

MEETING  
STATE OF CALIFORNIA  
AIR RESOURCES BOARD

ZOOM PLATFORM

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

THURSDAY, JUNE 26, 2025  
4:08 P.M.

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## APPEARANCES

### BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Dean Florez

Todd Gloria (Remote)

Patricia Lock Dawson

Dawn Ortiz-Legg (Remote)

Cliff Rechtschaffen

Susan Shaheen, PhD

Diane Takvorian

### STAFF:

Steve Cliff, PhD, Executive Officer

Courtney Smith, Principal Deputy Executive Officer

Shannon Dilley, Chief Counsel

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

Chanell Fletcher, Deputy Executive Officer, Environmental Justice (Remote)

Femi Olaluwoye, Deputy Executive Officer, Southern California Headquarters and Mobile Source Compliance

APPEARANCES CONTINUED

STAFF:

Rajinder Sahota, Deputy Executive Officer, Climate Change and Research

Malinda Dumisani, Manager, Office of Community Air Protection (OCAP)

Eloy Florez, Staff Air Pollution Specialist, OCAP

Kevin Olp, Branch Chief, OCAP

Deldi Reyes, Director, OCAP

Steve Weiss, Staff Attorney, Legal Office

ALSO PRESENT:

Jeffrey Beeman

Will Brieger, Climate Action California

Kimberly Burr, Forest Unlimited

Laura Rosenberger Haider, Fresnoans Against Fracking

Greg Hurner, Miller Industries

Bill Magavern, Coalition for Clean Air

Lisa McGhee, Tom's Truck Center

Polash Mukerjee, Coalition for Clean Air

Graham Noyes, Sierra Northern Railway

Mariela Ruacho, American Lung Association

Chris Smith, Associated General Contractors of California

Brian Yannity, Rail Passenger Association of California

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PROCEEDINGS

CHAIR RANDOLPH: Okay. Good afternoon. The June 26th, 2025 public meeting of the California Air Resources Board will come to order.

Board Clerk, will you please call the roll.

BOARD CLERK LEVRINI: Dr. Balmes.

BOARD MEMBER BALMES: Here.

BOARD CLERK LEVRINI: Mr. De La Torre.

BOARD MEMBER DE LA TORRE: Here.

BOARD CLERK LEVRINI: Mr. Eisenhut.

Senator Florez.

Mayor Gloria.

BOARD MEMBER GLORIA: Here.

BOARD CLERK LEVRINI: Mr. Guerra

Ms. Hopkins.

Assemblymember Jackson.

Mayor Lock Dawson.

BOARD MEMBER LOCK DAWSON: Here.

BOARD CLERK SIMPSON: Ms. Ortiz-Legg.

BOARD MEMBER ORTIZ-LEGG: Here.

BOARD CLERK SIMPSON: Dr. Pacheco-Werner.

Mr. Rechtschaffen.

BOARD MEMBER RECHTSCHAFFEN: Here.

BOARD CLERK LEVRINI: Dr. Shaheen.

BOARD MEMBER SHAHEEN: Here.

1 BOARD CLERK LEVRINI: Senator Stern.

2 Ms. Takvorian.

3 BOARD MEMBER TAKVORIAN: Here.

4 BOARD CLERK LEVRINI: Chair Randolph.

5 CHAIR RANDOLPH: Here.

6 BOARD CLERK LEVRINI: Madam Chair, we have a  
7 quorum.

8 CHAIR RANDOLPH: All right. Thank you. All  
9 right. We will cover our housekeeping items before we get  
10 started.

11 We are conducting today's meeting in person as  
12 well as offering remote options for public participation  
13 both by phone and in Zoom. Anyone who wishes to testify  
14 in person should fill out a request-to-speak card  
15 available in the foyer outside the Board room. Please  
16 turn it into a Board assistant prior to the commencement  
17 of the item. If you are participating remotely, you will  
18 raise your hand in Zoom or dial star nine, if calling in  
19 by phone. The clerk will provide further details  
20 regarding how public participation will work in a moment.

21 For safety reasons, please note the emergency  
22 exit to the rear of the room through the foyer. In the  
23 event of a fire alarm, we are required to evacuate this  
24 room immediately and go down the stairs to the lobby and  
25 out of the building. When the "All Clear" signal is

1 given, we will return to the auditorium and resume the  
2 hearing.

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

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

23 THE INTERPRETER: Good afternoon, Madam Chair and  
24 Board members.

25 (Interpreter translated in Spanish)

1 THE INTERPRETER: Thank you.

2 CHAIR RANDOLPH: I will now ask the Board clerk  
3 to provide more details regarding public participation.

4 BOARD CLERK LEVRINI: Thank you, Chair Randolph.  
5 Good evening, good afternoon, everyone. We will first  
6 call on in-person commenters who have turned in a  
7 request-to-speak card and then call on commenters who are  
8 joining us remotely. If you are joining us remotely and  
9 wish to make a verbal comment on one of today's Board  
10 items or during the open comment period at the end of  
11 today's meeting, you must be using Zoom webinar or calling  
12 in by phone. If you are watching the webcast, but wish to  
13 comment remotely, please register for the Zoom webinar or  
14 call in. Information for both can be found on the public  
15 agenda for today's meeting.

16 To make a verbal comment, we will be using the  
17 "Raise Hand" feature in Zoom. If you wish to speak on a  
18 Board item, please virtually raise your hand as soon as  
19 the item has begun to let us know you wish to speak. If  
20 you are using a computer or tablet, there is a "Raise  
21 Hand" button, and if you are calling in on the phone dial  
22 star nine to raise your hand. Even if you previously  
23 indicated which item you wish to speak when you  
24 registered, you must raise your hand again at the  
25 beginning of the item to be added to the queue.



1           When the comment period begins, the order of  
2 commenters is determined by who raises their hand first.  
3 We will call each commenter by name and will activate each  
4 commenter's audio when it is their turn to speak. For  
5 those calling in, we will identify you by the last three  
6 digits of your phone number. And we will announce the  
7 next three or so commenters in the queue, so you are ready  
8 to testify when we come to you. Please note, your  
9 testimony will not appear by video. For all commenters,  
10 please state your name for the record before you speak.  
11 This is especially important for those calling in by  
12 phone.

13           Each commenter will have a time limit of two  
14 minutes, although this may change at the Chair's  
15 discretion. During public testimony, you will see a timer  
16 on the screen. For anyone giving verbal comments today in  
17 Spanish, please indicate so at the beginning of your  
18 testimony and our interpreter will assist you during your  
19 comment. Please follow any instructions the interpreter  
20 provides. Please note our -- your time will be doubled if  
21 you require Spanish interpretation.

22           To submit written comments, please visit CARB's  
23 "Send Us Your Comments" page or look at the public agenda  
24 on our webpage for links to submit your comment. Written  
25 comments will be accepted on each item until the Chair

1 closes the record for that Board item.

2 If you experience technical difficulties, please  
3 call 805.772.2715 so an IT person can assist.

4 Thank you. And I'll turn the microphone back to  
5 Chair Randolph.

6 CHAIR RANDOLPH: All right. Thank you.

7 The only item on the consent calendar, as noted  
8 in the public agenda, is item number 25-4-1, the proposed  
9 repeal of the in-use locomotive regulation. If you are  
10 would like to comment on staff's proposal as posted on  
11 CARB's website, please raise your hand in Zoom or dial  
12 star nine now. When we get to the public comment portion  
13 of this item, we will call on in-person commenters who  
14 have submitted a request-to-speak card followed by those  
15 who have virtually raised their hand.

16 Senior Attorney Rhead Enion, would you please  
17 summarize the item.

18 SENIOR ATTORNEY ENION: Chair Randolph, today, we  
19 are seeking approval to repeal the In-Use Locomotive  
20 Regulation. The Regulation was designed to reduce  
21 emissions from all locomotives operated in California to  
22 help meet California's public health, air quality, and  
23 climate goals.

