to echo the comments  
21 made by Edgar and Associates.

22 While the urgency to act is real and  
23 unquestionable, CARB's technology-forcing mandates use  
24 unreasonable flawed assumptions to support rules that do  
25 not result in emission reductions. The limiting

1 perspective to only narrowly focus on tailpipe emissions,  
2 while ignoring life-cycle emissions is an abuse of  
3 discretion and devastating to the economy.

4           If CARB wants to pass rules that stand up to  
5 litigation, they will listen to stakeholders who have  
6 spent decades in the industry and allow the ramp up of all  
7 near-zero technologies. Just Monday, the U.S. Chamber of  
8 Commerce asked a D.C. circuit court judge to rescind  
9 CARB's Clean Air Act waiver because of CARB's abuse of  
10 discretion. CARB could avoid these types of pushback by  
11 working with instead of against stakeholders.

12           Solutions cannot simply be willed into immediate  
13 existence by policymakers. Because CARB staff  
14 consistently ignores public input from people who have  
15 spent decades working in the industry, these ridiculous  
16 technology-forcing mandates are destined to fail. It  
17 would be horrible if CARB lost their Clean Air Act waiver  
18 because CARB staff was too arrogant to admit that maybe  
19 people who have been in the industry their whole lives  
20 might know better than the pencil pushers behind the desk.

21           Thank you for allowing me the opportunity to  
22 comment and I hope at some point, CARB staff will come to  
23 their senses and listen to stakeholders who are offering  
24 proven solutions instead of some pie-in-the-sky impossible  
25 all electric future.

1 Thank you and have a good day.

2 BOARD CLERK MOORE: Thank you.

3 Our final commenter is Lisa McGhee. Lisa, I have  
4 activated your microphone. Please unmute and you may  
5 begin.

6 If you are having trouble, you can maybe press  
7 star six, if you're calling in.

8 Okay. It looks like we lost Lisa, so that  
9 concludes our commenters both in Zoom and in person.

10 Mr. Kracov, I will turn the microphone back to  
11 you.

12 BOARD MEMBER KRACOV: Yes. Thank you too all the  
13 public commenters. I will now close the record on this  
14 agenda item. But I guess before we do, staff are there  
15 any issues raised in the comments that you want to  
16 address?

17 EXECUTIVE OFFICER CLIFF: Yes. Thank you, Board  
18 Member Kracov. I'd like Annmarie Rodgers to address the  
19 question about school bus and Prop 98.

20 MSCD COMPLIANCE ASSISTANCE AND OUTREACH BRANCH  
21 CHIEF RODGERS: Thank you. As -- in consultation with  
22 Legal, we have interpreted SB 114 and the Prop 98 fund  
23 disbursement to clearly state that the funds are for  
24 zero-emission school buses that are owned by school  
25 district, actually local education agencies. We have



1 committed to go back to Legal and further investigate if  
2 there are any flexibilities, but that is the  
3 interpretation that we have now.

4 But the school bus providers, the contractors are  
5 eligible under HVIP, under public fleets. So there is no  
6 bulk order purchase requirement or reduced voucher amount,  
7 so that is an option.

8 BOARD MEMBER KRACOV: Thank you very much.

9 Anything else, Dr. Cliff?

10 EXECUTIVE OFFICER CLIFF: No, that's it. Thank  
11 you.

12 BOARD MEMBER KRACOV: Okay. So we'll close the  
13 record now.

14 Board members, do you have any questions on this  
15 item, the 23-24 funding plan for clean transportation  
16 initiatives incentives?

17 Let me also jus say we have Cliff Rechtschaffen  
18 here, the first time he joined us on the dais. It's  
19 terrific to see you and we're really pleased to have you  
20 as a member of this Board. We'll look forward to working  
21 with you.

22 So with that, we'll open it up to Board members.  
23 The folks that are in the room, the Board members with me,  
24 just raise your mics. And I'll know to call on you and  
25 then we'll go to the Board members that are there remote.

1           So we'll start to the right. Cliff  
2 Rechtschaffen. Okay.

3           BOARD MEMBER RECHTSCHAFFEN: Thank you, Gideon.  
4 And thank you for the nice welcome. I have a question and  
5 a comment. Can someone clearly (inaudible) funding for an  
6 increase. (Inaudible). 2017 if it's sunk (inaudible)

7           MSCD EQUITABLE MOBILITY INCENTIVES BRANCH CHIEF  
8 MACUMBER: Yes. Thank you very much. So we have funded  
9 vanpool programs in the past. One of the challenges that  
10 we've been up against is that the technology has not yet  
11 been available to support the needs that the farmworkers  
12 have for transporting multiple people, equipment that they  
13 need, but we are continuing to work with manufacturers.  
14 And that absolutely is something that we can continue to  
15 consider for funding in the future.

16           BOARD MEMBER RECHTSCHAFFEN: Thank you. That's  
17 something that' (inaudible) continued focus. (Inaudible)  
18 strong focus on their own equity (inaudible) communities  
19 (inaudible) this is just (inaudible) investment in clean  
20 transportation. (Inaudible) to see (inaudible).

21           BOARD MEMBER KRACOV: Thank you, Cliff. Great to  
22 have your comments.

23           We'll go to Dr. Shaheen.

24           BOARD MEMBER SHAHEEN: Thank you. So I just  
25 wanted to start by thanking the staff for all their hard

1 work on this proposal. It's very clear a lot of thought  
2 went into this. I really appreciate that and also really  
3 appreciate the process and the thought that went into  
4 getting public feedback. And I appreciate all the  
5 comments that were submitted prior to the meeting today on  
6 the docket, as well as in-person comments today.

7           So my comments and questions fall into two  
8 categories. The first is the clean transportation  
9 incentives. The first thing I'd like to speak to is the  
10 E-Bike program and really be very excited to see this.  
11 I'm glad that we're up to 18 million. One of the  
12 questions I have for you all on this is the importance of  
13 looking at supportive and safe infrastructure for these  
14 bikes and if you've given any thought to that or a  
15 collaboration with Caltrans and locals on this issue.

16           MSCD EQUITABLE MOBILITY INCENTIVES BRANCH CHIEF  
17 MACUMBER: Great. Thank you for the questions. Lisa  
18 Macumber, Mobile Source Control Division. Yes, we have.  
19 In developing the Electric Bike Incentive Project, we have  
20 been collaborating with and talking with various local  
21 agencies. We've talked a little bit with Caltrans. We  
22 also are working with CHP who is in the process of  
23 developing an educational campaign around how to use  
24 proper e-bike infrastructure and safety mechanisms when  
25 folks are in bikes all down the street.

1           The funding in particular for this E-Bike Program  
2 though is primarily for the bikes. We have included a  
3 component that would allow consumers to purchase safety  
4 equipment, but it doesn't really fund the infrastructure  
5 pieces that you're talking to. So coordination is  
6 important and that is something that we're doing as we  
7 roll the program out.

8           BOARD MEMBER SHAHEEN: I really appreciate that  
9 Lisa. And there were some comments on the docket about  
10 just the importance of e-bikes. And if we get can this  
11 program accelerated right into the EV mode, if we can,  
12 that would be wonderful.

