

MEETING
STATE OF CALIFORNIA
AIR RESOURCES BOARD

ZOOM PLATFORM

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

THURSDAY, JULY 24, 2025
10:05 A.M.

JAMES F. PETERS, CSR
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APPEARANCES

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John Eisenhut

Dean Florez (Remote)

Lynda Hopkins

Assemblymember Corey A. Jackson

Dawn Ortiz-Legg

Tania Pacheco-Werner, PhD

Cliff Rechtschaffen (Remote)

Susan Shaheen, PhD

Diane Takvorian (Remote)

STAFF:

Steve Cliff, PhD, Executive Officer

Shannon Dilley, Chief Counsel

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

Chanell Fletcher, Deputy Executive Officer, Environmental Justice

Christopher Grundler, Deputy Executive Officer, Mobile Sources and Incentives

Edna Murphy, Deputy Executive Officer, Internal Operations

APPEARANCES CONTINUED

STAFF:

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

Rajinder Sahota, Deputy Executive Officer, Climate Change and Research

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Deldi Reyes, Division Chief, OCAP

Kat Talamantez, Air Pollution Specialist, In-Use Control Measures Section, MSCD

Steve Weiss, Senior Attorney, Legal Office

ALSO PRESENT:

Fariya Ali, Pacific Gas and Electric

Angie Balderas, San Bernardino/Muscoy Community Steering Committee

Brian Beveridge, West Oakland Community Steering Committee

APPEARANCES CONTINUED

ALSO PRESENT:

Barry F. Boyd

Kimberly Burr

Todd Campbell, Clean Energy, The Transport Project,
California Renewable Transportation Alliance

Nick Chiappe, California Trucking Association

Kristian Corby, California Electric Transportation
Coalition(CalETC)

Scott Cox, CalStart

Joel Creswell, State of Washington, Department of Ecology

Evan Edgar, California Compost Coalition

Philip Fine, Bay Area Air Quality Management District

Ryan Hayashi, San Joaquin Valley Air Pollution Control
District

Anissa Heard-Johnson, EdD, South Coast Air Quality
Management District

Davida Herzl, Aclima

Moses Huerta

Timothy Hughes, University of California, Davis

Greg Hurner, Miller Industries

Belen Leon-Lopez, Imperial County Air Pollution Control
District

Jonathan London, PhD, University of California, Davis

Josh Lovelace, Miller Industries, Safe Roads Coalition

Bill Magavern, Coalition for Clean Air

Paul Mahnken, Miller Industries

APPEARANCES CONTINUED

ALSO PRESENT:

Nayamin Martinez, Central California Environmental Justice Network

Sakereh Maskal, Pesticide Action and Agroecology Network

Megan O'Toole, Northeast States for Coordinated Air Use Management (NESCAUM)

Mariela Ruacho, American Lung Association

Byanka Santoyo, The Center on Race, Poverty and The Environment

Chalam Tubati

Tom Van Heeke, Rivian

John Weber

LaDonna Williams, All Positives Possible

Sam Wilson, Union of Concerned Scientists

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PROCEEDINGS

CHAIR RANDOLPH: All right. Good morning. The July 24th, 2025 public meeting of the California Air Resources Boards 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.

Mr. Eisenhut.

BOARD MEMBER EISENHUT: Here.

BOARD CLERK LEVRINI: Senator Florez.

BOARD MEMBER FLOREZ: Florez present.

BOARD CLERK LEVRINI: Mayor Gloria.

Mr. Guerra.

Ms. Hopkins.

BOARD MEMBER HOPKINS: Present.

BOARD CLERK LEVRINI: Assemblymember Jackson.

ASSEMBLYMEMBER JACKSON: Here

BOARD CLERK LEVRINI: Thank you.

Mayor Lock Dawson.

Ms. Ortiz-Legg.

BOARD MEMBER ORTIZ-LEGG: Present.

BOARD CLERK LEVRINI: Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Here.

BOARD CLERK LEVRINI: Ms. Rechtschaffen.

1 BOARD MEMBER RECHTSCHAFFEN: Here.

2 BOARD CLERK LEVRINI: Dr. Shaheen.

3 BOARD MEMBER SHAHEEN: Here.

4 BOARD CLERK LEVRINI: Senator Stern.

5 Ms. Takvorian.

6 BOARD MEMBER TAKVORIAN: Good morning. I am
7 here. I am participating remotely today. I'm forced to
8 do that and I apologize, because I woke up with the flu
9 this morning and a fever. So, I have I think wisely
10 chosen that I would not infect all of you or make the
11 trip. So I appreciate your accommodation and look forward
12 to participating remotely.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you. Noted.

15 Chair Randolph.

16 CHAIR RANDOLPH: Here.

17 BOARD CLERK LEVRINI: Madam Chair, we have a
18 quorum.

19 CHAIR RANDOLPH: All right. Thank you.

20 I will cover our housekeeping items before we get
21 started. We are conducting today's meeting in person as
22 well as offering remote options for public participation
23 both by phone and in Zoom. Anyone who wishes to testify
24 in person should fill out a request-to-speak card
25 available in the foyer outside the Board room. Please

1 turn it into a Board assistant prior to the commencement
2 of the item. If you are participating remotely, you will
3 raise your hand in Zoom or dial star nine, if calling in
4 by phone. The Clerk will provide further details
5 regarding how public participation will work in a moment.

6 For safety reasons, please note the emergency
7 exit to the rear of the room through the foyer. In the
8 event of a fire alarm, we are required to evacuate this
9 room immediately and go down the stairs to the lobby and
10 out of the building. When the "All Clear" signal is
11 given, we will return to the auditorium and resume the
12 hearing.

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

21 Interpretation services will be provided today in
22 Spanish for both in-person and Zoom attendees. If you are
23 joining us using Zoom, there is a button labeled
24 "Interpretation" on the Zoom screen. Click on that
25 interpretation button and select Spanish to hear the

1 meeting in Spanish. If you are joining us here in person
2 and would like to listen to the meeting in Spanish, please
3 speak to a Board assistant and they will provide you with
4 further instructions. I want to remind all of our
5 commenters to speak slowly and pause intermittently to
6 allow the interpreters the opportunity to accurately
7 interpret your comments.

8 THE INTERPRETER: Good morning, Madam Chair and
9 Board members. This message will be provided in Spanish.

10 (Interpreter translated in Spanish).

11 THE INTERPRETER: Thank you.

12 CHAIR RANDOLPH: Thank you. I will now ask the
13 Board Clerk to provide more details regarding public
14 participation.

15 BOARD CLERK LEVRINI: Thank you, Chair Randolph.
16 Good morning, everyone. I will provide additional
17 information on public participation for today's meeting.

18 We will first call in-person commenters who have
19 returned -- who have tune -- turned in a request-to-speak
20 card and then call on commenters -- excuse me -- then call
21 commenters who are joining us remotely. If you are
22 joining us remotely and wish to make a verbal comment on
23 one of today's Board items or during the open comment
24 period at the end of today's meeting, you must be using
25 Zoom webinar or calling in by phone. If you are watching

1 the webcast but you wish to comment remotely, please
2 register for the Zoom webinar or call in. Information for
3 both can be found on the public agenda for today's
4 meeting.

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

15 When the comment period begins, the order of
16 commenters is determined by who raises their hand first.
17 We will call each commenter by name and will activate each
18 commenter's audio when it is their turn to speak. For
19 those calling in, we will identify you by the last three
20 digits of your phone number. We will announce the next
21 three or so commenters in the queue, so you are ready to
22 testify when we come to you. Please note, your testimony
23 will not appear by video. For all commenters, please
24 state your name for the record before you speak. This is
25 especially important for those calling in by phone.

1 Each commenter will have a time limit of two
2 minutes, although this may change at the Chair's a
3 discretion. During public testimony, you will see a timer
4 on the screen. For those calling in by phone, we will let
5 you know when you have approximately 30 seconds left and
6 when your time is up. For anyone giving verbal comments
7 today in Spanish, please indicate so at the beginning of
8 your testimony and our interpreter will assist you.
9 During your comment, please follow any instructions the
10 interpreter provides. Please note your time will be
11 doubled if you require Spanish interpretation.

12 To submit written comments, please visit CARB's
13 send us your comments page or look at the public agenda on
14 our webpage for links to submit your comment.

15 Written comments will be accepted on each item
16 until the Chair closes the record for that Board item. If
17 you experience technical difficulties, please call
18 805.772.2715 so and IT person can assist.

19 Thank. And I'll turn the microphone back to
20 Chair Randolph.

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

22 The first item on the agenda is item number
23 25-5-1, proposed amendments to the Advanced Clean Trucks
24 Regulation and Zero-Emission Powertrain Certification Test
25 procedure. If you are here with us in the room and wish

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

8 The Advanced Clean Trucks Regulation was adopted
9 by the Board in 2020 and approved by the Office of
10 Administrative Law in March 2021. This regulation is part
11 of a comprehensive strategy to reduce emissions for
12 medium- and heavy-duty vehicles. The goal of this
13 regulation is to minimize criteria and greenhouse gas
14 emissions from these vehicles. The regulation is
15 inspected -- expected to increase the supply of
16 zero-emission vehicles in the truck and bus sector for
17 applications that are well suited for their use.

18 In 2024, the Board adopted amendments to the
19 Clean Trucks Regulation that provided additional
20 compliance flexibilities as requested by the
21 manufacturers.

22 On June 12th, 2025, the President signed illegal
23 resolutions purporting to overturn U.S. EPA's decisions to
24 grant California a waiver to control emissions of new
25 trucks regulated by both the Advanced Clean Trucks

1 Regulation and the Omnibus Regulation. These resolutions
2 are currently the subject of litigation and are separate
3 from the proposed amendments here. The proposed
4 amendments before us would make changes to support
5 commitments made as part of the Clean Truck Partnership
6 and in response to stakeholders comments.

7 We continue to see growth in the medium- and
8 heavy-duty zero-emission market and are in the fourth
9 consecutive year of increasing ZEV sales.

10 The federal administration's actions, however,
11 create significant uncertainty and present challenges to
12 our efforts to reduce emissions by deploying clean
13 transportation technologies. Fortunately, California's
14 leadership in this area has created an ecosystem of
15 programs and incentives that will continue to support
16 decarbonization of the trucking sector and reduction of
17 emissions, especially in disadvantaged communities.

18 Dr. Cliff, would you please introduce the item.

19 EXECUTIVE OFFICER CLIFF: Thank you, Chair
20 Randolph.

21 The Advanced Clean Trucks Regulation establishes
22 requirements for medium- and heavy-duty manufacturers to
23 sell an increasing portion of their sales as zero
24 emissions starting with the 2024 model year.

25 Based on information reported by manufacturers

1 for the 2024 model year. Manufacturers significantly
2 exceeded the first ZEV sales requirement. In fact, more
3 than 26,000 surplus credits are available to trade or bank
4 for future use, which is 400 percent more than what was
5 needed for all of the manufacturers to currently comply
6 with the requirements. This confirms the program is being
7 implemented successfully.

8 Last year, we heard concerns about engine
9 shortages. At that time, staff met with manufacturers and
10 other stakeholders, and concluded the shortfall could not
11 be attributed to the Advanced Clean Trucks Regulation.
12 Earlier this year, you directed staff to reconvene with
13 these manufacturers to receive an update on the product
14 shortage issues, which we will be hearing today. Staff
15 met with all regulated manufacturers again this year to
16 determine if product shortages were resolved. The
17 manufacturers relayed that some of the same issues will --
18 were still occurring at some level, but the situation has
19 improved in part due to the additional flexibilities
20 issued by CARB last year.

21 However, new challenges are emerging due to the
22 uncertainty at the federal level, including the impact
23 from federal tariffs. Staff will continue to coordinate
24 with the manufacturers on these issues. Staff are
25 determined to provide compliance flexibilities where

1 feasible to ease implementation.

2 The California Air Resources Board and major
3 truck manufacturers, as you noted, entered into the Clean
4 Truck Partnership in July 2023. That agreement advances
5 the development of zero-emission vehicles for the trucking
6 industry and provides flexibility for manufacturers to
7 continue reducing exhaust emissions to protect public
8 health and achieve climate goals.

9 These proposed amendments today would fulfill one
10 of CARB's commitments in the Clean Truck Partnership
11 agreement to develop and propose to the Board a pooling
12 concept in collaboration with the regulated manufacturers
13 and the states that have adopted the Advanced Clean Trucks
14 Regulation under section 177 of the Federal Clean Air Act.

15 The proposed amendments consist of minor changes
16 that would have no significant cost or emissions impact.
17 These amendments would provide additional compliance and
18 certification flexibility to manufacturers and amend
19 existing provisions of the Advanced Clean Trucks
20 Regulation to facilitate manufacturer's compliance with
21 the requirements.

22 In summary, these minor changes on our
23 commitments made by CARB in the Clean Truck Partnership
24 agreement streamline implementation and offer additional
25 compliance flexibility to manufacturers. Staff recommends

1 approval of the proposed changes.

2 This concludes my summary. I will now ask Kat
3 Talamantez of the Mobile Source Control Division to begin
4 the staff presentation.

5 (Slide presentation).

6 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: Thank
7 you, Dr. Cliff. Today, I'll be taking us through the
8 proposed amendments to the Advanced Clean Trucks
9 Regulation and the Zero-Emission Powertrain Certification
10 Test Procedure. The proposed amendments generally consist
11 of minor changes that have no significant cost or
12 emissions impact.

13 [SLIDE CHANGE]

14 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: I'll
15 begin with a review of some background information
16 followed by a summary of the proposed amendments and
17 finish with a brief discussion of the next steps.

18 [SLIDE CHANGE]

19 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: The
20 Advanced Clean Trucks, or ACT, Regulation was adopted by
21 the Board in June of 2020 to accelerate commercial
22 deployment of zero-emission vehicles, or ZEVs, and
23 contribute toward meeting the state's air quality and
24 climate change mitigation targets. The regulation
25 establishes requirements for medium- and heavy-duty

1 vehicle manufacturers to sell an increasing portion of
2 their sales as zero-emission starting in the 2024 model
3 year and ramping up through 2035. It provides a number of
4 flexibilities that assist manufacturers in meeting the
5 compliance requirements.

6 In October of 2024, the Board approved amendments
7 to the ACT Regulation that provided manufacturers with
8 additional compliance flexibility. And lastly, California
9 and the Section 177 states cumulatively account for
10 approximately 25 percent of the medium- and heavy-duty
11 truck sales in the U.S.

12 [SLIDE CHANGE]

13 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: The
14 flexibilities in the ACT Regulation include early action
15 credits, a three-model year period to offset an
16 outstanding deficit, the ability to bank and trade
17 credits, and the exclusion of certain 2026 model year
18 heavy heavy-duty engines from the deficit generation
19 requirements in addition to several other provisions.

20 [SLIDE CHANGE]

21 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: Moving
22 on to another area, staff are also proposing to amend the
23 Zero-Emission Powertrain Certification Test Procedure, or
24 ZEP Certification, adopted by the Board in July of 2019.
25 The ZEP Certification is a certification pathway for

1 medium- and heavy-duty ZEVs that increases consumer
2 protections, establishes new warranty requirements, and
3 accelerates progress towards greater vehicle
4 repairability. The ACT Regulation requires ZEP
5 Certification where applicable starting with the 2024
6 model year to receive credit.

7 [SLIDE CHANGE]

8 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: Now,
9 to provide an update on the compliance data in California.
10 Based on data reported for the 2024 model year, the
11 manufacturers greatly exceeded the first ZEV sales
12 requirement with more than 30,000 medium- and heavy-duty
13 ZEV sales in California. More than 26,000 surplus credits
14 are also available, which is about 400 percent more
15 credits than are needed for all the regulated
16 manufacturers to comply with the current requirements.
17 These credits were generated from ZEVs in all vehicle
18 groups, but primarily consist of credits generated by the
19 Class 2B and 3 group. Lastly, the total ZEV sales for the
20 2024 model year were about 22.8 percent of total medium-
21 and heavy-duty vehicle sales in California.

22 [SLIDE CHANGE]

23 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: In
24 July of 2023, CARB announced a Clean Truck Partnership
25 agreement with the nation's leading major truck

1 manufacturers. The agreement advances the development of
2 ZEVs for the trucking industry and provides flexibility
3 for manufacturers to meet emissions requirements while
4 reaching the State's climate and emissions reduction
5 goals. As part of the agreement, CARB agreed to develop
6 and propose to the Board a pooling concept, which is part
7 of these proposed amendments.

8 [SLIDE CHANGE]

9 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: I will
10 now provide a summary of all the proposed changes. The
11 pooling concept was developed in response to feedback
12 staff received from the Section 177 states and the
13 manufacturers. Staff held public workshops in 2023 and
14 2024 on the initial proposed concept. Several
15 manufacturers submitted comments on these proposals,
16 including Stellantis, GM, and the Truck and Engine
17 Manufacturers Association. In addition, staff met with
18 the Section 177 states and the manufacturers over 30 times
19 each to discuss the proposal. This feedback from our
20 state partners and the manufacturers has been incorporated
21 into the concept being shared with you today.

22 [SLIDE CHANGE]

23 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: To
24 provide some context behind the first proposed amendment,
25 credit pooling is a flexibility provision that permits

1 manufacturers to use surplus ZEV credits generated in
2 California and the Section 177 states to assist with
3 compliance in another one of these states. This type of
4 provision is currently used in CARB's light-duty ZEV
5 regulations and provides flexibility to the manufacturers
6 for ZEV deployments.

7 [SLIDE CHANGE]

8 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: Staff
9 is proposing to implement a credit pooling system under
10 the ACT Regulation. The proposal restricts the number of
11 credits that can be transferred into a state through
12 annual percentage caps that are calculated based on the
13 total deficits generated in the state accepting the
14 credits. These percentages start at 20 percent for the
15 2027 model year and decline over time. For example, a
16 manufacturer has 1,000 total deficits in California for
17 the 2027 model year. The percentage cap for the 2027
18 model year is 20 percent, so this manufacturer may
19 transfer up to a total of 200 surplus credits from the
20 other states. This flexibility provision applies to all
21 vehicles and can be used concurrently with the deficit
22 makeup period.

23 [SLIDE CHANGE]

24 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: In the
25 current ACT Regulation, Class 7 and 8 tractor deficits can

1 generally only be offset with tractor credits, with very
2 limited exceptions. Staff are proposing to permit
3 manufacturers to convert up to a total of 1,000 credits
4 generated from other ZEV sales at 80 percent of their
5 value to offset any remaining tractor group deficits for a
6 given model year. For example, a manufacturer that needs
7 600 tractor group credits to meet their 2025 compliance
8 obligation can convert 750 credits from other ZEV sales.
9 The manufacturer in this case would have the ability to
10 convert an additional 250 credits for the 2025 model year.
11 This flexibility modifies the existing Low Tractor Volume
12 Provision and addresses concerns regarding low tractor
13 sales in some states.

14 [SLIDE CHANGE]

15 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ:

16 Further, staff are proposing to implement
17 additional flexibilities at the direct request of the
18 manufacturers. These changes include:

19 Decreasing the minimum all-electric range
20 threshold for near-zero-emission vehicles, or NZEVs, also
21 commonly known as plug-in hybrids after the 2030 model
22 year; providing manufacturers increased flexibility with
23 respect to the order in which they retire ZEV and NZEV
24 credits; and modifying the communication protocols with
25 respect to the ZEV connector criteria in the ZEP

1 Certification.

2 [SLIDE CHANGE]

3 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ:

4 Several benefits are anticipated through
5 implementation of this proposal. First, the proposal
6 provides additional compliance flexibilities to the
7 manufacturers ensuring greater ability for the regulations
8 requirements to be met in all state -- all states, while
9 also accounting for potential fluctuations in vehicle
10 sales from year to year.

11 Further, the proposed amendments ensure ZEV
12 availability in the other states. And lastly, the
13 proposal maintains emissions benefits of the ACT
14 Regulation, while increasing flexibility and decreasing
15 regulatory burden on the manufacturers.

16 [SLIDE CHANGE]

17 MSCD AIR POLLUTION SPECIALIST TALAMANTEZ: Moving
18 on to the next steps, staff recommends that the Board
19 approve Resolution 25-6, which includes adopting the
20 proposed amendments and directing the Executive Officer to
21 submit the amendments to be included in the California
22 State Implementation Plan.

23 Lastly, staff are proposing to release a 15-day
24 package to ensure that credits can only be transferred
25 through the pooling provision from states that are fully

1 implementing the ACT requirements in addition to minor
2 updates to the reporting and other requirements.

3 This concludes staff's presentation, and I will
4 now turn it over to Joel Creswell from the Washington
5 Department of Ecology followed by Megan O'Toole with the
6 Northeastern[SIC] States for Coordinated Air Use
7 Management.

8 JOEL CRESWELL: Good morning, Chair Randolph and
9 members of the Board. I'm Joel Creswell, Program Manager
10 for the Climate Pollution Reduction Program at the
11 Washington State Department of Ecology.

12 I'm here today to speak in strong support of the
13 pooling amendments that the board is considering for the
14 Advanced Clean Trucks Program. In Washington, the
15 transition to zero-emission trucks is already well under
16 way, and the State is making major investments to help
17 more fleets afford these vehicles, access charging
18 infrastructure, and get technical assistance. Still our
19 State would benefit from adding flexibilities to the
20 Advanced Clean Trucks Program.

21 The changes under consideration would give
22 manufacturers more access to credits that could be used to
23 meet their sales requirements. We also believe the
24 proposed amendments would increase the development of
25 plug-in hybrid vehicles giving fleets more choice in the

1 transition to zero-emission technology. In Washington,
2 the largest concerns around compliance have come from the
3 Class 7, 8 tractor or semi-truck category, where sales
4 have been slower than expected. So these proposed
5 amendments to allow converted credits would put
6 manufacturers on a guaranteed path to compliance in our
7 state.

8 We forecast that after Class 2B through 3 and
9 Class 4 through 8 credits are converted to Class 7 to 8
10 tractors and all deficits are met, manufacturers will
11 still hold 8,500 surplus credits in model year 2027. This
12 is because clean vehicle adoption is already strong in
13 Washington. Nearly 20 percent of new medium- and
14 heavy-duty vehicle sales in our state were zero emission
15 last year.

16 Changes to allow pooling are important to
17 Washington as well. Zero-mission trucking adoption
18 benefits from economies of scale with co-located charging,
19 zero-emission fleets, and technical expertise contributing
20 to the rapid growth of the market as evidenced by
21 Washington's rapidly growing share zero-emission sales.

22 These pooling changes incentivize continued
23 manufacturer investment in leading State markets, such as
24 Washington and California to bring vehicles to areas where
25 they are easiest to sale and earn credits. They support

1 manufacturers in meeting compliance across all Section 177
2 states and are appropriately limited through a cap. The
3 fact that they sunset over time also ensures that states
4 will still receive the clean air benefits they and their
5 residents expected when they adopted Advanced Clean
6 Trucks.

7 We strongly support these proposed changes and
8 the benefit they will bring to Washington's zero-emission
9 truck transition.

10 Thank you.

11 CHAIR RANDOLPH: Do we have Megan?

12 MEGAN O'TOOLE: Yes. I'm sorry. I'm just trying
13 to get my video to work.

14 There we go. Apologies.

15 Good morning, Chair Randolph and honorable Board
16 members. My name is Megan O'Toole. And I am the Senior
17 Policy Advisor at the Northeast States for Coordinated Air
18 Use Management, also know an NESCAUM. On behalf of
19 NESCAUM and the states that have adopted California's
20 Advanced Clean Trucks Regulation, or ACT, I would like to
21 express strong support for the proposed amendments to the
22 ACT Regulation and urge the California Air Resources Board
23 to promptly adopt them.

24 NESCAUM is the regional nonprofit association of
25 State air quality agencies in these New York, New Jersey,

1 and the six New England states. For more than three
2 decades NESCAUM has supported states in using the
3 authority under Section 177 of the Clean Air Act to adopt
4 California's motor vehicle emission standards. Currently,
5 NESCAUM hosts a workgroup for Section 177 states across
6 the country to assist with and coordinate state adoption
7 and implementation of California's clean car and truck
8 standards.

9 NESCAUM also facilitates the Multi-State
10 Zero-Emission Vehicle Task Force, which serves as a unique
11 forum for galvanizing state leadership on complementary
12 programs and policies, through research and analysis,
13 information sharing, collective strategizing, and
14 coordinated action on shared priorities.

15 Medium- and heavy-duty vehicles, mostly powered
16 by diesel and combustion engines, are a major source of
17 greenhouse gas emissions and a significant contributor to
18 smog-forming pollutants that negatively impact public
19 health. These vehicles make up only 5.6 percent of total
20 on-road vehicles in the United States, but are responsible
21 for 24 percent of greenhouse gas emissions, 58 percent of
22 nitrogen oxide emissions, and 52 percent of fine
23 particulate matter emissions from on-road vehicles.
24 Medium- and heavy-duty vehicles also log double the
25 average annual mileage of light-duty vehicles with their

1 mileage projected to grow due to rapid growth in
2 E-commerce and home delivery of consumer goods.

3 The adverse impacts of medium- and heavy-duty
4 vehicle pollution are even more pronounced in front-line
5 and overburdened communities located near freight
6 distribution hubs bus depots, and trucking corridors.
7 Since CARB adopted ACT in 2021, ten states have exercised
8 their right under Section 177 of the Clean Air Act to
9 adopt the ACT Regulation as a key strategy for meeting
10 their own air quality, public health, and greenhouse gas
11 reduction targets.

12 Following amendments finalized earlier this year
13 to provide important clarifications and flexibilities for
14 manufacturers, CARB is now proposing a number of
15 amendments to the ACT Regulation that will provide even
16 greater flexibility for manufacturers, such as: allowing
17 manufacturers to use excess credits generated in one state
18 to aid in meeting their compliance requirements in other
19 ACT states, also known as pooling; increasing the ability
20 of manufacturers to use Class 2B through 8 non-tractor
21 credits to offset Class 7 through 8 tractor deficits; and,
22 adjusting the order in which manufacturers can retire
23 credits.

24 NESCAUM and the Section 177 states support these
25 program changes, given that pooling will have implications

1 for individual states. We appreciate the thoughtful
2 dialogue and collaboration between CARB staff and the
3 Section 177 states leading up to this proposal.

4 As Section 177 states prepare to begin
5 implementation of the ACT Regulation, manufacturers
6 initiated a new practice of restricting the sales of
7 diesel medium- and heavy-duty vehicles where a fleet or
8 dealer has -- where a fleet or dealer has not also ordered
9 or purchased a certain number of zero-emission vehicles.
10 This practice, referred to by the manufacturers as
11 ratioing imposes artificial requirements on the dealers
12 and fleets that are not consistent with the ACT Rule.

13 Manufacturers use ratioing to sow confusion and
14 to create a false narrative that electrification of trucks
15 must occur at a more rapid pace and in a more -- in more
16 vehicle applications than the rule actually requires.

17 Notwithstanding the atmosphere of misinformation
18 and confusion that the manufacturers have created
19 surrounding ACT, the proposed amendments will provide
20 manufacturers with even greater flexibility to meet their
21 obligations under ACT, given the potential for unforeseen
22 market fluctuations and variable market demand across
23 California and the Section 177 states. Most importantly,
24 these amendments are intended to preserve the emissions
25 reductions expected from the implementation of the ACT

1 Regulation, while maintaining the necessary acceleration
2 of the zero-emission truck market.

3 In our written comments, NESCAUM recommends a
4 series of minor changes to the proposed amendments aimed
5 at clarifying the applicability of the new pooling
6 provisions and creating consistency across the regulatory
7 programs administered by CARB and the Section 177 states.

8 Thank you for the opportunity to comment on the
9 proposed amendments to the ACT Regulation. We appreciate
10 California's continued leadership in protecting the
11 environment and public health from motor vehicle
12 pollution. Our states look forward to continued
13 collaboration and our joint effort to electrify the
14 transportation sector.

15 Thank you.

16 CHAIR RANDOLPH: All right. Thank you, Joel and
17 Megan. And thank you, staff, for the presentation.

18 We will now hear from the public who signed up to
19 speak on this item, either by submitting a
20 request-to-speak card or by a raised hand in Zoom. I will
21 ask the Board Clerk to begin calling the commenters.

22 BOARD CLERK LEVRINI: Thank you. We currently
23 have seven in-person commenters and three commenters with
24 their hands raised in Zoom.

25 We will start with Todd Campbell. If you want to

1 give us just one minute to get a timer on the screen.

2 All right, Todd, you may begin.

3 No problem. Good morning, Madam Chair and
4 members of the Board. Todd Campbell representing Clean
5 Energy, also The Transportation[SIC] Project, and the
6 California Renewable Transportation Alliance today.

7 We support staff's proposal to add more
8 flexibility to the regulation, particularly to free up the
9 heavier truck classes which are struggling to adopt clean
10 trucks. This is especially the case for Class 7 and 8
11 tractors. While we do believe more needs to be done and
12 are ready to work with staff to help achieve the State's
13 emissions goals, this proposal is a step in the right
14 direction.

15 Every Californian should concerned about the
16 continued purchase of legacy diesels as a path for
17 compliance. This means instead of an Omnibus compliant
18 engine ACT truck -- a zero-emission truck being placed on
19 our roads, a diesel that uses 15-year old technology is
20 put in its place. This is due to both the withdrawal of
21 the ACF Regulation and the potential loss of the EPA
22 waivers that support both ACT and the Omnibus rules.