24 The Board approved the In-Use Locomotive  
25 Regulation in April 2023. June 2023, two railroad

1 associations sued CARB in the federal district court  
2 seeking to prevent CARB from implementing or enforcing the  
3 Regulation. We requested authorization for the Regulation  
4 from the United States Environmental Protection Agency in  
5 November 2023. In September 2024, on CARB's  
6 representation to the court that we would not enforce the  
7 Regulation until U.S. EPA had taken final action on the  
8 authorization request, the court stayed the litigation.

9 Earlier this year, CARB withdrew its  
10 authorization request, because it was clear U.S. EPA would  
11 not act on it before the change in Presidential  
12 administrations and because the incoming administration  
13 had indicated that it was not going to approve the  
14 authorization request. Given these developments and the  
15 absence of authorization, CARB staff do not intend to  
16 enforce the Regulation. We recommend that California Code  
17 of Regulations, Title 13, sections 2478 through 2478.17 be  
18 repealed to avoid confusion or uncertainty for California  
19 locomotive operators.

20 The proposed repeal makes it clear to operators  
21 that they will not be required to comply with the  
22 Regulation. We remain committed to achieving the emission  
23 reductions for the people of California and to protect  
24 public health, regardless of the success of any individual  
25 measure. Despite a repeal of this regulation, we will

1 continue to work toward achieving all air quality and  
2 climate goals implemented in the State Implementation Plan  
3 Strategy and Scoping Plan.

4 Thank you.

5 CHAIR RANDOLPH: All right. Thank you.

6 Board clerk, have witnesses testified -- I'm  
7 sorry, signed up to testify on this item?

8 BOARD CLERK LEVRINI: Yes. We have currently  
9 three in person and at the moment five in Zoom. We will  
10 start with our in-person commenters.

11 Graham Noyes.

12 And apologies in advance if I mispronounce any  
13 names.

14 GRAHAM NOYES: Good afternoon, Madam Chair and  
15 members of the Board. My name is Graham Noyes. I'm here  
16 to present the comments of Sierra Northern Railway and  
17 Sierra Railroad Company. These are -- these companies are  
18 leaders in the development of hydrogen locomotives and  
19 have, in fact, completed construction of the first  
20 hydrogen switcher locomotive that is being commissioned  
21 now in West Sacramento.

22 The related company, Sierra Energy, is producing  
23 hydrogen from waste at Fort Hunter Liggett and is very  
24 interested in woody biomass as a feedback for Hydrogen  
25 production. We support the resolution for the reasons

1 stated in the ISOR, and particularly the fact that it  
2 unlocks more funding opportunities for locomotives, and  
3 this is really critical. We submitted extensive comments  
4 to the proceeding to provide constructive input on --  
5 despite the adverse federal policy conditions that we have  
6 here, the industry can continue to advance.

7 In particular, we'd recommend that a  
8 technology-neutral approach be taking -- taken as to  
9 battery electric locomotives and hydrogen electric  
10 locomotives so that both pathways are pursued; that the  
11 agency and other agencies work together to maximize the  
12 amount of funding that's available for the industry; and  
13 achieve the successes that we've seen at scale, both in  
14 solar and zero-electric vehicles, because of CARB's  
15 leadership in those areas.

16 We recommend the revisiting of the Carl Moyer  
17 Program guidelines, which are premised on the passage of  
18 the II -- the Indirect In-Use -- I'm sorry, the  
19 Indirect -- the In-Use Locomotive Regulation, and  
20 encourage a focus that I'm sure that the Board and the  
21 agency will support, which is focusing efforts in  
22 switchers and high population density areas, and  
23 disadvantaged communities to maximize the benefits of  
24 these first locomotives that are now being deployed

25 May I have a few seconds more?

1           BOARD CLERK LEVRINI: Actually, that concludes  
2 your time.

3           GRAHAM NOYES: I'll ask you to refer to the  
4 comments on the importance of the Low Carbon Fuel Standard  
5 pathway. Thank you.

6           BOARD CLERK LEVRINI: Thank you.  
7 Chris Smith.

8           CHRIS SMITH: Good afternoon, Chair Randolph and  
9 Board members. My name is Chris Smith and I'm here on  
10 behalf of the Associated General Contractors of  
11 California. AGC, we represent nearly a thousand  
12 contractor and construction associate members across the  
13 state. Our members build some of the state's most  
14 critical infrastructure, such as roads, dams, bridges,  
15 airports, and railways.

16           We're here to express our support for the repeal  
17 of the In-Use Locomotive Regulation. I want to take a  
18 moment to acknowledge the extensive work CARB staff put  
19 into the In-Use Locomotive Regulation. We understand that  
20 CARB has officially withdrawn its request for  
21 authorization from the U.S. EPA, and that this Regulation  
22 will no longer be enforced. We recognize and sincerely  
23 appreciate the time, the effort, and the dedication your  
24 staff and team has invested in this issue. We appreciate  
25 staff's willingness to hear, read, and respond to our

1 comments throughout this process, and we also understand  
2 that this is not the end of the line.

3 The transition to cleaner locomotive technology  
4 is an ongoing process, and CARB's continued commitment to  
5 monitoring the progress in the zero-emission space remains  
6 critically important.

7 Looking ahead, we are looking eager and hopeful  
8 to partner with CARB to raise awareness, provide technical  
9 support and industry insight, and assist in identifying  
10 new practical pathways for reducing emissions produced by  
11 locomotives operating throughout California. So on behalf  
12 of the Associated General Contractors of California, we  
13 look forward to working with you and partnering in the  
14 future on this issue.

15 Thank you.

16 BOARD CLERK LEVRINI: Thank you.

17 Bill Magavern.

18 BILL MAGAVERN: Thanks. Bill Magavern with the  
19 Coalition for Clean Air.

20 This is a sad day for anybody who cares about the  
21 health of Californians. This is the very first time, to  
22 my knowledge, that CARB has ever repealed an entire rule  
23 wholesale. And this is a big one. There were more  
24 reductions of NOx in this rule than anything that you have  
25 in your plans.

1 I filled out a neutral card, because I'm not  
2 asking you to vote no. I know the impossible position  
3 that you're in. It's not possible to go forward with a  
4 rule without federal approval, but it's important to note  
5 that the railroad companies never cooperated with this  
6 effort. Instead, they sued and they went to the federal  
7 government to oppose. They did the same thing, by the  
8 way, when South Coast was going through their rulemaking,  
9 on railyards. And those companies actually could do a lot  
10 to reduce the pollution from their locomotives just by  
11 bringing their cleanest engines into California, the state  
12 that has the worst air pollution in the country. Instead,  
13 they continue to bring some of the oldest, dirtiest  
14 locomotives in the country into our state.

15 You'll hear more detail from another member of  
16 our team, but I just wanted to say, this leaves a huge  
17 hole in our plans to achieve healthy air in California. I  
18 know that you don't give up and we don't give up, so we  
19 need to continue to plug this hole and find ways to reduce  
20 emissions from locomotives.

21 Thank you.

22 BOARD CLERK LEVRINI: Thank you.

23 We will now move on to our commenters in Zoom.  
24 We currently have five, starting with Brian Yanity. One  
25 moment. Brian, I have activated your mic. You may unmute



1 and begin.

2 BRIAN YANITY: Good afternoon, members of the  
3 Board. Thank you for this opportunity to provide public  
4 comment this afternoon. The Rail Passenger Association of  
5 California and Nevada, or RailPAC, is a 501(c)(3) all  
6 volunteer group of railroad professionals and advocates  
7 that has campaigned for improved mobility since 1978.  
8 RailPAC has long advocated for increased rail  
9 transportation as an environmental solution and for rail  
10 electrification.

11 RailPAC supports the repeal of the In-Use  
12 Locomotive Rule. This may seem counterintuitive coming  
13 from an organization that has long supported rail  
14 electrification, but we feel that approving CARB's  
15 proposed Locomotive Regulation is by default approving  
16 CARB's hydrogen rail strategy instead of proven rail  
17 electrification technology. CARB has long shown a bias  
18 towards hydrogen above proven rail electrification.