13           My next comment relates to the CMO and the STEP  
14 Program. I'm really delighted, as I shared with you in my  
15 briefing, to see ongoing support there. This is an area  
16 I'm deeply familiar with and I think we really need to  
17 have a long-game strategy here and an extremely strategic  
18 approach moving forward.

19           I was really delighted to see that there's focus  
20 on streamlining this access to the funding of the program  
21 through one single RFP mechanism. I believe that's what  
22 the solicitation was referring to. There were several  
23 comments today, but also in the docket about a targeted  
24 needs-based approach. And so I'm really curious about how  
25 that's interpreted by staff. I know that's complicated,

1 but there's limited funds. So how do we target and  
2 prioritize those funds that are coming in particularly  
3 when we know that these types of programs can really move  
4 the needle in terms of being a VMT and GHG reduction, but  
5 they can also move the needle in terms of disadvantaged  
6 communities.

7           So where are we putting the funding and are we  
8 emphasizing enough sustainable business model strategy or  
9 coming to grips with the fact that a long-term subsidy may  
10 be needed and characterizing exactly what that gap is, as  
11 we move forward with these programs? I know this is a  
12 lot. Lisa, I see you writing it down, but really would  
13 love to hear your thoughts on this and also make myself  
14 available to staff as you move forward on this one.

15           MSCD EQUITABLE MOBILITY INCENTIVES BRANCH CHIEF  
16 MACUMBER: Yeah, absolutely. Thank you for the comments.  
17 Lisa Macumber, Mobile Source Control Division.

18           So kind of two main takeaways there on the  
19 targeted needs-based approach on the long-term  
20 sustainability. First, regarding the targeted needs-based  
21 approach, so we are just beginning to kind of embark on a  
22 more targeted approach to our vehicle purchase incentive  
23 programs. And we'll be doing that when the statewide  
24 Clean Cars 4 All and Financing Assistance Program launches  
25 by setting various different kind of levels that notch

1 down. We have kind of a system setup in which the  
2 consumer that meets the lowest possible level in a  
3 disadvantaged community, very low income level, when they  
4 come in the program, they kind of are prioritized against  
5 the person that isn't in a disadvantaged community. So  
6 their application would be handled first.

7           Taking that same type of very (inaudible) to the  
8 mobility side is a little more challenging, because when  
9 we're funding things in the mobility space, what we're  
10 doing is we're looking at each individually -- each  
11 individual community and what those communities needs are.  
12 And it's really hard to identify how you would use that  
13 same type of method. And so one of the things that staff  
14 have committed to doing is this next year really talking  
15 more with the stakeholders about what that could look like  
16 in the mobility space.

17           Right now, we work really hard to help  
18 communities develop projects. And the funding that you're  
19 approving today for planning and capacity building will  
20 really, really let us do that. And we'll be able to  
21 really sit down with the communities that have a vision or  
22 an idea and help them plan, help them think ahead towards  
23 how they could build the best possible project doing --  
24 getting through permitting processes, really those -- the  
25 hard planning processes that often are a barrier to

1 communities for these projects. But then, to answer the  
2 sustainability question, really get them thinking about  
3 what type of service that they can provide and how it can  
4 be funded long term with some State investment now and  
5 then maybe other types of investments or would it need  
6 continued State investment.

7           So our hope, through planning and capacity  
8 building, is to really be able to help the communities get  
9 started and then get the funding and bring the projects  
10 really full circle. But that needs-based approach to how  
11 we fund that, it's different than what we're looking at in  
12 the purchase incentive side, so that's going to take just  
13 a little bit more thought.

14           BOARD MEMBER SHAHEEN: Thank you. It seems  
15 you've given a lot of thought to that and I really  
16 appreciate it. I would like to just underscore, as you  
17 get those proposals in or you develop that solicitation,  
18 make sure you are ensuring that you're getting the data,  
19 because that's how we're going to know whether or not  
20 there's a cost effectiveness proposal here with respect to  
21 what we're getting in terms of VMT GHG reduction,  
22 accessibility metrics, et cetera. And sometimes that's a  
23 major problem when we give out this, I've found, over the  
24 years plus on (inaudible) eligibility.

25           I'd like to move to the heavy-duty allocation

1 component. Really delighted to have some opportunities to  
2 speak to some stakeholders who are very interested in the  
3 CORE agricultural funds. They're doing great work. And I  
4 really want to express my strong support for this program.  
5 I know the funds have been cut, but really want to get it  
6 on the record that I'd love to see more funding in this  
7 category. I know that's not in CARB's purview per say,  
8 but would just love to hear a comment on what happened  
9 with the funding between last year and this year's  
10 proposal.

11 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

12 CHRISTENSEN: Yes, thank you. Peter Christensen.

13 Last year, CARB was fortunate to receive a  
14 significant appropriation from the Legislature for  
15 heavy-duty funding. And that actually allowed the Board  
16 to allocate \$273 million to CORE, which is helping to fund  
17 11 different off-road equipment categories that are moving  
18 in the zero-emission space. Unfortunately, this year, we  
19 did not receive an appropriation from that allocation of  
20 funding. The only thing that we have to work with this  
21 year is the much smaller incentives that are available,  
22 much larger -- smaller funding that's available through  
23 the AQIP Program, the Air Quality Improvement Program.

24 So we're recommending half of that funding to  
25 continue supporting CORE. It's only \$14.3 million and we



1 know that that doesn't meet all of the demand out there,  
2 but we think it's important to continue supporting those  
3 investments as much as we can. Also recognizing that CORE  
4 is unique in our portfolio. It's very simple. It's very  
5 streamlined for the applicants, does not require  
6 scrappage. However, we do have other funding programs in  
7 our portfolio that can help with this, including the Carl  
8 Moyer Program and the FARMER Program.

9 BOARD MEMBER SHAHEEN: Thank you so much for the  
10 follow up on that, Peter.

11 And my last comment relates to the high-quality  
12 jobs piece in the HVIP. So we've heard a lot from  
13 stakeholders today about responsible mining and  
14 high-quality jobs. Just wanted to hear a bit from staff  
15 about you're take on the California Jobs and Environment  
16 Plan that was presented to us.

17 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF  
18 CHRISTENSEN: Yeah. Peter Christensen again. This --  
19 great question. We've met with Jobs to Move America and  
20 other stakeholders that helped to provide a very detailed  
21 recommendation to us in the comment letter and definitely  
22 appreciate that, really moving it toward a proposal that  
23 encourages high-road jobs within these programs. As the  
24 Board knows, we're currently implementing the labor  
25 requirements under AB 794, which ensures that all of the

1 applicants that are receiving funding for our truck  
2 programs for short-haul trucks and for drayage trucks are  
3 complying with State labor standards. So that's an  
4 important thing that we kicked off this last year and  
5 we're continuing to implement that.

6 In terms of the particular implementation  
7 mechanics around the recommendations, I think we do still  
8 have a little bit of work to do on that. A couple of  
9 things to note. One is that the structure -- the  
10 implementation structure that's recommended is adjusting  
11 the voucher amount in HVIP. That voucher amount is  
12 actually tied to the incremental cost to help us encourage  
13 purchase decisions on the part of fleets. The incentive  
14 does not go to manufacturers. So we're looking at what  
15 kind of implementation mechanisms might be effective in  
16 motivating manufacturers that may not actually be the  
17 incentive amount. There may be other things that we can  
18 look at and we're certainly open to continuing to work on  
19 those -- on those issues.