23 We therefore ask that the staff and Board
24 consider a friendly amendment to NZEV definition. The
25 expanded definition would include Omnibus-compliant trucks

1 that are certified to 50 milligrams or lower NOx
2 emissions.

3 And our reasons for doing so are as follows:

4 First, based on several studies, some of which
5 performed rigorous in-use testing, Omnibus-compliant
6 trucks were found to deliver durable and substantially
7 lower emissions compared to the 50 milligram standard.
8 This provides reassurance that the inclusion of these
9 engines would not increase the emissions of the ACT
10 Regulation for the NZEV category.

11 Second, there are at least four engines certified
12 for this standard on the market today that can help
13 support the hybrid electric and plug-in hybrid electric
14 options, ensuring that NZEV option works.

15 Third, natural gas systems do advance
16 zero-emission technologies or strategies as they use
17 systems similar to hydrogen. In fact, under the
18 light-duty ZEV rule in its infancy, natural gas vehicles
19 were considered an advance technology partial
20 zero-emission vehicle, or an AT PZEV.

21 Fourth, these state-of-the-engine -- art engines
22 are affordable and more likely to be adopted in both large
23 and small fleets who desire to operate a Class 4 through 8
24 truck that can reduce the impacts on our most vulnerable
25 communities.

1 BOARD CLERK LEVRINI: Thank you. That concludes
2 your time.

3 TODD CAMPBELL: Thank you.

4 CHAIR RANDOLPH: Next, Greg Hurner.

5 GREG HURNER: Good morning, Board members. Greg
6 Hurner on behalf of Miller Industries. I'd like to start
7 by speak to the environmental justice community. Tow
8 trucks turn over faster because of the wear and tear. And
9 under the Freeway Service Patrol Program, it is mandatory.

10 In the first two quarters of 2025, we've
11 experienced a 77 percent reduction from normal in new
12 trucks -- tow trucks on the road. That is over \$8 million
13 in funding from the NOx mitigation that would have went to
14 community benefits. And that's only from one percent of
15 the trucks on the road in California.

16 What you got in exchange is higher emissions from
17 older trucks on the road longer. You got trucks that are
18 less safe for the operators because of the wear and tear.
19 You got potentially longer wait times for a tow and you've
20 got less well paying trade jobs that don't require a
21 degree. We won't have the same participation today that
22 we did last year. And the Board is the that should be
23 embarrassed by this. It isn't because the industry
24 doesn't care. It's because with a 77 percent reduction in
25 the sale of trucks, businesses have adjusted to the new

1 reality, job loss, and they don't believe the Governor or
2 CARB are willing to be responsive. And why should they?

3 CARB has not provided the updates that they
4 committed to do at various meetings. Instead, more
5 interested in a feud with the Trump administration than
6 jobs in your own state. To be clear, every other Omnibus
7 and ACT state are feuding with Trump, but they have also
8 chosen jobs and their economy. We have no issues in any
9 other state delivering tow trucks.

10 After my comments at the last staff meeting,
11 staff did reach out -- or at the Board meeting, I seem to
12 be able to report that we are talking. I wish it was
13 serious. But if it was, the Chair and EO now how to get
14 ahold of me and they've known for years. It was only last
15 May that the Board actually pushed back on staff and made
16 them do a report --

17 BOARD CLERK LEVRINI: Thank you. That concludes
18 your time.

19 GREG HURNER: -- after we said that it wasn't
20 sufficient what was being done.

21 BOARD CLERK LEVRINI: Thank you. That concludes
22 your time.

23 GREG HURNER: That resulted the discretionary
24 enforcement.

25 BOARD CLERK LEVRINI: Mr. Hurner, that concludes

1 your time. Thank you.

2 GREG HURNER: Thank you.

3 CHAIR RANDOLPH: Tom Van Heeke.

4 TOM VAN HEEKE: Good morning. Tom Van Heeke,
5 Senior Policy Advisor with Rivian automotive. Thanks for
6 the opportunity to comment today.

7 California's climate leadership is more important
8 than ever and we value the work of CARB staff leadership
9 and members of the Board in weighing amendments to the
10 pioneering ACT Regulation. The technology exists to meet
11 the requirements of the ACT Regulation as you saw from the
12 data presented earlier, but Rivian appreciates the need to
13 consider additional flexibility for regulated parties and
14 to support the durability of the standards in some states.
15 With that as backdrop, I will offer three short and
16 specific comments on the proposal before you today.

17 One, we do not oppose the proposal to allow
18 limited interstate credit pooling in support of
19 manufacturer compliance, but we do believe the pooling
20 provisions should sunset earlier than model year 2035, or
21 at least for the allowance cap to continue stepping down
22 each year until that point.

23 Number two, Rivian welcomes new provisions to
24 allow for the limited conversion of surplus non-tractor
25 credits to fill tractor deficits. This is a smart

1 amendment that recognizes the potential for overcompliant
2 vehicle classes to support overall ACT compliance while
3 the tractor market continues to mature.

4 Three, Rivian has concerns about allowing surplus
5 Class 2B3 NZEV credits to be converted for purposes of
6 offsetting a net deficit balance in the tractor segment.
7 Fundamentally, we believe questions remain about the true
8 real world environmental benefit of NZEVs. At a minimum
9 discounting NZEV credits at the same rate as ZEV credits
10 does not seem to appropriately reflect the different
11 environmental attributes of the two vehicle types, even in
12 the best case scenario, and removes another potential
13 incentive for manufacturers to prioritize and focus on all
14 electric vehicle development in a segment to 2B and 3,
15 where BEV technology is amply demonstrated its ability to
16 meet consumer needs.

17 Thanks again to CARB for your hard work in
18 developing this rulemaking and for the opportunity to
19 comment today.

20 BOARD CLERK LEVRINI: Thank you.

21 Scott Cox.

22 SCOTT COX: Good morning Madam Chair and Board
23 members. I'm Scott Cox on behalf of CALSTART here to
24 speak in support of the proposed amendments. Thank you to
25 the Board members and the dedicated Air Resources Board

1 staff for this work in organizing this meeting.

2 CALSTART supports the direction of the proposed
3 amendments to the Advanced Clean Trucks Regulation. These
4 updates, particularly to the credit transfer mechanism and
5 the low volume tractor provision demonstrate that CARB is
6 listening to the needs of the industry and responding to
7 real world limitations by original equipment manufacturers
8 and the broader heavy-duty transportation sector. We
9 appreciate the hard work of CARB staff, and your
10 leadership, and your continued commitment to advancing a
11 durable, flexible, and effective zero-emission truck role,
12 and a broader energy transition.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you.

15 Nick Chiappe.

16 NICK CHIAPPE: Good morning, Chair Randolph and
17 Board members. My name is Nick Chiappe here on behalf of
18 the California Trucking Association. Greatly appreciate
19 the opportunity to provide public comments on the ACT
20 rules. My comments today will focus on the impact of the
21 regulation, particularly on our dealer members. As
22 previously noted by CARB staff, the ACT and low NOx
23 Omnibus rules continue to reduce dealer inventories due to
24 ZEV sales ratios resulting from the rules. These ratios
25 are resulting in real job losses, with one dealer

1 reporting they have let go approximately 30 percent of its
2 staff. Another dealer estimates that their sales from
3 2023 to 2025 were down 83 percent. In addition, a dealer
4 stated that their used truck sales have increased by over
5 500 percent in the last year. The largest increase of
6 used trucks sales they've ever experienced to date.

7 Essentially, truckers in the market for today's
8 cleanest combustion engines cannot access them, and
9 instead are turning to used equipment at an increasing
10 volume likely erasing the presumed emission benefits of
11 CARB's only emission standards. We urge the agency to
12 continue to work to find solutions for impacted dealers
13 and their workers.

14 Thank you.

15 BOARD CLERK LEVRINI: Thank you.

16 Bill Magavern.

17 BILL MAGAVERN: Good morning. Bill Magavern with
18 the Coalition for Clear Air.

19 It's vital that California continue its progress
20 in cleaning up the trucking sector. We continue to have
21 the worst ozone and particle pollution in the entire
22 country. And our plans for coming into compliance now
23 have huge holes in them because of the rollbacks at the
24 federal level. So we strongly support these standards for
25 Advanced Clean Trucks, as well as Heavy-Duty Omnibus. The

1 data that staff presented show that manufacturers are
2 overcomplying with ACT and selling higher volumes than
3 required in California.

4 The flexibilities that are being proposed today,
5 which we do not object to, will make it even easier for
6 manufacturers to comply, so we do urge you to adopt these
7 amendments. Although, I will note a concern that was
8 voiced by Rivian and suggests that we do continued
9 analysis of the emissions coming from the NZEVs that are
10 included in this proposal.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 Timothy Hughes.

14 TIMOTHY HUGHES: Good morning, Chair Randolph and
15 Board members. My name is Timothy Hughes and I am a
16 recent graduate from UC Davis's Institute for
17 Transportation Studies. And my background is in providing
18 intelligence to policymakers at the State level and
19 federal level on the most advanced zero-emission vehicle
20 market in the world, which is the Chinese market.

21 And I just came back from another fact-finding
22 mission over to China meeting with their freight industry
23 leaders, their zero-emission truck manufacturers, their
24 utility grids. And I was specifically looking at their
25 long haul routes. And so I come today to tell you just

1 about a business background and such looking at how 15
2 percent of China's heavy-duty zero -- 15 percent of
3 China's heavy-duty truck deployments last year were zero
4 emission. That is a stark -- that is 82,000 zero-emission
5 trucks were deployed last year. That is in a huge stark
6 contrast to here in the United States.

7 And so, I asked these freight industry leaders
8 why is it they adopted these zero-emission trucks over
9 diesel, and asked, you know, to what extent did subsidies
10 influence your decision-making. And their response was
11 (spoke in Mandarin) the subsidies have no influence. It
12 is the low cost of these vehicles and operating them.

13 And so my worry is that with CARB, to a certain
14 extent, taking a step back and asking our OEMs to be
15 innovative in the products that they produce, that we are,
16 to a certain extent, giving up our innovation and giving
17 up our global competitiveness by doing so, because I worry
18 about what the longevity of our own manufacturing
19 capabilities in the U.S. and California, and how our
20 products that our OEMs are making are no longer
21 competitive on the global market, that we are now become
22 more of a regional entity. Thank you very much. And I --
23 if you have any questions, I'd love to talk with you more.
24 Thank you very much.

25 CHAIR RANDOLPH: Thank yo. We will now move on

1 to our Zoom commenters. We currently have six with their
2 hands raised. The first three are Mariela Ruacho, Sam
3 Wilson, and Kimberly Burr.

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

6 MARIELA RUACHO: Good morning. I'm Mariela
7 Ruacho with the American Lung Association. The ACT Rule
8 is important to protecting the health of the most
9 vulnerable communities in California. We appreciate the
10 work the staff has done so far. The adjustments to the
11 rule need to ensure we are maintaining health benefits,
12 because transportation continues to be a major source of
13 pollution, especially truck pollution. We need to
14 continue protecting the clean air programs and tools, and
15 ensure the Board to -- and encourage the Board to continue
16 to ensure that the flexibilities of the rule do not reduce
17 the health protections communities are counting on here
18 and across other states.

19 We echo comments submitted by UCS and NRDC on
20 this point in terms of preserving ongoing signals for
21 all-electric range and ensure credit trades across weight
22 classes result in appropriate emission reductions on
23 criteria and climate pollutants.

24 We thank you and ask that you continue
25 California's ongoing leadership in protecting health and

1 our most vulnerable communities from deadly diesel by
2 ensuring the transition off of combustion technologies are
3 widely and rapidly as possible.

4 Thank you.

5 BOARD CLERK LEVRINI: Thank you.

6 Sam Wilson, I have activated your mic. You may
7 unmute and begin.

8 SAM WILSON: Good morning, Chair Randolph, Board
9 members, and CARB staff. My name is Sam Wilson, senior
10 analyst with the Union of Concerned Scientists. Thanks so
11 much for the opportunity to comment today on the proposed
12 amendments to ACT.

13 We support reasonable flexibilities that are
14 necessary to increase the durability of the rule, the ACT
15 market, and the overall success of the program,
16 particularly in states with more emerging zero-emission
17 tractor truck markets. That said, these flexibilities
18 must have some guardrails. Our analysis of the proposed
19 language suggests that, as currently written, the credit
20 conversion rates under section 1963.3(c)(3) overvalue less
21 impactful vehicles, like Class 2B and 3 ZEVs and NZEVs.

22 We worry that this is undercutting requirements
23 to sell zero-emission Class 7 and 8 tractor trucks. For
24 example, our analysis, which was included in our written
25 comments, suggested that the proposal would remove the

1 requirement to sell any Class 7 and 8 tractor truck in
2 most ACT states well beyond the model year 2028.

3 Advancing the availability of zero-emission tractor trucks
4 is crucial for reducing harmful air and climate pollution
5 from on-road freight.

6 Given this, we have a couple of suggestions.
7 First, we would suggest revising upward fungibility credit
8 conversion rates using real emission data, such as to
9 EMFAC, to better reflect real pollution impacts. For
10 example, the language would allow roughly four Class 2B
11 and 3 ZEV sales to account for one Class 7 and 8 tractor
12 deficit, even though tractors emit roughly 24 times the
13 NOx compared to a gasoline 2B on a mile for mile basis.

14 Second, we would encourage you all to structure a
15 dynamic market based cap on upward credit fungibility to
16 ensure that tractor sales continue to occur in all ACT
17 states.

18 Third, we would echo Rivian's comments on NZEVs.
19 And finally, we appreciate CARB staff's proactive
20 outreach. And thank you for the opportunity to comment.

21 BOARD CLERK LEVRINI: Thank you, Sam.

22 Kimberly Burr, I have activated your mic. You
23 may unmute and begin.

24 KIMBERLY BURR: Thank you. Can you hear me?

25 BOARD CLERK LEVRINI: Yes, we can. Go for it.

1 KIMBERLY BURR: I really appreciate this
2 conversation and support the strongest fuel -- not fuel.
3 Yeah, clean trucks regulations that you guys can pass.

4 And I have a comment on something that's
5 tangentially related, and I just needed to make this
6 comment before -- because I can't wait till after 4 p.m.
7 An important opportunity has presented itself in the last
8 several months. Golden State Natural Resources is
9 apparently stepping away from production of wood pellets
10 and transporting them down to the port cities of, you
11 know, front-line communities like Fresno, Stockton, and
12 Sacramento. And they're stepping away from shipping
13 them -- making them, and that means they won't be shipping
14 them overseas to be burned.

15 But this company wrongly asserts on its webpage
16 that our forests have become a danger to the environment.
17 Given your broader understanding of climate change,
18 emissions, and sequestration, I know that you do not agree
19 with this perspective. As you know, based on research by
20 the Center for Biological Diversity and others, the
21 production of, and collection of trees, and other
22 materials results in large emissions in pellet production
23 results in more emissions through transportation over long
24 distances and for burning.

25 I wish California had acted on this important

1 information, but luckily the public did and now pellet
2 production by GSNR is not a threat at the moment. This is
3 good for the earth and the forests by which pellet
4 production has been placing more pressure on them due to
5 what some dreamed was profitable way to use our forest.

6 This development by GNSR buys us a little time to
7 perhaps recalculate our models to include the overall
8 emissions that are associated with the so-called
9 biomass -- forest biomass industry.

10 I thank you guys so much for all your really
11 important work and I'm available to answer questions if
12 you'd like. And thank you so much.

13 BOARD CLERK LEVRINI: Thank you.

14 We have three more commenters, in Zoom. That is
15 Paul Mahnken, Kristian Corby, and Josh Lovelace. Paul, I
16 have activated your mic. You may unmute and begin.

17 PAUL MAHNKEN: Hi. My name is Paul Mahnken with
18 Miller Industries, Incorporated. I represent the towing
19 industry.

20 The only ZEV sales that are available are in
21 smaller classes of trucks. No matter what is being stated
22 by the manufacturers will not be able to allow Class 4
23 through 8 trucks to be delivered into the State of
24 California. The inventory of available new trucks have
25 dwindled to such low levels, that truck and equipment

1 dealers can only stay open by doing service only.

2 This continues to be held in place by CARB, while
3 other ACT states have already postponed this. At this
4 point, used trucks and even dirtier than current engines
5 are being allowed to be sold into California. Dealers
6 cannot stay open, no matter what CARB states. These
7 credits do not exist in these classes. Light-duty trucks
8 do not tow vehicles or haul groceries.

9 In addition, the towing industry still cannot
10 clearly use ZEVs for their class of trucks. Also, the
11 percentage of ZEV trucks are being stated are being -- are
12 very jaded, while being compared to the fact that ICE
13 engines have been dropped to close to zero, and reasonably
14 making the total percentage of purchased ZEVs being put
15 into the industry.

16 Unless a miracle in batter technology comes
17 available soon, the amount of towing vehicles to keep the
18 roads clear will dwindle, creating dangerous roads and
19 gridlock.

20 Thank you.

21 BOARD CLERK LEVRINI: Thank you.

22 Kristian Corby, I have activated your mic. You
23 may unmute and begin.

24 KRISTIAN CORBY: Hello. My name is Kristian
25 Corby, and I'm the Deputy Executive Director at the

1 California Electric Transportation Coalition, or CalETC.

2 Good morning, Chair Randolph and Board members.
3 CalETC supports these proposed changes and supports CARB's
4 willingness to listen to OEMs and build in additional
5 flexibilities into the rule to help them meet their
6 obligations. We also support CARB's continued dedication
7 to the Clean Truck Partnership, in an effort to stabilize
8 the medium- and heavy-duty ZEV landscape. And we also
9 support your continued work with dealers and OEMs to help
10 understand truck shortages in the market, and we really
11 appreciate that hard work.

12 Thank you.

13 BOARD CLERK LEVRINI: Thank you. And our last
14 commenter Josh Lovelace. I have -- oh, we have one more
15 after Josh. So Josh, I have activated your mic. You may
16 unmute and begin.

17 JOSHUA LOVELACE: Thank you. My name is Joshua
18 Lovelace with Miller Industries and the Safe Roads
19 Coalition.

20 I'd like to echo some of Paul's comments earlier
21 that we just simply don't have any options. I have
22 personally gone out and tried to find chassis
23 manufacturers that are EV to where we can mount a tow body
24 to them and they do not exist. I've spent many, many
25 hours. I've traveled to different locations, and we

1 simply have no option.

2 And what we're looking for is we're looking for
3 some sort of a solution that will allow us to keep the
4 roads open, commerce moving, highways safe. I'm sure
5 everybody that is listening to me has had an interaction
6 with a tow truck at one time or another. Usually, it's
7 not too pleasant, because you're broken down. You're on
8 the side of highway, if you waited two hours, three hours.
9 That's long enough. Now, imagine waiting eight hours, 10
10 hours, 16 hours, because the amount of tow trucks that are
11 available to keep the roads open are dwindling and vastly.

12 So I'm asking that -- you know, we're willing to
13 come to the table and look at options, but they just
14 simple don't exist, and the technology isn't there. And
15 we're going to continue to work with OEMs and anybody that
16 will listen, if they say, hey, we've got an option. What
17 do you think about this? We're all in. We've got
18 customers that are clamoring to have the first electric
19 two truck. They just simply don't exist.

20 So I'm again asking that the CARB Board members
21 and staff take a step back and look for sensible
22 solutions. And we're willing to work with you. We're
23 here and we're willing to listen to ideas. And I do
24 appreciate CARB staff reach out to us a couple weeks ago.
25 Michelle and Chris, I appreciate their conversation. I

1 would like to keep furthering those conversations. So if
2 we can provide any more information, if anybody has any
3 questions, we appreciate it. We just need some sort of an
4 exemption in the current moment, until sensible solutions
5 can be found. Thank you.

6 BOARD CLERK LEVRINI: Thank you.

7 Byanka Santoyo, I have activated your mic. You
8 may unmute and begin.

9 BYANKA SANTOYO: Hi. Good morning. My name is
10 Byanka Santoyo. I'm a community organizer for The Center
11 on Race, Poverty, and The Environment, also part of the AB
12 617 CSC from Shafter and also from the Arvin and Lamont.

13 I've seen the downfall of having the
14 zero-emission reduction plan for heavy-duty trucks. We've
15 had this plan actually open for the public for trucking
16 companies to take advantage of these incentives, and yet
17 we've gone to the sixth year and still haven't seen no
18 company come aboard in these rural communities that have
19 been affected with the trucking industry.

20 Being an owner company myself, I understand how
21 heavy it is to even have the infrastructure in the valley
22 that is heavily present of heavy-duty trucks. So
23 companies have to rely on not clean infrastructure, diesel
24 combustion. And that does increase the NOx and the VOC,
25 the PM2.5, the ozone. So it's really important for CARB

1 to go back and actually look for the infrastructure and
2 have -- provide that services for smaller owner companies,
3 not for larger companies. I do have the infrastructure in
4 place, but actually small operations, owner-operators that
5 could take advantage of this, but at the end of the day,
6 our infrastructure is not there. We do need more support
7 for owner-operators that do want to take advantage of
8 these programs, and the infrastructure is not there. The
9 prices of vehicles are highly, highly, and the loads are
10 not being paid as they should.

11 So I do appreciate your time. Thank you for
12 being here.

13 BOARD CLERK LEVRINI: Thank you, Byanka.

14 Madam Chair, that concludes our commenters for
15 this item.

16 CHAIR RANDOLPH: Okay. Thank you. I'm assuming
17 staff has no corrections for the record before I close the
18 record?

19 EXECUTIVE OFFICER CLIFF: Chair, just one
20 correction. I think I heard one of the commenters
21 indicate that it wasn't possible to trade across credit
22 classes. If you have excess credits from the Advanced
23 Clean Trucks Regulation, you can, in fact, trade those
24 credits across credit classes. So, for example, a Class
25 2B, 3 credit could be used to satisfy a Class 4 through 6,

1 or even up to a tractor deficit. That's actually new as
2 part of these amendments.

3 CHAIR RANDOLPH: Okay. Thank you for clarifying
4 that.

5 Okay. So before we get to Board questions and
6 comments, I will close the record on this agenda item.
7 However, if it is determined that additional conforming
8 modification are appropriate, the record will be reopened
9 and a 15-day Notice of Public Availability will be issued.
10 If the record is reopened for a 15-day comment period, the
11 public may submit written comments on the proposed
12 changes, which will be considered and responded to in the
13 Final Statement of Reasons for the regulation. Written or
14 oral comments received after this hearing date, but before
15 a 15-day notice is issued will not be accepted as part of
16 the official record on this agenda item.

17 The Executive Officer may present the regulation
18 to the Board for further consideration, if warranted. And
19 if not, the Executive Officer shall take final action to
20 adopt the regulation after addressing all appropriate
21 conforming modifications.

22 Okay. As we kick-off the discussion, I wanted to
23 raise a couple of questions and you -- and you sort of
24 answered one point about the trading across classes, and I
25 appreciate that. And I really appreciated Mr. Lovelace

1 and Mr. Mahnken's comments. And I think we recognize that
2 we still need combustion tow trucks on the market. And so
3 my kind of question to staff is what is the status of
4 trying to resolve this engine availability issue? I mean,
5 as I think Ms. O'Toole mentioned, you know, this is --
6 this is a function of the manufacturers activities. So I
7 want to understand how we are working with them to try to
8 resolve this issue, and any sort of feedback you can give
9 on timeline. I know it's complex enough, you may not have
10 any exact feedback, but would love to hear your thoughts
11 about next steps.

12 EXECUTIVE OFFICER CLIFF: Yeah. Thank you Chair.
13 So, as you know, a year ago or more, you directed us to
14 start looking at this issue. And what had been initially
15 suggested was related to the Advanced Clean Trucks
16 Regulation regarding the inability for some classes of
17 vehicles to be sold in California. It turned out largely
18 to be a -- an issue with compliance with the Omnibus
19 Regulation. This is the intercombustion regulation for
20 diesel trucks.

21 And so staff looked at that issue. We were able
22 to resolve with some work with of the manufacturers some
23 specific issues that could result in the sales of those
24 engines that meet the 2010 emission standard, but not the
25 cleanest emission standard that's now part of the Omnibus

1 Regulation by expanding the amount of, what are called,
2 legacy engines that can be sold in California. Those are
3 offset by emission -- by emission reduction activities in
4 other areas. So the net change in total emissions was
5 zero.

6 And this was part of the discussions that we had
7 with the Clean Truck Partnership negotiations, and it
8 ultimately resulted in opening up more ability to purchase
9 engines. So this -- what was kind of large issue has
10 continued to shrink over time. And what we're hearing now
11 is that, you know, there are still concerns over both
12 engine availability, that is as a result of manufacturers
13 who haven't quite brought technology to the market that
14 meets the requirements of the cleaner combustion, and
15 manufacturers that are implementing their response to the
16 Advanced Clean Trucks Regulation by ratioing the vehicles
17 or engines that they sell and requiring dealers to then
18 purchase zero emissions along with any combustion that
19 they buy.

20 That issue will sort of continue to be a problem
21 in certain segments, and it's why we've pushed for
22 manufacturers to seek other opportunities for
23 flexibilities, such as trading in the credit market,
24 instead of trying to hold dealers accountable for selling
25 zero-emission product that may not exist for a particular

1 type of vehicle.

2 Last fall, the Board adopted additional
3 amendments, which would allow manufacturers, including
4 secondary manufacturers to trade in that credit market.
5 So that actually resolved the issue or least partially
6 resolved the issue for some manufacturers. And what
7 you're seeing is -- in the case in particular of the tow
8 trucks that we heard from several speakers about is they
9 have kind of both an engine availability issue and a
10 concern about the lack of product available that is zero
11 emissions that meets their particular duty cycle.

12 So, our approach to this is twofold, one try and
13 address the engine availability issue right away, so that
14 we aren't -- we aren't putting those who are trying to get
15 new equipment that doesn't necessarily fully comply with
16 the Omnibus Regulation opportunities to get access to
17 those engines, which are clean, and are part of
18 California's requirements, but don't meet the kind of
19 latest requirements that the Board has adopted for cleaner
20 technol -- cleaner combustion technology.

21 And then secondly, continuing to work with
22 manufacturers to look at opportunities potentially for
23 zero-emission technologies going forward. And as staff
24 noted and I noted in my opening, there are more than
25 26,000 excess credits available in the marketplace. So

1 this isn't a problem with the ACT Regulation, or the
2 availability of credits, or that zero-emission technology
3 doesn't exist.

4 In fact, more than 30,000 vehicles, nearly 23
5 percent or one in four heavy-duty -- medium- and
6 heavy-duty trucks sold last year was zero emission. So we
7 know that the technology is available, just not
8 necessarily in all classes.

9 We're also continuing to work with manufacturers
10 to try and get them to understand that by restricting
11 the -- their kind ratioing in these specific ways to these
12 classes is hampering their -- you know, their market in
13 California and in these other states.

14 So, we feel as part of implementing this Clean
15 Truck Partnership, we can continue to work with
16 manufacturers. We'll continue to have those meetings with
17 them. And I think for us, understanding that the Board is
18 rightly concerned about these issues, we -- and we have
19 multiple additional meetings coming up related to trucks
20 in California in September and then again in November that
21 are part of our implementation of the Clean Truck
22 Partnership, and implementation of other truck regulations
23 that we'll have more opportunities to bring updates and
24 hopefully have better resolutions at every turn when we
25 come back to the Board.

1 CHAIR RANDOLPH: So I'm hearing a couple
2 takeaways. First of all, you know, there is this
3 availability across class that the classes that the
4 manufacturers are not taking advantage of that we are
5 providing even more opportunities with these amendments to
6 comply across classes. So they really should not be
7 targeting specific classes in terms of their bringing
8 product to market.

9 So you will keep, you know, sort of working with
10 them on that issue. And it sounds like you're kind of
11 chipping away at the -- at the engine availability issue,
12 but it has not been resolved by any means, and so we have
13 to keep pushing the manufacturers over the next few months
14 to resolve this issue. Is that what I'm hearing?

15 EXECUTIVE OFFICER CLIFF: That's right. And I
16 also just want to temper expectations a bit here, that the
17 issues associated with the two regulations that I
18 mentioned are important, but they're not the only issues
19 facing this industry. And more broadly, when you look at
20 the vehicle industry, they're facing other challenges,
21 including still coming out of supply chain challenges, you
22 know, demand across the nation that has been high as a
23 result of those supply chain challenges, and then most
24 importantly today, tariffs. So this is resulting in a lot
25 of different challenges within that particular sector of

1 the economy.

2 So, we're not going to be able to fix all those
3 issues, with amendments or kind of flexibilities that we
4 might be able to provide or any conversations that we are
5 having, but we want to resolve as many as possible that
6 might be specifically associated with these clean car
7 programs technology in California.

8 CHAIR RANDOLPH: Okay. And one more
9 question/comment before I turn it over to my colleagues
10 is, you know, we did get -- we have gotten feedback on the
11 definition of near-zero vehicles kind of on both ends,
12 right? I mean, we have, you know, our companies that have
13 natural gas trucks that are willing to use RNG that are
14 looking for a potential pathway. We also have comments
15 from the other end of the spectrum which is sort of, you
16 know, are you over-crediting NZEVs.