19 Dating back at least a decade, there was some  
20 pretty terrible reports that CARB put out in 2016 that had  
21 a lot of falsehoods about electrification, saying it would  
22 cost \$50 million a mile, which is 10 times what it costs  
23 in the real world, most places. Saying that, you know,  
24 electric locomotives weren't powerful enough, and then  
25 recommended fuel cells.

1           And moving forward, CARB really needs to look at  
2 the actual state of technology and work with providers  
3 around the world, who can provide electric technology for  
4 all kinds of rail operations. And please stop saying  
5 hydrogen is zero emissions. It's not. Hydrogen itself is  
6 a potent greenhouse gas. Even if you have the hydrogen  
7 coming from a green source allegedly, it still leaks.  
8 It's very prone to leakage. All those leaks cause  
9 greenhouse gas emissions and CARB needs to acknowledge  
10 that. Thank you.

11           BOARD CLERK LEVRINI: Thank you, Brian.

12           Our next three speakers, Mariela Ruacho, Jeffrey  
13 Beeman, and Polash Mukerjee. Excuse me.

14           Mariela, I have activated your mic. You may  
15 unmute and begin.

16           MARIELA RUACHO: Hi, Board members. I'm Mariela  
17 Ruacho. The American Lung Association greatly appreciates  
18 the innovative work of CARB staff and Board members to  
19 address rail pollution, and we're sorry to be here with  
20 you today. It is clear that the rail industry needs to be  
21 held accountable for their emissions and the negative  
22 health impacts caused by aging locomotives.

23           According to our State of the Air Report,  
24 California continues to have the unhealthiest air in the  
25 United States with about 90 percent of Californians living

1 in an area that receives a failing grade for ozone and  
2 particle pollution. Pollution can cause asthma, heart  
3 attack, stroke, early death. In addition, locomotives are  
4 a major source of diesel particle pollution known to cause  
5 cancer and elevated risks of weight -- wide ranges of  
6 health emergencies, particularly the rail industry -- to  
7 rail communities -- to communities living near rail.

8 The repeal of the In-Use Locomotive Rule leaves a  
9 large gap in the State SIP to meet ozone standards in the  
10 state. We need accountability for -- from the locomotive  
11 sector to ensure they are doing their part to reduce  
12 emissions, including cancer-causing diesel particle  
13 pollution. Moving to Tier 4 and beyond zero-emission rail  
14 needs to be a national priority.

15 We urge CARB to continue to explore all available  
16 options to reduce pollution in this sector. Doing so will  
17 help reduce cancer risk to community members, railyard  
18 workers, and reduce other negative health impacts that  
19 could have gained benefits from this rule.

20 We are committed to working with you and thank  
21 you again for your commitment to healthy air for all.

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 CHAIR RANDOLPH: I just wanted to note that  
25 apparently the webcast is having some difficulty. So if

1 you are having trouble with the webcast, go to the agenda,  
2 click on the Zoom link, and go in through the Zoom link,  
3 that will be easier for you to hear the broadcast.

4 BOARD CLERK LEVRINI: Thank you.

5 Jeffrey Beeman. I have activated your mic. You  
6 may unmute and begin.

7 JEFFREY BEEMAN: Hello. My name is Jeffrey  
8 Beeman. I'm a retired scientist from Lawrence-Berkeley  
9 National Lab and a member of Scientist Rebellion.

10 I'm here to voice my support for repealing the  
11 in-house[SIC] locomotive rule. This is because I feel,  
12 like Brian, that this effort has been used to justify  
13 hydrogen power change -- trains, which are an extremely  
14 bad idea. I've worked with hydrogen for 35 years and have  
15 made fuel cells myself. Hydrogen diffuses through metals  
16 embrittling them and leaks easily through polymers. It  
17 has a wide range of explosive concentrations in air, which  
18 is an unfriendly characteristic when used inside trains or  
19 in train tunnels. It is a bad actor in terms of  
20 greenhouse activity, since any leaked hydrogen acts to  
21 passivate free radicals in the upper atmosphere, which  
22 would otherwise be breaking down methane and other  
23 heat-trapping gases.

24 Worst of all, it is super inefficient to produce  
25 hydrogen and use it as a transportation fuel. Between

1 electrolysis, compression, transportation, and fuel cell  
2 use, it's only around 35 percent efficient in producing  
3 train motion in the best case. We throw 65 percent of our  
4 precious green electricity away as waste heat, if we make  
5 hydrogen with it.

6           If we decide that green electricity is too  
7 valuable to use for making hydrogen, we could use steam  
8 reformed hydrogen sold to us by fossil fuel companies. In  
9 this case, we pollute our atmosphere with as much or more  
10 CO2 than if we'd just burn diesel in the first place. And  
11 keep in mind, the cost of electricity used to make  
12 hydrogen would need to be round \$0.03 a-kilowatt hour to  
13 compete with fossil fuel-based methane.

14           The current administration will likely kill the  
15 California hydrogen hubs anyway, so where would we end up  
16 buying the hydrogen? Probably from fossil fuel companies.

17           Do the right thing, take the long view, build out  
18 catenary electric trains over a longer time frame. The  
19 rest of the world is doing exactly that for very good  
20 reasons.

21           Thank you.

22           BOARD CLERK LEVRINI: Thank you.

23           CHAIR RANDOLPH: Okay. We're still having  
24 trouble with the webcast, so I the technicians are going  
25 to reset it. So we're going to just take a few minutes

1 before we call on the last few commenters.

2 (Off record: 4:31 p.m.)

3 (Thereupon a recess was taken.)

4 (On record: 4:47 p.m.)

5 CHAIR RANDOLPH: Okay. I apologize for the  
6 interruption. We are continuing with public comment on  
7 Agenda Item 24-4-1.

8 Clerk, will you please call the next commenter.

9 BOARD CLERK LEVRINI: Thank you. Apologize for  
10 the delay. The next three commenters in Zoom we have  
11 Polash, Theral, and phone number ending in 528.

12 Polash, I have I have activated your mic. You  
13 may unmute and begin.

14 POLASH MUKERJEE: Thank you. Good afternoon,  
15 Chair Randolph and members of the Board.

16 My name is Polash Mukerjee. And I'm here on the  
17 behalf -- on behalf of the Coalition for Clean Air. We  
18 understand that for these regulations, CARB has limited  
19 legal option at present. However, I urge the Board to  
20 recognize that this repeal is a serious step backwards for  
21 air quality, for climate progress, and for environmental  
22 justice.

23 The repeal undermines critical emission  
24 reductions and will result in massive health and economic  
25 losses. Reductions of over 7,300 tons of fine particulate

1 pollution, 400,000 tons of smog-forming NOx, and over 21  
2 million metric tons of greenhouse gases -- greenhouse  
3 gases will be foregone. Along with this, an estimated \$18  
4 billion in net health savings will be lost.

5           Locomotive emissions alone remain untouched,  
6 while all of the mobile emissions sources in the state  
7 continue to shrink. Front-line communities will pay the  
8 price. Over 70 percent of switchers and industrial  
9 locomotives in California are pre-tier zero, each  
10 polluting as much as 1,300 trucks. These mainly operate  
11 around railyard and port communities and will impact them  
12 hard. For instance, with this repeal, the San Pedro port  
13 community residents will lose up to 95 percent of the  
14 anticipated reductions in local PM2.5 exposure from  
15 locomotives.

16           I urge CARB to act on two immediate priorities,  
17 expand incentive programs with a priority for Class 3 and  
18 industrial locomotive engine retirement or upgrades, and  
19 the second, integrate locomotive emission reduction  
20 targets into the updated Scoping Plan and the State  
21 Implementation Plan.

22           We do need to hold locomotive operators  
23 accountable to enforceable parts to reducing locomotive  
24 pollution. Our clean air mandates and our front-line  
25 communities depend on it.