20 I'll note that one of the things that we need to  
21 keep an eye as we look for these opportunities is staffing  
22 resources. Clearly with a program like HVIP, it's great  
23 news that we have so many models of zero-emission trucks  
24 and buses on the road in California, close to 150 right  
25 now. So when we think about how we would implement a

1 requirement that looks at high-road jobs criteria for each  
2 one of those models and maybe even the suppliers that  
3 provide components to those vehicles, it can become, you  
4 know, a significant staff intensive effort. So it's  
5 something that we're definitely interested in and  
6 continuing to work on, but we do have a little bit of work  
7 left to do on that.

8 BOARD MEMBER SHAHEEN: Okay. Thank you so much.  
9 I really again appreciate all the hard work of the staff.

10 BOARD MEMBER KRACOV: Thank you, Dr. Shaheen.  
11 Dean Florez.

12 BOARD MEMBER FLOREZ: Thank you. It's been such  
13 a long time, I forgot to turn the mic on. I'm always used  
14 to Zooms now. Well, first and foremost, thank you to the  
15 staff. Very much appreciate the work. I think my  
16 question revolved around a slide that was put up. I think  
17 slide 16. You don't have to throw it back up, so I'll  
18 just paraphrase. You know, it says shift the CC4A funding  
19 from statewide projects to the district program. So I  
20 guess from a district level perspective, they are also  
21 very oversubscribed. Staffing levels for them -- for this  
22 shift, have we checked into that. Does that look  
23 appropriate and is there enough money in some sense to  
24 clawback, if indeed some of these programs need -- really  
25 get hyper-driven? Just a question on just that level I

1 think is my first.

2           The second would be the CalVans Program I'd like  
3 to stay thank you to that. That's been a very successful  
4 program in the Central Valley. I know the expansion  
5 revolves around clean vehicles. And I just want to thank  
6 staff for continuing putting that forward. Hopefully, the  
7 legislature itself, along with some of our colleagues,  
8 will be able to figure out a way to put more funds into a  
9 program I think that's very, very successful. So -- and  
10 I'm very happy that we continue to move that along, even  
11 in our own agenda.

12           And the cross-border thing is super important. I  
13 think that's a big, big issue that CARB is leading on and  
14 I hope to continue to see that front and center. I know  
15 Diane isn't here today or maybe she's listening via  
16 online, but it feels like that's one of the most important  
17 programs to look at as well.

18           So I guess that's my question, capacity at the  
19 district level. What can someone tell me about it? Does  
20 it look fine, everybody look good, checked in with Wayne  
21 and some of the other folks, South Coast, here -- Alberto  
22 here in Sacramento just getting a sense of that.

23           EXECUTIVE OFFICER CLIFF: Thanks, Senator Florez.  
24 I'll start and then staff should fill in. So first, I'll  
25 just say the proposal is to split 50/50 between the

1 statewide and the district programs with the idea that we  
2 could, if necessary, move money from that statewide  
3 program in targeted ways to address the issues. The  
4 program at the district level has been fully funded and  
5 it's been successful. So we actually, at this point,  
6 don't believe that it's going to be necessary to move  
7 additional funds. But the proposal would allow for that  
8 flexibility.

9           In terms of how well the District programs are  
10 run, we're hearing great success obviously. Staffing is  
11 an issue that all of us are concerned about, but I don't  
12 think that we have any particular issues or concerns that  
13 need to be addressed. So generally speaking, we're -- we  
14 think that the proposal that we have in front of you is  
15 going to be appropriate to make sure that the Clean Cars 4  
16 All Program is successful.

17           And staff, please add anything to that about  
18 specific issues with districts, if appropriate.

19           BOARD MEMBER KRACOV: Thank you.

20           Mr. Eisenhut.

21           BOARD MEMBER EISENHUT: Thank you, Gideon.

22           First, I need to acknowledge that I do and will  
23 support this action. I have a couple comment, questions.  
24 The first surrounding the school bus. The school bus is  
25 split between private and public receipt of the school bus

1 funding. And I acknowledge the limitations on funding  
2 what is probably a third of the school bus -- a third of  
3 the school bus fleets in the state and that those are  
4 probably funded through HVIP and are not going to be  
5 funded through the action of this -- through this action.

6           So I'm -- my comments are that whatever we can do  
7 to facilitate access to those funds by those private  
8 fleets I think are -- I would encourage, in part because  
9 it's my belief - I haven't seen data - that those fleets  
10 tend to be more rural and more -- and smaller, and that --  
11 in that small rural districts don't run their own fleets,  
12 contract out. And I think this disadvantages those  
13 communities that we're intending to help. So whatever we  
14 can do to facilitate that funding through parallel  
15 programs, I just want to encourage that.

16           Second -- that's more comment than a question.  
17 Second, also a comment, in partial preparation for this  
18 meeting, I spent a little bit of time looking at the  
19 websites and at access for Clean Cars 4 All and the Clean  
20 Vehicle Rebate Program, and the -- acknowledging my own  
21 strong limitations in terms of web searching, I found --  
22 and without getting into the weeds, I found them to be not  
23 as user friendly as I would have hoped. And I notice with  
24 interest that the -- that part of this program includes  
25 some funding for mobility administration.

1           What I made up, as I heard that, was that part of  
2 their responsibility would be to enhance access for folks.  
3 And specifically what I make up here is that in Clean Cars  
4 All, which could involve a private transaction, without  
5 the assistance of a dealership or a salesperson, and that  
6 I want to make this as accessible as we can make it.

7           So those are my comments. Thank you.

8           BOARD MEMBER KRACOV: Thank you, Mr. Eisenhut.  
9 We'll go to the Board members who are participating  
10 remotely. We'll start with Diane Takvorian.

11           BOARD MEMBER TAKVORIAN: Thank you, Member  
12 Kracov. And thank you for leading us today. I wanted to  
13 just say that I appreciate the exceptional staff work and  
14 the extensive public outreach that's been done. I think  
15 this is a really very exceptional funding plan and one  
16 that I'm really excited to support. I particularly  
17 appreciate the priority populations focus, I think it  
18 really demonstrates the clear commitment at every level of  
19 government and supports -- We haven't talked about the  
20 fact that I think it supports the goals of nearly every  
21 617 community and the goals in just about every CERP that  
22 we have heard and approved. So I think we should note  
23 that it's really helping to move those programs forward in  
24 a significant way.

25           The focus on transportation equity, really

1 addresses our Scoping Plan goal of reducing VMT by 25  
2 percent below 2019 levels by 2030 and by 30 percent by  
3 2045. And as we all know, these targets demonstrate a  
4 greater urgency to reduce VMT. And as we learned a couple  
5 of weeks ago as we were discussing with our partners, CTC  
6 and the HCD meeting, we still have State funding that's  
7 going to VMT increasing projects.

8           And so I really appreciate the focus on VMT  
9 reduction in this funding plan and I think that  
10 innovations like the combined transit payment card will  
11 really help to really advance transit use. So I know  
12 we're doing what we can and I look forward to helping to  
13 encourage our partners to do more.