17 And so if you look at the engine availability
18 issue and you look at the -- at the issue of thinking
19 about definitions that are currently in the reg, layer
20 that on top of the process we're going through around the
21 Governor's zero-emission Executive Order, and a lot of the
22 feedback that we have gotten from various stakeholders
23 around continuing to move the zero-emission vehicle market
24 forward, but also recognizing that we are losing emissions
25 reductions opportunities as rules are -- as the

1 uncertainty grows, as I mentioned in my -- in my earlier
2 comments.

3 This is a long-winded way of saying I feel like
4 we are not done. And, you know, you did mention that
5 there are -- there's more truck-related issues coming to
6 the Board. And I think it's really important for us to be
7 unpacking all of these issues and being open to what are
8 some strategies that we might want to deploy and get
9 moving, you know, as part of that discussion that will
10 help increase our opportunities to achieve emissions
11 reductions, both in the -- in combustion and in
12 zero-emission.

13 EXECUTIVE OFFICER CLIFF: Yeah. Thank you,
14 Chair, and just to respond to that, appreciate Todd
15 Campbell's comments today. And, you know, we want to
16 continue to meet with them to better understand how their
17 suggestion for carving out -- as part of the NZEV, carving
18 out those kind of cleaner engines that they're suggesting
19 would not result in more diesel technology and kind of
20 long-term challenges associated with our regulations, but
21 appreciate that they've been very willing to meet with us
22 and we've had multiple opportunities to talk about this.
23 And so we'll definitely continue to do so.

24 I think it's also important just to note that,
25 you know, the Board in approving the Low Carbon Fuel

1 Standard Regulation last year also encouraged us to find
2 uses for the renewable natural gas. And when, you know,
3 the Board approved the Advanced Clean Fleets Regulation a
4 few years ago, also had indicated, hey, we need to
5 continue to look at this issue. So the renewable natural
6 gas issue is a really critical issue for us to resolve
7 statewide, because we need to remove methane emissions
8 from the atmosphere, and at the same time how we keep
9 pushing forward with our momentum on zero-emissions, as
10 you noted, due do the Governor's Executive Order.

11 So this is something that we're trying to work
12 through and meet with stakeholders on. And I think by the
13 time we come back to the Board, we need to continue to
14 have answers, and have made progress, and, as you -- as
15 you say, chip away at these issues.

16 CHAIR RANDOLPH: Okay. I will turn it over to my
17 colleagues for any questions or comments.

18 Dr. Shaheen and then Board member -- I like Board
19 Member Dawn.

20 (Laughter).

21 BOARD MEMBER SHAHEEN: Thank you Chair. And I
22 really appreciate the questions that our Chair just teed
23 up. I was going to move into those categories as well.
24 So, you know, I really heard loud and clear from the tow
25 truck industry, right? They're valuable partners to us in

1 road safety, and in jobs, and the economy. So understand,
2 Dr. Cliff, how complicated the market space is that we're
3 working in, and look forward to having ongoing updates on
4 that issue.

5 I also appreciate the Chair's comments regarding
6 Todd Campbell at Clean Energy's comments and feedback. I
7 really appreciate all the time you spent with me and also
8 your support of what we're trying to do here. While you
9 have a friendly amendment on the table, you're also
10 supporting us in what we're trying to do, which is to
11 provide flexibility. So thank you for that and we'll keep
12 monitoring that.

13 Next, I just wanted to really acknowledge the
14 work of staff. I understand this is very, very
15 complicated, in terms of the evolving implementation
16 challenges we're all facing, you know, particularly with
17 both the Clean Truck Partnership and with the credit
18 pooling issues that we have in front of us. So I think
19 the message I'm hearing is flexibility. So flexibility is
20 very important to us as a Board. And the pooling
21 mechanism for me at present appears to strike this
22 balance, but I do have a few follow-on questions for you,
23 Kat, and maybe Michelle, and others.

24 So one of the things I'm always really keen on
25 is, you know, real world emission data monitoring. So,

1 you know, as we talk about all-electric range requirements
2 for NZEV category, I'd like to better understand how the
3 CARB staff will be monitoring whether or not this change
4 is affecting the pace of ZEV adoption, particularly for
5 Class 7 and 8, including the emission monitoring, so
6 that's my first question.

7 MSCD AIR RESOURCES SUPERVISOR ARNEJA: Hi. Paul
8 Arneja with the -- on the ACT Regulation. So I think one
9 part of this is that whenever these vehicles will come to
10 market, and we --- at this point, we haven't seen any
11 NZEVs or plug-in hybrids come to the heavy-duty sector.
12 There's been a lot of interest from manufacturers and a
13 lot of interest on the fleet side too. But we're still
14 getting there in terms of actually seeing them enter the
15 real world situation.

16 So, I think we will be taking a look at this in
17 terms of both certification, and see like how they do in
18 terms of meeting our emission standards, meeting
19 all-electric range test. But beyond that, I think we will
20 have a pretty big interest in just the real-world
21 operations of these vehicles, just testing their emissions
22 and seek like how they do in the field, like are they
23 being used in their diesel operation and electric
24 operation or a mix of the two. I think as we start to see
25 these vehicles in the real world, that will be a big part

1 of how we go about the -- measuring the emissions. But I
2 think the first is just to get the vehicles out there, so
3 that we can have another option beyond just batter
4 electric and potentially fuel cell.

5 BOARD MEMBER SHAHEEN: Thank you for your
6 response on that, Paul. So it sounds like ongoing
7 monitoring and reporting back.

8 And then, you know, one of the concerns that I
9 found in the commentary from stakeholders on both sides is
10 the potential for credit accumulation, right, that
11 outpaces actual ZEV sales. And so, I'm curious what your
12 plans are to issue regular reports or dashboards to
13 provide transparency and visibility on how the credits are
14 being banked and used.

15 And my second question outside of monitoring and
16 reporting is how are we going to distinguish where the
17 impacts are hitting the ground in terms of geographic
18 fairness, so that's -- you know, this issue of tracking
19 and reporting where credits are generated versus where
20 they are actually being used, with a keen eye towards our
21 underserved and overburdened communities.

22 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
23 CHIEF BRASIL: So this is Tony Brasil, Branch Chief,
24 Transportation and Clean Technology Branch. We -- each
25 year, we actually publish the details as to what we get

1 from the manufacturers around midyear, after we do some
2 quality control and -- of the data. And so in those
3 reports right now, we are putting them out as a single
4 document, but we are looking to use interactive tools to
5 allow people to slice and dice the data right now and
6 ultimately make those reports shorter.

7 So, that information is out there in terms of it
8 doesn't identify location specific, as where trucks are
9 being placed. Again, one thing that sometimes comes up is
10 the rule is structured now to look at where the vehicles
11 are delivered for sale, and the manufacturers would get
12 credit and deficits associated with that. It doesn't
13 necessarily mean that the truck is off the dealer lot yet,
14 and so it doesn't necessarily show up on the registration
15 data, so there will be a little bit of a separate effort
16 to be able to analyze where the trucks are -- where the
17 buyers are, because even where they operate might also
18 vary to a degree.

19 BOARD MEMBER SHAHEEN: Thank you, Tony. Yeah, I
20 understand. You know, understanding where this spatial
21 distribution is is another level of complexity, and data,
22 and monitoring, but, you know, my concern is just, you
23 know, clean air and protecting the public health. And
24 we're up against a lot right now, so understanding that
25 those trucks are actually moving in those communities

1 where they're really suffering.

2 And the final question related to monitoring is
3 just -- is there a plan for a program evaluation or a
4 report back in a few years, maybe 2027, 2020 -- 30 to
5 assess how this pooling and credit revision is functioning
6 in practice. I certainly appreciate the innovation and
7 taking the concept over from the light-duty space, but
8 really interested in any plans you might have for
9 reporting back to the Board, but also having either an
10 independent evaluation or evaluations ongoing on the
11 effectiveness of the pooling mechanism.

12 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
13 CHIEF BRASIL: I'll say with the pooling provisions and
14 the timelines that it takes to actually adopt the changes
15 in other states, the pooling provision would effectively
16 begin with the 2027 model year at the earliest, so any
17 report back would need to occur sometime after that and
18 you know we --

19 BOARD MEMBER SHAHEEN: Okay. Well, I would love
20 to encourage you to think about reporting back and an
21 evaluation of how effective then -- you know do we -- do
22 we need to be making any changes from a objective
23 standpoint to the policy mechanism on the table today for
24 a vote. Overall, I am supportive of this resolution and
25 really grateful for all your hard work. I realize how

1 difficult this is at this time. You've got a lot of
2 things that you're balancing, so thank you.

3 CHAIR RANDOLPH: Board Member Ortiz-Legg.

4 BOARD MEMBER ORTIZ-LEGG: Thank you. Good
5 morning, everyone and it's nice to be here, and see
6 everybody. And thank you for the commenters that came in.
7 Also, on this attempt to make some efforts to bring some
8 flexibility to the ACT. You know, I think that I'll pick
9 up where Dr. Shaheen just ended, and that's regarding
10 talking about the pooling credits and having this be one
11 of the amendments, and yet not being able to see anything
12 way past 2027. We're really stuck here.

13 I mean, we've got so many things coming at us at
14 this point in time, as a state, as a country, as regions,
15 and talking about, you know, as Dr. Cliff said, in regards
16 to even the external factors of freight, movement, the tow
17 truck industry, the engine manufacturers, whether it's
18 tariffs, supply chain, et cetera. All of this requires us
19 to, I think, really put our best effort forward on doing
20 some of the suggestions that have been brought forward to
21 us in regards to increasing that flexibility.

22 I, you know, look at the proposed amendments,
23 and, you know, in there it talks about that there is, you
24 know, relatively little -- not expected to have
25 significant cost or emission impacts on California

1 businesses. And I think really what we need to be looking
2 at, these are fine, but we need to be looking at things
3 that do have significant impact on the bottom line for our
4 businesses and for obviously our emissions reductions.
5 And that's why I'm really interested in more on the
6 proposed amendment coming from the Clean Energy folks in
7 regards to some RNG capacities. Whatever the dual path
8 can be, we need dual paths. That is really critical.

9 So one of the questions that I wanted to just
10 check in with is that, you know, we came up with these
11 ideas, but those -- all those conversations happened in
12 2024 prior to the Executive Order that came out of this
13 federal administration that we have.

14 What kind of conversations have we had since, in
15 order to really work together on finding ways to reduce
16 emissions and get cleaner vehicles out there? Because as
17 we heard something about 500 percent increase in used
18 truck sales, that tells you something. Do you have any
19 reporting on, since the Trump administration's actions,
20 talks with our engine manufacturers?

21 EXECUTIVE OFFICER CLIFF: Well, I can start and
22 maybe staff can fill in. I will just say in general we
23 meet with manufacturers on a regular basis. This is
24 light-duty side as well. And when I say on a regular
25 basis, this is nearly weekly, certainly monthly. We have

1 conversations that kind of range the gamut from
2 certification, to just kind of general marketplace things,
3 to they have particular concerns or some new issue that
4 popped up. So we are in regular communication.

5 Regarding the kind of more specific, you know,
6 how have things changed as a result of the actions that
7 the Trump administration has taken, and I guess in part,
8 it's helpful to provide just a bit of context there, that
9 one of the reasons that we were really interested in this
10 Clean Truck Partnership is to provide both certainty to
11 the State and to manufacturers going forward, where there
12 might be a potential for a change in the federal posture
13 around clean energy and clean technology.

14 And so we engaged in that conversation in good
15 faith with them. They came -- you know, in fact, it may
16 have even been their idea to kind of come to the table to
17 say like, okay, if the future is something different, how
18 can we work together. And, you know, it took several
19 months to kind of work through that process. There were
20 some very specific issues that resulted. That's not to
21 say that facts haven't changed on the ground. You know,
22 the reality in the marketplace and those things are things
23 that we need to continue to discuss. But at a high level,
24 the rationale still stands that we're trying to provide as
25 much certainty, both to breathers in California and to the

1 industry who's providing this technology, to ensure that
2 we're not having fits and starts, that investments are
3 done in such a way that provides them the greatest
4 benefit, and that we're meeting our commitments to the
5 people of California to get public health and clean air
6 benefit.

7 BOARD MEMBER ORTIZ-LEGG: Um-hmm. Thank you. I
8 appreciate that. I guess that, you know, if we -- and I
9 really like the way that Chair Randolph started to walk
10 around some of these issues and trying to figure out how
11 do we get a little bit more creative here in regards to
12 amendments to this, and I'm just curious as to what
13 timeline could -- how could -- how could that play out?
14 How can that play out for us to really consider some of
15 the RNG sources and being incorporated into the choices
16 right now? How can -- what -- how do you see that, sir?

17 EXECUTIVE OFFICER CLIFF: Yeah.

18 CHAIR RANDOLPH: I actually -- I kind of have a
19 thought, and I will -- just curious what you all think. I
20 feel like some -- a little more kind of numbers and
21 information would be helpful. And I know, as we've
22 mentioned a couple times, we do have another truck item
23 coming shortly. So my suggestion is having staff prepare
24 a specific memo kind of responding to this -- to this
25 discussion about the NZEV definition. And the reason I

1 was suggesting that is because that would provide some
2 basic information for the Board, and then the Board could
3 consider that and provide direction for what to happen
4 next, right, because the item that's going to come in
5 the -- in the fall is not going to be an amendment to this
6 reg, but it could provide an opportunity to have
7 discussion and provide Board guidance on potential future
8 next steps. And it could include any other thoughts staff
9 has on potential next steps. So would be interested in
10 hearing feedback on that.

11 BOARD MEMBER BALMES: If I could jump in out of
12 turn, I strongly support your suggestion.

13 EXECUTIVE OFFICER CLIFF: Do you want my --

14 CHAIR RANDOLPH: Yes.

15 (Laughter).

16 EXECUTIVE OFFICER CLIFF: Happy to.

17 (Laughter).

18 CHAIR RANDOLPH: Excellent. Board Member
19 Ortiz-Legg.

20 BOARD MEMBER ORTIZ-LEGG: Well, on that note, I
21 think that, you know, Omnibus-compliant standards are
22 important to provide back to this Board that's already
23 approved these things, in regards to moving forward in a
24 manner that is supporting future application to increase
25 clean air trucks out there. So I'm good with that. That

1 sounds -- that sounds like a nice way to go in order to
2 keep everybody happy here.

3 I just -- you know, I just -- I think that -- I
4 think that we have an opportunity. That's where we're at
5 right now is that this is an opportunity. And I don't
6 think that we need to, you know, look at anything more
7 than the fact that the route to addressing climate can
8 come in many ways, and that that's our goal here is to
9 make sure that we're working hard to keep that clean air
10 moving direction, and also our economy at the same time.
11 So I will yield and thank you.

12 EXECUTIVE OFFICER CLIFF: Chair, if I may. We
13 want to think a little bit about the format for how we
14 provide this information back. In part, I'm thinking
15 because this is a Formal rulemaking process, our
16 requirement under the APA would be to respond to comments
17 in the final statement of reasons, not kind of in a
18 separate document. So understanding that the Final
19 Statement of Reasons isn't the -- necessarily the right
20 place either, that the Board wants more information, we'll
21 think a little bit about the best way to try and get
22 information back to the Board and to the public about this
23 particular issue, which may be the form of a memo or some
24 other approach within relation to the Governor's Executive
25 Order response or something like that.

1 CHAIR RANDOLPH: Right. I think I'm -- I think
2 we're flexible on how you choose to do that. I guess the
3 way I'm conceptualizing it is that we get these amendments
4 done and -- but we also make sure that we have agendized
5 as part of the discussion, when the ACF amendments come
6 up, is, you know, an opportunity for the Board to have
7 received this information, for the public to have received
8 this information, and for that sort of discussion to take
9 place. That would inform Board guidance as to next steps.

10 EXECUTIVE OFFICER CLIFF: That makes sense.
11 Thank you.

12 CHAIR RANDOLPH: Okay. Board Member Takvorian is
13 next and then we have more folks here in the room.

14 BOARD MEMBER TAKVORIAN: Thank you, Chair. And I
15 just wanted to thank the CARB staff and the stakeholders
16 who participated in this process. And I appreciate CARB's
17 adherence to the provisions of the Clean Truck Partnership
18 agreement by their presentation of this proposal to the
19 Board today.

20 That said, I am concerned that the OEMs are not
21 fully compliant, given some OEMs encouragement of the
22 denial of the waiver and the advancement of the
23 Congressional Review Act Resolution, and their repeated
24 statements regarding CARB's lack of authority to implement
25 the -- to implement ACT. Excuse me. Given the current

1 federal environment and the uncertainty, it's really
2 difficult for me to support this action for three major
3 reasons.

4 And the first is -- has been touched on, the
5 lessening of critical emission reductions in the most
6 impacted communities, as a result of this action. As we
7 all know, health impacts of pollution are localized and
8 depend very much on where the pollution is generated. And
9 these are the communities where diesel PM is the highest.
10 These are many of CARB 617 communities that are working
11 hard to reduce PM from heavy-duty trucks. And that
12 process has been severely hampered by the cancellations of
13 the provision of ACF.

14 I'm also concerned about credit pooling that
15 would presumably allow statewide emission targets to be
16 met, but could result in fewer sales of zero-emission
17 trucks in some areas, which could diminish local air
18 quality and public health benefits. And I'm in agreement
19 with those stakeholders who express concern that the
20 proposed language what allow pooling among the Class 2B, 3
21 group credits converted to the Class 7 and 8 tractor
22 credits, which may slow the transition to zero-emission
23 tractors in and around the communities that need the air
24 pollution relief the most.

25 And I'm in agreement with Dr. Shaheen's comment

1 regarding the need to know what the local impacts will be,
2 but I'd really like us to know that before we make these
3 amendments, rather than waiting until the negative impact
4 has occurred. And that sounds like it could be the path
5 that we're on right now.

6 My second major reason is I feel like this
7 undercuts the support for the heavy-duty charging hubs.
8 And we haven't really talked about that. There are --
9 there have been many thoughtful comments about the
10 availability of heavy-duty charging in California as a
11 hindrance to heavy -- excuse me, heavy-duty zero-emission
12 transition. While California really must be -- must do
13 better, we have invested over a billion dollars in
14 heavy-duty charging infrastructure. And these charging
15 hubs have recently been launched or they're in
16 development.

17 In order for these businesses to succeed, these
18 heavy-duty trucks have to show up. And I'm concerned
19 about leaving these businesses without customers, should
20 the transition of heavy-duty zero emissions slow down in
21 California. As we discuss economic impacts, this is one
22 that hasn't received much attention at all.

23 And lastly, I want to say that I think this
24 action is likely premature. The federal assault on
25 California's work to protect public health and the

1 environment has changed the policy landscape, and it isn't
2 over.

3 (Clears throat).

4 BOARD MEMBER TAKVORIAN: Excuse me just a second.

5 I think that -- excuse me -- with the
6 announcement that the Trump administration will repeal the
7 endangerment finding, which scientifically established
8 that greenhouse gases like carbon dioxide and methane
9 endanger human lives, I think CARB needs to be more
10 careful about moving any tools from our toolbox. And I'm
11 thinking that perhaps we can wait to develop the program
12 and policies, as we've been asked to do under ACC 3. And
13 that's been launched by our recent listening sessions to
14 receive policy and program ideas.

15 So given these concerns, I would strongly suggest
16 continuing work on these amendments and revising them to
17 ensure that they do not reduce public health improvements
18 in the most impacted communities in California. And thank
19 you for the opportunity to comment.

20 CHAIR RANDOLPH: Thank you.

21 Dr. Pacheco-Werner.

22 BOARD MEMBER PACHECO-WERNER: Thank you. I
23 really want to start by saying that I -- you know, we are
24 having this discussion about the flexibilities and
25 everything, and I think that we also have to take a moment

1 to see where staff have led us up until now, where we do
2 see new technology on our roads that we didn't think was
3 possible. And I think that that -- their tenacity and
4 this Board's bravery has really led to this new technology
5 in our roads that is -- you know, we can't -- we can't go
6 back now. And I think that that's a really positive thing
7 to start with.

8 When I think about any of these amendments and
9 anything having to do with heavy-duty trucks, I always
10 think about them through the lens of a little community in
11 the Central Valley called Malaga, which is completely
12 surrounded by trucks every single day. And yet, there's
13 not a lot of like high fleet -- high-end fleets or, you
14 know, no big fleets that would have ever even been
15 impacted by like our ACF amendments. So I'm always
16 looking for opportunities about how we help places like
17 Malaga breathe cleaner air in whatever way that is
18 possible.

19 So kind of on that band wagon around data, maybe
20 you have this now or maybe it's something that we can keep
21 having conversations about, but do you have any
22 complementary data to tell us more about how this --
23 there's this overcompliance of credits that we're talking
24 about, and the graph that we saw in terms of the sales
25 percentages, and yet, we're also hearing from CTA and, I

1 believe, from tow trucks, but pardon me if I'm misquoting
2 you, that the dealerships are in trouble.

3 And so, I'm trying to understand how those two
4 things are happening at that same time, what are -- what,
5 as a Board member, am I missing about that story?

6 And then in terms of these credits not being
7 traded and that being a consistent problem now that we
8 have seen. In future meetings, I would like to see what
9 new opportunities we have to resolve that problem, because
10 it just -- you know, we've been hearing about it, and we
11 need to move on it, so I would love to hear about new
12 opportunities on that -- on that end.

13 I know that -- I echo a lot of the comments
14 around the NZEV and needing to be more flexible on
15 strategies and hope to see more of that, because I think
16 that there is an opportunity -- and, for example, again,
17 going back to Malaga, a new Love's is coming in that --
18 right next to that community that is going to have
19 alternative fueling options there. And I think that as
20 much as, you know, those alternative fuels can be used
21 there, in those commu -- near those communities, that
22 would greatly help them and our emissions as well.

23 And so, I think that when we come and see what we
24 have coming up this fall, and you continue to have
25 conversations with OEMs, one of the things that I'm really

1 hoping that we can understand by the end of the year is
2 exactly where OEMs are going in terms of their research
3 and development, because as you mentioned, Dr. Cliff, that
4 they have these other issues aside from complying with our
5 regulations. And I guess I want to make sure we have all
6 the facts in terms of are they going to come out with
7 better or even any -- in some of the chassis issues are
8 they going to come out with any of the Class 7, 8 trucks
9 that we need or that people actually need to buy, or
10 should we be recalibrating in terms of how else can we
11 continue to have emissions reductions.

12 I don't know if you have that picture in your
13 head already, but I think we really need to have like full
14 eyes open in terms of where -- you know, where the
15 technology is really now, and where are they going, what
16 are they thinking, because I don't -- I just don't want to
17 be reactionary. I want to just deal with what we have on
18 the ground and capitalize emission reductions as much as
19 possible now and plan for that.

20 Thank you.

21 EXECUTIVE OFFICER CLIFF: Dr. Pacheco-Werner,
22 thank you for that. So it just so happens in my review
23 queue, and I'm late on this, I'm sorry to staff, that I
24 was supposed to finalize the 2024 Advanced Clean Trucks
25 credit summary. So I happened to have it right in front

1 of. Just letting staff know that, in fact, I was looking
2 at it.

3 So, to give you that information - and this will
4 soon be public, once I check that box saying it's ready to
5 go - last year, manufacturers sold 131,552 Class 2B
6 through 8 vehicles in California, where 30,026, or 22.8
7 percent, were zero-emission vehicles. I know sometimes we
8 hear from certain commenters, and it makes it sound as
9 though the sky is falling, in fact, this is good. I mean,
10 this is 26,000 more credits than are necessary to comply
11 request the Advanced Clean Trucks requirement.

12 So some might say, well, sure that's a lot of
13 Class 2B and 3. I've seen those zero-emission vans
14 delivering things in my neighborhood. You know, I'm aware
15 that some, you know, personal -- personally sold vehicles
16 that are considered Class 2B are getting ACT credits, such
17 as Rivians. And so, what does that really mean in terms
18 of these big trucks. And as Diane brought up, you know,
19 concerns about not being able to deploy those in
20 communities. So, I happen to have that information as
21 well.

22 If you look at the total amount of tractor sales
23 from those that are -- that are selling zero emissions,
24 you know, you're looking at something like 1,300 tractor
25 sales in California, of which a little over 200 were zero

1 emissions. So, in fact, when you kind of start looking at
2 these data, the real story doesn't say the same as what,
3 you know, we might hear about concerns. So those concerns
4 are broader than just our regulations. And as I said
5 before, there are issues kind of beyond, you know, just
6 these -- just these requirements.

7 You know, I think CARB has been bold, and rightly
8 so, in adopting really important targets. That keeps our
9 momentum going. Manufacturers are rising to the challenge
10 and I think are putting out really good products that
11 people are interested in to keep that momentum going. And
12 this is, you know, of course the subject of the Governor's
13 Executive Order.

14 And as Board Member Takvorian noted, we also need
15 that, because those who are providing infrastructure need
16 to understand that those investments are wise. So all of
17 that kind of says we're a little bit in the messy middle
18 or maybe the messy beginning, and it's going to continue
19 to be a bit of a challenge as we go forward. But I think
20 the story is pretty good. And it's, in fact, better than
21 what the regulations required. So hopefully that just
22 puts -- gives a little bit of context for your question,
23 just in terms of, you know, what the overall picture looks
24 like here in California.

25 BOARD MEMBER PACHECO-WERNER: Thank you. And

1 just before -- I really want to be clear that I do not
2 want you all in your conversations with the OEMs or
3 anybody to take your foot off the proverbial pedal, you
4 know, and I just want to understand where is the situation
5 as it stands today. Thank you.

6 CHAIR RANDOLPH: Thank you.

7 Board Member Hopkins.

8 BOARD MEMBER HOPKINS: Thank you so much. And I
9 want to say first thank you so much to staff for all of
10 the work, and thanks to all the members of the public who
11 commented and also submitted written comments as well.

12 I feel like my colleagues have kind of asked most
13 of my questions. That's one of the nice things about, you
14 know, going later. But what I want to acknowledge is the
15 overall challenge that we're facing. And I feel like we
16 are trying to plant a forest one tree at a time, which is
17 a very, very difficult task, right? And so right now
18 we're just looking at one individual tree, one individual
19 regulation, and yet, everyone else is experiencing the
20 collective impact of the forest, right?

21 That means that, you know, regulated industry,
22 our environment, and also our EJ communities, they're all
23 experiencing the collective regulatory impact that we are
24 kind of trying to plant one tree at a time.

25 I'm relatively new -- very new, I would say, to

1 this Board. So maybe this conversation has taken place
2 before my time, but my big picture question is like what
3 is -- is this a functional forest that we have created?
4 When I think about forests, I think about ecosystem
5 services they provide, right? Real forests provide things
6 like carbon sequestration, biodiversity, water quality
7 improvements. I feel like the sort of the ecosystem
8 services of our regulatory forest that we're trying to
9 create are, you know, we're trying to decarbonize our
10 fleet, while also maintaining the, I believe, fourth
11 largest economy in the world, while also protecting the
12 health of our EJ communities that have been unduly
13 impacted by poor air quality for many, many decades.

14 And so, I feel like, you know, at some point, I
15 hope that we have an opportunity to ask are we achieving
16 our collective goals? How do we look at all of these sort
17 of regulations collectively, in addition to the individual
18 processes? And so, you know, are there any unintended
19 consequences that we weren't expecting, and if so, what
20 are the different levers that we can pull, again looking
21 at all of those and not just an individual?

22 And so I guess I'm wondering if maybe, you know,
23 Chair Randolph that might be incorporated into, you know,
24 what you're talking about with a future meeting
25 conversation, or if there's just an opportunity for a

1 broader update at some point.

2 CHAIR RANDOLPH: Sure. I'd be interested to hear
3 Dr. Cliff's thoughts about that, because, you know, I do
4 think there's some good opportunities to look at the
5 ecosystem. And to some degree, we're kind of doing that
6 in this Executive Order conversation, as we're getting
7 feedback from the public, because those discussions have
8 been incredibly wide ranging. And I'm wondering if there
9 is an opportunity in addition to the document that we are
10 going to prepare and give to the Governor about potential
11 next steps, is perhaps some discussion at the next meeting
12 just sort of with a download from staff about some of that
13 feedback and how that feedback relates to kind of the
14 numbers we're seeing, and to Dr. Pacheco-Werner's point,
15 and kind of an opportunity to sort of do a little bit of a
16 presentation on kind of that dialogue and how that's
17 relating to implementation.

18 EXECUTIVE OFFICER CLIFF: Yeah, you've read my
19 mind, Chair. I think that's exactly right, that for the
20 September item, we can do a little bit better job at
21 providing that context for how these various things fit
22 together. Certainly, the body of work that we've done
23 over the last many years has created that forest. And,
24 you know, our concern, of course, is that the Trump
25 administration is trying to clear cut.

1 So we're at a point now where we need to both
2 continue to make progress on the areas where we have our
3 programs and figure out how we regroup and continue that
4 momentum. And so all of these things fit together. I can
5 assure you that staff is keeping that forest in mind, as
6 we continue to work, but I think we have to show our work
7 a little bit better, and happy to do that for the
8 September item.

9 Thank you.

10 BOARD MEMBER HOPKINS: Thank you. My other
11 question -- I apologize. I come from a rural community,
12 so I feel like all of my metaphors are natural resources,
13 but we're also kind of talking about like upstream versus
14 downstream, right? And we're talking about OEMs, and then
15 we're hearing more from end users, you know, whether that
16 is an owner-operator or whether that's a dealership.