1 Thank you very much.

2 BOARD CLERK LEVRINI: Thank you.

3 Theral Golden. I have activated your mic. You  
4 may unmute and begin.

5 Theral Golden, you may unmute and begin.

6 Okay. We will go ahead and move on.

7 Phone number ending in 528, you may unmute and  
8 begin.

9 I believe that concludes our commenters in Zoom.

10 CHAIR RANDOLPH: Okay. Thank you. I will now  
11 close the record on this agenda item. Do I have a motion  
12 for Resolution Number 25-4?

13 BOARD MEMBER EISENHUT: So moved.

14 CHAIR RANDOLPH: Thank you.

15 Do I have a second?

16 BOARD MEMBER BALMES: Second.

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

19 BOARD CLERK LEVRINI: Dr. Balmes?

20 BOARD MEMBER BALMES: Yes.

21 BOARD CLERK LEVRINI: Mr. De La Torre?  
22 Mr. Eisenhut?

23 BOARD MEMBER EISENHUT: Yes.

24 BOARD CLERK LEVRINI: Senator Florez?

25 BOARD MEMBER FLOREZ: Aye.



1 BOARD CLERK LEVRINI: Mayor Gloria?

2 BOARD MEMBER GLORIA: Yes.

3 BOARD CLERK LEVRINI: Mayor Lock Dawson?

4 BOARD MEMBER LOCK DAWSON: Aye.

5 BOARD CLERK LEVRINI: Mr. Ortiz-Legg?

6 BOARD MEMBER ORTIZ-LEGG: Yes.

7 BOARD CLERK LEVRINI: Mr. Rechtschaffen?

8 BOARD MEMBER RECHTSCHAFFEN: Yes.

9 BOARD CLERK LEVRINI: Dr. Shaheen?

10 BOARD MEMBER SHAHEEN: Aye.

11 BOARD CLERK LEVRINI: Ms. Takvorian?

12 BOARD MEMBER TAKVORIAN: Yes.

13 BOARD CLERK LEVRINI: Chair Randolph?

14 CHAIR RANDOLPH: Yes.

15 BOARD CLERK LEVRINI: The motion passes.

16 CHAIR RANDOLPH: All right. Thank you very much  
17 and thanks so much to staff and our attorneys. Really  
18 appreciate it.

19 Okay. The next item on the agenda is Item number  
20 25-4-2, public meeting to consider CARB staff  
21 recommendations for the appointment of members to the  
22 Community Air Protection Consultation Group.

23 If you are here with us in the room and wish to  
24 comment on this item, please fill out a request to speak  
25 card as soon as possible and submit it to a Board

1 assistant. If you are joining us remotely and wish to  
2 comment on this item, please click the "Raise Hand" button  
3 or dial star nine now. We will first call on in-person  
4 commenters followed by any remote commenters, when we get  
5 to the public comment portion of this item.

6         The goal of the Community Air Protection Program  
7 is to improve air quality in communities most impacted by  
8 air pollution in California. Meeting this goal requires a  
9 strong foundation of meaningful engagement, including  
10 consultation with community and environmental justice  
11 representatives, air district partners tribal governments,  
12 academia, business and industry, and other stakeholders in  
13 our work to address local sources of air pollution.

14         The breadth of knowledge CARB gains from the  
15 advice and expertise of this advisory body is essential to  
16 the implementation of the Community Air Protection Program  
17 and the goals the Board committed to in Blueprint 2.0,  
18 CARB's statewide strategy to reduce emissions in the most  
19 burdened communities in California.

20         The individuals proposed for membership in the  
21 Consultation Group are dedicated and passionate about  
22 CARB's mission to protect community health and reduce  
23 disparities in air pollution exposure.

24         Before we begin today, I want to take a moment to  
25 extend the Board's sincere thanks and appreciation to all

1 those who previously served on the Consultation Group.  
2 Your perspective and bold vision as articulated in the  
3 People's Blueprint helped pave the way to support  
4 community air protection.

5 Board Member Balmes, you and previous Board  
6 member Davina Hurt, chaired the first Consultation Group,  
7 which was convened in January 2018 and served until March  
8 2024. We thank you for your leadership and service and  
9 for continuing to serve as the Chair of the Consultation  
10 Group going forward.

11 All right. Principal Deputy Executive Director  
12 Smith, would you please introduce the item.

13 PRINCIPAL DEPUTY EXECUTIVE OFFICER SMITH: Thank  
14 you, Chair Randolph. So when CARB first convened a group  
15 of 25 diverse stakeholders in 2018, it was a significant  
16 step in building a program to meet the ambitious goals  
17 that were laid out by AB 617. The purpose of the  
18 Consultation Group is to advise CARB on the development  
19 and the implementation of our statewide strategy to  
20 improve air quality in the most overburdened communities,  
21 known as Blueprint 2.0, which is legislatively required to  
22 be updated every five years.

23 Today, we'll hear from staff about the robust  
24 efforts they've undergone to recruit a diverse pool of  
25 applicants to the consultation group, resulting in an

1 expanded representation of stakeholders, including  
2 environmental justice organizations, more air districts,  
3 local and tribal government representatives, and  
4 representatives of industry, AB 617 community steering  
5 communities and consistently nominated communities.

6 This is an excellent slate of leaders, including  
7 some who have been involved in this program since its  
8 inception, and I'm excited to bring their nomination to  
9 this Board today.

10 I will now ask Eloy Florez from the Office of  
11 Community Air Protection to begin the staff presentation.

12 Eloy, please proceed.

13 (Slide presentation).

14 STAFF AIR POLLUTION SPECIALIST FLOREZ: Good  
15 afternoon. My name is Eloy Florez and I'm a Staff Air  
16 Pollution Specialist in the Office of Community Air  
17 Protection, leading the reinvigoration of the Consultation  
18 Group.

19 Slide 2, please.

20 [SLIDE CHANGE]

21 STAFF AIR POLLUTION SPECIALIST FLOREZ: Let's  
22 begin with a brief video highlighting the work of the  
23 Stockton Community Steering Committee and the San Joaquin  
24 Valley Air District to implement their Community Emission  
25 Reduction Plan, or CERP. You will hear both about the

1 challenges of California's most impacted communities --  
2 you will hear both about the challenges California's most  
3 impacted communities face as well as the progress being  
4 made as a result of the community air protection.

5 (Thereupon a video was played.)

6 STAFF AIR POLLUTION SPECIALIST FLOREZ: Our  
7 thanks go out to the Stockton Community Steering Committee  
8 and the Valley Air District for their participation in the  
9 video.

10 Next slide, please.

11 [SLIDE CHANGE]

12 STAFF AIR POLLUTION SPECIALIST FLOREZ: Today, I  
13 will share: a brief history of the Consultation Group; an  
14 overview of our robust outreach and engagement effort to  
15 recruit a diverse group of interested Applicants; an  
16 outline of our internal review and recommendation process;  
17 I will then present our slate of recommended applicants  
18 for the group.

19 [SLIDE CHANGE]

20 STAFF AIR POLLUTION SPECIALIST FLOREZ: Signed  
21 into law in January of 2017, Assembly Bill 617 requires  
22 the California Air Resources Board to consult and engage  
23 with environmental justice organizations, air districts,  
24 affected industry, the Office of Environmental Health  
25 Hazard Assessment, Scientific Review Panel on Toxic Air

1 Contaminants, and other interested stakeholders in the  
2 development of a statewide strategy. The statewide  
3 strategy, known as the Program Blueprint, is intended to  
4 reduce emissions of toxic air contaminants and criteria  
5 air pollutants in communities affected by high cumulative  
6 exposure burden.

7 In January 2018, CARB first convened the  
8 25-member Consultation Group. The Consultation Group was  
9 chaired first by Board Member John Balmes and later  
10 co-chaired by Board Member Davina Hurt. The CARB AB 617  
11 Consultation Group included those representatives required  
12 by law as well as representatives from academia and a  
13 California tribal government. The CARB Board approved the  
14 first Blueprint in September 2018, which guided the  
15 Program implementation through October 2023.