14           On the heavy-duty side, the equity focus is  
15 really important, our focus in disadvantaged communities,  
16 the independent operators and small fleets focus and  
17 appreciate Senator Florez's comment on the cross-border  
18 trucks. It is very important in the San Diego Tijuana  
19 region. We're -- I think the exploration of opportunities  
20 for incentives and staff's attention to this really  
21 complex and critical issue in our region is really  
22 laudable and I appreciate very much that -- the allowance  
23 of cross-border trucks getting the incentives, if they  
24 meet the criteria that you described, such as registration  
25 with the Secretary of State. And I really want to just



1 shout-out right now to the staff who have come multiple  
2 times to our region to really work through this difficult  
3 transition for cross-border trucks. More than a million  
4 trucks cross at the Otay Mesa border every year, as you  
5 know. And this is going -- this is a huge issue and one  
6 that I think we're addressing really appropriately.

7 I want to ask a couple questions. I'll just ask  
8 them all and then ask for your responses on them. I  
9 really appreciate what I think is an intention to shift,  
10 as you described on this target, to a needs-based  
11 approach. And I think I heard the explanation about it  
12 for light-duty but not for heavy-duty. So I wanted to  
13 make sure that either if I didn't hear it, forgive me for  
14 that, but if you could talk more about that, I'd  
15 appreciate it.

16 I also would appreciate any clarification that  
17 you have on the 1099 issue that Roman Partida-Lopez from  
18 Greenlining mentioned. I think it's a critical issue and  
19 one that I'd like to learn more about. And then obviously  
20 the concerns raised about mining and the impacts on  
21 extraction communities, I'd like to learn more about any  
22 actions we're either taking or exploring for either this  
23 funding plan or ones in the future. So those are my  
24 questions.

25 Thank you.

1 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

2 CHRISTENSEN: Thank you, Board Member Takvorian. Peter  
3 Christensen and I'll start us off today. First, thank you  
4 for your question on how the heavy-duty program is  
5 shifting toward meeting the needs of small fleets and a  
6 focus on equity. I think one of the things that's notable  
7 in the funding plan this year is that we're recommending  
8 some changes to HVIP that really incorporate some of the  
9 initial lessons learned from the Innovative Small e-Fleets  
10 Pilot Project. And really the first one is that we're  
11 shifting the direct purchases from ISEF and we're moving  
12 those into HVIP.

13 And I know I just threw a bunch of acronyms  
14 around, but what that really means is that we're making it  
15 easier for small fleets to purchase zero-emission trucks  
16 with a much higher incentive amount, because we know that  
17 small fleets have additional financial challenges, not  
18 only in the purchase price, but also in finding financing,  
19 and just understanding the landscape of new technologies.

20 In addition to the incentives part of it, I think  
21 one of the things that is important to note, and thank you  
22 Board Member Takvorian for your support in this area, but  
23 we kicked off our Cal Fleet Advisor this year -- and  
24 that's a -- that's a really, I think, innovative approach  
25 to providing one-on-one support for small fleets, small

1 business owners, small business truckers to help them  
2 individually in understanding what the incentives are that  
3 are available, understanding the technologies and the  
4 different options in the market that might meet their  
5 needs in terms of the kind of work that they do and their  
6 duty cycles and things like that, and then bringing it all  
7 together, incorporating infrastructure of the vehicle and  
8 incentives all into one comprehensive package. So I think  
9 quite a bit of work on shifting that focus in HVIP in our  
10 heavy-duty program to support the needs of small fleets  
11 and owner/operators.

12           Quick -- just a quick comment on some of the  
13 battery things that we've heard today. There's been quite  
14 a bit of activity supporting specifically the battery  
15 recycling market that I thought I'd just touch on. It's  
16 in part driven by the fact that if you think about the  
17 cost components of a zero-emission vehicle, much of that  
18 cost is driven by the batteries. In terms of policy -- so  
19 it's driven by the batteries, so there's an incentive for  
20 manufacturers. There's an incentive to look at recycling  
21 as a way to help to mitigate some of those costs.

22           And then in terms of policy, CalEPA prepared a  
23 comprehensive report to the Legislature in 2022 on policy  
24 recommendations for battery recycling and that was an  
25 effort that was driven by AB 2832. And then this year, SB

1 615 was a proposed bill in the Legislature. It didn't  
2 pass this year, but might be brought back in the next  
3 session. It would require automotive batteries to be  
4 recycled or reused. And there are other developments that  
5 are happening in the industry too. Obviously, new  
6 businesses are supporting that recycling effort in  
7 collecting used batteries and making those available at  
8 locations here in the U.S., leveraging some of the lessons  
9 learned from Europe and China.

10 So quite a few things happening in that space and  
11 something that we'll continue to keep an eye on.

12 EXECUTIVE OFFICER CLIFF: And I can address the  
13 1099 issue, Board Member Takvorian. So last year, we  
14 heard a lot about concerns related to 1099s and we have  
15 been successful in certain air districts in not having  
16 those air districts issue 1099s to recipients of Clean  
17 Cars 4 All funding (inaudible).

18 And so the concerns that were raised by air  
19 districts, we wanted to address head on. What we did is  
20 we embarked on a conversation with the Attorney General's  
21 office and lots of conversations internally. And  
22 ultimately what was decided is that we would hire outside  
23 counsel, expert tax counsel, to look at this issue. They  
24 advised us and as part of that helped us prepare a private  
25 letter ruling request to the Internal Revenue Service.

1 That request went in a little more than six months ago and  
2 it's our understanding that the IRS typically provides  
3 these private letter rulings within six months of the  
4 request.

5           So we expect any day now to get back -- get that  
6 feedback from the Internal Revenue Service. I will say  
7 that without revealing too much, we're very encouraged by  
8 the discussions that we've had to date and we expect this  
9 to be a positive outcome. And as long as we can get that  
10 outcome prior to the time frame when 1099s must be issued,  
11 which is by the end of January, then we can hopefully put  
12 this issue to bed.

13           So we have worked very hard to get this resolved.  
14 And I appreciate the Board's consideration and support in  
15 getting this through. So we're very hopeful and hope that  
16 this will not be an issue in the next several weeks.

17           BOARD MEMBER TAKVORIAN: That's great. Thank you  
18 so much. I really appreciate it. And thank you, Peter,  
19 for your responses as well.

20           BOARD MEMBER KRACOV: Thank you for that. And on  
21 the 1099 issue, if we do hear something, please do let the  
22 Board members know, okay?

23           We'll next go on Zoom to Board Member Dr.  
24 Pacheco-Werner.

25           BOARD MEMBER PACHECO-WERNER: Thank you, Board

1 Member Kracov. Thank you to all the commenters and  
2 everyone who has participated in the engagement that has  
3 led up to this resolution that we now see before us and  
4 just a huge thank you to staff. I really appreciate how  
5 this spending plan has evolved, just even in my short time  
6 on the Board, when it comes to process and flexibility  
7 across the programs to ensure the maximum benefit.