17 And so I was intrigued by the CTA comments about
18 different dealership impacts and looking at kind of the
19 increase in used truck sales. And I was wondering, do we
20 actually track that data at individual dealerships,
21 because I was thinking about, you know, what if we see
22 more ZEV sales in like Walnut Creek and Palo Alto, and
23 more used truck sales in say East Palo Alto and West
24 Oakland, because then we would obviously be doing the
25 exact opposite of meeting our environmental justice goals.

1 And so I was just kind of thinking about like
2 geographic equity and the impact on particular parts of
3 the state. And I was just wondering how we track that
4 data over time. And, of course, you know that the
5 dealership may not actually be, you know, where those
6 routes are taking place. But even if you look at that as
7 a proxy or how do we actually track the impacts on end
8 users in communities, both the sort of air quality
9 impacts, but then also potentially economic impacts,
10 right? If we see a particular community, you know, losing
11 a certain number of jobs, is that something that we're
12 monitoring at all?

13 EXECUTIVE OFFICER CLIFF: So, I -- we certainly
14 have information regarding registration of vehicles, and
15 that feeds into our modeling work. But I can ask maybe if
16 staff has any additional information to help back me up on
17 what the kind of regional distribution is or how
18 frequently we get that information.

19 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
20 CHIEF BRASIL: Tony Brasil. I'll -- this is a little bit
21 out of my area of depth, but with our emissions inventory,
22 for instance, that is updated regularly, and it is based
23 on actual registrations, and where vehicles are, and then
24 other information from counties and cities on truck
25 traffic and things of that nature.

1 That it is not a dealer level item. I'm
2 personally not aware of any particular regular effort that
3 would track that information, but we do have other tools
4 in trying to understand either where vehicles are being
5 sold, and through our funding programs, and things of that
6 nature that are data sources I think we could -- I'm not
7 aware of any that would address that concern.

8 BOARD MEMBER HOPKINS: Great. I would love to --
9 if, at some point, we're able to get access to, you know,
10 the registration data, because that might help be again a
11 proxy for if we're seeing an uptick in used truck sales
12 would be wonderful.

13 CHAIR RANDOLPH: Can I just add really quick. I
14 mean, another -- wouldn't another data point also be the
15 drayage registries, so we can see like what sort of trucks
16 are being added to the registry over time, which obviously
17 is related to port communities?

18 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
19 CHIEF BRASIL: I guess I'll -- the comment is, I mean,
20 we'll be coming back with another item, but as you know
21 with Advanced Clean Fleets Regulation, the drayage trucks
22 were covered in that. And at this point, we have not been
23 enforcing that part of the rule from our agency
24 perspective and we're looking to ultimately repeal that
25 portion. So at this point, we can't assume that the data

1 is being updated. (inaudible) information.

2 CHAIR RANDOLPH: So -- okay. So to clarify, we
3 don't have access to the drayage registry just to see what
4 types of trucks are being added --

5 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
6 CHIEF BRASIL: Let me --

7 CHAIR RANDOLPH: -- in the normal course of
8 business.

9 MSCD TRANSPORTATION AND CLEAN TECHNOLOGY BRANCH
10 CHIEF BRASIL: The drayage registry is now housed in on
11 TRUCRS system, but since we haven't been enforcing the
12 rule and are repealing it, the expectation that fleets
13 will continue to update it is no longer present. And so
14 we can't say that it's going to be valuable for today's
15 status, but we do have all the data from prior years and
16 so on that we would still look at.

17 EXECUTIVE OFFICER CLIFF: I think the point here
18 is we're not exactly sure how to answer the question as to
19 what other access to information we might have. And we're
20 certainly aware that registration data exists and perhaps
21 that could be disaggregated, but we wouldn't actually be
22 able to provide that disaggregated information to the
23 public in part because the information is considered
24 confidential, because it contains PI -- PII. I don't even
25 know what that stands for -- anyway, for any personally

1 identifiable information.

2 Thank you.

3 And so I think we're going to have to look at
4 what other data sources might be available to help answer
5 that question a little better. Thanks for that.

6 BOARD MEMBER HOPKINS: Yeah. I think just like
7 an aggregated, right. So if there's a way to, you know,
8 create a chart that's non-disclosable from PII would be
9 wonderful for the future.

10 And then finally, I swear last question. I feel
11 like I wouldn't be my -- doing my duty representing a
12 rural community without kind of uplifting the concerns of
13 rural communities. You know, we, in large swaths of my
14 district, don't have cell reception, don't have broadband,
15 and have frequent power outages. So we're just the type
16 of community that honestly are slow to have access to
17 improved technologies. We don't even have enough by far,
18 you know, chargers for passenger ZEVs, you know, let alone
19 kind of enhanced infrastructure for larger models.

20 And so, I'm just thinking like has there been
21 much outreach to rural communities to kind of understand,
22 you know, the nature of areas with much larger, you know,
23 kind of truck routes. And, you know, I also didn't know
24 very much about RNG before joining this Board. I've been
25 trying to learn more now that I've been on. And, you

1 know, I'm wondering is that a potential alternate sort of
2 transition solution, especially for rural communities that
3 may not have a lot of electrical infrastructure, but do
4 have quite a few dairies, sewer plants, and, you know,
5 landfills, which could potentially capture that.

6 So just kind of curious about engagement with
7 different parts of the state, including those of us that
8 are perhaps larger geographically and smaller in
9 population.

10 EXECUTIVE OFFICER CLIFF: Yeah. Thanks for that.
11 The short answer is, yes, we have been doing outreach
12 across the state. We actually have regular engagement
13 through this what's called the Truck Regulation
14 Implementation Program -- no, I'm not getting it quite
15 right. TRIG is what it's called. There's too many
16 acronyms, I know. And so that has been an area where
17 we've continued to identify challenges, and opportunities.
18 And, you know, so we do those throughout the state. And
19 absolutely take your point, that there are areas where in
20 more rural communities, there's no access to charging even
21 for light-duty vehicles let alone heavy-duty.

22 Those might be opportunities for more depot
23 charging, if they have fixed routes, or, frankly, may not
24 be the -- today chance for zero emissions. So we're
25 always trying to figure out where we can get easy access

1 to interested parties to continue to push the technology
2 and working with dealerships, working with fleets to avail
3 ourselves of those opportunities is really critical.

4 BOARD MEMBER HOPKINS: Thank you so much and
5 thanks. I feel like we are taking a step in the right
6 direction, and I look forward to additional conversations,
7 and more information.

8 BOARD MEMBER BALMES: There's an advantage to
9 speaking last, in terms of the Board members, because I
10 really appreciate the comments of all of the Board members
11 who spoke before me, including Chair Randolph -- I as I
12 already jumped in. I strongly supported her proposal
13 related to renewable natural gas vehicles.

14 I also want to take the opportunity to publicly
15 welcome Chris Grundler to CARB. You know, we've been
16 complaining about everything that the Trump administration
17 has been doing to our clean vehicle rules, but one thing
18 that they've allowed was for Chris Gundler to -- Grundler
19 to join us. And I look forward to -- for his wisdom and
20 expertise with regard to moving forward in this difficult
21 regulatory environment.

22 And I -- but specifically with regard to AC2 --
23 ACT amendments, I do want to thank everyone, staff,
24 stakeholders, for their participation in this -- in
25 discussions about this complex rule. Overall, I strongly

1 support Ms. Hopkins' comments about looking at the forest
2 here, not the trees. And I think flexibility, given the
3 current state of the regulatory market or current state of
4 the market is important. So I'm broadly supportive of the
5 amendment -- amendments, but I do want to highlight a
6 couple things that have already been said.

7 In particular, Dr. Shaheen right from the start
8 talked about the spatial distribution of where the trunks
9 are actually operated, and several of the other Board
10 members sort of piled on to that, Dr. Pacheco-Werner, Ms.
11 Takvorian. And I know it's hard to get those data, but we
12 do have to -- I think we have to do the best we can and
13 maybe we should figure out new ways to find out where
14 these trucks are actually operated. You know, I know we
15 can find out where they were purchased, but where they're
16 operating. And I know it's difficult and I don't have
17 some kind of magic bullet, but this is a smart agency that
18 operates on evidence. And the more evidence we can get,
19 the better, because we're trying, in particular as Dr.
20 Shaheen said, Ms. Takvorian emphasized, we're trying to
21 protect low-income communities of color, where there's the
22 most exposure to dirty diesel trucks.

23 So, I think we need to try to figure out, at
24 least in some kind of aggregated way, where trucks are
25 that -- where ZEV and NZEV trucks are operating. With

1 regard to NZEV, I think somebody else, maybe it was first
2 by the gentleman from Rivian, I think we need -- we should
3 evaluate, you know, going down from 75 to 45 mile range
4 for the NZEVs just to make sure that we're not creating --
5 we're not having too -- pardon? Yeah, lessening the ZEV
6 market exactly. Thank you, Dr. Shaheen. So I support
7 staff coming back to us at some point in the future, an
8 appropriate time, to give us a report on that.

9 And then finally, this maybe a wacky idea. You
10 know, I'm a physician, scientist, public health guy, not
11 an engineer. But we have a tow truck problem. We all
12 acknowledge that. We're trying to figure out the best way
13 to deal with it. Are RNG tow trucks a possibility?
14 Because that seems to be -- if it is an engineering
15 possibility, it's not going to be breaking the cost
16 barriers too much. It seems to me that's a reasonable way
17 to go.

18 Anyway. Thank you.

19 CHAIR RANDOLPH: Okay. Thank you.

20 Any other questions or comments?

21 BOARD MEMBER ORTIZ-LEGG: One more, please.

22 CHAIR RANDOLPH: Okay.

23 BOARD MEMBER ORTIZ-LEGG: Thank you. I -- you
24 know, you had mentioned in regards to the not enforcing
25 the ACF pieces. And I'm curious for the small air

1 districts or the other air districts, if there is a way
2 for them to pick up these categories and have new
3 emissions surplus that they could grant fund. And if
4 there is surplus, it would be helpful for CARB to let
5 those districts know, so they can help out in some way.

6 EXECUTIVE OFFICER CLIFF: Yeah, thanks for that.
7 We work with the districts a lot, but I think it's a --
8 it's a good point that, you know, any opportunities for
9 incentives to reduce emissions are critical.

10 BOARD MEMBER ORTIZ-LEGG: Thank you.

11 CHAIR RANDOLPH: Okay. The Board has before them
12 Resolution number 26-6. I would like to -- I don't think
13 this needs to be in the resolution itself, but I just
14 wanted to reiterate the request to staff to come back with
15 a recommendation on NZEV vehicles with the next truck
16 item, whatever the first next truck item that comes back,
17 and -- for which you are ready. So, do I have a motion
18 and a second?

19 BOARD MEMBER PACHECO-WERNER: Move to approve.

20 BOARD MEMBER ORTIZ-LEGG: I'll second.

21 CHAIR RANDOLPH: All right. Board Clerk, will
22 you please call the roll.

23 BOARD MEMBER TAKVORIAN: Chair, before you move
24 to the vote -- I'm sorry. I had my hand up. I just
25 wanted to --

1 CHAIR RANDOLPH: Oh, sorry. I didn't see that.

2 BOARD MEMBER TAKVORIAN: I just wanted to endorse
3 your idea and Board Member Hopkins idea related to a
4 broader conversation. And I feel like I just got this
5 realization about the drayage truck registry and our
6 ability to track that. So I'm hoping that that can get
7 included as well. And perhaps, again this may be a wacky
8 idea, be included as a requirement for incentives to ports
9 for heavy-duty, as they are receiving those incentives.
10 They have -- you know, they have a check-in at the gate.
11 We know -- they know what trucks are coming in the gate.
12 And so how do we ask them, compel them to provide that
13 data to CARB, so that we can keep track. So just a
14 thought, if that could go into the future information
15 category.

16 Thank you.

17 CHAIR RANDOLPH: Yeah. Thank you for bringing
18 that up. I was a little befuddled by that as well. So I
19 feel like we need to look at how we can get better data
20 from that process.

21 Okay. Do -- sorry, I lost track. Do I have a --
22 thank you. I have a motion and a second.

23 Board Clerk, please call the roll.

24 BOARD CLERK SIMPSON: Dr. Balmes?

25 BOARD MEMBER BALMES: Yes.

1 BOARD CLERK LEVRINI: Mr. De La Torre?

2 BOARD MEMBER DE LA TORRE: Aye.

3 BOARD CLERK LEVRINI: Mr. Eisenhut?

4 BOARD MEMBER EISENHUT: Yes.

5 BOARD CLERK LEVRINI: Senator Florez?

6 BOARD MEMBER FLOREZ: I would like to abstain.

7 BOARD CLERK LEVRINI: Noted. Thank you.

8 Ms. Hopkins?

9 BOARD MEMBER HOPKINS: Yes.

10 BOARD CLERK LEVRINI: Ms. Ortiz-Legg?

11 BOARD MEMBER ORTIZ-LEGG: Yes.

12 BOARD CLERK LEVRINI: Dr. Pacheco-Werner?

13 BOARD MEMBER PACHECO-WERNER: Yes.

14 BOARD CLERK LEVRINI: Mr. Rechtschaffen?

15 Dr. Shaheen?

16 BOARD MEMBER SHAHEEN: Aye.

17 BOARD CLERK LEVRINI: Ms. Takvorian?

18 BOARD MEMBER TAKVORIAN: No.

19 BOARD CLERK LEVRINI: Chair Randolph?

20 CHAIR RANDOLPH: Yes.

21 BOARD CLERK LEVRINI: Motion passes. Thank you.

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

23 And, we are now going to take a break until four

24 o'clock. The final agenda item on the schedule for

25 today's meeting, in addition to general public comment, is

1 the Community Air Protection Program annual progress
2 update. So the Board will reconvene in this auditorium to
3 continue that meeting no earlier than four o'clock, and
4 then we will do open public comment after that.

5 Thank you.

6 (Off record: 12:10 p.m.)

7 (Thereupon a lunch break was taken.)
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1 AFTERNOON SESSION

2 (On record: 4:01 p.m.)

3 CHAIR RANDOLPH: Okay. Welcome back everyone to
4 the July 24th, 2025 Board meeting. As a reminder for
5 anyone who is just joining us, we are conducting today's
6 meeting in person, as well as offering remote options for
7 public participation both by phone and in Zoom.

8 Anyone who wishes to testify on a Board item in
9 person should fill out a request-to-speak card available
10 in the foyer and re -- and turn it into a Board assistant
11 prior to the commencement of the item. If you are
12 participating remotely, you will raise your hand in Zoom
13 or dial start nine if calling in by phone. For safety
14 reasons, please note the emergency exit to the rear of the
15 room through the foyer. In the event of a fire alarm, we
16 are required to evacuate this room immediately and go down
17 the stairs to the lobby and out of the building. When the
18 "All Clear" signal is given, we will return to the
19 auditorium and resume the hearing.

20 A closed captioning feature is available for
21 those of you joining us in the Zoom environment. In order
22 to turn on subtitles, please look for a button labeled
23 "CC" at the bottom of the Zoom window as shown in the
24 example on the screen now. I would like to take this
25 opportunity to remind everyone to speak clearly and from a

1 quiet location, whether you are joining us in Zoom or
2 calling in by phone.

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

11 I want to remind all of our speakers to speak
12 slowly and pause intermittently to allow the interpreters
13 the opportunity to accurately interpret your comments.

14 THE INTERPRETER: Good afternoon, Madam Chair.
15 Good afternoon, Board members. This message will be
16 provided in Spanish.

17 (Interpreter translated in Spanish).

18 THE INTERPRETER: Thank you.

19 CHAIR RANDOLPH: Thank you very much.

20 I will now ask the Board Clerk to provide more
21 details regarding public participation.

22 BOARD CLERK LEVRINI: Thank you, Chair Randolph.

23 As a reminder, we will first call in-person
24 commenters who have turned in a request-to-speak card and
25 then call verbal comment -- excuse me -- and then call

1 commenters who are joining us remotely. If you are -- if
2 you are joining us remotely and wish to make a verbal
3 comment on one of today's Board items or during the open
4 comment period at the end of today's meeting, you must be
5 using Zoom webinar or calling in by phone. If you are
6 watching the webcast, but you wish to comment remotely,
7 please register for the Zoom webinar or call in.
8 Information for both can be found on the public agenda for
9 today's meeting.

10 To make a verbal comment, we will be using the
11 raise hand feature in Zoom. If you wish to speak on a
12 Board item, please virtually raise your hand, as soon as
13 the item has begun and let us know you wish to speak. If
14 you are using a computer or tablet, there's a "Raise Hand"
15 button, and if you are calling in on the telephone, dial
16 star nine to raise your hand. Even if you previously
17 indicated which item you wished to speak on when you
18 registered, you must raise your hand at the beginning of
19 the item to be added to the queue.

20 When the comment period begins, the order of
21 commenters is determined by who raises their hand first.
22 We will call each commenter by name and will activate each
23 commenter's audio when it is their turn to speak. For
24 those calling in, we will identify you by the last three
25 digits of your phone number. We will announce the next

1 three or so commenters in the queue, so you are ready to
2 testify when we come to you. Please note, your testimony
3 will not appear by video. For all commenters, please
4 state your name for the record before you speak. This is
5 especially important for those calling in by phone.

6 Each commenter will have a time limit of two
7 minutes, although this may change at the Chair's
8 discretion. During public testimony, you will see a timer
9 on the screen. For those calling in by phone, we will let
10 you know when you have 30 seconds left and when your time
11 is up. For anyone giving verbal comments today in
12 Spanish, please indicate so at the beginning of your
13 testimony and our interpreter will assist you. During
14 your comment, please follow any instructions the
15 interpreter provides. Please note your time will be
16 doubled if you require Spanish interpretation.

17 To submit written comments, please visit CARB's,
18 "Send Us Your Comments" page or look at the public agenda
19 on our webpage for links to submit your comment. Written
20 comments will be accepted on each item until the Chair
21 closes the record for that Board item. If you experience
22 technical difficulties, please call (805)772-2715 so an IT
23 person can assist.

24 Thank you. And I'll turn the microphone back to
25 Chair Randolph.

1 CHAIR RANDOLPH: Thank you. Okay. The last on
2 the agenda today is Item number 25-5-2, an informational
3 update on progress in implementing the Community Air
4 Protection Program.

5 If you are here with us in the room and wish to
6 comment on the item, now is the time to fill out a
7 request-to-speak card as soon as possible and submit it to
8 our Board assistant. And if you are joining us remotely,
9 please click the "Raise Hand" button or dial star nine
10 now. We will first call on in-person commenters followed
11 by any remote commenters when we get to the public comment
12 portion of this item.

13 Supported by revenue from the Cap-and-Trade
14 Program, the Community Air Protection Program remains one
15 of the most essential tools for improving air quality in
16 our most vulnerable and heavily impacted communities. As
17 one of the hallmark programs funded by the Greenhouse Gas
18 Reduction Fund, it stands as a national model for
19 substantially and cost effectively reducing pollution in
20 our most overburdened communities.

21 This year marks a significant milestone as
22 several communities selected by this Board in 2018 have
23 now completed five years of implementation of their
24 community emission reductions programs. Tonight, we will
25 hear from invited panelists representing communities

1 selected in year one of the program about their
2 experiences with implementation as they reach this
3 milestone.

4 Over the past year, we've made significant
5 progress on multiple fronts. Today, we'll hear success
6 stories from air districts and communities on meeting
7 their emissions reduction commitments. We'll also hear
8 updates from CARB staff on our efforts to fulfill goals
9 outlined in the Second Program Blueprint, which the Board
10 adopted in 2023. As always with the Community Air
11 Protection Program, change is a constant. We will hear
12 how the program is evolving to support consistently
13 nominated communities through the pathways outlined in the
14 second blueprint.

15 Evaluation is a consistent guiding element since
16 the program's inception, beginning with the early work of
17 Dr. Jonathan London at UC Davis. We will hear tonight
18 from Dr. London who will share highlights of a recent
19 qualitative evaluation of the program. We'll also hear
20 from staff about the status of a quantitative evaluation
21 that builds on Dr. London's work.

22 We extend our gratitude to today's panelists and
23 co-presenters for sharing their incredibly valuable
24 perspectives on this important program and these very
25 important topics.

1 CARB acknowledges and appreciates the partnership
2 and collaboration of communities and air districts. The
3 progress you will hear about tonight is a testament to the
4 strength of those partnerships and a result of the hard
5 work and commitment to our shared mission of improving air
6 quality in California's most impacted communities.

7 Dr. Cliff, please introduce the item.

8 EXECUTIVE OFFICER CLIFF: Thank you Chair
9 Randolph. I'm grateful for the ongoing commitment of our
10 partners, stakeholders, and community members who continue
11 to drive the success of implementing the Community Air
12 Protection Program. Today, I'm excited to share our
13 achievements over the past year, including the progress
14 made towards fulfilling key commitments in Blueprint 2.0,
15 the program guidance update the Board approved last fall.

16 The 19 communities selected by the Board to
17 implement CERPs and Community Air Monitoring Plans, also
18 known as CAMPs, along with the consistently nominated
19 communities represent about 47 percent, or close to half
20 of the State population that is identified as
21 disadvantaged. This puts the Community Air Protection
22 Program in a unique position to provide tangible community
23 prioritized benefits and address air pollution disparities
24 across many of our communities.

25 To date, cap incentives have funded over 9,000

1 projects. These projects, when compared to the 86 funded
2 California climate investment programs, rank:

3 Number one in total NOx emission reductions and
4 number three in NOx reduction per million dollars spent;
5 number four, in total PM2.5 emission reductions, as well
6 as number five in PM2.5 reductions per million dollars
7 spent.

8 Today, more than ever, as the federal assault on
9 our authorities to provide clean air continues, programs
10 like the Community Air Protection Program are essential.
11 While no new communities are being nominated for selection
12 this year, air districts and CARB are focused on expanding
13 resources and opportunities for more communities using the
14 Blueprint 2.0 pathways. Our co-presenters, Central
15 California EJ Network and South Coast AQMD's Deputy
16 Executive Officer of Community Engagement and Community
17 Air Programs will share progress on local CERP?
18 Implementation, and efforts to support consistently
19 nominated communities.

20 I'm proud of the collective progress we have made
21 and I look forward to achieving even greater success in
22 the years to come.

23 I will now turn it over to Amaya Hernandez, Air
24 Resources Engineer in the Office of Community Air
25 Protection who will lead the staff presentation.

1 (Slide presentation).

2 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank
3 you, Dr. Cliff. Good afternoon, Chair Randolph and
4 members of the Board. I'm Amaya Hernandez, an Air
5 Resources Engineer in the Office of Community Air
6 Protection.

7 [SLIDE CHANGE]

8 OCAP AIR RESOURCES ENGINEER HERNANDEZ: My fellow
9 presenters and I are excited to share the collective
10 progress made by communities, air districts and CARB over
11 the last year in support of reducing local air pollution
12 through the Community Air Protection Program. We will
13 share statewide accomplishments, then cover the progress
14 in the 19 formally selected communities, as well as
15 efforts to support the 64 consistently nominated
16 communities. We will continue this presentation by
17 sharing innovative efforts to evaluate program progress
18 informing its future evolution.

19 In 2018, this Board selected the first 10
20 communities for the program, and this year marks a
21 milestone, as many of these communities are concluding
22 five years of implementing their plans. Today, you will
23 hear from invited guest speakers representing two of those
24 communities, as well as the Imperial County Air Pollution
25 Control District, who will share perspectives informed by

1 five years of implementation of community emissions
2 reduction programs, or CERPs, lessons learned and
3 recommendations. We also welcome a co-presenter and
4 community air grantee from the Central California
5 Environmental Justice Network, who will share their
6 experience in developing a local community emissions
7 reduction plan, or L-CERP.

8 Next, we will hear how the South Coast Air
9 District is supporting consistently nominated communities.
10 And to conclude, we will hear from a UC Davis researcher
11 on programmatic evaluation of the program.

12 [SLIDE CHANGE]

13 OCAP AIR RESOURCES ENGINEER HERNANDEZ: The
14 fundamental goal of the Community Air Protection Program
15 is to reduce local air pollution in the state's most
16 overburdened communities.

17 [SLIDE CHANGE]

18 OCAP AIR RESOURCES ENGINEER HERNANDEZ: CAP
19 incentives remain one of the major tools to help our most
20 impacted communities. As of November 2024, incentive
21 investments have resulted in over 9,000 projects across
22 California with 71 percent of these projects spent in
23 disadvantaged communities. In addition to other types of
24 strategies, such as air district rulemaking, these
25 projects are making a significant impact. Among all the

1 86 California Climate Investment Programs funded by
2 Cap-and-Trade dollars, CAP incentives rank first in total
3 NOx emission reductions and fourth in total PM2.5 emission
4 reductions, and they are incredibly cost effective ranking
5 third in NOx reductions per million dollars invested and
6 fifth in PM2.5 reductions per million dollars spent.

7 Projects funded by CAP incentives through
8 November 2024 will cumulatively reduce over 23,000 tons of
9 NOx, 1,600 tons of reactive organic gases, and 950 tons of
10 diesel PM over their lifetime. For context, reducing
11 23,000 tons of NOx is the equivalent to removing about
12 22.5 million cars from the road for an entire year.

13 [SLIDE CHANGE]

14 OCAP AIR RESOURCES ENGINEER HERNANDEZ: These
15 incentives support paving projects, electric school buses,
16 agricultural equipment replacement, and cargo handling
17 equipment, among many other project types. Notably, air
18 district spending to implement community-identified
19 project continues to rise proportionately to the funds
20 spent on traditional incentives, like heavy-duty diesel
21 vehicle replacements, reflecting the fact that CAP
22 incentives require community engagement to determine local
23 priorities for funding.

24 [SLIDE CHANGE]

25 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Rules and

1 regulatory actions continue to be a foundation to achieve
2 deeper and substantial emission reductions in the
3 communities and across the states. Air districts have
4 made real progress to reduce emissions by adopting new
5 regulations in recent years. South Coast AQMD updated a
6 series of combustion rules incorporating new, best
7 available retrofit technology, or BARCT, emission
8 standards for NOx that are expected to achieve 15 tons per
9 day of NOx emission reductions. Fifteen tons of NOx gas
10 would be like removing a fully loaded city bus worth of
11 harmful emissions from the air every single day. San
12 Joaquin Valley APCD rule amendments to glass melting
13 furnaces and solid fire boiler rules resulted in 166 tons
14 of NOx reduced and 114 tons of PM10 emissions reduced per
15 year in South Central Fresno.

16 Rural communities also benefit from new
17 rulemaking. For example, the Imperial County APCD's
18 recently established policy on regulating agricultural
19 burning has resulted -- or has reduced agricultural
20 burning in the county by 10,000 acres annually.

21 Collectively, these regulatory efforts are
22 expected to reduce approximately 44,000 tons of NOx,
23 15,000 tons of ROG, and 2,300 tons of PM2.5 over the next
24 10 years in AB 617 communities. These numbers represent
25 real gains, including fewer premature deaths, reduced

1 rates of asthma, and other respiratory and cardiovascular
2 conditions, and corrections for injustices in historically
3 overburdened communities.

4 While we typically highlight the emissions
5 benefits from CARB regulations, recent changes in federal
6 policy are forcing CARB to revise expected reductions for
7 several statewide measures. We have included a draft
8 preliminary analysis of emission estimates in our annual
9 reports. In the coming months, we will work with CARB's
10 regulatory divisions to provide a more comprehensive
11 analysis of how statewide emission benefits cited in CERPs
12 will change due to recent unlawful federal actions.

13 CARB remains fully committed to defending its
14 regulatory authority and protecting public health. CARB
15 will continue enforcing State regulations where possible
16 and pursue alternative strategies that do not rely on
17 federal approval to achieve community level air quality
18 improvements.

19 [SLIDE CHANGE]

20 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Over the
21 past several years of Community Air Monitoring Plans
22 development and implementation, air districts have
23 continually adapted and optimized air monitoring resources
24 to meet the needs of communities and support the following
25 broad actions:

1 First, expanding and continuing the operation of
2 air monitor and sensor networks. This means not just
3 setting up monitors and sensors but ensuring they are
4 placed with purpose. For example, the Sac Metro Air
5 District set up an extensive air monitoring site at a
6 local middle school. That phase has wrapped up, and now,
7 based on feedback from the CSC, the site is being
8 relocated.

9 Second, staying responsive to community concerns.
10 Real-time community feedback helps shape the work. For
11 example, with resource assistance from CARB, the San Diego
12 APCD is monitoring along the Tijuana River in response to
13 odor complaints. That data also sheds light on
14 cross-border pollution patterns, supporting regional and
15 international environmental efforts.

16 Third, expanded enforcement actions near sources
17 of concern. Monitoring and enforcement have proven to go
18 hand in hand to drive actions. In Wilmington, Carson, and
19 West Long Beach, South Coast AQMD carried out area wide
20 mobile monitoring near oil and gas facilities, which
21 resulted in the discovery of several volatile organic
22 compound, or VOC, emission hotspots. This prompted
23 additional investigative monitoring to identify and
24 evaluate sources which led to Notices of Violation being
25 issued.