16 In early 2021, a subset of Consultation Group  
17 members began work on the People's Blueprint. CARB staff  
18 supported this effort by providing facilitation and  
19 technical writing to support -- technical writing support  
20 via a consultant. The People's Blueprint highlights  
21 equity, environmental justice, benefits of the  
22 co-leadership model, and recommendations to strengthen  
23 transparency and accountability for the program.  
24 Throughout 2022, CARB staff engaged with the full  
25 Consultation Group about the People's Blueprint. This

1 engagement significantly informed the revised Program  
2 Blueprint, better known as Blueprint 2.0, that was  
3 approved by the Board in October 2023. Blueprint 2.0 is  
4 CARB's updated statewide strategy and implementation  
5 guidance for CARB and air districts to meet the Program  
6 commitments and bring benefits to communities in and  
7 consistently nominated to the Program.

8 Slide five, please.

9 [SLIDE CHANGE]

10 STAFF AIR POLLUTION SPECIALIST FLOREZ: In  
11 response to attrition, members and in align -- excuse me,  
12 in response to attrition of members and in alignment with  
13 the commitment in Blueprint 2.0 to reinvigorate the  
14 Consultation Group, CARB staff dissolved the Consultation  
15 Group in March 2024. CARB began this process by thanking  
16 all remaining members, many of whom had served the --  
17 since the Consultation Group's first convening in January  
18 of 2018.

19 CARB staff have worked to implement a robust  
20 recruitment process to expand representation to include  
21 local government and consistently nominated communities,  
22 as committed to in the Blueprint. This application  
23 process was also open to previous members.

24 In the summer of 2024, CARB staff developed a  
25 robust recruitment and outreach plan to ensure balanced

1 representation across all stakeholder categories and  
2 geographic diversity. First, CARB staff released an  
3 online membership application on January 16th, 2024,  
4 extending the application period twice and accepting  
5 applications for 130 days, four months and one-week  
6 period.

7           Throughout the open application period, OCAP  
8 staff provided outreach through: email listservs  
9 containing over 14,000 email addresses; OCAP databases  
10 containing 250 emails of interested stakeholders; direct  
11 phone calls; reaching out to local government agencies,  
12 including the Bay Area Association of Governments, the  
13 Southern California Association of Governments, and the  
14 San Gabriel Valley Association of Governments to ask them  
15 to consider applying; staff also reached out to city  
16 government leaders; staff provided information to  
17 potential applicants about the appli -- open application  
18 process at air district events, community steering  
19 meetings, environmental justice -- environmental justice  
20 group networks, and meetings with businesses and industry  
21 representatives.

22           Staff also worked with CARB's Public Information  
23 Office to use social media posts across various popular  
24 social media platforms.

25           Concurrently, staff developed and posted a



1 Consultation Group draft charter on the Program website  
2 during the application period to provide transparency into  
3 the advisory body's role and guide applicants. The  
4 charter establishes term lengths of four years, which will  
5 provide continuity through the next iteration of the  
6 Program Blueprint.

7 CARB received 50 applications before the  
8 application period closed January 24th of this year.  
9 Applications were received from representatives from local  
10 government, community steering committees, and  
11 consistently nominated community representatives,  
12 including the six air districts supporting community  
13 steering committees. The applications were geographically  
14 diverse, representing over 20 different counties from  
15 across the state, and met all identified categories for  
16 the Consultation Group.

17 CARB staff conducted a multi-level comprehensive  
18 review of each application received. Eligible and  
19 complete applications were first reviewed by a four-member  
20 staff -- staff team, with experience in working with  
21 communities and previous Consultation -- and the previous  
22 Consultation Group. Staff used an evaluation scoring  
23 sheet to assess and tabulate scores from responses to  
24 questions in applicant applications. Staff evaluated each  
25 application based on responses, relevant experience, and

1 knowledge and efforts in the program.

2 Application questions included:

3 Why you are interested in community air  
4 protection, followed by how do you see yourself  
5 contributing to the purpose of the Consultation Group,  
6 which is to advise CARB on the implementation of Blueprint  
7 2.0? That was followed by how will you -- how will your  
8 experience and qualifications inform your advice to CARB  
9 on how to implement the Community Air Protection Program?  
10 And finally, please share any relevant experience you have  
11 related to governance, such as decision-making,  
12 collaborative problem solving, and constructive resolution  
13 of conflict.

14 A second level review was completed by senior  
15 management and included first-round scores for  
16 consideration and program priorities. The final level  
17 review to evaluate and consider the overarching expertise  
18 and potential contribution of each applicant to the  
19 Consultation Group was conducted by CARB's Executive  
20 Officer.

21 [SLIDE CHANGE]

22 STAFF AIR POLLUTION SPECIALIST FLOREZ: Our  
23 purpose in expanding representation on the Consultation  
24 Group is to align with the ambitious goals in Blueprint  
25 2.0, to both meet our commitments in the 19 formally

1 selected communities, while focusing attention and  
2 resources on the consistently nominated communities. As a  
3 reminder, consistently nominated communities are areas  
4 that have been repeatedly recommended for selection into  
5 the Program by either air districts, community-based  
6 organizations, and community members. These nominations  
7 reflect an ongoing community interest and support, and  
8 help identify priority areas for air dis -- for air  
9 quality improvements.

10 As a result, the composition of the group  
11 includes: Consultation Group Chair, and shown -- and  
12 shown in this table, includes two members more than the  
13 group convened in 2018; nine members representing  
14 environmental justice communities, community steering  
15 committees, and consistently nominated communities; nine  
16 members representing six air districts, two local  
17 governments agencies, and one tribal government; four  
18 members representing business and industry; two members  
19 representing academia and community science; two members  
20 representing bodies specifically named in statute, the  
21 Office of Environmental Health Hazard Assessment and the  
22 Scientific Review Panel.

23 [SLIDE CHANGE]

24 STAFF AIR POLLUTION SPECIALIST FLOREZ: The next  
25 three slides listed -- list the recommended primary and

1 alternate members. While not required, applicants were  
2 given the opportunity to add alternates to their  
3 application. Alternates would serve in place of a member  
4 who cannot attend a meeting or to replace a member who is  
5 unable to serve the full term. Alternates are associated  
6 with the applicant's community group, agency, or employer.

7 First, Dr. Balmes will continue to serve as the  
8 Consultation Group Chair. All air districts that support  
9 community steering committees and consistently nominated  
10 communities are now represented. Health and Safety Code  
11 44391.2 requires CARB to consult with local governmental  
12 bodies in the affected communities. Staff recommends  
13 members representing the Southern California Association  
14 of Governments and the San Diego Association of  
15 Governments. The Consultation Group will also include a  
16 tribal government representative.

17 Beginning with the air districts, the following  
18 primary and alternate members are recommended: Belen Leon  
19 Lopez and alternate Israel Hernandez; Arsenio Mataka and  
20 alternate Philip Fine; Alberto Ayala and alternate Janice  
21 Lam Snyder; Ryan Hayashi and alternate Stephanie Ng; Dr.  
22 Anissa Heard-Johnson and alternate Walter Shen; and  
23 Domingo Vigil and alternate Shalem Aboody-Lopez.

24 In the government category we are recommending:  
25 Prithvi Deore and alternate Scott Strelecki; Antoinette

1 Meier and alternate Kirsten Uchitel; and, representing the  
2 Yurok Tribe, our recommendation is Kevin McKernan.

3 [SLIDE CHANGE]

4 STAFF AIR POLLUTION SPECIALIST FLOREZ: Staff  
5 focused on incorporating geographic diversity in the  
6 selection process. We are recommending applicants that  
7 represent environmental justice organizations, community  
8 steering committees, and consistently nominated  
9 communities from northern, central, and southern  
10 California. All have experience in working in and with  
11 California's most impacted communities and expressed a  
12 strong desire to continue those efforts through the  
13 Community Air Protection Consultation Group.