8 I appreciate the comments about the opportunities  
9 for improvement of HVIP for small businesses and I look  
10 forward to more outreach for small fleet operators,  
11 especially those whose English is not their first  
12 language. I support the ongoing focus on the reduction of  
13 VMTs in the strategy to those incentives. And I  
14 appreciate staff's efforts to clarify the 1099 issue.

15 I do want to continue to express concern about  
16 the legislative guidance to move away from plug-in hybrid  
17 in the CVRP Program. There is more data that we have now  
18 that we didn't a few years ago about the real problems  
19 from an infrastructure level to the OEMs pulling back from  
20 their target goals of EV manufacturing, which will no  
21 doubt impact the long-term pricing decreases we originally  
22 thought we would see in the timeline that we thought we  
23 would see.

24 I know that California is already a lead adopter,  
25 but just putting the lens of the disadvantaged community

1 and how we achieve mass adoption to truly achieve an  
2 equitable transition, there continues to be the need for  
3 flexibility. While I know the ZEV Infrastructure Task  
4 Force is hard at work, as we've heard some of the folks on  
5 it today, some of those fixes in the most disadvantaged  
6 communities are not going to be ready by the time of that  
7 phaseout. I hope that we can have a fix now, rather than  
8 a fix once we have seen a negative impact happen in the  
9 uptake of clean air vehicles for those who would most  
10 benefit from the emission reductions in their  
11 neighborhoods.

12           And I do want to say that, you know, I'm excited  
13 about the Innovative Small Electric-Fleet Program moving  
14 into the new category. And I also wonder if there's  
15 flexibility across programs once this gets launched to  
16 allow for more CORE funding if that program is underspent?  
17 Does that flexibility exist now or will there need to be  
18 additional consideration?

19           Thank you.

20           BOARD MEMBER KRACOV: Does someone want to speak  
21 to that CORE issue?

22           MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

23 CHRISTENSEN: Peter Christensen. Yeah. In terms of CORE  
24 funding, we expect that with the recommendation this year  
25 for 14 -- just over \$14 million, that that allocation is

1 going to go very, very quickly. So we're in a position  
2 and we're ready in the event that in the next legislative  
3 cycle that there's additional funding that's allocated to  
4 allow us to provide additional funding in this space. And  
5 we -- we're hopeful that that's -- that that's the case.

6 And in terms of, you know, implementing the  
7 relatively small allocation this year, again \$273 million  
8 last year and \$14 million this year, we know it's going to  
9 go quickly. The demand is there, but we'll be prepared.  
10 And, you know, in the event that additional funding comes,  
11 we'll be ready -- ready for it right away.

12 BOARD MEMBER PACHECO-WERNER: Thank you.

13 EXECUTIVE OFFICER CLIFF: And regarding the  
14 hybrid electric vehicles, my understanding that -- is that  
15 that was legislation.

16 BOARD MEMBER PACHECO-WERNER: Yes.

17 EXECUTIVE OFFICER CLIFF: Okay. Just wanted to  
18 confirm that you understood that. Thank you.

19 BOARD MEMBER PACHECO-WERNER: Yeah. Yes. And  
20 that's a -- you know, that's -- that legislative guidance  
21 and I'm hoping that there's -- there can be updated  
22 resolution on that front.

23 Thank you.

24 BOARD MEMBER KRACOV: Thank you, Board member.

25 Last, we'll come back to the room here and go to



1 Board Member De La Torre. But before we do, to those of  
2 you that haven't read it, there's just a wonderful profile  
3 of Hector in the LA Times. This is from October 27th,  
4 entitled, "From the State Assembly to the California Air  
5 Resources Board, Hector De La Torre Makes His Mark." It's  
6 really the truth and we're just so proud to read that  
7 article. And for those you that haven't, I encourage you  
8 to do so. So we'll swing over to you to again make  
9 another mark, Hector De La Torre.

10 BOARD MEMBER DE LA TORRE: Thank you. It was a  
11 very good piece. And although I do take exception to my  
12 gait slowing. I don't even know what the hell that means.  
13 But thank you.

14 In terms of this spending plan, three things. On  
15 school buses, I agree with my colleagues who are speaking.  
16 I understand the Prop 98 issue, but it seems to me that  
17 it's the service that matters and the school district that  
18 matters, not how they provided for those kids. Because,  
19 and as I talked to staff, I've talked to some school bus  
20 operators on the transition to zero emission to battery  
21 electric, in this case, school buses. And there are two  
22 things that I never thought of. Obviously, we thought of  
23 the pollution part of it and the kids breathing the fumes,  
24 because those are not very well insulated.

25 But there are two additional things that have

1 happened with EV buses. One, they're quieter, so the kids  
2 are better behaved, because the bus driver can hear what's  
3 going on behind them. Completely happenstance, right? We  
4 never thought of that, but it's happening out there. And  
5 the school bus drivers are saying, they want to drive the  
6 electric ones, because the kids are quieter. That's a  
7 good thing.

8           And then second, for special needs kids  
9 especially, the difference in the noise that agitates  
10 them, or many of them, to the quiet bus has been  
11 tremendous in terms of the impact on them showing up to  
12 school calmer and ready to learn as opposed to agitated  
13 and worked up because of the stress of the bus ride, and  
14 the noise, et cetera.

15           So, you know, I never would have thought -- we  
16 never discussed that. We never anticipated it, but we're  
17 getting these additional benefits. And so very, very  
18 supportive of what staff is doing on the school buses.  
19 And again, we just want to make sure that everyone can  
20 benefit from it.

21           Second on the 1099, Dr. Cliff and I have been  
22 working on this for quite a while. I've been talking to  
23 my colleagues in some of the air districts that were  
24 handing out those 1099s. And it is absolutely bad policy,  
25 and even though I'm not a lawyer like some of my

1 colleagues, bad law. There is a public benefit to having  
2 these folks get these vehicles. And so I expect that we  
3 will keep on it -- keep working with the federal  
4 government. Right now, there is only one air district,  
5 South Coast, that is doing it. And we need to get them to  
6 change it, whether it's on their own or with federal  
7 intervention, but we absolutely need to make sure that  
8 these incentives are available and that there is no  
9 penalty afterwards on the recipient.

10           It just really, really hurts our low-income folks  
11 who would want to do this transition. They're not going  
12 to do it, when they've got a tax bill that is bigger than  
13 their normal tax bill at the end of the year.

14           So last, but not least, we -- I really appreciate  
15 the adjustment to the resolution. We had this discussion  
16 in my briefing. I really believe that we are about to  
17 have a similar uptick with used car -- EV car sales like  
18 we had with new car sales just a couple years ago and  
19 continues to grow, 27 percent last quarter of new car  
20 sales were EVs. It is happening on that side.

21           I expect now that we have this spending new cars  
22 being sold, we're going to have used cars coming on line  
23 in two, three years. And that's going to grow, so that  
24 availability is going to make it more attractive for  
25 low-income, moderate income folks to buy a used car.

1 That's how the normal car market works. Some people buy  
2 new, others by used, only used.

3 And so if that is happening, then clearly the  
4 district programs, which are the bigger share, are going  
5 to potentially need additional dollars. And so I  
6 appreciate the change to allow flexibility for the  
7 director to change or shift funds from the State program  
8 to the district programs.