[SLIDE CHANGE]

OCAP AIR RESOURCES ENGINEER HERNANDEZ: Another cornerstone of the program, Community Air Grants, or CAGs, are a vital tool that enables communities to participate in community air protection. CARB awarded a historic 51 projects for almost \$21 million in air -- community air grant projects this year in the fifth cycle of air grants.

Over the last two cycles, CARB awarded 48 grants that are collectively supporting organizations in consistently nominated communities or CNCs. L-CERPs are identified in Blueprint 2.0 as a pathway to support CNCs; and across the last two cycles, there are now 14 CAG recipients working on their own local plans. CARB staff are providing technical assistance to these recipients and are convening them and air district staff to share promising practices and foster awareness and collaboration.

Some of the recent awards include grants to the La Posta Band of Mission Indians, who will purchase and deploy air quality monitors and conduct trainings on air monitor maintenance. Breathe Southern California will conduct an air quality assessment of the Sun Valley community in Los Angeles County to develop an L-CERP. The project will rely on town halls, community meetings, surveys, and focus and feedback groups to identify actions

1 to address local air pollution through education,
2 empowerment, advocacy, and community-building.

3 [SLIDE CHANGE]

4 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Over the
5 next 12 months, we will continue to ensure we meet
6 commitments to the 19 selected communities. We will
7 continue collaborating with air districts and communities
8 to sketch out how our partnership will evolve beyond five
9 years of CERP implementation. Additionally, we will
10 support development and approval of CERPs for East
11 Oakland, Bayview Hunters Point Southeast San Francisco,
12 and South Sacramento-Florin communities.

13 Second, we will support the 64 CNCs through our
14 Statewide Mobile Monitoring Initiative, which we will
15 cover later in this presentation; and through our
16 community air grants, with an emphasis to support the 14
17 L-CERP recipients.

18 Finally, we want to continue a culture of shared
19 learning to support program evolution by robust engagement
20 with the newly Board-appointed 27-member AB 617
21 Consultation Group, kick off our peer-to-peer learning
22 series, and continued efforts to learn through program
23 evaluation.

24 [SLIDE CHANGE]

25 OCAP AIR RESOURCES ENGINEER HERNANDEZ: We will

1 now focus on the 19 formally selected program communities.

2 [SLIDE CHANGE]

3 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Let's
4 look at the status of the 19 communities in the Program
5 that are developing or implementing CERPs, and community
6 air monitoring plans, or CAMPs. These 19 communities
7 collectively represent about three million people in
8 California, or 25 percent of all disadvantaged
9 populations.

10 Seven communities, that were selected by this
11 Board in 2018, are completing five years of CERP
12 implementation. Additionally, there are six communities
13 entering their fourth or fifth year of CERP
14 implementation, three newer communities that are in the
15 early stages of CERP implementation, and three communities
16 actively developing CERPs.

17 [SLIDE CHANGE]

18 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Year one
19 communities have been through an incredible journey and
20 their experiences are full of challenges, learnings,
21 successes and achievements. What is shared today is just
22 a glimpse. More can be accessed in online StoryMaps and
23 videos featuring community members. Here are just a few
24 significant achievements. Notably, South Coast has passed
25 a suite of refinery rules that will provide emissions

1 benefits to communities across the region. Communities
2 have long pressed for this action to mitigate emissions
3 from refineries in their neighborhoods. For example,
4 South Coast adopted rules to better control emissions from
5 refinery flaring incidents, and to establish requirements
6 for fence line and community air monitoring for petroleum
7 refineries and related facilities.

8 In the San Joaquin Valley, the District found a
9 278 ton reduction in PM2.5 in Shafter, coming from a
10 variety of clean air strategies prioritized by community
11 members, including agricultural equipment replacements,
12 alternatives to agricultural burning and replacing
13 wood-burning devices in homes.

14 Additionally, as a direct result of tireless
15 advocacy of the Shafter CSC that created a strategy to
16 pursue pesticide notification, the Department of Pesticide
17 Regulation launched the statewide online pesticide
18 notification system, called SprayDays California in May
19 2025. SprayDays is designed to provide transparent,
20 equitable public access to information about planned
21 applications of restricted pesticides in production
22 agriculture. The Shafter CSC and Eastern Coachella Valley
23 CSC played a pivotal role in advocating for this system as
24 part of their CERP initiatives, and were instrumental in
25 engaging with the regulatory process that supported the

1 final launch of the system.

2 In West Oakland, a collaborative analysis by the
3 air district and community found a 31 percent reduction in
4 local cancer-causing diesel PM emissions between 2017 and
5 2024. Thanks to CARB's statewide regulations, district
6 measures and targeted incentives, most impacted areas have
7 already met the CERP's 2025 diesel PM exposure targets.
8 Diesel PM emissions were a priority concern for West
9 Oakland, with the community ranking in the 99th percentile
10 for diesel PM exposure in CalEnviroScreen 4.0.

11 [SLIDE CHANGE]

12 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Community
13 air protection calls on communities, air districts and
14 CARB to collaborate and ensure completion of CERP
15 commitments. CARB commends the San Joaquin Valley Air
16 Pollution Control District who spearheaded a collaborative
17 process with us, air districts and Valley CSCs to develop
18 a planning template to guide the work beyond the fifth
19 implementation year in a transparent and accountable
20 manner. These transition plans assess the critical
21 elements shown here to determine whether CERP measures
22 should continue, be adjusted, or be concluded.

23 For example, for incentives-related commitments,
24 the air district and the CSC together decide whether
25 funding for the few remaining uncompleted CERP measures

1 should continue, be reallocated, or conclude at the
2 five-year deadline. Many of the established strategies
3 will continue moving forward, as air districts have
4 incorporated best practices to engage with communities in
5 enforcement, monitoring, rulemaking, and other programs
6 that enhance the effectiveness of their work.

7 This structured assessment ensures that
8 communities can effectively fulfill their remaining CERP
9 commitments, building on successes and addressing ongoing
10 challenges.

11 [SLIDE CHANGE]

12 OCAP AIR RESOURCES ENGINEER HERNANDEZ: To share
13 more about community and air district perspectives from
14 the first year of the program, let's welcome Brian
15 Beveridge from the West Oakland Environmental Indicators
16 Project and member of the West Oakland CSC, Angie Balderas
17 from San Bernardino/Muscoy CSC, and Belen Leon Lopez,
18 Imperial County Air Pollution Control District Executive
19 Officer.

20 We'll begin with Brian.

21 Is Brian online?

22 BRIAN BEVERIDGE: Yes, I'm here. Can you hear me
23 all right?

24 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Yes, we
25 can hear you.

1 BRIAN BEVERIDGE: Thank you. Thank you.

2 Let me start off by apologizing because I'm not
3 there in person. I had intended to be, but my own board
4 wanted to hold a meeting today, and so I needed to be here
5 to support them in that. And I'm very -- I appreciate the
6 opportunity to speak to you, to the Board, to CARB staff
7 and to members of the public today about our work.

8 So in being the first to be invited to write a
9 local air quality action plan, a CERP, I think it was, was
10 very exciting for us. We immediately saw it as an
11 opportunity to integrate a decade of community based air
12 quality research that included probably 10 different
13 projects, some that had been done directly by community
14 members, some that had been done with partnerships through
15 the University at Berkeley, and some with private -- some
16 with the private sector.

17 So, we didn't, at that point, when we were first
18 approached by the air district in, you know, early 2018,
19 we didn't really need more data. What we needed was to
20 think about what to do with all that data. And so it was
21 also an exciting opportunity to implement our
22 collaborative decision-making process that we had begun
23 and learned to do with U.S. EPA in 2004-5, and it
24 subsequently worked with -- through the Port of Oakland's
25 air quality -- maritime air quality management planning

1 and some planning with the City of Oakland.

2 So it was a real opportunity to bring together
3 our experience over more than a decade and look at this
4 new challenge. We didn't really know how to do it. And
5 when I asked how we were supposed to do it, our partners
6 at the air district -- Henry Hilken was there. He was
7 a -- such a great partner it, and many staff, said we're
8 not sure how you're supposed to do it either, but we're
9 all here to work on it together.

10 The timetable was very short it felt like and --
11 but we settled down and got to work. We used a partnering
12 agreement process between our organization and agencies,
13 or any other partner who wants to sit in our
14 collaborative -- at the head of our collaborative table.
15 It took us about -- a few weeks -- about six weeks
16 actually to work through that. We all agreed. And next
17 the air district said, okay, now you -- now you need a
18 steering committee, and we were like okay.

19 So it was -- it was very much one challenge after
20 another. Our model includes all stakeholders. And so we
21 had community members and local business members from the
22 trucking community, research partners, the Port of Oakland
23 had seat. So, we tried to get everyone who might have an
24 interest to the table. And we just started from zero. We
25 started with us -- the table of contents from a typical

1 air plan, and we went chapter by chapter teaching the
2 steering committee and the general public who participated
3 what goes in this chapter. Now, let's go over to the
4 tables here, do an exercise and write the content.

5 And if you read it -- if you read our plan, I'm
6 so -- I was then and I am so impressed today at how well
7 the Air District staff did in capturing the community's
8 perspective and making it into, you know, a readable
9 prose. I think the background chapter is incredible.
10 It's hard to believe it was written by a government
11 agency, because it clearly, you know, covers decades of --
12 decades of actions on the part of many agencies and
13 society that created the conditions in West Oakland.

14 And so I'm very -- I'm very proud of that work
15 and proud of our partners. Looking forward, you already
16 heard some of the data about our success in particularly
17 black carbon. Our five-year report really included the
18 writing of the plan. So we really only had four years of
19 implementation and were ahead of our -- ahead five years
20 in the models, when the four year report -- or the five
21 year report was produced last year.

22 And something interesting happened just
23 yesterday. We met with some -- our research partners at
24 UC Berkeley. Josh Apte, who is an expert in mobile
25 monitoring, they brought their van out and showed us their

1 new toy. And they have been driving West Oakland streets
2 again with the new monitoring equipment. And they said
3 that black carbon, at this point, is -- this is my words,
4 not their technical language, but effectively too low to
5 really consider an impact. And that is an incredible
6 statement, considering where we were five years ago in
7 this community, and that is on the streets in the
8 neighborhood. That isn't just in the models that you look
9 at, but that is physical measurements on the streets where
10 people walk, where people live, work, and play.

11 And I think that's -- it's a real statement to
12 what a program like this can do, what the partnership with
13 the agencies can accomplish, and what the priority setting
14 by communities can accomplish, which is really those three
15 things are the heart of the program, as we see it.

16 So, let's see, a few outcomes. Those are --
17 there's a few outcomes. Not to belabor my presentation, a
18 couple of recommendations. I think it would be really
19 valuable, and we've -- I think all of us in the 617
20 program have longed for this, more sort of organized
21 interaction and knowledge sharing between the various
22 communities that are working on plans. We are all at
23 different points in our process. We all have different
24 knowledge. And we think aggregating that knowledge in
25 some way would be incredibly valuable. Some communities

1 have not known where to start. We've been incredibly
2 fortunate to have many partners and to have had a history
3 of air monitoring and a history of organizing in our
4 community, and to have a very engaged community around
5 these issues, and we have much to learn from other
6 communities as well. So I think this would be an
7 important thing going forward to find ways for all of us
8 to share our knowledge.

9 I think I have one more recommendation. Oh, one
10 other thing on recommendations is we're at year five in a
11 10-year plan. We have about 90 percent implementation of
12 our 89 strategies and seven items of continuing research.
13 That doesn't mean they're done. That means somebody --
14 someone who was responsible for that strategy picked it up
15 and put it in a planning process somewhere and started
16 working on it, but we've had wild success by my come -- my
17 opinion. And now, we need to look at reevaluating the
18 strategies to see if they are -- if -- have we succeeded
19 or are they still relevant, and also looking at a few new
20 things.

21 The metal shredding industry was not on our radar
22 really at the time we wrote our plan, but it sure is now.
23 We have legislation going through the government about it.
24 We have investigations going on. And that industry, and
25 industries like it, run across the state, particularly in

1 disadvantaged communities.

2 And so I believe that there is a need to have a
3 continuing reassessment of our plans and make sure that
4 our strategies address current need, and that may -- that
5 may mean we want new policy in various spaces, but that's
6 one we really need to be looking at.

7 And lastly, as we all know, there's a big threat
8 to the funding for this work. And I think we all need --
9 you know, we've written letters and many other communities
10 are writing letters to the Governor and the legislation,
11 but we all need to remember that communities that -- the
12 AB 617 Program was really a bargain with communities,
13 despite their deep concern about the impacts -- the
14 localized impacts of Cap-and-Trade on their communities.

15 And I think what's happening today in the -- in
16 the potential removal of the funding support is really a
17 betrayal of an agreement made with our communities, and we
18 all have to be very strident in reaching out to the
19 Governor and the legislation -- Legislature and remind
20 them it is just not another budget line item. This is
21 a -- this is a deal made, this is a bargain made, it's a
22 promise made to our disadvantaged communities that we
23 would benefit from the Cap-and-Trade Program, which
24 certainly our industries benefit from and certainly the
25 State benefits from. But the people who live in the

1 shadow of the smokestacks, the people who live in the
2 shadow of the -- that have the trucks running through
3 their communities, that have the -- that have the million
4 square foot warehouses, we all deserve to be treated
5 fairly under the deal we made.

6 And as I understand, this program is extremely
7 successful and we need to continue to support communities
8 in participating. I'll leave it at that. Thank you.

9 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank you
10 so much Brian for joining us today and sharing your
11 perspectives.

12 Next, we'll hear from Angie Balderas from the San
13 Bernardino Muscoy CSC.

14 Angie, are you there?

15 ANGIE BALDERAS: Yes. Hello, everyone. Excuse
16 me. I've been pretty sick these past couple days, so bear
17 with me.

18 Hello. My name is Angie Balderas, SBM CSC member
19 for the past five years.

20 I want to start off with saying I, too, at one
21 point, like maybe many of you here, were very skeptical
22 and unsure of AB 617. Like here's a government agency
23 coming into our community and telling us how we're going
24 to clean our air. They're going give us this, this, and
25 that. So it was kind of like, okay, here we go. So

1 another way for them to come extract from our communities.

2 And I'm going to be totally honest. As the first
3 year, the process, was very rocky, was -- I don't believe
4 we got a lot in our CERP as a first year. And like Brian
5 mentioned -- Brian mentioned is there was a -- we didn't
6 have a lot of guidance. We were the first ones, right?
7 So we're trying to figure it out. And our communities
8 need a lot of things, need a lot of support, need a lot
9 resources.

10 But lo and behold, as the leadership changed and
11 things progressed through AB 617, it -- this model -- what
12 AB 6 -- AB 617 is a great model for all decision-making
13 bodies. And putting power, not only in the hands of the
14 people, the front-line communities, the experts, but a way
15 of us working and collaborating with each other, and for
16 government agencies to work with community, not only with
17 organizations, because organizations they come and go, but
18 the grassroots communities will always be here and have to
19 live here with the impacts.

20 We are the experts and we're here to work on
21 solutions together. And I think AB 617 is a great model
22 of that. And many of you could -- are probably thinking,
23 well, we haven't seen much. There's nothing like metrics
24 that are tangible and so-and-so and so-and-so, but it's
25 like any other relationship, any other thing, you have to

1 put a lot of love and a lot of work into it to watch it
2 grow, nurture it, and time. It's not perfect, but it's --
3 I think the AB 617 is a damn great start to where we have
4 to -- for the programs that we need to build that bridge
5 with community and government agencies.

6 And centering the most vulnerable and most
7 impacted communities was always the right thing to do, and
8 I've -- I really want to -- I don't have much experience
9 to be honest with you and frank working with a lot of the
10 CARB staff or CARB leadership. I do have a lot more
11 experience with South Coast AQMD staff and working with
12 them. And I really want to shout you all out and really
13 trying to center the community and this work, and the
14 needs of the community, and how you are working with us,
15 how you are uplifting our voices.

16 And some of the things that we've been even doing
17 after now post our five-year from events to we're even
18 like doing community gardens, and -- sorry, my chest is
19 really hurting -- community gardens, and working
20 together -- for example, at least once a month, I have
21 members from like AQMD that come out to our communities,
22 especially out here in San Bernardino, and gather with
23 community. I invite community. They sit with them,
24 educate them, whether it be simply on what resources AQMD
25 has. We are working together on, like I said, creating

1 more green spaces, and how we could partner together, air
2 monitors, and so forth.

3 So, it's been -- it's been a long road. But for
4 the most part, it's an experience that I think has --
5 hello?

6 BOARD CLERK LEVRINI: We can hear you.

7 OCAP AIR RESOURCES ENGINEER HERNANDEZ: We can
8 hear you.

9 CHAIR RANDOLPH: We can still hear you.

10 ANGIE BALDERAS: Sorry. My thing keeps cutting
11 out. Hello. Can you hear me?

12 BOARD CLERK LEVRINI: Yeah, we can hear you.

13 OCAP AIR RESOURCES ENGINEER HERNANDEZ: We can
14 hear you.

15 ANGIE BALDERAS: Oh, sorry about that. But just
16 to -- I don't want to take up too much time and it does
17 hurt to speak, but I just wanted to say that I really hope
18 that you all find it -- and to really, really fund and
19 support a program like AB 617 and continue to. And I know
20 that folks have mentioned like funding is a concern and
21 stuff like that, but I really hope that our
22 decision-makers, our leadership here really fights for a
23 community program like AB 617. And I invite you all to
24 come out to our communities and partake with us in our
25 activities and what we're doing as CSC members, and really

1 see the support that AB 617 has and that you all have in
2 regards to this program from community.

3 Community is very invested in this. Community is
4 wanting to, you know, really see this expand. And we know
5 we're not going to see this for one day to the other, you
6 know, maybe the results that we want to see, but this is
7 something that we really need to invest in and we will
8 really see a lot of community really want AB 617 in other
9 communities -- in other impacted communities.

10 And like I've seen here in San Bernardino, even
11 though we're in post fifth year, I've even had a lot more
12 community members who maybe weren't a part of it in the
13 beginning, who have joined us and who want to learn more
14 about AB 617, who want to see, you know, air monitors at
15 their businesses, who want to collab in doing green
16 spaces, who want to bring out South Coast and CARB to come
17 to workshops and to join us in our community events, not
18 ones led by the city or county. I'm talking about
19 community, grassroots events, and to see that.

20 And through AB 617, I have also seen other
21 government agencies that have also -- we've had build some
22 of those bridges and have even tried to implement what you
23 all are doing with AB 617, even into their own Omnitrans
24 for example, have even tried to do like a -- like a CSC
25 steering committee thing, especially out here in our

1 region.

2 So I really think this is a program that needs a
3 lot of love, and resources, and funding, and time and
4 patience, and nurturing till we could really see what the
5 fruits that AB 617, what it was implemented do be, will
6 be. And I really hope you all are on the right side of
7 history and really fight for something like this. And I
8 know it's tough times and a lot of things are getting cut,
9 but the fact that we have to fight for clean air, for free
10 lunches for our kids, for education, it's -- we need you
11 now more than ever to stand up for AB 617.

12 And if -- and so that's it. And I hope some of
13 you all could join us out here in San Bernardino and
14 really get to see what AB 617 is about, what the community
15 thinks about it, and what the community is doing on the
16 ground with the resources, and that -- and the resources
17 from AB 617, and really get to see firsthand for yourself.

18 And that's it and thank you so much. And excuse
19 me for having trouble speaking with...

20 CHAIR RANDOLPH: Thank you, Angie. And please
21 feel better. We really appreciate you making the effort
22 to share your thoughts when you're not feeling well, so
23 please get some rest.

24 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank
25 you, Angie, for joining us, even when you're not feeling

1 well. We really, really appreciate your perspectives and
2 we hope you feel better.

3 Lastly, we'll hear from Belen Leon-Lopez from
4 Imperial County Air Pollution Control District.

5 BELEN LEON-LOPEZ: Hi. Good evening, everyone
6 and honorable Board members. I'm really touched by the
7 testaments right now by Brian and Angie. My name is Belen
8 Leon-Lopez. And I'm the Imperial County Air Pollution
9 Control Officer. I began working with AB 617 six years
10 ago as a project manager. I was a project manager here at
11 the APCD. And for the last three years, I've served under
12 AB 617 as the APCO.

13 Working for the community as a project manager,
14 as the AB 617 co-chair, and now being on the sidelines
15 really makes me appreciate more than ever the community's
16 commitment and their values. AB 617, as we know, is a
17 collaborative initiative that employs initiative
18 strategies to improve community health for reducing
19 exposure to air pollutants in neighborhoods most impacted
20 by air quality.

21 As a border county and adjacent to Mexico, and
22 your major cities like Los Angeles and San Diego, Imperial
23 County requires all assistance that we could obtain, both
24 economically and community support. It truly takes an
25 army to tackle air quality issues in our community and I'm

1 sure in everybody else's community. And the air pollution
2 control district cannot do this alone.

3 I agree with Brian's and Angie's testimony when
4 they mentioned the process was slow and rocky. And we
5 went through the pandemic in between those years as well,
6 so made it even harder and more difficult to accomplish
7 strategies in the CAMP and the CERP.

8 Currently, the Imperial County Air Pollution
9 Control District has two active communities under AB 617
10 Program, the South-End, which includes El Centro, Heber,
11 and Calexico, and the North-End, which includes Brawley,
12 Calipatria, and Westmorland. The South-End was our pilot,
13 right. It has been implementing the AB 617 Program for
14 over five years. We work closely with CARB, with
15 community groups, local residents, environmental
16 organizations, regulated industries, and other key
17 stakeholders. It's collaboration ensures that all
18 community benefits the AB 617, particularly those who are
19 most impacted by air pollution, which is most of us, and
20 not all of us here in the county.

21 Our strategies, our meetings, we welcome new
22 community members and encourage part of public
23 participation. The Air District is committed to
24 transparency and the community steering committee most
25 actively involved in every step of the decision-making and

1 processes that we go through. They're always involved.

2 We have faced many challenges learning the
3 program, explaining it to the community, reaching to
4 consensus among the members. Throughout, we have strived
5 to be fair and present, balanced recommendations and
6 perspectives.

7 Our motto since the beginning and remains. As
8 you, as a committee member, you have the power to make
9 decisions and make a change, and we repeat that in every
10 meeting, because it can really -- really it do has --
11 really it does have the power and the decision-making
12 through AB 617. And we stand by that to this day.

13 We all recognize that after five years,
14 challenges persist, not only with air quality, but also
15 economically. Air quality is a complex issue that affects
16 everyone, especially the most vulnerable populations.
17 However, also, there have been many successes, memories,
18 and achievements throughout this program. AB 617 has
19 blessed our community to unite government officials with
20 the community. And it has provided grants to achieve
21 meaningful air quality reductions that improve quality of
22 life.

23 The community has approved greening projects and
24 school filtration systems. They also identified, meaning
25 they meaning the CSC members, the need for paving and

1 projects at community parks, school parking lots, and
2 major project addresses the lack of sidewalks, a critical
3 improvement that many communities still lack. And we
4 would say sidewalks, yes. Sidewalks here in the valley
5 are very much needed. These paving projects have
6 significant impact on reducing dust and pollution
7 resulting in life-long transformation and quality of life.

8 So it's not a one-year project, five-year
9 project, 10, no. This is the transformation that is
10 resulting in the quality of life for many, many years.
11 Building on the South-End's experience, the North-End
12 community has ensured that the community's voice continues
13 to be heard. The north end is ready to implement the
14 program and make key decisions with the funding that is
15 available. The community's needs and concerns have been
16 addressed from day one. The CSC members were
17 knowledgeable of the program and addressed their concerns.

18 We recognize that there are many challenges
19 ahead, but the North-End community is prepared to take the
20 lead and make the program successful as possible. We'll
21 believe that the trust in our community has the knowledge,
22 capacity, and passion to drive the program's success. As
23 a government representative, we have learned from each
24 experience and remain committed to the community's
25 engagement, providing technical knowledge, and advocating

1 for the program, sustained foundation, and values.

2 We truly thank the legislative leaders, CARB
3 Board and staff, and all those involved who made this
4 program possible. AB 617 has meant tremendous impact to
5 our community providing economic support, technical
6 expertise, and leadership with a program of such
7 magnitude.

8 It has created a bridge for air district to share
9 information, not only between agencies, but also with the
10 community and the public. In my personal opinion, the
11 program is very successful and will continue to be
12 successful as long as there is an optimism and commitment
13 toward AB 617. This program has provided millions of
14 dollars to communities that desperately need it. Without
15 AB 617, these dollars and these projects would not have
16 been possible. We truly have been blessed.

17 Thank you.

18 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank you
19 so much, Belen. We want to give a big thank you to each
20 of our panelists for joining us today and sharing your
21 experiences with us.

22 Our panelists will be available at the end of the
23 presentation to answer questions that the Board may have.

24 [SLIDE CHANGE]

25 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Next,

1 we'll share our progress so support the 64 consistently
2 nominated communities.

3 [SLIDE CHANGE]

4 OCAP AIR RESOURCES ENGINEER HERNANDEZ: In
5 Blueprint 2.0, we committed to expand our efforts to
6 include the 64 CNCs, using the three pathways outlined in
7 Blueprint 2.0. Those three pathways are community-focused
8 enforcement, local community emissions reduction plans, or
9 L-CERPs, and increased flexibility in the use of CAP
10 incentive funds. Additionally, Blueprint 2.0 includes a
11 commitment to implement the SMMI, which covers each of the
12 64 CNCs and was kicked off this year. We will dive into
13 this topic later in the presentation.

14 [SLIDE CHANGE]

15 OCAP AIR RESOURCES ENGINEER HERNANDEZ: But
16 first, I want to highlight recent CARB community-focused
17 enforcement activities in our CNCs. CARB Enforcement
18 takes a community-focused approach by concentrating
19 efforts in areas disproportionately burdened by air
20 pollution, including within CNCs.

21 CARB's community-focused enforcement efforts were
22 shaped by our experiences in the 19 selected communities
23 and communities consistently nominated for the program. In
24 2024, CARB engaged with communities and other agency
25 partners to help address local concerns.

1 These include events supporting regional
2 cooperation in the Central Valley, such as the annual
3 Earth Day event, hosted by Stockton Unified School
4 District. Here, CARB works closely with the Central
5 Valley Air Quality Coalition and Little Manila Rising to
6 promote youth engagement through meaningful discussions
7 and interactive demonstrations of emissions monitoring
8 equipment.

9 CARB Enforcement Division also partnered with
10 CalEPA's Environmental Justice Task Force to conduct
11 inspections in Bay View Hunters Point and expand
12 heavy-duty vehicle inspections across the state. This
13 includes Southeast Los Angeles, border regions, the
14 Central Valley, and other priority communities.

15 Enforcement staff also participate in the Methane
16 Task Force, a multi-agency initiative directed by the
17 Governor's Office and created to address methane leaks
18 from oil infrastructure near communities. CARB
19 Enforcement shifted its focus to the South Los Angeles AB
20 617 community, coordinating with its community leaders to
21 conduct inspections in early 2025.

22 CARB Enforcement also deployed a surveillance
23 camera within Del Amo to verify truck compliance;
24 installed PM air monitoring sensors in communities near
25 Port of Hueneme, expanded distribution of "No Idling"

1 signs to additional communities; and created a best
2 practices document emphasizing the role of municipalities
3 in addressing truck traffic.

4 [SLIDE CHANGE]

5 OCAP AIR RESOURCES ENGINEER HERNANDEZ: CARB's
6 Supplemental Environmental Project, or SEP, program allows
7 community-based projects to be funded from a portion of
8 penalties received during the settlement of enforcement
9 actions. In 2024, eight projects were funded in CNCs with
10 nearly \$7.5 million to diverse community-based projects
11 across California, empowering communities to protect local
12 air quality.

13 [SLIDE CHANGE]

14 OCAP AIR RESOURCES ENGINEER HERNANDEZ: CARB is
15 actively engaged in multiple air monitoring activities,
16 incorporating lessons learned from CAMPs and supporting
17 the goals of Blueprint 2.0 to expand monitoring in CNCs
18 and other impacted communities.

19 In 2022, CARB received an EPA grant to support
20 resident-led monitoring in a number of CNCs. CARB and the
21 pest -- Department of Pesticide Regulation staff have been
22 working with community members in La Vina, a CNC, to
23 identify pesticides of interest, select monitoring sites,
24 and determine the sampling timeframe. Community training
25 will soon be underway, with community-led pesticide

1 sampling and analysis scheduled for late 2025 and 2026 in
2 conjunction with UC Merced. In another monitoring
3 project, short-term mobile monitoring for a community
4 pollutant of concern, ethylene oxide, occurred in late
5 2024 in Maywood-Vernon-Bell-East Commerce, where results
6 will help inform future monitoring efforts. In San
7 Ysidro's International Border Communities, CARB launched a
8 pilot monitoring project to study traffic-related
9 pollution, cross-border emissions, border wait times,
10 odors, and other concerns.

11 The Study of Neighborhood Air near Petroleum
12 Sources program, also known as SNAPS, concluded over 18
13 months of air monitoring around Inglewood Oil Field this
14 year. SNAPS has sustained collaboration with residents of
15 Lost Hills, a CNC, during and after monitoring through
16 in-person meetings and regular information sharing.