14 The following community representatives are  
15 recommended: Baldwin Moy and alternate Nambo Ramirez;  
16 Kevin Hamilton, who previously served on the first  
17 Consultation Group; Mary Elizabeth and Margo Praus;  
18 Jasmine Beltran; Mary Valdemar; Rodney Andrews; Y'Anad  
19 Burrell and alternate BK White; Bishop Chris Baker; and  
20 Maximilian Rosa.

21 [SLIDE CHANGE]

22 STAFF AIR POLLUTION SPECIALIST FLOREZ: The  
23 proposed Consultation Group slate also includes  
24 representation from California's diverse business  
25 entities. As required by statute, Consultation Group will

1 include representatives from the Office of Environmental  
2 Health Hazard Assessment and the Scientific Review Panel.  
3 The group will also include two members representing  
4 academia and community science.

5 In the business and industry category, the  
6 following primary and alternate representatives are  
7 recommended: Christine Zimmerman, who also served on the  
8 previous Consultation Group, and alternate Bob Brown; Dirk  
9 Piersma; Cassie Lopina, and alternate Mary Solecki; Tim  
10 Carmichael.

11 The member recommended to represent the  
12 Scientific Review Panel is Dr. David Low. And our  
13 recommendation for the Office of Environmental Health  
14 Hazard Assessment is Paula Torrado Plazas.

15 Lastly, our recommendations for academia and  
16 community science are: Dr. Jonathan London; and Dr.  
17 Rebecca Skinner.

18 [SLIDE CHANGE]

19 STAFF AIR POLLUTION SPECIALIST FLOREZ: If  
20 approved by the Board, staff will convene the newly -- the  
21 newly appointed group in late -- in the late summer to  
22 onboard and orient members. The first task of the  
23 Consultation Group will be to review and refine the draft  
24 charter. When revised, CARB staff will bring the final  
25 charter to the Board for consent -- as a consent item for

1 consideration and approval, as well as appoint alternate  
2 members as needed.

3 [SLIDE CHANGE]

4 STAFF AIR POLLUTION SPECIALIST FLOREZ: The newly  
5 reinvigorated Consultation Group will be well suited to  
6 advise CARB on the implementation of Blueprint 2.0 and  
7 provide insight on engaging community steering committees  
8 and consistently nominated communities in support of the  
9 Program's mission to improve air quality at the local  
10 scale in California's most overburdened communities.

11 Staff recommends the Board approve the slate of  
12 applicants recommended as either primary or alternate  
13 members of the community -- of the Community Air  
14 Protection Consultation Group.

15 I thank you for your time.

16 CHAIR RANDOLPH: All right. Thank you very much.  
17 We will now hear from the public who signed up to speak on  
18 this item, either by submitting a request to speak card or  
19 by raising their hand in Zoom. I will ask the Board  
20 clerks to begin calling the commenters.

21 BOARD CLERK LEVRINI: Thank you. We have one  
22 commenter in Zoom. The phone number ending in \*528. I  
23 have activated your mic. You may unmute and begin.

24 LAURA ROSENBERGER HAIDER: Can you hear me?

25 BOARD CLERK LEVRINI: Yes.

1           LAURA ROSENBERGER HAIDER: Can you hear me?

2           This is Laura Rosenberger Haider of Fresnans  
3 Against Fracking. I hope AB 617 communities and residents  
4 living near railyards would send the federal government  
5 their occupations and all of them -- those workers should  
6 talk about their illnesses. So if we could convince the  
7 federal government that they made a mistake, given the  
8 health studies the community (inaudible). That was from  
9 previous (inaudible).

10           Thank you.

11           BOARD CLERK LEVRINI: Thank you. And that  
12 concludes our commenters for this item.

13           CHAIR RANDOLPH: Okay. We'll, close on the item.  
14 Do Board member have any questions.

15           Dr. Balmes.

16           BOARD MEMBER BALMES: Thank you, Chair Randolph.

17           First of all, I want to thank the OCAP team who  
18 I've worked with now for a lot of years. And I think  
19 they've really done a great job at supporting the  
20 Consultation Group and Blueprint 2.0. And now, I look  
21 forward to the reinvigoration of the Consultation Group.  
22 You know, AB 617 implementation is very important for the  
23 State of California, for the nation, especially right now.  
24 You know, we lead the nation in air pollution control  
25 efforts at the community level that involves the community



1 at the table. And I think Blueprint 2.0 increased support  
2 for that involvement.

3 And again, I'm very proud of OCAP for developing  
4 that community engagement between the CSCs and the  
5 districts. You know, it took many years of listening, but  
6 I think we have moved forward from what we've learned from  
7 that listening. And I think the slate that the OCAP team  
8 has put together is really excellent, and I look forward  
9 to working with that team. So thank you.

10 CHAIR RANDOLPH: All right. Thank you.

11 Dr. Shaheen.

12 BOARD MEMBER SHAHEEN: Thank you, Chair. Am I  
13 good?

14 CHAIR RANDOLPH: Yes.

15 BOARD MEMBER SHAHEEN: Okay. Great. So I just  
16 wanted to commend the CARB staff for taking meaningful  
17 steps to ensure that this Consultation Group reflects the  
18 diversity and lived experience of our communities most  
19 impacted by air pollution. It's heartening to see the  
20 representation of the community steering committees,  
21 tribal governments, environmental justice, academics,  
22 advocates, and industry in your list.

23 The level of transparency and outreach you  
24 applied during the application process I thought was very  
25 impressive, including two extended deadlines and public

1 posting of the draft charter. I think this is commendable  
2 and really shows a strong example of public engagement.

3 And then, I also really appreciated the inclusion  
4 of members, you know, from all of these diverse groups,  
5 which I think is essential to building trust and crafting  
6 strategies that are both equitable and implementable. We  
7 really want to hit those two points.

8 And then finally, thank you for explicitly  
9 acknowledging the role of historic systemic inequities  
10 that have played a role in shaping current air quality  
11 burdens. I really appreciate the emphasis on that and  
12 recognize that this process is based on moral grounding  
13 and the context that this really does deserve.

14 So I also wanted to acknowledge Dr. Balmes and  
15 former Board Member Davina Hurt for all of their efforts,  
16 but just really wanted to commend you and thank you for  
17 this. It's uplifting to me. It's been a hard several  
18 months. And so this is something to celebrate and your  
19 hard work is something I really wanted to show my  
20 appreciation of.

21 Thank you.

22 CHAIR RANDOLPH: Thank you.

23 Mayor Lock Dawson.

24 BOARD MEMBER LOCK DAWSON: Thank you.

25 I just ask want to thank the staff for their

1 efforts on this, but most of all, I just wanted to speak  
2 up for the South Coast Air Quality Management District  
3 member who's been put forward, Dr. Anissa Heard-Johnson.  
4 I cannot say enough good things about her. She's amazing.  
5 She will be an incredible asset to us, so thank you for  
6 snagging her. She's -- she will be a great addition.  
7 Thank you.

8 STAFF AIR POLLUTION SPECIALIST FLOREZ: Thank you  
9 Board member.

10 CHAIR RANDOLPH: Board Member De La Torre.

11 BOARD MEMBER DE LA TORRE: I also want to thank  
12 staff for putting this all together and having the  
13 Consultant Group, you know, there to run things by. I  
14 have one particular question or issue with this and then  
15 just in general I have something to say about 617.

16 I had heard from a couple of people that maybe  
17 going to a shorter term would make it more attractive,  
18 because it's a lot of work, and going to two years instead  
19 of four might be more attractive. Did you guys look at  
20 that possibility in terms of being able to recruit broader  
21 than getting people to do a four-year term?

22 OCAP DIRECTOR REYES: We did. We -- my name is  
23 Deldi Reyes and I'm the Director of the Office of  
24 Community Air Protection. Thank you, Board Member De La  
25 Torre for your support and the question. It was an issue

1 we grappled with. There is in the draft charter a  
2 provision that, of course, members may resign at any time  
3 they need to, and that there's a process for reappointing.