9 CVAP Financial Assistance Program, you know, I  
10 don't -- I just don't think that program has been at a  
11 certain level for a while. Even if we promote it more, I  
12 don't see that growing significantly. So I think that the  
13 shift, if it is needed, will be between the statewide  
14 program and the district programs.

15 I would say though that we need to have some  
16 transparency on where we stand between these three  
17 programs at any given time. And so, you know, if there is  
18 a need to shift that we're very clear and transparent  
19 about why we need to shift at that time.

20 So that -- those are my comments. Very  
21 supportive of the whole package. We're in -- we're in  
22 kind of limbo as we transition here, right? We have  
23 pushed these policies. And for those folks who spoke out  
24 and said that, you know, we're being sued over this, we  
25 get sued on everything, so that's not really indicative of

1 anything. We get sued all the time about everything we  
2 do, so -- and fortunately we have great lawyers who defend  
3 us and win -- and great scientists, yes. As I've said  
4 many times here, our science is going to kick your  
5 science's ass. And so we take that. We have good policy  
6 and good law, and we're able to do these wonderful things.

7 So thank you very much.

8 BOARD MEMBER KRACOV: Thank you very much for  
9 that, Hector.

10 So before I'll ask for a motion and a second,  
11 just a couple things from my perspective. Very pleased by  
12 the emphasis on the drayage fleets in this proposal. As  
13 we all know, drayage is coming first in Advanced Clean  
14 Fleets. It's extremely important that we do it right  
15 kicking off in 2024 for compliance for the drayage fleets,  
16 and coming from the South Coast, the San Pedro ports. And  
17 what happens out there is just so important that we do  
18 that right with CARB, with our partners at CEC and the  
19 utilities all the way down to the ports.

20 We've even had Matt Schrap from the Harbor  
21 Trucking Association come today. He put on a tie, which  
22 was quite unusual.

23 (Laughter).

24 BOARD MEMBER KRACOV: He had a comment, if I can  
25 just get staff to respond to this, basically concerned

1 that perhaps some of the smaller fleets are not going to  
2 access the funding and the numbers that we are hoping for,  
3 and that we can maybe lift the funding restrictions,  
4 including the amounts and the purchase requirements for  
5 large fleets and open that up, that the small fleets don't  
6 come as we expect. Do you have a response to that, staff?

7 EXECUTIVE OFFICER CLIFF: So I'll just -- I'm  
8 going to ask Peter to respond, but I'll just say that my  
9 understanding is that actually this program has been very  
10 successful and there's been a lot of interest. So the  
11 premise that it's undersubscribed is not quite accurate.  
12 But Peter, if you could address that directly, please.

13 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

14 CHRISTENSEN: Thank you, Dr. Cliff. Yes, the Board last  
15 year in the funding plan of course recognized the  
16 importance of small fleets. And I would just say that  
17 looking at what we've seen over the last year, your  
18 direction has had the desired impact. We talked about  
19 ISEF a little bit today already. Great example of  
20 incentives that support small fleets, both for direct  
21 purchases as well as more innovative models like trucks as  
22 a service and others.

23 In fact, looking at the -- at the stats on how  
24 things have changed over the last couple of years, two  
25 years ago in HVIP, we had roughly 12 percent of our

1 applications were from small fleets, this year about 40  
2 percent, so a really significant change in that shift to  
3 supporting small fleets. The policy direction is having  
4 the desired impact.

5           And yeah, we've heard the term undersubscribed.  
6 It doesn't really apply to HVIP. HVIP is meant to be --  
7 to have funding continuously available, not having stops  
8 and starts. That's particularly important for small  
9 fleets. Small fleets owner/operators do not have the  
10 flexibility to time a purchase when there's funding  
11 available. When they need a truck, they need a truck. So  
12 it's really important that we have that funding  
13 continuously available for small fleets.

14           So I think it's just important that we continue  
15 to -- continue on that policy direction and make sure that  
16 we're -- that we're supporting small fleets through our  
17 incentives like HVIP and ISEF.

18           BOARD MEMBER KRACOV: Terrific. And I know how  
19 important getting drayage right is to our Board and to the  
20 staff. And whatever we can do in the South Coast to  
21 assist that, again as ACF starts to kick in next year for  
22 that sector.

23           And lastly, I want to thank the other Board  
24 members, like Dr. Shaheen, Diane Takvorian that picked up  
25 a little bit on the comments from Earthworks and Jobs to

1 Move America. I don't need to hear more on that, but I am  
2 interested both in some of the jobs piece, sourcing,  
3 supply chain, due diligence, follow-up on the Lithium Ion  
4 Task Force recommendations. I do think it's a market  
5 mover. CARB does have the ability to send some signals,  
6 both on the sustainable mining, on the backend on  
7 recycling, and also on the jobs piece, and look forward to  
8 continued discussions with those stakeholders, and  
9 appreciate the things that you said here today, Peter.

10 So I also want to thank the staff, really from  
11 left all the way to the right and Syd Vergis up in front  
12 and our whole executive team. It's just such a great team  
13 working on the funding plan, working on these incentive  
14 issues for our agency. Just whenever we've got a  
15 question, you folks are totally on top of it and really if  
16 you look at this document or the appendices, the  
17 heavy-duty strategy, all the work that's put in the  
18 technology side, and the incentive side, it's really so  
19 impressive. I really speak for all the Board and the  
20 confidence that we have in this team on this Board. And I  
21 think it's exemplified in the document and all of the work  
22 that's gone into today.

23 So thank you for that. With that, the Board has  
24 before them Resolution number 23-23, including the edits  
25 that were published I believe today with regard to the



1 Executive Officer discretion. And assuming that Steve  
2 does not object to that additional discretion vested in  
3 him, is there a motion and a second on Resolution number  
4 23-23.

5 BOARD MEMBER FLOREZ: So moved.

6 BOARD MEMBER KRACOV: Is there a second?

7 BOARD MEMBER SHAHEEN: Second.

8 BOARD MEMBER KRACOV: Dr. Shaheen seconds this  
9 one.

10 So clerk, if you would please call the roll.

11 BOARD CLERK MOORE: Yes, I'm going to call all  
12 Board members, because we had some coming in and out  
13 remotely.

14 So Dr. Balmes?

15 Mr. De La Torre?

16 BOARD MEMBER DE LA TORRE: Aye.

17 BOARD CLERK MOORE: Mr. Eisenhut?

18 BOARD MEMBER EISENHUT: Aye.

19 BOARD CLERK MOORE: Senator Florez?

20 BOARD MEMBER FLOREZ: Aye.

21 BOARD CLERK MOORE: Mr. Guerra?

22 Ms. Hurt?

23 BOARD MEMBER HURT: Aye.

24 BOARD CLERK MOORE: Mr. Kracov?

25 BOARD MEMBER KRACOV: Yes.

1 BOARD CLERK MOORE: Mr. Rechtschaffen?

2 BOARD MEMBER RECHTSCHAFFEN: Yes.

3 BOARD CLERK MOORE: Dr. Pacheco-Werner?

4 BOARD MEMBER PACHECO-WERNER: Yes.

5 BOARD CLERK MOORE: Mr. Perez?

6 Dr. Shaheen?

7 BOARD MEMBER SHAHEEN: Aye.

8 BOARD CLERK MOORE: Ms. Takvorian?

9 BOARD MEMBER TAKVORIAN: Yes.

10 BOARD CLERK MOORE: Supervisor Vargas?

11 Chair Randolph?

12 The motion passes.

13 BOARD MEMBER KRACOV: Terrific. So the motion  
14 passes. Thank you to all the staff and all the Board  
15 members for this.