17 An integral piece of expanding monitoring is the
18 \$27 million Statewide Mobile Monitoring Initiative, which
19 will provide measurements of criteria pollutants,
20 greenhouse gas emissions, and toxic air contaminants
21 across all 64 CNCs. Over 40 Aclima mobile monitoring
22 vehicles and three partner mobile laboratories will cover
23 close to one million miles over a nine-month period in one
24 of the most extensive mobile monitoring campaigns
25 undertaken in the U.S. to date.

1 Community engagement and forming partnerships is
2 integral to the SMMI, where over 40 community-based
3 organizations were contracted with that held more than 100
4 local meetings within each of the CNCs. This engagement
5 ensures that mobile air monitoring plans account for lived
6 experience, both in terms of what is monitored and how
7 the -- how the results are presented. Once SMMI data is
8 collected and validated, it will be made available to the
9 public and summarized through an interactive portal to
10 ensure transparency and access. This data set will
11 support residents, researchers, and regulators in
12 understanding local air quality better and informing
13 future monitoring and pollution-reduction efforts in CNCs.

14 [SLIDE CHANGE]

15 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Now, I
16 would like to welcome our first co-presenter, Nayamin
17 Martinez, from the Central California Environmental
18 Justice Network who will talk about how her organization
19 developed an L-CERP in the community of Terra-Bella.

20 Welcome, Nayamin.

21 NAYAMIN MARTINEZ: Thank you. Good afternoon,
22 Chair Randolph and Board members. I want to thank you for
23 the opportunity to present to you the local emission --
24 local community emission reduction plan that the community
25 of Terra Bella developed. I will focus my presentation on

1 the process that we supported the residents to develop
2 this L-CERP, but also in the strategies that have been
3 implemented so far.

4 [SLIDE CHANGE]

5 NAYAMIN MARTINEZ: So let's start by describing
6 Terra Bella, right. I've been to Terra Bella so many
7 times that many of you might be wondering how does it look
8 like. Well, Terra Bella is a small unincorporated
9 community in Southern Tulare County. It's roughly 3,000
10 inhabitants. Ninety percent of them identify as Latinos.
11 Many farmworkers. So, the main economic activity in the
12 area is agricultural. The community is surrounded by
13 pistachio orchards, orange groves. And there's many or
14 several packing houses inside that community.

15 So because of that, it's not surprising that
16 according to CalEnviroScreen Terra Bella ranks over the 80
17 percentile for PM, for ozone, but also for pesticides.
18 Then that it's -- as I said, a most farmworking community.

19 [SLIDE CHANGE]

20 NAYAMIN MARTINEZ: There's a lot of, you know,
21 people that do not speak English as a first language.
22 They do farmwork as their main occupation, and they have
23 been concerned about air pollution. So you might wonder,
24 so why Terra Bella? I mean, you could pretty much close
25 your eyes, put your name on the map -- finger on map and

1 any community of the Central Valley could have been
2 selected for these L-CERP.

3 So why Terra Bella? Because throughout the years
4 that I had been engaged in AB 617, I know that it's not
5 enough to be overburdened by pollution. You have to have
6 certain capacity. You have to have a level of
7 organization that allows people to really be engaged in a
8 meaningful way. So when the Central California Asthma
9 Collaborative, the Central Valley Air Quality Coalition,
10 and CCEJN, or Central California Environmental Justice
11 Network, received a community air grant in 2022, we were
12 tasked with the selection of a community in Tulare County.

13 And right away, we thought Terra Bella was a
14 great candidate. Why? Because of that local capacity.
15 We have been working in that community since 2018. We saw
16 a grassroots effort where they formed Terra Bella Voices
17 for Change, a group that emerged because of the need of
18 helping their community fight a horrible smell out of --
19 coming out of the largest pistachio company in town. And
20 they were not afraid of mobilizing and helping their
21 community get rid of this smell.

22 So that was one anchor organization followed
23 but -- also by the school district. Terra Bella has only
24 two schools, but does the Superintendent grew up there and
25 is a champion of improving his community. He was among

1 the first ones to apply to receive money for electric
2 buses and was open to install air monitors in their
3 school, even before the L-CERP was developed. So when we
4 approached these two anchor organizations and asked them
5 would you like us to start the L-CERP here, they said,
6 yes, and that's how the process got started.

7 [SLIDE CHANGE]

8 NAYAMIN MARTINEZ: So we hosted seven meetings
9 between September of 2022 and October of 2023. So,
10 obviously when you don't have all the money that a
11 selected AB 617 community has, you have to pace
12 yourselves. So we cannot do monthly meetings, but we
13 still met. And we met in the evenings, and our meetings
14 were in Spanish. And when we invited people from CARB or
15 the Air District, we obviously have simultaneous
16 interpretation available. But most of the residents
17 wanted the meetings in Spanish, and that was the language.

18 We met in the evenings, because our farmworkers
19 cannot come if it's held early in the afternoon. And
20 throughout this process, we helped the community first
21 understand what AB 617 is, what are the sources of
22 pollution in their community. So that took the bulk of
23 the time really to help them identify what is making their
24 air polluted.

25 And one thing that we did different compared to

1 other selected communities is that instead of having like
2 a close approach, where only a committee that was there
3 from the beginning, it's -- that's official CSC and only
4 those people can come in and give their input, this was
5 like an open process. We -- every resident of Terra Bella
6 was invited to come and go as they were available to. But
7 we did have a core group of around, you know, 10 to 15
8 people that participated in most of the meetings.
9 However, not -- we didn't stop there.

10 We really wanted to make sure that we heard the
11 voices of others that were not coming to these monthly
12 meetings or bimonthly meetings, and that's how we designed
13 our participatory exercise, where we came to the open
14 house sessions that the school held, both in the
15 elementary and the middle school. And we brought the list
16 of the sources of pollution that had been identified in
17 the CSC meetings. And residents were able to ground truth
18 were these the top sources of pollution? What would be
19 the things that they wanted to change -- see change in
20 their community?

21 So with all that feedback, we were able to create
22 their L-CERP and the community voted it on February 29th
23 of 2024. Ten major sources of pollution were identified
24 and the CERP has 33 strategies that are aimed to not only
25 reduce pollution, but mitigate the short-term impacts of

1 pollution. And the ones that I'm going to focus more
2 are --

3 [SLIDE CHANGE]

4 NAYAMIN MARTINEZ: -- the ones -- the strategies
5 that we have implemented. So pesticides. As I said, the
6 community main economic activity is agriculture. So the
7 use of pesticides is large and the main thing that the
8 community wants to see is less pesticides applied in their
9 community for sure. So -- but in the meantime, they
10 wanted to know before the pesticides are applied. So they
11 were able to get, including their CERP, and actually got
12 implemented that the Department of Pesticide Regulation
13 included Tulare County, obviously, Terra Bella included,
14 in the beta test of the State notification program. The
15 feedback that Terra Bella residents gave to this process
16 was instrumental for the improvement of the program before
17 it was launched in March of this year.

18 Not only that, they had no clue who the Ag
19 Commissioner was. And now, we had -- been we have been
20 creating this relationship between the Tulare Count Ag
21 Commissioner, so they -- the community knows what is
22 drift, how can they report it, and how they can be
23 protected from restricted pesticides.

24 We have also a -- help them apply for the
25 notifications that now are available through them. And

1 most importantly, we're in conversations with the
2 Department of Pesticide Regulation to see if a pilot
3 program could be implemented in Terra Bella. And these
4 will be part of the sustainable pest management roadmap
5 that both DPR and the California Department of Food and
6 Agriculture developed, which is to reduce pesticide use in
7 California. So this is aligned with another State program
8 that it's, you know, going to help the community achieve
9 these goals.

10 So that's -- we just started the first
11 conversation. That's in the pipeline. The community also
12 would like to see vegetative barriers established between
13 the sensitive receptors and the fields.

14 [SLIDE CHANGE]

15 NAYAMIN MARTINEZ: The other thing that Terra
16 Bella Residents wanted is protection from wildfires. We
17 were able to take advantage of that incentive program that
18 the air district had. I want to recognize that the air
19 district gave the community a small grant to do an
20 outreach strategy, where residents of Terra Bella helped
21 apply for the air purifiers that the air district was
22 distributing through their clean air rooms program.

23 Additionally, the community really wanted to be
24 more protected from wildfires. Why? Because I just want
25 to remind ourselves that Tulare in Sequoia was a huge fire

1 and that blanketed the community with smoke. And the
2 community has no community center, no place to go to
3 shelter. And a lot of the houses have swamp coolers. So
4 we got lucky and we were able to partner with the Public
5 Health Institute, the Terra Bella School District, and
6 CCEJN. We applied for a grant from the Extreme Heat
7 Program from the State, got granted the grant, and there
8 will be community resiliency hub that would help the
9 community be protected during a wildfire episode, but also
10 for extreme heat.

11 In the next coming months, we are going to be
12 hosting events where people are going to learn about
13 incentives to acquire electric vehicles, also the
14 installation of EV charging stations in the community,
15 because there are none right now, and also electrifying
16 homes as something that will come in the next half of the
17 year.

18 [SLIDE CHANGE]

19 NAYAMIN MARTINEZ: And just to conclude, because
20 I know I'm probably over time, is that diesel trucks,
21 obviously, are a huge problem in the community. So just
22 like it was mentioned before, like there are going to
23 be -- there had been campaigns for no idling signs, so
24 that's what we're going to be working, approaching the
25 Enforcement Division of CARB, so that we can get some of

1 those sites where communities recommended. We're going to
2 try to get also inspections, so that we can see where
3 these diesel trucks are idling. And I also want to point
4 out that we want also to work with the air district for
5 incentives, because in Terra Bella a lot of the older
6 trucks are the ones that are bringing the produce from the
7 fields to the packing houses.

8 So you don't have the cleanest fleets is the ones
9 that are the older ones. So that's why the community
10 needs a lot of help.

11 And finally, the pistachio plants in the
12 community were a major source of concern, so we will be
13 working with the Air District to do a mapping of their
14 available retrofit technology to make sure that they have
15 the most updated technology to reduce pollution in the
16 community.

17 I don't have time to go over the other
18 strategies, but the staff has a full PowerPoint with the
19 rest of the strategies. But thank you for your time.

20 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank you
21 so much Nayamin. Thank you for the presentation and
22 uplifting the amazing and innovative work that your
23 organization is doing to support the CNC at Terra Bella.

24 [SLIDE CHANGE]

25 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Next, now

1 that we've heard hour our community leaders are building
2 their capacity to address local air pollution issues, I'm
3 excited for us to now feature an example of how our air
4 district partners are also leading this charge. So, we
5 welcome Dr. Anissa Heard-Johnson from South Coast AQMD who
6 will provide a glimpse of how the District is supporting
7 consistently nominated communities within their
8 jurisdiction.

9 DR. ANISSA HEARD-JOHNSON: Hi. Thank you. Chair
10 Randolph and members of the CARB Board, thank you so much
11 for this opportunity to share the efforts that South Coast
12 AQMD staff have done regarding Blueprint 2.0, specifically
13 consistently nominated communities. I would like to just
14 say I am fan of Blueprint 2.0. It must just be said,
15 because I have done this work for many, many years, and
16 oftentimes being the first in doing this work, there
17 haven't been blueprints. We've had to learn as we go and
18 do as we do. And so a Blueprint 2.0 has really served our
19 AQMD staff quite well.

20 And so, I am so grateful to the CARB staff, one,
21 for the invitation to present, but then also again for
22 their ongoing participation in this work with our air
23 district. I would like to say that I spent the majority
24 of my career in higher education, and only recently 2021
25 became a governmental employee. And I'm not mad at that.

1 I've enjoyed it quite fully, because it's had me thinking
2 about the air that I breathe, that I didn't have to think
3 about when I was in higher education.

4 And so, when we -- when we talk about I can't
5 breathe, that has some meaning for me. That has lot of
6 meaning for me, especially in the past five years. And so
7 I've been very grateful to be able to do this work. So I
8 done told you all my business, but haven't told you my
9 name.

10 So my name is Dr. Cessa Heard-Johnson. I am the
11 Deputy Executive Officer for Community Engagement and Air
12 Programs at South Coast, and a newly appointed member -
13 thank you - to the CARB Consultation Group. I am honored
14 to speak on behalf of my team my colleagues and community
15 members. I'd also like to speak on behalf of my
16 communities. I am a resident of Paramount, California. I
17 am born and raised this Inglewood, California. And I'm --
18 my family is for generations deep of South Los Angeles.
19 AB 617 is generational for me, generational for me.

20 [SLIDE CHANGE]

21 DR. ANISSA HEARD-JOHNSON: And So I'd like to
22 speak about what work we have been doing for AB 617's
23 consistently nominated communities. And I apologize
24 already to the folks with the slides, because I know I'm
25 just talking, so -- but you all are good right now, so

1 we're good.

2 But one thing that happened to me recently is I
3 had an experience. I have the privilege of being able to
4 take vacations. And while on vacation this past week with
5 both my kids and my dogs, I found myself watching that
6 movie Hidden Figures. And there's a part in that movie in
7 which Kevin Costner's character speaks of the importance
8 of learning in times of discovery. He talks of learning
9 of times of discovery. And I thought it relevant, because
10 he was talking about space in the sixties, but I'm talking
11 about our communities here now in 2025. And I think it's
12 relevant that we are learning in AB 617, and what we've
13 learned we're able to apply to our consistently nominated
14 communities.

15 Everything that I'm learning from doing this AB
16 617 work, I'm making sure that we can go into the
17 consistently nominated communities and do that. So, okay,
18 now we're at the slide that I'm supposed to be.

19 Okay. So Community Engagement and Air Programs
20 at South Coast is a fairly new division. I started in
21 2021. AB 617 was appointed to me by my Supervisor Wayne
22 Nastri, Executive Officer in 2023. And so our Division
23 merged to be able to approach this work through this lens
24 of community engagement. And so it comprises three
25 different departments, our community emission reductions

1 programs, our community outreach relations and engagement
2 division -- department, and then our justice and
3 educational development initiatives.

4 We support six community steering committees:
5 East LA; Boyle Heights West Commerce; San Bernardino
6 Muscoy -- thank you and shout out to Angie -- Wilmington,
7 Carson, West Long Beach are our year ones. We have
8 Eastern Coachella Valley, South East LA, which are our
9 years two communities, and South LA are our year three
10 community.

11 And so in doing the support for these
12 communities, what we are doing is hosting all CSC events
13 as a way to strengthen the cross community collaborations
14 and leadership across the region. I cannot possibly work
15 with six different communities. I have to bring them
16 together, because there has been purposeful keeping people
17 apart. There has been purposefulness in that. And so we
18 bring them together, so that we can undo some of that kind
19 of separation. And so we have host -- all CSCs meetings,
20 we have meetings in which we bring them together and treat
21 them for their lived expertise, not lived experience but
22 lived expertise. And we treat them that way. Everyone
23 can just experience things, right? But if you actually
24 are living in these communities, you have some expertise.
25 You have cultural capital, and we treat them like they

1 have cultural capital in which we want to learn.

2 And so, I was tasked by my boss to do this, so
3 that our agency knows how to work with everyone, not just
4 the AB 617 communities, but we wanted to do this work, so
5 that everyone could be better for everyone. That's how
6 we've been tasked to do this work, and so that's what I
7 continue to do with my team.

8 There is an intentionality and approach as this
9 is foundational for our agency. And so that's the
10 approach.

11 So next slide, please.

12 [SLIDE CHANGE]

13 DR. ANISSA HEARD-JOHNSON: So, building community
14 capacity. So a critical part of the South Coast Air
15 Quality Management District mission is to enhance public
16 education and equitable treatment for all communities. So
17 when our Division first started in 2021 -- and it was hard
18 for some people to admit this, but they just didn't know a
19 lot about the issues going on in the communities. It was
20 easier to be quiet, because folks didn't want to seem
21 ignorant. But about 75 to 85 percent of the AQMD staff
22 members admitted that they did not know about redlining.
23 They admitted to a hesitancy about communicating science
24 to communities. And they admitted to having a disconnect
25 in community engagement due to COVID-19. And that's the

1 ones who admitted it, right?

2 So that was even a big thing for them to do that,
3 right? And so for them to say that, it was okay why is
4 that? And so when we start to kind of delve into how they
5 didn't know things, they didn't have to know them. There
6 was privilege in not knowing. They didn't have it in
7 their higher education opportunities. They didn't know.
8 There was a privilege in not having to know about it,
9 because they weren't in the communities. One of the
10 reasons why I told you that I'm Inglewood, that I'm South
11 LA, that I'm in Paramount, because I want you to know like
12 I'm having that experience. I have to live it and have to
13 know it, and a lot of them said they didn't know, but they
14 still wanted to do the work, so they -- but they admitted
15 this paralysis. They didn't know how to do it, so they
16 needed us to teach them how to do it.

17 And so what we wanted to do is to identify those
18 gaps and those employee awareness, so that we could get to
19 the work of community engagement. We wanted to increase
20 their skills and competencies for all the employees, not
21 just certain employees, but all the employees. And we
22 know that we needed to do this. We needed to increase
23 collaboration not just within our agency and the
24 communities, but between the communities, because of all
25 the stuff that's going on between all -- because we know

1 that life is happening and it's happened.

2 And so what our goal was was to increase that
3 community engagement and then how we did that. And so
4 you'll see here on the slide, our best practices is that
5 we created events that increase staff awareness,
6 knowledge, competencies and skills. I say this
7 purposefully. It isn't just awareness, like, oh, I know
8 that that exists, but what do you know about what exists?
9 So that's the knowledge. It was also competencies. How
10 do you talk to folks? How do you interact with them,
11 right? So that's the competencies.

12 And these are skills that they need to be able to
13 do their job. You're not doing a favor to anyone. You're
14 doing your job. And we wanted the employees to know that,
15 and so that's how we approached the work, so that they
16 could this work for the communities in which they are
17 living. The -- you know, if you know anything about
18 Southern California, it's big, right? It ain't the Bay
19 Area, but it's big, right? And it is diversifying as we
20 speak. It doesn't look like it looked 20 years ago, five
21 years ago.

22 And so for you to do the work and say, oh, it was
23 this way 15 years ago, 20 years ago, it doesn't apply.
24 And so we want them to know that it applies now. And so
25 we wanted them to be aware. And so what we start to do is

1 have book clubs. You'll see some of the books that we
2 provided to any employee who wanted them. So we read *The*
3 *Color of Law*. We read, *From The Inside Out*. We read
4 *Refusing Death*. We wanted them to literally like know
5 what's going on from the perspective of the community.

6 So the fact that we had books, those were great,
7 right? We created something called critical community
8 conversations for purposeful outreach. Yes, I know, it
9 says C3PO. There's an intentionality. I said Jedi
10 earlier and I said C3PO earlier. That's true. I have a
11 bunch of science folks that work with us.

12 But we had these monthly meetings in which we'd
13 go out into the community and we just listened, right? We
14 expect them to come to us, but we needed to go to them.
15 So we came and we had lunch. We buy from businesses. We
16 go into the neighborhoods. We don't just take tours.
17 This is not tours. We're literally listening to them in
18 their spaces. We work with our community-based
19 organizations. We've worked with our consistently
20 nominated communities, and we say can you just tell us
21 what is going on. Just tell us what's happening, and not
22 know, no disrespect, no three-minute limits, right? No
23 three-minute limits, right?

24 [SLIDE CHANGE]

25 DR. ANISSA HEARD-JOHNSON: And so we have this

1 other thing that we call Jedi think tanks, which are
2 usually like a video or something like YouTube, or Ted
3 Talks, or something like that, in which we get a subject
4 matter that we think is relevant to the employees, and
5 then we put them into a space and just kind of -- kind of
6 break it down like in a think tank.

7 And so one of the most successful ones we had was
8 one that was on communicating science, right? It was one
9 of the first things that people said I'm so nervous about
10 how to communicate science to the community, and I feel
11 like I always talk at them and not with them. And so, it
12 was really paralyzing the employees. And so we just
13 talked about how do you do it, like just real talk. And
14 they're like, okay, yep, this is just -- they know what to
15 do, but sometimes they just get stuck. And so they asked
16 for help on how to get unstuck. And that is our role and
17 that should be our role, because that's the part where
18 we're talking about on the slide is building community
19 capacity. We can't get to that unless we do that work,
20 and so that's what we're doing.

21 Okay. Next slide, please.

22 [SLIDE CHANGE]

23 DR. ANISSA HEARD-JOHNSON: Thank you.

24 One of the ways in which we're doing that is we
25 also have, what we call, our all CSC engagement

1 opportunities. So, if I have a chance to invite Angie B.,
2 who you met earlier, to come and speak with us or other
3 members of our communities to come and speak with us, we
4 started to have regularly scheduled all-CSC community
5 panel dialogues. So beginning in 2024, we just invited
6 the community to come and talk with us in our space, and
7 then we go out and talk with them as well. And we'll give
8 them theme topics to be able just -- if they're willing to
9 talk to us, we're willing to listen.

10 We had last year what we call our all-CSC
11 convening. We invited every member of every CSC to South
12 Coast AQMD for an all day convening. It was in August of
13 2024. We had almost 120 community members who joined us
14 for a day of learning, and talking, and networking. And
15 then in this -- from that meeting, what we learned is they
16 want to talk to each other. They want to be in space with
17 each other. They want to be able to talk about the
18 subject matters that are applicable all of them. They
19 want to be able to speak to consistently nominated
20 communities and teach them what they learned, right? They
21 want them to say, okay, this is what -- you know how you
22 have that like I went through this so I want you to have
23 it better?

24 They want to do that. They don't want to be
25 like, oh, yeah, you've got to learn it yourself. They

1 want to be able to help it -- help them. And so we put
2 them in space with each other. And so, we've been having
3 meetings with our all-CSCs for the past six months talking
4 with them about what's going on, what's relevant, to
5 prepare them for how they can mentor our consistently
6 nominated communities. And they want to do this.

7 And so what we've done is not just elevated staff
8 knowledge, but ongoing community collaboration as well,
9 which is essential.

10 They want to be in space with each other, but
11 they don't always interact with each other. The world is
12 kind of separating them and so we want to make sure that
13 that doesn't keep them, and we want and feel like, as an
14 air district, it is our responsibility to provide that
15 space for them. And so that's what we're continuing to
16 do.

17 I will tell you that I am so appreciative of the
18 comments of Belen, Brian and Angie, because that space
19 statewide is really critical for us to continue to do this
20 work.

21 Okay. All right. Thank you. So let's see where
22 I'm at. Okay. Community engagement results

23 Okay. So I just talked at you a whole bunch of
24 stuff, but did it work, right?

25 Oh, I think you want to go back one more slide.

1 Going back one more slide. There we go. Thank you.

2 So all the stuff I just talked at you, did it
3 work? And so you want to see here that we did survey all
4 the staff who work and do not work on AB 617. So we have
5 staff who do work on AB 617 in our agency and some who do
6 not. But we did invite them to all of those different
7 events, in which we mentioned to you before, both or Jedi
8 initiatives and our C3POs. Both staff who work and do not
9 work reported significant increases in knowledge of
10 community engagement awareness, because of the events that
11 we are doing and because of the initiatives. Ninety-five
12 percent stated that the C3POs made them more knowledgeable
13 about environmental issues within the community.

14 In our all-CSC working teams, we had 100 percent
15 CSC representation and participation. That means we have
16 always -- when we've had all-CSC events, we've had
17 representatives from every single six -- of the six CSCs.
18 They will participate, if given an opportunity, if given
19 enough notice, if we make it hybrid, where folks we can be
20 kind of accommodating for people. Literally, if you build
21 it, they will come. They will do that. And that's what
22 we hope to do.

23 So we've had six listening sessions, which have
24 kind of brought -- made relevant, you know, kind of the
25 issues of the broader air quality priorities. We've had

1 sessions that focused on current event topics, and its
2 nexus to air quality. When we've had the eight -- the
3 all-CSC convenings, as I mentioned before, not only did we
4 have over 120 community voices across the region, that
5 diversity of people were consistently nominated
6 communities, community-based organizations, nonprofits,
7 and governmental agencies were participating. And again,
8 it created a shared space for learning and empowered
9 really people to want to work together.

10 So, what this here is basically saying is that
11 it's working. People are saying that they don't know
12 things, but they're willing to learn and they know they
13 need to learn to be able to be successful. That's what
14 we've heard from folks.

15 Next slide, please.

16 [SLIDE CHANGE]

17 DR. ANISSA HEARD-JOHNSON: So what does this mean
18 for us now? So again, as I've already said, I'm a fan of
19 Blueprint 2.0. And it has outlined several opportunities
20 for communities to interact with the air district, not
21 just with our consistently nominated communities, but also
22 our community air grants, our L-CERPs. And so our
23 approach is to start with those consistently nominated
24 communities that have intersecting initiatives. And so
25 they might be a consistently nominated community who has

1 an L-CERP, or a consistently nominated community who might
2 be a community air grant recipient.

3 And so, what we hope to do here in our strategic
4 plan is extending our incentive eligibility to
5 consistently nominated groups, communities through a
6 programmatic approach. And so we're -- our goal is to
7 expand our community outreach and relations, so that we
8 can go out into these communities and see what we're
9 already doing that might be applicable to what they might
10 need.

11 We're continuing to have our all-CSC events,
12 meetings, and working teams. So we're not just talking
13 with people, at people, right? We're working with them
14 where they're at, and seeing what's going on, and what can
15 we do. And so, we will have on October 25th, our second
16 annual -- we did it once. And like once I did it once,
17 it's done. Like we're going to keep doing it. We're
18 doing our second annual all-CSC convening. And so what
19 we're doing is having specific themes for our
20 consistently -- our CSCs, but also for our consistently
21 nominated communities, and for our CAG recipients. And
22 we're going to put them all in space together. And our
23 hope is that our year one communities, and year two, and
24 year three communities can mentor some of our consistently
25 nominated communities. They can be in space and

1 networking, and again not have to build things from
2 scratch, that we can apply everything that we have learned
3 from the AB 617 Program into all of these communities.

4 I think that that's the intention. I mean no
5 disrespect to any of our communities who've been on the
6 front lines who've experienced this, but it needs to mean
7 something for those who haven't gotten the funding up
8 until this point. And so that's that we're hoping to do
9 moving forward.

10 So thank you so much for your time.

11 [SLIDE CHANGE]

12 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank you
13 so much, Dr. Cessa, for sharing the transformative work
14 your team is doing to advance the clean air efforts to
15 support the 18 CNCs across South Coast. So for our final
16 section of our presentation, we'll be discussing our
17 progress to meet commitments in Blueprint 2.0.

18 As I mentioned in the beginning of my
19 presentation, there's a growing interest in evaluating
20 both the qualitative and quantitative improvements from
21 the program so far, and how can these lessons be used to
22 improve future implementation.

23 We will provide an update on an ongoing CARB
24 funded program evaluation study, and then hear from Dr.
25 Jonathan London from UC Davis, our invited guest speaker.

1 [SLIDE CHANGE]

2 OCAP AIR RESOURCES ENGINEER HERNANDEZ: So the
3 image at the bottom of this slide is taken from our online
4 Blueprint 2.0 Goals and Actions Tracker, and shows that
5 the majority of the 45 actions in the Blueprint have been
6 initiated with six completed. Note that many of these
7 actions reflect ongoing commitments.

8 I will highlight just a few of the actions listed
9 here. For example, last month, the CAP Incentives
10 Guidelines were updated to add a host of new project types
11 patterned off many of the community-identified projects
12 developed by the air districts since 2020. This allows
13 them to spread the benefits of those new project types to
14 other impacted communities not yet selected for
15 participation in the program.

16 Last month, the Board appointed 27 members to the
17 AB 617 Consultation Group, which will advise CARB on the
18 implementation of Blueprint 2.0 and provide crucial input
19 on the future direction of the program.

20 In support of collective learning and program
21 evolution, together with air districts, we launched the
22 Community Air Protection Program Community of Practice, a
23 series of interactive discussions with air districts to
24 spread lessons learned across the state to raise the level
25 of our collective efforts. We have focused on crucial

1 topics such as conflict resolution, power sharing, trust
2 building, as well as collaborating with external partners.
3 Soon we will kick off the peer-to-peer learning series for
4 community members, which is being planned by a design team
5 made up of CSC members. This will provide space for
6 community practitioners to engage, discuss challenges, and
7 explore best practices. This work builds on the work of
8 air districts that are convening their CSCs through
9 in-person -- in-person events and dialogue, as we just
10 heard Dr. Cessa describe.

11 Last month, we launched the Spanish version of
12 CommunityHub2.0, a user-friendly online platform offering
13 a wealth of program information to meet our goals of
14 increasing accessibility of the lessons learned from this
15 program. This represents a key opportunity to deepen
16 engagement with many of our community partners who speak
17 Spanish as a first language.

18 Finally, engagement with community members on the
19 stationary source permitting process revealed over 160
20 questions that community members had about this process.

21 District experts, CAPCOA and OCAP worked
22 collaboratively to develop accurate, accessible and clear
23 responses to these questions in the form of an FAQ that is
24 now available online.

25 [SLIDE CHANGE]

1 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Another
2 significant commitment to conduct a third-party
3 quantitative evaluation is underway. Last year, we
4 contracted with a team represented -- representing the
5 universities shown here for an evaluation that aims to
6 uncover lessons learned, unexpected benefits, and key
7 barriers to success. These insights will be used to form
8 actionable recommendations for shaping the program's
9 future direction. A design team of CSC members and air
10 district representatives is in place to guide the research
11 team in evaluating five year one communities shown on this
12 map.