4 We are now almost two years into the Blueprint  
5 2.0, which gives us three more years under that policy.  
6 And we wanted to make sure there was continuity between  
7 the members and the effort to update, as we're required to  
8 do, the strategy after these next three years pass. So  
9 that was really the goal. But we created that outlet,  
10 obviously, as folks need to resign, because of other  
11 issues, that certainly would be expected.

12 BOARD MEMBER DE LA TORRE: Okay. So potentially  
13 after this cycle, we could -- I'm thinking on the  
14 recruiting side. Obviously, anybody can resign any time,  
15 but on the recruiting side, I think it's a little less  
16 daunting for -- to commit to two years. So, just  
17 something to think about in the future.

18 OCAP DIRECTOR REYES: Yes. Thank you.

19 BOARD MEMBER DE LA TORRE: Thank you. And then  
20 in terms of 617, you all have heard me say it many a time,  
21 I live in a 617 community. I represent, in my day job,  
22 four of the 19 617 communities. We are partnering. In  
23 fact, this afternoon, there is -- I think South LA has a  
24 meeting, and my staff from my day job is presenting there  
25 about some things we're doing that augment 617.

1           There's this fixation on 617 and the money that's  
2 there. That that's the only thing that can happen in 617  
3 communities. What we need to do is identify all of the  
4 things that are extra that are being done by other  
5 entities, maybe by the air district, maybe by other  
6 entities like the one I run, and take credit for it, and  
7 focus those resources on these communities. People need  
8 to know these have been identified. And to the extent  
9 that there are other third parties floating around doing  
10 good work in these same areas, not because it's 617, just  
11 because it's the right thing to do in the right place,  
12 that we compile those things and bring them to the 617  
13 committees, and incorporate them in terms of our -- and  
14 Chanell knows this, because we've had this conversation --  
15 report it out as additional accomplishment in these areas  
16 that are mitigating, and cleaning, and empowering those  
17 communities.

18           So I really think that's something that we  
19 haven't done and unfortunately, because of the process  
20 we've created, we've created this perception that -- oh,  
21 that we're the ones doing everything and that's all that  
22 can be counted.

23           Well, no. There is other good stuff happening in  
24 these same communities, and we should absorb them. We  
25 can't control them, but we can -- we can certainly account

1 for them and absorb them into what we're doing. So that's  
2 my pitch.

3 Thank you.

4 OCAP DIRECTOR REYES: Thank you, Board Member De  
5 La Torre. Your advice is insightful and very on point,  
6 especially now. We actually are looking very much forward  
7 to focusing on the consistently nominated communities in  
8 that way. As you know, with those communities, they are  
9 not funded through the other sources of moneys that we  
10 have for the 19. And we did commit in the Blueprint to  
11 make a difference -- make a difference in those  
12 communities, and it will require leveraging with every  
13 single partner we can bring to the table.

14 BOARD MEMBER DE LA TORRE: Thank you. And to be  
15 clear, it's a nonprofit government agency. It's not a  
16 company. It's not for profit. The things that we're  
17 doing are completely tied to the cities in the -- in this  
18 region, so that's who we're doing it with and for.

19 DEPUTY EXECUTIVE OFFICER FLETCHER: I think one  
20 thing I'll just add - Chanell Fletcher, Deputy Executive  
21 Officer - that I think is really powerful about what  
22 you're sharing about the COGs are doing is also, I think,  
23 when you're looking at the consultation. Wow. We do, in  
24 fact, also have local government on the Consultation  
25 Group. And I think that was the new addition. And I

1 think that is really going to help us to start leveraging  
2 exactly what you're talking about, right? And as Deldi  
3 mentioned, we're really thinking about those consistently  
4 nominated communities. We're thinking about -- thinking  
5 about things like land use, right? So I do think that  
6 we're really moving in the direction aligned with our  
7 conversations.

8 BOARD MEMBER DE LA TORRE: For example the  
9 Strategic Growth Council, they've given grants in these  
10 communities, not because they're 617, just because there  
11 are communities that need it. And so that, to me -- you  
12 know, that -- we should be seeing what other agencies are  
13 doing as well in these communities and accounting for  
14 that.

15 Thank you.

16 CHAIR RANDOLPH: Board Member Takvorian.

17 BOARD MEMBER TAKVORIAN: Thank you, Chair.

18 Is this working?

19 Yeah. Okay.

20 So I just wanted to take a minute to also express  
21 my gratitude to OCAP and the team that has come forward to  
22 put this reinvigoration on the table, but especially to  
23 Dr. Balmes for being the Chair of the Consultation Group  
24 from day one. And I think this has been a difficult, but  
25 very effective and -- program that has really lifted up

1 not 617 communities, but environmental justice  
2 communities, which if I had any power up here, I would say  
3 we should quit calling them 617 communities, because  
4 that's not what they are. They're environmental justice  
5 communities and have been since day one.

6           So 617 doesn't mean anything to anyone who's  
7 outside of this little bubble. And thank goodness Dr.  
8 Balmes knew that and our former Board Member Davina Hurt  
9 knew that. And I think all of the members who have served  
10 deserve a big round of applause and gratitude as well.  
11 They came largely from the environmental justice movement  
12 and I think helped to guide the Program and helped to make  
13 it really effective.

14           So, I support the recommendations that you're  
15 making here. And I just want to say, I think this is a  
16 time that requires more community consultation, not less.  
17 So, I think it's quite timely and really important that we  
18 move this forward now and I look forward to extending the  
19 conversation that Board Member De La Torre started when we  
20 talk about the Program review in July, because I think  
21 there's a lot to talk about in terms of how we move  
22 forward, and what the focus is, and how we partner with  
23 others. It's great conversation and I look forward to  
24 having more of that next month.

25           Thank you.



1 CHAIR RANDOLPH: All right. Thank you.

2 Any other questions or comments from the Board?

3 All right. So, the Board has before them

4 Resolution number 25-5. Do I have a motion and a second?

5 BOARD MEMBER RECHTSCHAFFEN: So moved.

6 BOARD MEMBER BALMES: Second.

7 CHAIR RANDOLPH: All right. Board Clerk, will  
8 you please call the roll.

9 BOARD CLERK LEVRINI: Dr. Balmes?

10 BOARD MEMBER BALMES: Yes.

11 BOARD CLERK LEVRINI: Mr. De La Torre?

12 BOARD MEMBER DE LA TORRE: Yes.

13 BOARD CLERK LEVRINI: Mr. Eisenhut?

14 BOARD MEMBER EISENHUT: Yes.

15 BOARD CLERK LEVRINI: Senator Florez?

16 BOARD MEMBER FLOREZ: Yes.

17 BOARD CLERK LEVRINI: Mayor Gloria?

18 BOARD MEMBER GLORIA: Yes.

19 BOARD CLERK LEVRINI: Mayor Lock Dawson?

20 BOARD MEMBER LOCK DAWSON: Aye.

21 BOARD CLERK LEVRINI: Ms. Ortiz-Legg?

22 BOARD MEMBER ORTIZ-LEGG: Yes.

23 BOARD CLERK LEVRINI: Mr. Rechtschaffen?

24 BOARD MEMBER RECHTSCHAFFEN: Yes.

25 BOARD CLERK LEVRINI: Dr. Shaheen?

1 BOARD MEMBER SHAHEEN: Aye.

2 BOARD CLERK LEVRINI: Ms. Takvorian?

3 BOARD MEMBER TAKVORIAN: Yes.

4 BOARD CLERK LEVRINI: Chair Randolph?

5 CHAIR RANDOLPH: Yes.

6 BOARD CLERK LEVRINI: The motions passes.

7 CHAIR RANDOLPH: All right. Thank you.

8 Okay. We will now move to open comment for those  
9 who wish to provide a comment regarding an item of  
10 interest within the jurisdiction of the Board that is not  
11 on today's agenda. The clerk will call on those who have  
12 submitted a request-to-speak card. And if you are joining  
13 us remotely and wish to comment, please click the "Raise  
14 Hand" button or dial star nine now?