16 Before we move to open public comment, I  
17 understand Dr. Cliff would like to offer special  
18 recognition to one of our long-standing partners in  
19 connection with the work they're doing on these programs.  
20 So I'll turn it over now to you, Dr. Cliff.

21 EXECUTIVE OFFICER CLIFF: Yes. Thank you, Board  
22 Member Kracov. As you heard today, the Clean Vehicle  
23 Rebate Project, or CVRP, recently closed. I'd like to  
24 take a few moments to express our gratitude to the Center  
25 for Sustainable Energy, known as CSE, for implementing and

1 administering CVRP for nearly 14 years on behalf of CARB.  
2 I'd like to present a commemorative Executive Order to  
3 Larry Goldenhersh, the President of CSE, as a token of our  
4 appreciation.

5 Commemorative Executive Order M2-23-001 reads,  
6 "Pursuant to the establishment of the Clean Vehicle Rebate  
7 Project, CVRP, in 2010 and administered by the Center for  
8 Sustainable Energy, CSE, on behalf the California Air  
9 Resources Board with the goal of increasing zero-emission  
10 vehicle adoption in California;

11 "Whereas, CVRP provided rebates to consumers and  
12 public fleets that purchased plug-in hybrid vehicles,  
13 battery electric vehicles, hydrogen fuel cell vehicles,  
14 Neighborhood Electric Vehicles, and zero-emission  
15 motorcycles;

16 "Whereas, CVRP also offered increased rebates to  
17 lower income consumers statewide to reduce the financial  
18 burden of adopting a newer technology and encourage lower  
19 income consumers to choose zero emissions.

20 "Whereas, CSE served as CARB's partner in the  
21 program's development, implementation, and continuous  
22 adaptation since 2010;

23 "Whereas, CARB finds that:

24 "CVRP successfully invested over \$1.6 billion in  
25 clean light-duty vehicles for individuals, businesses, and

1 fleets since 2010. Of that amount, CVRP invested over 430  
2 million in Assembly Bill 1550 Priority Communities.

3 "CVRP successfully established and nurtured a  
4 number of partnerships with community-based organizations,  
5 community leaders, and environmental justice organizations  
6 to develop innovative approaches to reach community  
7 members and provide information about the rebate and  
8 related EV incentive programs;

9 "CVRP conducted over 6,000 outreach events, test  
10 drives, presentations, and training for community members  
11 and dealerships regarding the rebate's importance;

12 "CVRP served as a model for other states that  
13 have since adopted similar incentive programs;

14 "CVRP achieved its goal of accelerating the  
15 deployment of zero-emission passenger vehicles in  
16 California and provided highly useful EV market  
17 information to stakeholders in California and beyond;

18 "Now, therefore be it resolved, that CSE's  
19 administration of CVRP was critical to making the program  
20 one of the largest clean vehicle purchase incentive  
21 programs by providing rebates for over 520,000 clean  
22 vehicles statewide;

23 "Be it further resolved, that CARB recognizes CSE  
24 for the decade-long successful implementation of CVRP;

25 "Be it further resolved that CARB extends its

1 appreciation to the many CVRP applicants who made an  
2 impactful community choice to invest in a climate  
3 resilient future for California.

4 "Be it further resolved, that CARB extends its  
5 appreciation to the many partners of CVRP who have helped  
6 create impactful opportunities to reach community members  
7 most in need of CVRP;

8 "Be it further resolved that CARB acknowledges  
9 that the success of CVRP would not be possible without the  
10 team of over 100 hard working staff, past and present, who  
11 have worked on CVRP (rebate processing specialists,  
12 outreach coordinators, equity specialists, research  
13 analysts, and dealership coordinators to name a few) to  
14 provide support to the many applicants and rebate  
15 recipients of CVRP, as well as the partners and  
16 stakeholders involved"

17 Mr. Goldenhersh on behalf of CARB, we greatly  
18 appreciate the incredible work your team has done for  
19 CVRP.

20 (Applause).

21 MR. GOLDENHERSH: Thank you very much.

22 (Applause).

23 EXECUTIVE OFFICER CLIFF: Okay. Back to you, Mr.  
24 Kracov.

25 BOARD MEMBER KRACOV: Thanks, again for your

1 service to the State and to the Board.

2 Okay. Colleagues, we are going to move to open  
3 comment for those who wish to provide a comment regarding  
4 an item of interest within the jurisdiction of the Board  
5 that is not on today's agenda. The clerk will call on  
6 those who have submitted a request to speak card. And if  
7 you're joining us remotely and wish to comment, please  
8 click the raise hand button or dial star nine now.

9 And if we can have the clerk please call on those  
10 who have raised their hand or signed up to speak, if any.

11 BOARD CLERK MOORE: Yes. We currently have four  
12 with their hands raised in Zoom.

13 Our first commenter is Manijeh Berenji. I have  
14 activated your microphone. Please unmute and you may  
15 begin.

16 MANIJEH BERENJI: Oh, hello. Can you hear me?

17 BOARD CLERK MOORE: Yes.

18 DR. MANIJEH BERENJI: Excellent. Thank you so  
19 much.

20 My name is Manijeh Berenji. I'm an occupational  
21 and environmental medicine physician at VA Long Beach  
22 Health Care System. And I'm also a Health Sciences  
23 clinical assistant professor at UC Irvine. I am also a  
24 member of Climate Health Now. Thank you so much for the  
25 opportunity to provide comments on the proposed fiscal

1 year 2023-2024 funding plan for clean transportation  
2 incentives.

3 I wanted to share a case that I recently  
4 evaluated here at the VA Long Beach. I actually treat  
5 veterans and I take care of their environmental exposures.  
6 I want to talk about Martin. He's a 45-year old  
7 longshoreman and marine veteran who works at the Port of  
8 Long Beach and he lives in Wilmington near the Marathon  
9 Oil Refinery. He has recently developed worsening  
10 allergies, which have not been well controlled despite the  
11 best efforts from his primary care team. He's had a  
12 long-standing history of asthma and he has had more  
13 exacerbations in the last few years, and he also has  
14 underlying cardiovascular disease, which makes him more  
15 sensitive to heat-related issues. He's had a number of  
16 heat related events in the last year as well.

17 I wanted to highlight this particular case  
18 because this provides the urgency. We urge CARB to not  
19 just build upon last year's 70 percent of funding to be  
20 invested in priority populations, but that these  
21 investments in programs are intentionally targeted at  
22 those with the most barriers to adoption. The recent Low  
23 Carbon Fuel Standard 2023 amendment Standardized  
24 Regulatory Impact Assessment reinforced the need to not  
25 just prioritize priority populations, but intentionally

1 target investments to those that continue to face the  
2 biggest barriers to adoption.