13 A core component of this effort is focused on how
14 to track outcomes from CERP implementation. This means
15 both developing quantitative methods to evaluate local
16 scale emission reduction trends over time from CERP
17 efforts, as well as measuring impacts from many different
18 strategies that are completed through this work, like
19 enforcement, monitoring, and incentives projects.

20 Looking ahead, the research team will develop a
21 comprehensive evaluation framework, incorporating
22 community feedback to ensure the CAPP evolves effectively.
23 This evaluation builds on previous groundbreaking research
24 efforts that have been led by Dr. Jonathan London of UC
25 Davis. Dr. London and his research team have developed

1 novel approaches to measure the process for how this work
2 has been accomplished.

3 These methods, which are more qualitative in
4 nature, focus on decision-making dynamics, power-sharing
5 conflict resolution, and ultimately the degree to which
6 community members are integrated into the CERP development
7 and implementation process. We are grateful for Dr.
8 London's contributions to this program and welcome his
9 participation as one of the academic members of the AB 617
10 consultation group.

11 I will now pass it off to Dr. London to provide a
12 summary of his evaluation.

13 [SLIDE CHANGE]

14 DR. JONATHAN LONDON: Good afternoon members of
15 the Board, staff, and viewing public. It's a pleasure to
16 be able to share my UC Davis Justice Lab's research with
17 you on AB 617. I also want to thank Deldi Reyes and her
18 OCAP team for their partnership over the years. We also
19 benefited from a community advisory committee to inform
20 the design implementation and documentation of this study.
21 Their names are included in the report materials, but I do
22 want to call out to my immediate right here, Dr. Cessa
23 Heard-Johnson, as a member and an inspiration, also
24 Nayamin Martinez advisor and co-researcher, and also Dr.
25 Balmes as a -- both advisory and mentor.

1 [SLIDE CHANGE]

2 DR. JONATHAN LONDON: So, the purposes of the
3 study, as actually Amaya said so nicely, were to provide
4 an independent analysis of the achievement of AB 617's
5 very ambitious and important goals, to offer data-driven
6 recommendations to be able to improve performance over
7 time, and to really focus on participant's experiences and
8 perceptions.

9 [SLIDE CHANGE]

10 DR. JONATHAN LONDON: The study questions
11 followed these kinds of purposes. We wanted to know about
12 how well the policy was meeting the legislative and
13 Blueprint goals of community leadership and
14 decision-making, how well the AB 617 implementation is
15 moving towards improving air quality in these communities.
16 We want to know why those kinds of outcomes were happening
17 and then what sort of lessons learned could be used to
18 both improve this program as well as other programs since
19 this really is an experiment in the making.

20 [SLIDE CHANGE]

21 DR. JONATHAN LONDON: So our methods were here.
22 I won't go through all of them in detail for time, but we
23 had seven different in-depth case studies to really
24 understand what this looks like in practice. As Dr. Cessa
25 said in other context, we need to know the origin stories

1 of these places. And once you know one EJ community, you
2 know one EJ community, and you really need to get into the
3 weeds here.

4 We observed over 260 public meetings, and that
5 was one small silver lining of COVID that we were able to
6 actually do 800 hours of observation, because so many of
7 those (inaudible). We also did key informant interviews,
8 over a hundred, over the time. We did a statewide survey
9 and then conducted significant document analysis.

10 [SLIDE CHANGE]

11 DR. JONATHAN LONDON: So we have a wide range of
12 funding -- findings that you can see in the full report,
13 but I'm just going to focus on two of them here. So the
14 first looks at the policy implementation process, and how
15 well it built, respected, and applied community power.

16 The second will highlight innovations in the CERP
17 strategies themselves. So on the first finding, we
18 developed this power map. And for the activists in the
19 room, you've probably seen this kind of map before.
20 There's two axes. The horizontal is community inclusion,
21 so it has -- counts the measures of how many different
22 kinds of activities community partners and community
23 organizations were included in, like setting agendas,
24 running meetings, chairing processes to set budget
25 priorities. And as you move from left to right, the

1 inclusion increases. The vertical access is community
2 authority, and it measures the amount of influence that
3 community members have over those decisions.

4 And as you go from bottom to top, it increases.
5 So you could see then all of the seven case study
6 communities and -- arrayed on this graph. And we look at
7 the analysis both from the 2020 and the 2024 versions of
8 the analysis. So what can you see on this graph?

9 So first off, we find that there's a wide
10 variation between the different case study communities.
11 We did find that there was a variety of different kinds of
12 perspectives, sometimes differing perspectives from
13 community members and districts over the amount and the
14 kinds of -- kinds of participation that communities were
15 interested, in. And often communities wanting more roles
16 and more decision-making power than they were originally
17 granted.

18 But the really important piece of this graph is
19 actually the movement from the 2020 to the 2024 areas.
20 And we really see that AB 617 is a great example of what
21 has been called social learning. So all of these slopes
22 are up and there's significant movement in all of -- in
23 all of the settings.

24 And this really shows the benefit of sustaining
25 this kind of program over time. And I'm sure that those

1 lines will continue to go up over time. The three sites
2 I'll just call out here for the moment in the -- in the
3 top quadrant there, Portside EJ communities, Arvin-Lamont,
4 and Richmond-North Richmond-San Pablo. They have
5 different but strong trajectories. So in Portside, the
6 strong growth is the result both of influential roles of
7 community anchor institutions and changes in the air
8 district leadership and structure itself.

9 In Arvin-Lamont, there's also strong community
10 anchor institutions, including CCEJN here. And the CSC
11 has also benefited from the air districts holding up of
12 learning from their different communities across the
13 region. And in Richmond, the growth is the result of
14 changes from a Brown Act-oriented CSC to a community-led
15 CSC, and strong support of the district as well.

16 [SLIDE CHANGE]

17 DR. JONATHAN LONDON: So the next finding is on
18 the CERPs themselves. And there's a lot to celebrate
19 here, and I think earlier presentations that Amaya, and
20 Nayamin, and Cessa have talked about are -- have
21 represented these well. So I won't -- I don't read them,
22 but I will say that what's really important here first is
23 that there are innovations in all of the communities
24 across all of our case study sites, and this is the case
25 in the 19 communities as a whole, and that there's a

1 really important mix of different kinds of strategies. So
2 there's really important innovations in rule development,
3 in the use of incentive funds, in community -- direct
4 community investments around not just emissions reduction
5 but also exposure reduction.

6 And we use the term "ripple effects" here to
7 really say that, you know, these are investments in
8 specific strategies, but they're also moving into all
9 these different other 617 adjacent efforts like, for
10 example, just in Portside, the connection to the Marine
11 Clean Air Strategy, the ways in which the CERPs in the Bay
12 Area have influenced their strategic plans, the amazing
13 Jedi and related work in the South Coast. So really, that
14 these are investments that are happening in a spec -- in a
15 direct way, but also that have these ability to spark
16 changes over time.

17 [SLIDE CHANGE]

18 DR. JONATHAN LONDON: Then the lessons learned
19 that we found broke into three basic categories, the
20 process, outcomes, and broader lessons learned. So
21 starting with process. We found significant evidence of
22 community power. And to some degree this was -- this was
23 supported by air districts in all cases, some more, some
24 less. But in all cases, this community power was actually
25 built by local advocacy, by the residents, and by the

1 community organizations themselves. And so that kind of
2 support for that local capacity is crucial.

3 Second, there is strong evidence that the air
4 districts, CARB, and other agencies as well can and are
5 learning through experience, and therefore providing
6 opportunities for this social learning is crucial like the
7 peer-to-peer learning network that's been talked about,
8 the community of practice, things that Brian Beveridge was
9 calling for, are really important.

10 And then finally on process, we noted that
11 implementation of the CERPs and successful implementation
12 is dependent on what we call an implementation ecosystem.
13 And that consists of all the different relationships
14 between the entities in the AB 617 space, including those
15 that are formally mandated and funded like CARB, air
16 districts, and the CSCs, but also those that are not
17 funded and mandated. And it's often those groups that are
18 on the outside of the ecosystem that are particularly
19 important for implementation, whether that's a
20 California -- or a county agricultural commissioner, a
21 port, a -- the military, Caltrans, et cetera. And so --
22 and that is really -- we need to keep our eye on the edge
23 of the ecosystem.

24 In terms of outcomes, we saw that there really
25 are some really important innovations in the CERP

1 strategies, as I've -- as I've mentioned. We also found
2 that we need to -- we need to expand that community and
3 implementation ecosystem to include those peripheral
4 actors.

5 And then finally, in terms of the lessons
6 learned, it -- we found that it's really useful to think
7 about AB 617, not just a clean -- as a clean air program,
8 although it certainly is, but also as a strategy to build
9 grassroots democracy. And in this -- in this time,
10 without getting too big "P" Political, supporting
11 democracy is a very important thing, and AB 617 is an
12 important piece of that.

13 Secondly, while there's always a danger of
14 mission creep. In this case, since environmental justice
15 has so many different dimensions, and AB 617 we believe
16 isn't -- is an EJ policy, it's really important to expand
17 617 to address a broader range of issues and stakeholders
18 than just air itself.

19 And then finally that -- for this kind of
20 ambitious implementation to happen, an all-of-government
21 approach is going to be needed to bring in all of these
22 different kinds of players.

23 Finally on recommendations. Next, please.

24 [SLIDE CHANGE]

25 DR. JONATHAN LONDON: We first want to call out,

1 and I know that this is under question right now, but --
2 so I put this as first. Based on our research, we
3 recommend that the Legislature and the Governor sustain
4 and, in fact, grown funding for AB 617, of course,
5 contingent on future performance, and to really think
6 about the investment over these eight years as building
7 infrastructure, organizational infrastructure, social
8 infrastructure, relationships, human capital. Again, the
9 kinds of training that Dr. Cessa is involved in the South
10 Coast and all of the districts involved in these learning
11 processes.

12 These are -- these are difficult lessons learned.
13 They take time. They're rocky -- based on rocky roads, as
14 people have talked about, and there's been significant
15 success in that. And so continuing that investment is
16 really going to be crucial to have that infrastructure
17 really pay dividends over time.

18 So, in addition to funding, we're also interested
19 in seeing the ways that, in fact, the authorities could
20 expand under the legislation. And I'll talk about that in
21 a moment.

22 For CARB itself to continue to play an
23 accountability role with the air districts, so to make
24 sure that there's consistency in implementing the
25 Blueprint 2.0, the really ambitious and visionary

1 document. Also, for CARB to play a leadership role with
2 its sister agencies across the state to really manage that
3 implementation ecosystem, that all-of-government approach.

4 For air districts themselves to continue to keep
5 their eye on the ball for community priorities and to make
6 sure that the range of different kinds of CERP strategies,
7 the rules, incentives, and others are well implemented,
8 that they themselves play active roles in that
9 implementation ecosystem with their associated cities and
10 counties, the port districts, the agricultural agencies,
11 and others, that they can play that kind of bridging role.
12 And they can be learning -- they themselves can be
13 learning from each other's promising practices.

14 For community organizations to really lean into
15 what we've called, and I think Nayamin has talked about as
16 well, anchor institutions, those that have that kind of
17 capacity to mobilize and support community participation
18 that's not just on paper, but is really meaningful and
19 impactful. And we found that in all successful
20 communities, there's some kind of anchor institutions,
21 some (inaudible) that's really playing that crucial role.

22 And then for other public organizations, whether
23 that's other State agencies, cities and counties, local
24 agencies, this really -- the research really calls out
25 that their engagement is also really crucial, and that

1 they really need to be able to step up and play a
2 collaborative role, even when they're not currently
3 mandated or funded, and hopefully in legislative forms,
4 they will be both mandated and funded.

5 So with that, I'll close my presentation and
6 thank you for your attention, and look forward to the
7 questions.

8 [SLIDE CHANGE]

9 OCAP AIR RESOURCES ENGINEER HERNANDEZ: Thank
10 you. Thank you so much, Dr. London.

11 To conclude, we'd like to give a heartfelt thanks
12 to all of our guest panelists and presenters for joining
13 us today and sharing their perspectives. So we want to
14 give a thank you to Brian Beveridge, Angie Balderas, Belen
15 Leon-Lopez, Nayamin Martinez, Dr. Anissa Heard-Johnson,
16 and Dr. Jonathan London.

17 This concludes the staff presentation and I'll
18 turn it over to you Chair Randolph.

19 Thank you.

20 CHAIR RANDOLPH: All right. Thank you so much.
21 That was a really robust and informative presentation, and
22 a special shout-out to Angie for hanging in there and
23 sharing her thoughts when she wasn't feeling well.

24 So I actually have to step out for a few minutes,
25 but Dr. Pacheco-Werner has graciously agreed to take over

1 the Chair duties, and I will return shortly.

2 Thank you.

3 BOARD MEMBER PACHECO-WERNER: Thank you, Chair.
4 Board members, do you have any clarifying questions for
5 the panel before we move to public testimony?

6 Okay. Seeing none online. Great. So we will --
7 yeah. Dr. Shaheen.

8 BOARD MEMBER SHAHEEN: Yeah. I just want to stay
9 wow, like, this was really inspiring. And it's been a
10 long day for us and it's just really wonderful.

11 Ms. Martinez, I had a question for you. So you
12 talked about your 33 strategies, right? I was really
13 curious, you had electric vehicles and adding electric
14 vehicle infrastructure. And I was just wondering if you
15 could speak to us a little bit more about that, and how
16 the community is responding, what questions they might
17 have, concerns, and how this overall structure through 617
18 might assist with that.

19 NAYAMIN MARTINEZ: Sure. So, definitely, it's in
20 the radar of the community, and it's starting from zero.
21 As I mentioned, there's no EV charging stations in the
22 community. So the first question was like, well, if I buy
23 a, you know, hybrid or electric car, where am I going to
24 charge it? The closest city with a charging station is
25 the City of Tulare, which is like 30, 40 minutes away. So

1 definitely, there's robust interest in the community to
2 start with the infrastructure, and then moving to really
3 putting the community in the pipeline of getting the
4 incentives that, at least for now, are still available.

5 So, we have been very resourceful at looking into
6 what is out there that can help the community, because, as
7 I said, we don't have designated funds, right?

8 And CCEJN is part of a collaborative, also funded
9 through CARB, that is allowing us to bring these
10 resources, including like application for incentives, so
11 that -- to start with the charging stations. Once again,
12 the school has stepped up as kind of the community hub.
13 So they have made their space available and would start
14 their.

15 But then, we're hosting also assistant events,
16 where communities are not only going to learn about, oh,
17 well these incentives are available, but actually are
18 going to get assistance applying for these incentives. So
19 there is the interest, but definitely we have to start
20 from creating that infrastructure, and letting community
21 members know of any funding available to them. And the
22 incentive is not only for the private vehicles, but even
23 for the truck -- the trailers that I had mentioned.

24 Why? Because a lot of these -- obviously,
25 there's large fleets that come to the larger facilities,

1 but then there's also small operators that where we have
2 heard, through the community meetings, is that they are
3 often unaware of these incentive programs, because they
4 are like a one-man operation, where they have three, four,
5 or five trucks, but they are driving everywhere, so they
6 don't know about where to apply for the funding. So when
7 the funding is -- when they find out these opportunities,
8 funding is already not available anymore.

9 So that's also the next step to also work with
10 the air district to make sure that there's enough
11 information to the community about access to these
12 incentives for the vehicles, the diesel trucks, but also
13 for even agricultural equipment, like harvesters that
14 are -- you know, produce less dust, which was another big
15 concern for the community. So definitely, a lot to happen
16 in the next few months. But, yes, there's an interest and
17 we're trying to do the best that we can to bring this
18 information and assistance to the community.

19 BOARD MEMBER SHAHEEN: Thank you for that. I
20 just think it's so important that you provide this
21 leadership in your community, but then what I'm delighted
22 to hear about is the communities practiced philosophy, and
23 how we're going to take the learnings and spread them
24 throughout the communities, because there are so many CNSs
25 as you all know. And so, yeah, I think -- I think you're

1 really a great inspiration and leader. And all of you
2 are. And I'm just really deeply touched and inspired by
3 all of you. So, go get more of those wonderful programs
4 out there, 33 and counting, right, in terms of your
5 strategies?

6 BOARD MEMBER PACHECO-WERNER: Thank you.

7 Board Member Rechtschaffen please. You can go
8 ahead.

9 BOARD MEMBER RECHTSCHAFFEN: Thank you very much.
10 I'm really inspired to hear the great success overall and
11 the specific communities and Dr. Johnson's endorsement --
12 hearty endorsement of a Blueprint 2.0 process. I have two
13 quick questions for Amaya. Number one, is are we
14 following up on the suggestions of Brian Beveridge and Dr.
15 London to have interaction and shared learnings among the
16 617 communities?

17 OCAP AIR RESOURCES ENGINEER HERNANDEZ: We did
18 talk about this a little bit with peer-to-peer learning
19 series that has just recently been kicked off. It has a
20 team of, I believe, five or six year one community members
21 that are helping kind of share lessons learned. And
22 they're working with our CARB staff and I believe the air
23 districts as well to develop a webinar series to start
24 sharing those lessons learned.

25 BOARD MEMBER RECHTSCHAFFEN: Great. Thank you.

1 And then the second question, you may not know the answer
2 to this. Of the consistently nominated communities, how
3 many have planned for L-CERPs? And it may be premature to
4 predict this, but do you have any sense of how many are
5 working on the L-CERP plans?

6 OCAP CHIEF REYES: Thank you. Deldi Reyes,
7 Office of Community Air Protection. We did have a slide
8 that showed our status of our grants. If you look in
9 combination at cycles 4 and 5, a total of 48 air grants
10 have been awarded to communities that are on our
11 consistently nominated list. We also have 14 between
12 those two cycles of air grantees that are working on their
13 local emission reduction plans. And that's very exciting
14 for us. We're -- we really want to do everything we can
15 to support those grantees in partnership with air
16 districts.

17 So just as you heard Nayamin describe the very
18 first L-CERP we had, which was from Cycle 4 that Nayamin
19 was part of, we want to make sure we can do even better to
20 support these 14, now that we know more about how to do
21 that.

22 BOARD MEMBER RECHTSCHAFFEN: Thank you.

23 CHAIR RANDOLPH: Thank you, Board member. We'll
24 go with Board Member Hopkins.

25 BOARD MEMBER HOPKINS: Yeah. I just want to echo

1 my colleagues thanks and have the question. Really, I
2 want to acknowledge how difficult it is to build trust
3 with government. And I actually feel like this room is a
4 great example. Like, here we are up in what feels like a
5 literal ivory tower. And I always feel awkward, because
6 I'm like do I look at the screen where I can see you
7 better or do I like stretch my neck up, right, so that I
8 can look down upon you in a super awkward way.

9 And so I really appreciate that Dr.
10 Heard-Johnson, you know, said no three minute limits,
11 because that also creates a really horrible power dynamic
12 between members of the community who have lived experience
13 that we need to hear and they're -- you know, we're
14 looking down on that 1. And they have three, sometimes
15 two, sometimes one, right, minute to kind of tell their
16 whole story, which isn't acceptable.

17 I also appreciate that you said that work that
18 you did five years ago doesn't count, because trust
19 building is an ongoing process, right, and times change,
20 and you need to be there with folks every day.

21 And I also wanted to give a quick shout-out to
22 Jedi and C3PO, because that -- we're -- my family just
23 went through like the original Star Wars trilogy, because
24 my kids were old enough. So I was like, I have to tell my
25 kids that I got to talk about that today at work.

1 But my question is do you have advice for us, Dr.
2 Heard-Johnson and Ms. Martinez of how we can also work at
3 building trust as Board members? Just any suggestions.
4 There's kind of the institutional processes, but there's
5 also relationship and trust building. And so just give us
6 some advice.

7 NAYAMIN MARTINEZ: I agree that trust is
8 something that you build over time. So I think trust is
9 showing up and not coming once and not showing up again,
10 but being there for the community. And even if it's not
11 only -- you know, when you go and have these community
12 meetings, you cannot tell people, oh, we are here to talk
13 about air pollution, and that's it. Please don't, you
14 know, start talking to me about any other issues, because
15 that's not community life. Community life, it's all of
16 it. So that's what we did when we did our community
17 meetings. People come with all kinds of things, the tap
18 water was -- you know, is smelly and tasty, so we had to
19 bring this person in charge of that to address that.

20 We have to meet people where they are. And I
21 think it's different -- difficult, as a Board member,
22 because you have -- you know, a specific task. But to
23 build those relationships, you have to meet people where
24 they are, and show that you are genuine, and that you --
25 and being genuine is also saying, I don't know. I don't

1 have the answer. I don't have the resources, but like let
2 me look for it. So not being there just one time and
3 being even there just to listen, and hear people as a
4 human being that has many needs other than breathing clean
5 air.

6 DR. ANISSA HEARD-JOHNSON: Thank you so much for
7 your comments. You get to be in rooms that we don't get
8 to be in. So do this work in the rooms that you can do
9 the work in. I mean, I just can't say it any -- like more
10 like I don't have access to the people that you have
11 access to. I don't know the things that you know. And
12 so, in those spaces, there's so much misinformation.
13 There's so much negative information. And so, the more
14 that you can advocate and truly advocate -- I say advocate
15 like, wow, this is the impact, this is what it's had, this
16 is the difference. You know, I will sell -- tell anybody
17 who will listen like, for me, it isn't just about the
18 stories. The stories are important, but let's show you
19 the results. Like this is what is working.

20 This isn't just qualitative information. This is
21 quantitative information, too. And so I feel that as
22 Board members like you all have an acumen, and access, and
23 spaces. And so, having the fights in the places in which
24 you have the fights, you can do that. So I definitely
25 think the interaction is important too, but sometimes we

1 won't be in those rooms. And so when you can be in the
2 rooms, do that work there is what I would say to my boss
3 all the time.

4 And then I would also say tell us when you think
5 we need to know the information. Like, hey, this is what
6 I'm hearing in these spaces. Like we need to know that as
7 well, because I don't know what you're hearing. The
8 community doesn't know what you're hearing. So there is a
9 lot of, you know, dare I say, ignorance that is existing.
10 A lot of people who do not know history, don't know
11 herstory, they don't know what has happened.

12 And I'm not talking about my children or a
13 younger generation. I'm -- I mean, one of the
14 responsibilities I have at South Coast is to work with our
15 Young Leaders Advisory Council. I will tell you people
16 who've grown up in air pollution, they have history. They
17 have herstory. They know. They don't have to wait for us
18 to tell them things. In fact, it's kind of adultist to
19 think that we can tell them something that they don't
20 already know.

21 And so, I feel that work with people where they
22 are, I think is an amazing observation, and then do the
23 work that you're continuing to do. I think the fact that
24 you're on a board and you're doing what you're doing on
25 this Board, advocate for us in those spaces in which we

1 can't be at, I think would be an awesome way.

2 BOARD MEMBER PACHECO-WERNER: Thank you so much.
3 I do have one question before we go to public comment.
4 Dr. London, I know that -- I appreciate, as a fellow
5 qualitative researcher, just the magnitude of what you did
6 over the years, and just really want to thank you for
7 capturing those stories. And you talked a lot about
8 power, and I really love the community power graph that
9 you did in terms of the growth.

10 But I wonder if you would like to share with us
11 any particular story, or something that surprised you, or
12 really inspired you that really brings that chart to life
13 for you?

14 DR. JONATHAN LONDON: Thank you for the question.
15 And, yeah, definitely action on the -- on the research
16 tip.

17 I guess a number of stories that come together.
18 I mean, one is just having heard -- having heard how
19 difficult it was in early years, you know, whether that
20 was in Fresno, or in South Coast, or Richmond, or any of
21 those sites really. And then being able to, you know, sit
22 with people and have them talk about, you know, what was
23 difficult feeling, you know, disrespected or feeling just
24 frustrated that they wanted something more or different,
25 but we really heard across the Board people talking about

1 how they've come to build relationships with each other,
2 that kind of trust that was being talked about a moment
3 ago.

4 And that's -- and we really saw that just as
5 examples when we are in, for example, a number of the San
6 Joaquin Valley sites, the participatory budgeting, when
7 there was literal, you know, dollars on the barrel to be
8 able to be allocated or in some cases reallocated from a
9 priority that wasn't as high on the list for community to
10 those that were. And so just being able to see in
11 real-time money being moved from one category to another
12 to really -- to really align with community interests.
13 And often those are the things that were going to have the
14 most direct affect literally on people's lungs there,
15 they're lived life experiences. So that was a -- I think
16 a really, you know, inspiring kind of story.

17 I think another -- you know, just from interviews
18 talking with people outside of the air districts and
19 outside the CSCs, other, you know, city and county
20 representatives or State agencies, and hearing about how
21 the process has really influenced them and how they've
22 started to do their work differently, and how they're
23 starting to see more alignment between a transportation
24 plan, or a port plan, or a -- you know, another kind of,
25 you know, transportation kind of oriented plan.

1 So that's been really important, that kind of
2 ripple effect. And that gave us that idea of the
3 implementation ecosystem that there really is this larger
4 network out there, that AB 617 is starting to -- starting
5 to really influence.

6 BOARD MEMBER PACHECO-WERNER: Thank you, Doctor.

7 So we will now hear from the public who signed up
8 to speak on this item, either by submitting a
9 request-to-speak card or a raised hand in Zoom. I will
10 ask the Board clerks to begin calling the public
11 commenters.

12 BOARD CLERK LEVRINI: Thank you. We have one
13 in-person commenter and six -- seven in Zoom. Excuse me.
14 We will start with Philip Fine in person. If you want to
15 give us just a moment to get a timer on the screen.

16 DR. PHILIP FINE: Good evening. And I'll try to
17 stick to my two minutes. Philip Fine. I'm the Executive
18 Officer at the Bay Area Air District. And many of you on
19 that side of the room encouraged me to sign up, and then
20 many of you said exactly what I was going to say, but now
21 I'm stuck.

22 So, I'm just going to highlight, put a couple
23 exclamation points on what was said. And again, we have
24 four communities that the air district works with in the
25 Bay Area, and I used to work with South Coast and work

1 with five communities there. So I've been in this program
2 since the very beginning. And I just want to highlight a
3 couple things that would not have happened unless this
4 program existed, and would not have happened unless CARB
5 and the air districts collaborated early on and got us to
6 this place.

7 So number one, one thing we hear from our CSCs a
8 lot is we want something permanent and durable and they
9 want rulemaking. And I think you saw it in the slides,
10 but it's really important to know how many district
11 rulemakings that are going to be durable and involve
12 permanent emission reductions that came out of this
13 program, because communities prioritized them, and the
14 rules came out stronger. And we've done about four rules
15 so far that were driven by CERPs. We're working on four
16 or five more. So you don't always see this right away,
17 and rules take a long time to implement, but this is going
18 to last into the future.

19 Second, I want to talk about -- Professor London
20 just mentioned this, how important it is that other
21 agencies are at the table, even though they're not
22 required to be at the table. This is a core demand of the
23 environmental justice movement for the last 50 years, 40
24 years. And this is also something air districts have been
25 complaining about for 40 years, that we can't -- you know,

1 local planning agencies aren't taking air quality
2 seriously.

3 So that's an amazing outcome and it's not
4 universal, but there's -- cities have stepped up, the City
5 of Oakland, City of Long Beach, cities and counties across
6 the state have stepped up and voluntarily committed to
7 things, put them in their plans, and are implementing.

8 And finally, I want to just talk about how this
9 program has fundamentally changed the way that districts
10 work, not just focusing our efforts from regional air
11 quality improvements to local air quality improvements,
12 which was a necessary change, but also just how it's
13 changed our staff and how we do our work.

14 Listening to Dr. -- to Cessa talk, it makes me
15 sad I had -- I left South Coast. So we overlapped for
16 like two weeks or something, or two months maybe. We need
17 some of that up in the Bay Area and we're working on it.
18 And Professor London showed those charts of how things are
19 improving over time. That -- those are real improvements.
20 This isn't just in our communities. It isn't just in
21 certain divisions. It is across the entire district.

22 Maybe those improvements were because I left the
23 program for two years right in the middle of there. I --
24 maybe -- hopefully it keeps going up now that I'm back,
25 but anyway, the -- it's 80 percent of our strategic plan,

1 80 percent of the commitments and objectives are EJ
2 related directly coming from our work with our Community
3 Advisory Council and our CSCs. Everything we do is driven
4 by our strategic plan and our CERPs, and we're -- and
5 we're carrying through on all of that.

6 So I just want to, you know, express the air
7 district support for the program. Great presentations
8 tonight. It really made me feel great about where
9 we're -- we are and where we're going to go.

10 Thank you.

11 BOARD MEMBER BALMES: If I might, Chair. I just
12 want to thank you for being here Phil. I mean, you're the
13 Executive Officer for the Bay Area Air District. And to
14 come up here and sup -- in the evening and support AB 617
15 with your comments, which were right on, and you've been
16 involved with this right from the start, even if you took
17 a little time off in the federal level.

18 In some ways, I wish you were back at the federal
19 level, but --

20 DR. PHILIP FINE: Don't wish that upon me,
21 please.

22 BOARD MEMBER BALMES: No. Making things better
23 is what I meant. But thank you for being here. And, you
24 know, it really means a lot to me personally as well as I
25 think to the program that you're here.