15 Board Clerk, will you please call commenters.

16 BOARD CLERK LEVRINI: Thank you. We currently  
17 have two in-person and two over Zoom. We will start with  
18 in-person beginning with Greg Hurner.

19 GREG HURNER: Good evening, Board members. Greg  
20 Hurner on behalf of Miller Industries, a toe truck  
21 manufacturer. You probably remember us from last year.  
22 I'm here to ask that the Board keep its commitment to  
23 provide updates on the ACT and how trucks are moving in  
24 California or not. California remains the only state  
25 where we're unable to get trucks, dirty -- new trucks to

1 replace the dirtier trucks and remove them from the road.

2 We don't have a ZEV option. We continue to  
3 pursue that option, but we do not have one. We're --  
4 I'm -- this has nothing to do with the other issues going  
5 on with the -- with the federal stuff. This just has to  
6 do with our ability to replace older, dirtier trucks with  
7 the cleanest technology available.

8 Part of what the Board also suggested that they  
9 were going to do and they said that the registrations were  
10 delayed, was to look at how much trucks are coming in from  
11 out of state and being registered and bypassing what we  
12 have to comply with, what our distributors and stuff in  
13 California have to comply with, and those expenses that  
14 old used trucks don't have to. It's a very low threshold  
15 of 7,500 miles, but you can also bring a 15-year old truck  
16 into California to replace anything here.

17 So we plan to have people at the July 24th  
18 hearing where the regulatory pack will be taken up,  
19 probably quite a few people, because they're suffering  
20 still. And, you know, Senator Florez did a nice editorial  
21 about the ACF in the Fresno Bee, but you pulled back the  
22 ACF. It's not having that cost impact on California like  
23 the ACT continues to do. So we'd love to work with you to  
24 try and find a solution here.

25 Thank you.

1 BOARD CLERK LEVRINI: Thank you

2 Will Brieger.

3 WILL BRIEGER: Good afternoon, Chair Randolph and  
4 Board members. I am Will Brieger here for Climate Action  
5 California, 350 Sacramento, and my six grandchildren. I'm  
6 always happy to be here. It's my favorite room honestly.  
7 This is the room where it happens to borrow from my  
8 favorite musical. It's the room where it should happen.

9 And what should happen? Livestock Methane  
10 Regulation. And I very much appreciate the Board's  
11 resolution last fall to do something in the next few  
12 years. Worldwide, methane reductions could make a  
13 difference in the 11 years before my oldest grandchild is  
14 eligible to play high school field sports in Omaha,  
15 Nebraska. I mean, it's borderline too hot their now.

16 So I have two points. One is reducing methane is  
17 our best tool, according to the IEA and to the Global  
18 Methane Pledge our Governor signed. Secondly, livestock  
19 is California's by far largest source of methane.

20 Designing regulations in this area will be  
21 challenging to be sure. I am so happy that California and  
22 the Board, in particular, has such talented people. I  
23 have confidence it can be done. I'm just asking to  
24 prioritize this task.

25 Thank you.

1 BOARD CLERK LEVRINI: Thank you.

2 We will now move on to our commenters in Zoom.

3 We currently have two. Kimberly Burr and Lisa McGhee.

4 Kimberly, I have activated your mic. You may  
5 unmute and begin.

6 KIMBERLY BURR: Great. Thank you so much. Yeah,  
7 I'm calling in from Sonoma County and I'm a member of  
8 Forest Unlimited, and we basically have been trying really  
9 hard to save mature trees for over 20 years and also plant  
10 thousands of baby trees.

11 It is my understanding that CARB essentially  
12 considers forest biomass kind of a net zero or zero  
13 emissions source. But forest biomass is not zero  
14 emissions. And it really does involve taking trees and  
15 putting them into a manufacturing process to be burned  
16 later. So it's kind of a lose-lose. And we wanted to  
17 make sure you guys were aware of a new -- a recent  
18 development. The largest pellet manufacturer, it's called  
19 Golden State Natural Resources, just decided yesterday or  
20 maybe a day before yesterday that they are not going to be  
21 doing forest biomass pellet production for several  
22 reasons.

23 In their own words, they basically said that they  
24 have to explore alternative approaches for implementing  
25 their project and they're effectively ending their plans

1 to build the controversial wood pellet facilities and  
2 export terminal. They got a lot of input from people,  
3 50,000 comments. And the current biomass market  
4 conditions have been riddled with government turnaways for  
5 subsidies. And this is all just to say that burning trees  
6 and logging to -- for something that's not carbon neutral  
7 is -- needs to be reevaluated. And I hope you guys do  
8 that.

9           Also, the -- you know, basically looking at from  
10 the beginning of the process to the end, cutting down the  
11 trees, bringing people out in the woods with tractors,  
12 hauling all that stuff back to a factory, manufacturing  
13 that all, and then putting it on trains and boats and  
14 shipping it all over the world.

15           So hopefully, you guys will evaluate that and  
16 thank you for all your important work.

17           BOARD CLERK LEVRINI: Thank you.

18           Lisa McGhee, I have activated your mic. You may  
19 unmute and begin.

20           LISA MCGHEE: I'm Lisa McGhee. Tom's Truck  
21 Center is a commercial truck dealership in Los Angeles  
22 since 1949. As an HVIP dealer, we offer five medium-,  
23 heavy-duty on-road zero-emission vehicles both EV and fuel  
24 cell. We became an HVIP dealer in 2012 submitting 762  
25 vouchers to date and have redeemed 479. We operate two

1 medium-, heavy-duty BEV depot stations and are installing  
2 a fuel cell station at our Los Angeles dealership.

3 Our medium-, heavy-duty HVIP has a new proposal  
4 for voucher changes. My comments today are specific to  
5 fuel cell, and I've submitted public written comments to  
6 CARB's Board regarding this matter. The industry  
7 stakeholders are blindsided, as we were not included in  
8 the proposed changes.

9 Specifically, fuel cell technology is not mature.  
10 It only has two OEMs listed in HVIP. It requires more  
11 units to penetrate the market, which the technology is  
12 best suited for heavy-duty and drayage applications.  
13 However, it is dependent on incentives that will reduce  
14 the barriers of the investment cost.

15 HVIP voucher facts. The fuel cell and EV  
16 vouchers to date amount to 9,812 vouchers. Fuel cell  
17 amounts to 913 of that, with 217 redeemed, or two percent.  
18 The HVIP OEM facts. There are few -- between fuel cell  
19 and EV OEMs, we have 45 OEMs in HVIP. BEV had 15 years in  
20 HVIP. Fuel cell has had six years in HVIP. There have  
21 been five fuel cell OEMs in history, and to date, we have  
22 two remaining, or four percent are fuel cell.

23 The proposal reduces the base to 160,000 and  
24 removed all plus-up modifiers. The existing voucher is  
25 currently 240,000 dollars with the technology modifier.

1 We recommend a base of no less than \$300,000. This is a  
2 very nascent technology with two OEMs, approximately 200  
3 units in operation. We need more penetration to ensure  
4 its growth and affordability, and we appreciate all the  
5 work CARB does.

6 Thank you very much.

7 BOARD CLERK LEVRINI: That concludes our  
8 commenters for open comment.

9 CHAIR RANDOLPH: Okay. The board will now break  
10 for closed session, as authorized by Government Code  
11 section 11126(e) and as indicated in the public notice for  
12 today's meeting. In approximately 45 minutes after closed  
13 session, the Board will adjourn the meeting.

14 Thank you.

15 (Off record: 5:40 p.m.)

16 (Thereupon the meeting recessed  
17 into closed session.)

18 (Thereupon the meeting reconvened  
19 open session.)

20 (On record: 6:13 p.m.)

21 CHAIR RANDOLPH: All right. The Board has  
22 emerged from closed session. No reportable action was  
23 taken.

24 And the June 26th meeting of the Air Resources  
25 Board is now adjourned.



1 Thank you.

2 (Thereupon the California Air Resources Board  
3 meeting adjourned at 6:13 p.m.)  
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CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of July, 2025.



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