3           It is imperative that CARB act with urgency and  
4 intentionality to avoid the identified and direct burdens  
5 outlined in the report. We appreciate CARB also setting  
6 investment targets. We request that CARB develop a  
7 strategy, informed by a public process, that outlines the  
8 activities that we'll employ through --

9           BOARD CLERK MOORE: Thank you.

10           Our commenter is Lisa McGhee.

11           I have activated your microphone. Please unmute  
12 and you may begin.

13           LISA MCGHEE: Hi. Yes. My name is Lisa McGhee  
14 and I'm with Tom's Truck Center, and apologize. I wanted  
15 to actually speak on 23-10-1, but nonetheless appreciate  
16 the vote from the staff today and the Board's work on this  
17 effort. We really appreciate the program as it relates to  
18 being more equitable and supportive towards the small  
19 fleets. There is a lot to do for the small fleets and I  
20 just want to encourage the continued innovation to modify  
21 the small fleet definition to align it with the fleet  
22 size, such as in ISEF, at 20 trucks, and include more  
23 funding towards short-term rentals and leases. This  
24 allows these fleets to participate and not have to incur  
25 any investments up front.



1           In addition, I want to address the issues that  
2 we're experiencing, which hopefully we can have  
3 consideration as we move forward for redemption of  
4 payments in these programs. There's a number of vouchers  
5 that have gone through this process. We've got at least  
6 6,582 vouchers, but only 62 percent -- or 62 percent of  
7 these, which is 4,000, are actually unredeemed today.

8           We're one of those dealers that sit at that end  
9 of delivering vehicles after we've submitted vouchers and  
10 awarded, but we're waiting well over 90 days for payment  
11 and that continues to climb. This creates a burden and a  
12 hardship on the dealership in the whole process of how we  
13 can manage to carry the amount of vouchers that we're  
14 submitting on our books. So I'd like to just address.  
15 This is not simple or supportive, and the actual IM has a  
16 timeline for seven to 10 days.

17           So I'd love to continue to make sure that we fix  
18 the issues that can impact true voucher accelerated  
19 adoption. Thank you very much.

20           BOARD CLERK MOORE: Thank you.

21           Our next commenter is The Originaldra. I have  
22 activated your microphone. Please unmute and you may  
23 begin.

24           THE ORIGINALDRA: Yes. I'm a little bit  
25 concerned with all of the, you know, things that we are

1 doing to save the planet, that there's so many people  
2 outside of like our state, right, that aren't doing it.  
3 So I'm just wondering when we could talk about doing some  
4 kind of like bubble over the state. I don't know if like  
5 a biodome type of thing. And then we could also think  
6 about going into each county and then you would want to go  
7 into each like city, so that you can keep everybody  
8 contained.

9           And then I was thinking because, you know, we're  
10 all individually doing different things to, you know, save  
11 the planet, and it's not really equitable that, you know,  
12 some people are producing more clean air than others, so  
13 perhaps our own bubble we could do. And then, you know,  
14 if somebody is, you know, producing more like the bubble  
15 we'll grow, so you'll be able to tell who exactly is, you  
16 know, producing more of these greenhouse gases. And then,  
17 you know, we can find a way to mitigate that. I don't  
18 know if like popping the bobble and then making them  
19 having to get another one.

20           But, you know, it just almost seems pointless to  
21 be doing all of these things when the clean air that  
22 we're, you know, producing is going to just be like  
23 blowing into other states or like across, you know, the  
24 ocean, or something like that, or countries, you know.  
25 And so I just really think that we need to figure out how

1 we're going mitigate that, because otherwise I mean it  
2 seems kind of wasteful to do all these things if it's not  
3 going to make a difference.

4           So I don't know if we want to talk to NASA or,  
5 you know, somebody who creates bubbles, and, you know,  
6 just look into that, because I'm sure there's enough money  
7 to do that for each of us individually. I mean, we could  
8 use that to incentivize people as well, like maybe you  
9 can, you know, offer some kind of really neat, you know,  
10 sci-fi adventure going on within the bubble, that will  
11 make them want to do it. So I don't know just some  
12 thoughts. Thank you, guys.

13           BOARD CLERK MOORE: Thank you.

14           Our next Commenter is Sean Edgar. I have  
15 activated your microphone. Please unmute and you may  
16 begin.

17           SEAN EDGAR: Hi. Good morning. How is my  
18 volume?

19           BOARD CLERK MOORE: We can hear you,

20           SEAN EDGAR: Great. Thank you. This is Sean  
21 Edgar. I'm the director of cleanfleets.net based in  
22 Sacramento.

23           I just wanted to highlight for a moment here what  
24 I believe will be a pending problem toward the end of the  
25 career with the Clean Truck Check Reporting System and fee

1 payment. And Ms. Takvorian mentioned the one million  
2 international trucks. Those are required to be registered  
3 by the end of the year in the Clean Truck Check database  
4 as well as other interstate and in-state fleets, many of  
5 those operated by small fleet operators, including  
6 one-truck operators that don't have a lot of technical  
7 expertise or savvy.

8           So just a brief list of issues with the Clean  
9 Truck Check database. We're currently experiencing -- you  
10 know, we have about 45 days until end of the year for over  
11 75,000 fleets to report into this brand new system and,  
12 you know, would affect north of about a million and a half  
13 trucks and also affect about, you know, over \$40 million  
14 of revenue to ARB in fee payment. So the current problems  
15 that we're experiencing is the service system apparently  
16 has some timeout problems. So it took about three days  
17 this week to establish a single user account.

18           Our firm functions as a -- similar to a DMV  
19 registration service, where we do that on behalf Fortune  
20 500 companies and other fleets. And we're experiencing  
21 server downtime. Staff was helpful to suggest that we try  
22 that again after hours and that we use Google Chrome as a  
23 browser, but essentially it took three days to establish  
24 one account. Our firm is responsible to do over 200 of  
25 those accounts and -- new accounts. And it's very

1 doubtful we're going to meet the end-of-the-year deadline  
2 with the current problems with server access.

3           The second issue will be data availability. In  
4 the workshop phase for this regulation, staff painted a  
5 picture that trucker's data and DMV data would be put into  
6 a system where fleet owners would just simply need to  
7 validate data and that doesn't seem to be the case,  
8 because it seems to be hand cranking one by one over a --

9           BOARD CLERK MOORE: Thank you.

10           That concludes our commenters for open comment.  
11 I'll turn the microphone back to President Chair Gideon  
12 Kracov.

13           BOARD MEMBER KRACOV: Great. Very good.

14           We'll now break for closed session, as indicated  
15 in the public notice for today's meeting, approximately 45  
16 minutes. After closed session, the Board will reconvene  
17 to adjourn this meeting. We'll now go into closed  
18 session.

19           (Off record: 11:48 a.m.)

20           (Thereupon the meeting recessed  
21 into closed session.)

22           (Thereupon the meeting reconvened  
23 open session.)

24           (On record: 12:36 p.m.)

25           BOARD MEMBER KRACOV: Please come to order. We

1 met in closed session and no action was taken by the  
2 Board. Therefore, the November 16th, 2023, California Air  
3 Resources Board Meeting is now adjourned. We are not  
4 meeting in December.

5 Thank you.

6 (Thereupon the Air Resources Board meeting  
7 adjourned at 12:37 p.m.)  
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