1 BOARD CLERK LEVRINI: Thank you. And we actually
2 got one more last minute in-person commenter for this
3 item.

4 Evan Edgar.

5 EVAN EDGAR: Good evening. I'm Evan Edgar from
6 the California Compost Coalition.

7 And I've been to every Scoping Plan since it
8 started. This is the fourth line one. And along the way,
9 I went to every Environmental Justice Advisory Committee,
10 EJAC. For the last three years, I've been highly
11 supportive of EJAC, going to most of the quarterly
12 meetings, of all their initiatives. And EJAC has
13 supported a lot of the initiatives that the California
14 Compost Coalition is doing. So we -- we're early adopters
15 of a lot of these issues, where we actually implemented
16 the circular economy years ago, before it was even a name.

17 So we take organic waste from landfills that are
18 making methane, and what we do, we make organic compost
19 out of it for your carbon farming. We use the RNG,
20 renewable natural gas, to put it back in the same truck
21 that picked up. We make RNG for us in order to get off
22 diesel, get off landfills, get off pesticides, get off
23 fertilizers. That's what we do for the community, but
24 were unheard of and were not appreciated from all the work
25 that the solid waste and recycling industry does, because

1 you're trying to disrupt the circular economy by moving in
2 ZEVs that does none of that. It's a dirty linear economy
3 by moving to ZEVs.

4 So today, we heard earlier about RNG for tow
5 trucks. It works. Bring back RNG for near-zero NOx.
6 It's short lived climate pollutants now in the near term.
7 We're not going to wait till 2045 for near zero or zero
8 carbon neutral. We've been doing it for 20 years. We
9 have trialed out RNG for decades. We're making it work
10 for everything. So please bring back RNG, so that we can
11 continue to work with the Environmental Justice Committee
12 to get off landfills, get off diesel. Right now, we're
13 doing a lot renewable diesel, because we can't buy the
14 trucks, so we staying on diesel.

15 So, we're highly supportive of EJAC. I'm at
16 every quarterly meeting, and they're very supportive of
17 what we're doing in order to make organic compost in the
18 near term, and have carbon negative fuel today. We're
19 doing it today. Don't disrupt what we're doing with RNG
20 for a pipe dream that doesn't work.

21 Thank you.

22 BOARD CLERK LEVRINI: Thank you. We will now
23 move on to our commenters in Zoom. We currently have
24 eight. The first four are Barry F. Boyd, Sakereh Maskal,
25 Ryan Hayashi, and Fariya Ali. I apologize in advance if I

1 mispronounce anyone's names.

2 Barry, I have activated your mic. You may unmute
3 and begin.

4 BARRY BOYD: Can I ask a quick favor and ask to
5 go last. I'm actually on the Zoom call with the Director
6 of Programming with AQMD. If I could just get a few
7 moments and then I can come back to this -- to the Zoom
8 for your meeting?

9 BOARD CLERK LEVRINI: Okay. We will move on to
10 Sakereh Maskal. One moment. Sakereh, you may -- I have
11 activated your mic. You may unmute and begin.

12 SAKEREH MASKAL: Thank you. Can you hear me?

13 BOARD CLERK LEVRINI: Yes, we can.

14 SAKEREH MASKAL: Awesome. Beautiful. Good
15 evening. I want to start off by saying thank you for the
16 opportunity to be a part of this inspiring meeting and the
17 work that CARB is doing with communities across the state.
18 My name is Sakereh Maskal with Pesticide Action and
19 Agroecology Network. On behalf of PAN and Californians
20 for Pesticide Reform, we really urge CARB to address the
21 harmful rule of pesticide related VOC emissions in ozone
22 formation. Ozone is a greenhouse gas, a respiratory
23 toxicant, and harms crops. Yet, CDPR's monitoring and
24 modeling methods may underestimate emissions by assuming
25 idle application methods that don't reflect real world

1 farming.

2 We ask CARB to vet CDPR's VOC testing methods,
3 reevaluate application method adjustment factor
4 assumptions, and assess the feasibility of soil moisture
5 regulations. We also support stronger interagency
6 collaboration and urge CARB to help transition growers
7 towards sustainable, climate-friendly pest management.
8 Further, we denounce CDPR's decision to uphold two
9 different exposure thresholds for the pesticide
10 1,3-dichloropropene, or 1,3-D, for farmworkers and
11 surrounding community members. Farmworkers live and work
12 in their communities, so their exposure to pesticides is
13 not solely confined to 9 to 5 p.m.

14 Further, California's own regulatory agency,
15 OEHHA, found that airborne exposure to 1,3-D should be
16 limited to 0.04 parts per billion per day. So why is CDPR
17 recommending that community members be exposed to a level
18 of 1,3-D that is 14 times higher than the level OEHHA
19 recommends. We need to protect the people who are giving
20 our bodies nourishment, not the people who are lining
21 their pockets with profits from uncapped applications of
22 the poisonous pesticide 1,3-D.

23 Thank you. And we submitted our comments to the
24 docket on July 14th.

25 BOARD CLERK LEVRINI: Thank you. Ryan Hayashi, I

1 have activated your mic. You may unmute and begin.

2 RYAN HAYASHI: Good evening, members of the
3 Board. Thank you for this opportunity to speak. My name
4 is Ryan Hayashi and I'm a Deputy Air Pollution Control
5 Officer with the San Joaquin Valley Air Pollution Control
6 District. On behalf of our organization, we want to
7 express our appreciation to CARB staff for working closely
8 with air districts and community members across the state
9 on this comprehensive update highlighting the important
10 progress to improve air quality and the health of
11 California residents, especially those in communities
12 disproportionately impacted by air pollution and
13 reflecting on the meaningful community engagement taking
14 place through the Community Air Protection Program.

15 As our organization implements the Community Air
16 Protection Program, over \$146 million has been allocated
17 to the CERP measures in the four valley AB 617 communities
18 that are estimated to reduce over 5,000 tons of emissions.

19 Additionally, 328 million in community air
20 protection funds not allocated to CERPs have been used
21 valley-wide to fund opportunities to directly reduce and
22 mitigate impacts from criteria and toxic air pollution in
23 these communities, and charting a course for clean air
24 that will benefit current and future generations of
25 community members.

1 In addition to the substantial funding
2 investments, the District has also worked to enhance
3 enforcement efforts and conducted an extensive rule
4 evaluation, which led to the amendments of eight district
5 rules resulting in 256 tons of NOx and 622 tons of VOC
6 reductions annually.

7 As someone that was born and raised in South
8 Central Fresno, I grew up poor, I know what kind of
9 impacts this program means to the community members. And
10 I can't understand -- understate the importance of this
11 program.

12 The district is proud of the partnerships formed
13 and ongoing progress that community residents, community-
14 based organizations, businesses, and partner agencies had
15 made in achieving the ambitious goals of the program, and
16 look forward to continuing to work with CARB and impacted
17 communities to build on these efforts to drive lasting
18 change and create healthier futures for families across
19 this State and the valley.

20 And this is why making sure that additional
21 funding for this program is -- continues to be done.
22 Thank you very much

23 BOARD CLERK LEVRINI: Thank you.

24 Fariya Ali, I have activated your mic. You may
25 unmute and begin.

1 FARIYA ALI: Hello. This is Fariya Ali with
2 Pacific Gas and Electric. I appreciate the opportunity to
3 take just a couple of minutes here to recognize the really
4 hard work and progress that is being made by the community
5 steering committees in our service territory and beyond.
6 And as acknowledged in the testimony from your staff and
7 the other speakers, there is still a lot of work to do.
8 And the uncertainty of funding make it even more important
9 to partner wherever possible.

10 And so, in that vein, I wanted to highlight the
11 potential for alignment between the AB 617 Program and our
12 PG&E climate programs that are aimed at supporting
13 disadvantaged communities with building electrification
14 and transportation electrification incentives.

15 We believe that our existing goals for
16 accelerating climate related upgrades in our most impacted
17 communities fit well with the goals of AB 617, and that
18 there is significant opportunity to add to the existing
19 momentum in these communities.

20 I'm also going to adopt the term that Dr. London
21 used of an implementation ecosystem. And just want to
22 call out that it's not just other government agencies, but
23 also industry, and businesses that are also important
24 parts of that ecosystem. And we look forward to being
25 part of that.

1 Thank you so much for letting me comment today.

2 BOARD CLERK LEVRINI: Thank you.

3 Our next few speakers of Chalam Tubati, Moses
4 Huerta, LaDonna Williams, and Byanka Santoyo.

5 Again, apologies if I mispronounce any names.
6 Chalam Tubati, I've activated your mic. You may unmute
7 and begin.

8 CHALAM TUBATI: Thank you so much. My name is --
9 I apologize if my connection is spotty. I'm not at home.

10 I'm Chalam Tubati. I'm the co-chair of Bayview
11 Hunters Point, Southeast San Francisco Community Steering
12 Committee.

13 I want to echo the Board members' comments and
14 Dr. Fine's comments that this presentation has been
15 extremely invigorating. It is wonderful to hear all the
16 speakers, Brian, Dr. London, and when Ms. Heard-Johnson --
17 Dr. Heard-Johnson was speaking, I was clapping and, you
18 know, doing thumbs up a lot of the times.

19 That said, you know, if -- you know the -- my top
20 of the mind, I guess, the elephant in the room is the --
21 is not the funding -- is the complete elimination of
22 funding for AB 617. So I understand there are Senators
23 Assembly Members on the Board. So, I'm sitting here
24 trying to attend a meeting at the shipyard, because we
25 also have the second worst Superfund site in Bayview

1 Hunters Point. And some of my members are trying to find
2 the place.

3 One thing I want to tell about the community
4 steering committee members is that they also have like
5 their day jobs and they put all they have to also work on
6 this. This is like a job. So I just wanted to bring that
7 point out.

8 It does -- you know -- you know, today is a sad
9 day, because the EPA has just declared the 2009 finding
10 that greenhouse gases are not dangerous. In an
11 environment like this, it does make me sad that we have a
12 challenge, the first thing we try to cut funding for is
13 this very extremely important program. So I am here
14 urging the members to whoever can talk to the Legislature,
15 the Senators that, you know --

16 BOARD CLERK LEVRINI: Thank you.

17 CHALAM TUBATI: Thank you.

18 BOARD CLERK LEVRINI: And that concludes your
19 time

20 Moses Huerta, I have activated your mic. You may
21 unmute and begin.

22 MOSES HUERTA: Thank you for the opportunity to
23 speak, Board members. My name is Moses Huerta. I'm a
24 resident here in Paramount in Southern California.

25 And I want to highlight the comments that were

1 made earlier from staff, and I really appreciate all the
2 time and effort that they placed into this presentation.
3 I do want to emphasize something in the short minutes that
4 I have here. I've been in the -- observing this AB 617
5 program from its inception. And coming up to this
6 presentation now, what you -- what's been developed is
7 trust, as mentioned earlier, trusting in this program in
8 us in addressing our concerns. I can tell you from me
9 personally, I'm trusting that now I'm sharing my personal
10 information or experience, and having it being taken into
11 account, and then be learned from.

12 And as the professor also mentioned power, but I
13 see it as confidence. I've now been instilled with
14 confidence now that me sharing this experience, along with
15 other community members that our concerns are going to be
16 addressed and going to be progressed forward. I encourage
17 what was asked a minute ago, what can we do? You'll be
18 able to do this by continuing to support and see that has
19 yielded of benefits all across the State. So I want to
20 encourage you to please in these times when it's -- when
21 confidence and trust in decision-makers and policies is
22 waning, this will be a significant opportunity to have
23 this as a win for our communities.

24 And to Dr. Cessa Heard processes Jedi, this is a
25 do or do not. We don't want to hear try. We're not going

1 to try. We want to hear we are going to do it to continue
2 this program and continue helping the trust and the
3 confidence in our communities. Thank you for the
4 opportunity and thank you to all the presentations for
5 sharing their story.

6 BOARD CLERK LEVRINI: Thank you.

7 LaDonna Williams, I have activated your mic. You
8 may unmute and begin.

9 LaDONNE WILLIAMS: Yes. Good evening. LaDonna
10 Williams. All Positives Possible.

11 I would ask for additional time. We've sat all
12 evening and day actually, the whole day, a work day
13 listening to you all talk back and forth amongst each
14 other, and then reduce community to two minutes, and this
15 rapid fire talking, which means you're not really
16 listening to us.

17 Not a single Board member or even those on the
18 panel said we need to hear from those communities, real
19 time, real life, who are on the front lines sick and dying
20 under the name AB 617, as if this is actually a successful
21 model. It is not. As I speak with you today, both the
22 polluters that is a personal -- or individual person and
23 the community. Literally, one have died, that's the
24 polluter, the other is literally on breathing machines,
25 because of the lack of consistent support for reducing

1 emissions in these disadvantaged -- severely disadvantaged
2 communities that CARB has promised to support, but have
3 failed us.

4 So it really is a disservice and a disrespect to
5 us that we've got a rapidly talk and get these issues out,
6 because not one of you saw the need to give us more time
7 to speak on this. And that is on the failure of this AB
8 617 model as well as you quickly mention the grantees.
9 You talk about the 20 point something million dollars that
10 your boasting. Yet, the cycle three grantees, which we're
11 one of that was funded is being asked or threatened with
12 taking funding back, being accused of buying luxury
13 vehicles, which is an outright lie, and then being
14 intimidated by your processes. This is new grant process
15 and requirements that is all over the place being winged
16 and made up as they go along, putting that pressure on
17 those of us that are boots on the ground actually doing
18 the work, and you're reducing us to two minutes to come
19 here and speak to you all, that is disrespectful.

20 That is absolutely disrespectful.

21 BOARD CLERK LEVRINI: Thank you, LaDonna.

22 Okay. And Byanka Santoyo, I have activated your
23 mic. You may unmute and begin.

24 BYANKA SANTOYO: Good afternoon. My name is
25 Byanka. I am a community organizer for Center on Race

1 Poverty and the Environment, also part of the CSC in
2 Shafter, and a resident from the Arvin and Lamont. I am
3 also a co-lead, so I've been in the forefront since day
4 one when Shafter was elected, in the third year community
5 as in Arvin and Lamont. I come here to support that the
6 AB 617, even with its downfalls, has done a miraculous
7 event in the Kern County area, not only having created the
8 Spray Day in -- for statewide.

9 We had to have this -- the interstate agencies
10 working together making this possible. It was really
11 difficult for like the Shafter -- for the Shafter
12 community to create something that was tangible, but now
13 having it as a statewide in our fifth year incoming of the
14 AB 617. That's a powerful message for our community -- a
15 small community, rural community that was forgotten for
16 many years.

17 I do urge that we have -- as we started the AB
18 617, these communities need to continue doing the work.
19 We need to -- they have been benefit -- benefiting the
20 community day after day as in air filters, lawn mowers,
21 green vegetative barriers. These are emission reduction
22 plans that came out of the 617 and that are still one --
23 at this point reducing the emissions, also, the road
24 improvement that is happening in the Arvin and Lamont
25 area. All these CERP incentives have helped community

1 members and make us trust State agency as CARB.

2 We urge you to continue to support these rural
3 communities that have been affected over the years. Thank
4 you.

5 BOARD CLERK LEVRINI: Thank you.

6 Davida Herzl, I've activated your mic. You may
7 unmute and begin.

8 DAVIDA HERZL: Hello. Can you hear me?

9 BOARD CLERK LEVRINI: We can hear you.

10 DAVIDA HERZL: Okay. Wonderful. Let me -- let
11 me fix my mic. Let me -- hold on a one second.

12 Okay. Chair Randolph, Executive Officer Cliff,
13 members of the Board, thank you for the opportunity to
14 speak. My name is Davida Herzl. I'll the CEO and founder
15 of Aclima. Aclima strongly supports the Community Air
16 Protection Program. And the direction that you've
17 outlined in Blueprint 2.0 to finish the job in the
18 original 19 communities and deliver real support to the 64
19 consistently nominated communities, all within the next
20 year.

21 The Statewide Mobile Monitoring Initiative also,
22 known as SMMI, that Aclima is implementing is one of the
23 practical tools that make the second promise real quickly,
24 transparently and at scale. The results of AB 617 and the
25 promise of SMMI provides a perfect example of the wise

1 saying that what gets measured, gets managed.

2 For far too long, many communities have had to
3 advocated without the granular evidence they deserve.
4 With SMMI, CARB, air districts and communities will have
5 block-by-block data on criteria pollutants, air toxics,
6 and greenhouse gases to identify sources, target
7 incentives, inform enforcement, and prioritize health
8 protections where they're needed most.

9 Along with our partners at CARB, we helped design
10 SMMI to embody the values of AB 617 equity, transparency,
11 and actionability. At least 60 percent of the monitoring
12 resources are prioritized for California Climate
13 Investment priority populations. Communities co-lead the
14 work, so we're not doing this on our own. They help
15 define the boundaries. They identify the areas of
16 concern. They shape how the results are communicated.
17 The State of California will make all the data publicly
18 available. And to ensure trust, all measurements follow
19 rigorous QA/QC procedures with CARB scientists in the lead
20 on analysis and interpretation.

21 We also recognize that durable solutions require
22 broad participation in an all-of-government approach. We
23 embrace constructive engagement from air districts,
24 researchers, public health partners, local governments and
25 industry. The faster we can align around defensible

1 harmonized shared data, the faster we can cut emissions,
2 reduce exposure, and deliver measurable health benefits to
3 communities.

4 Finally, we urge sustained multi-year funding for
5 the Community Air Protection Program. The communities --

6 BOARD CLERK LEVRINI: Thank you.

7 And our last speaker, Barry F. Boyd. I have
8 activated your mic. You may unmute and begin.

9 BARRY BOYD: Oops. You know, I started talking
10 and I realized I was on mute.

11 Thank you again for allowing me to get back into
12 the line. Again, this is Barry F. Boyd. I am a Board
13 member on the Sacramento Environmental Justice Coalition,
14 that's SAC-EJC.org, and a community -- excuse me,
15 committee member on the South Sacramento-Florin
16 Community -- my words are getting stuck -- Community
17 Steering Committee, but I am not speaking on behalf of
18 either of those entities this evening, but as a concerned
19 citizen and resident that lives in the South Sacramento
20 Meadowview Neighborhood, that is now in the expanded
21 community emissions reduction program, CERP, boundaries.
22 Yes, we were one of the last consistently nominated
23 communities brought into the CERP program.

24 I appreciate the earlier presentations, but I am
25 not a speed listener. If CARB would edit some

1 availability, restate if, in fact, the 19 CNCs are going
2 to continue to be funded throughout the current funds
3 already that have been allocated and are -- or are we in
4 danger of those funds being clawed back, and/or this is --
5 this is, in fact, if the legislation votes not to continue
6 funding and -- or the funds that we currently have
7 solidified to where we don't have to worry.

8 With that said, even if the legislation votes
9 yes, continue to fund, or maybe if they vote no, I ask
10 that the CARB Board ask for a forensic accounting audit on
11 the 635 plus million dollars that have been accumulated
12 through the Cap-and-Trade to which would point out exactly
13 where every dollar went.

14 And also, if the value of the cost of the
15 incentive credits are valued at a price that would be
16 fair. And if they need to be raised, please raise them.

17 BOARD CLERK LEVRINI: Thank you. And that
18 concludes out commenters for this item.

19 BOARD MEMBER PACHECO-WERNER: Thank you. Staff,
20 are there any issues raised in the comments that you want
21 to address?

22 EXECUTIVE OFFICER CLIFF: No, thank you.

23 BOARD MEMBER PACHECO-WERNER: This is an
24 informational item only, so there is no need to close the
25 record.

1 Board members, do you have any additional
2 comments or questions?

3 Yeah. Dr. Balmes, then well go --

4 BOARD MEMBER BALMES: Thank you, Dr.
5 Pacheco-Werner.

6 First of all, I have to apologize to Phil, I
7 really don't want to send him back to EPA now. I just
8 have nostalgia for the EPA that he was part of that
9 actually recognized environmental justice was a key issue
10 for our country.

11 But I'll start with my comments about this
12 presentation. First of all, I want to thank everybody
13 who's been involved here with AB 617. You're my people.
14 This program is -- you know me, I tend to tear up. This
15 program is very important to me for the reason Phil said
16 very well that it's a program that the State of California
17 with local partnerships both with air districts and
18 communities is trying to transform how we control air
19 quality to protect low income communities of color that
20 are disproportionately burdened with environmental
21 hazard -- exposure too environmental hazards, but
22 particularly air pollution.

23 And that's transformative. And, you know, we
24 talk a lot about how the EPA under the Trump
25 administration is trying to destroy the EPA. I think I'm

1 not mincing words here. And we talk about the waiver
2 rescission for our ZEV mandate, but they're equally down
3 on what we do with AB 617. Do you think they would be
4 interested in funding low-income communities of color in
5 terms of anything about environmental justice protection?

6 So that's why this program is so important to me.
7 And, you know, I've been involved from the start with AB
8 617, design and implementation. And it was a rocky start.
9 There's no question about it. But I was really very
10 heartened to hear the, you know, speakers. I want to
11 thank, you know, Brian from West Oakland, Angie Balderas
12 from -- blocking, San Bernardino and Muscoy, and Belen
13 Leon-Lopez from Imperial County. An air district
14 represented --

15 (Automated voice on Zoom).

16 (Laughter).

17 BOARD MEMBER BALMES: We have. But -- and, you
18 know, I've known and worked with Nayamin for a long time.
19 I've had the pleasure of getting to know Cessa a bit
20 through AB 617 Consultation Group, and wow. And Jonathan,
21 you know, a fellow UC professor has been doing great work
22 for a long time in support and evaluation of AB 617. And
23 I'm pleased with -- you know, with little exception --
24 I've been hearing positive support from community members,
25 as well as staff and organizational representatives.

1 So, you know, I think we just have to keep on
2 going to continue the success. There's a lot more to do,
3 especially with the continuously nominated communities.

4 I'll say it for Hector, since he's not here, you
5 know, that, in his mind, we were always using the 19
6 designated communities to inform how we would support the
7 rest of the State, where there are equally deserving
8 low-income communities of color disproportionately
9 burdened by air pollution.

10 So how can we move forward? We've got the
11 knowledge now, lessons learned, which have been described
12 very eloquently today, but we need the financial support.
13 And I want to say first, and Deldi will correct me if I'm
14 wrong or somebody else from the staff, the funding for the
15 current year is in place, correct?

16 OCAP CHIEF REYES: That is correct. Deldi Reyes.
17 The funding is in place for air districts, but those
18 dollars are spoken for, to support the commitments air
19 districts already have. And any interruption in the
20 funding, of course, will affect next year.

21 BOARD MEMBER BALMES: Yeah. And so we have to
22 educate. Those of us on the Board cannot lobby the
23 Legislature, but we can educate the Legislature about the
24 importance of continuing this program. And I forget who
25 said it, but somebody said that there was -- maybe it was

1 Brian, but there was somebody who said that there was a
2 compact that communities expected that the funding would
3 continue. I mean, it was part of the deal about
4 Cap-and-Trade, that AB 617 was going to be a
5 transformative program for environmental justice, and that
6 was supposed to continue.

7 Now, nobody said anything about, you know, an end
8 date. And I, for one, strongly support -- beyond
9 strongly, extremely strongly support that some of the
10 Cap-and-Trade funds that we collect has to go to support
11 AB 617. I feel -- you know, I can't say it any stronger.

12 And so, I know it's late and I -- my other Board
13 members want to speak, I'm sure. But, I want to thank --
14 in addition to all the speakers I've already thanked, I
15 want to thank Chanell for her leadership about
16 environmental justice in general for CARB. But the OCAP
17 team, who I've, you know, really enjoyed working with,
18 especially Deldi, who took a lot of grief early on when
19 things were rocky, but, you know, she's led the ship I
20 think very well. And I think that's enough.

21 CHAIR RANDOLPH: Okay. Board Member Ortiz-Legg.

22 BOARD MEMBER ORTIZ-LEGG: That was slick.

23 Well, well said. To my fellow Board members, on
24 all the comments that they have for you in regards to this
25 program.

1 And I just thought that it was just marvelous.
2 It was really marvelous. I love the quote, a great model
3 for all decision-making bodies. And I think you spoke to
4 that in how much we're learning. This wisdom that you
5 shared, the wisdom you've gained really has so much
6 impact. And just it demonstrates the magic of allowing
7 people to get a grasp of what's going on out there, and
8 how that disconnect has been going on.

9 And I thought it was really fascinating that I've
10 -- as a matter of fact, you know, you talked about we have
11 access to certain things that you don't have access to.
12 So I was texting with on of my PG&E people, and then PG&E
13 called in, because they were like, yes, we want to do
14 this. This is what we're supposed to be doing.

15 And I think that it speaks to you, Dr. London,
16 too, and highlighting again the expansion of once you've
17 empowered people with information and knowledge to know
18 like, oh, yeah, we need this, and we need that, and yeah,
19 we shouldn't have that. That's just -- this is wonderful.

20 When you look at the map, you see where the
21 locations are of the communities. The location where I
22 represent isn't marked in there, but there are communities
23 in there. And this will help the small little
24 agricultural communities that are, you know, on the
25 outskirts of areas that don't have this kind of

1 representation and as organization. And so it's going to
2 be -- so on behalf of my community, I want to say thank
3 you for this, and for the continuation of this is
4 something that I very much support as well. So, right on.
5 Thank you.

6 CHAIR RANDOLPH: Board Member Takvorian.

7 BOARD MEMBER TAKVORIAN: Hi. Thank you so much.
8 And, you know, I'm pretty overwhelmed by this
9 presentation, I have to say. I think it is one of the
10 most inspiring and compelling presentations that I've --
11 that I've seen here. And so huge gratitude to everyone
12 who's here today and all of you who have been in the
13 trenches doing the work for so, so long. There's not a
14 lot more to say between the CARB staff progress report,
15 Dr. London's evaluation report, and especially the
16 presentation from the community representatives and the
17 districts. I think that you identified so many of the
18 critical issues that have come along with the program and
19 the improvements that we've received as a result of it.

20 I just want to say that there's gratitude in so
21 many directions, but Dr. Balmes really should be
22 recognized. He's served as this Board's liaison to the
23 program through the Consultation Group since the
24 beginning. And he is credited, in my view, with much of
25 its success. So huge gratitude to you, Dr. Balmes. And I

1 just want everyone who perhaps hasn't been on the Board as
2 long, to know that you've really guided the ship in a lot
3 of ways. So we really, really appreciate it.

4 And just to echo some of what others have said.
5 The origin story for this program is not pretty. It was
6 not a respectful process to EJ communities. It should
7 never have been a compromise move to get Cap-and-Trade
8 adopted, but that's what it was. And CARB -- but CARB
9 staff, air districts, and most of all, the communities
10 stepped into that challenging environment and made it
11 work.

12 So, because of your efforts and many of the
13 others throughout the state, it became a really successful
14 program, and in a lot of ways a really authentic mechanism
15 for EJ communities to communicate their visions to the air
16 districts and CARB. And there's just a lot to say. I'm
17 going to stop, but I do think that the culture shift that
18 has been identified by the community presenters,
19 especially the districts, the accountability between CARB,
20 the districts, and the communities. These were very
21 strong concerns that we had at the beginning of this
22 program. The learning was multi-directional. And to hear
23 everyone acknowledge that is really, really important.

24 And also, I think Dr. London pointed out that
25 some of the things happened directly due to the 617

1 investments, which were really detailed in the CARB staff
2 report, but others that were pointed out by Dr. London
3 were things that happened as a result of the existence of
4 the 617 communities -- the community steering committees,
5 the CERP. And, you know, one example I know very well is
6 the Port of San Diego's Maritime, excuse me, Clean Air
7 Strategy. And honestly, that would not have happened, I
8 don't think, without the strong push from the CERP and
9 from the community steering committee.

10 And another that I'm also familiar with is that
11 the border communities were never even acknowledged as
12 having incredibly significant air pollution, because there
13 was no cross-border monitoring. But CARB stepped into
14 that, responded to the communities, and now we see that's
15 one of the most impacted communities, which we all knew,
16 but it didn't show up on the maps. So that -- those
17 things are critically important just for those
18 communities.

19 And the last thing I just want to say -- well,
20 second to last thing -- is I'm really impressed with the
21 fact that DPR has launched this statewide notification
22 system. And I look back. We met in Shafter in February
23 of 2020. It might have been the last time we were
24 together before the pandemic hit. And this was a
25 critical, critical issue that community members wanted.

1 And so now it's happening. It's five years later and,
2 yes, we went through a pandemic, but, you know, this --
3 these things shouldn't take that long, and I think we all
4 recognize that, but I did hear that there's other
5 communities that are now benefiting from Noyamin, that
6 they're benefiting from this process. So I really
7 appreciate that. I think that's really how it should
8 work.

9 Lastly, I do hope decision-makers currently
10 considering the State budget will take the time to watch
11 this video. It's inspiring. It's compelling. It tells
12 the story of why this program needs to continue to be
13 funded, and it should be secured funding out of the
14 Greenhouse Gas Reduction Fund. I think it's critical that
15 there not be this opportunity to defund it every year in
16 the State budget. So I hope that it can be secure and
17 really allow these communities to do the work that they've
18 done so successfully.

19 So thank you so much.

20 CHAIR RANDOLPH: Dr. Pacheco-Werner.

21 BOARD MEMBER PACHECO-WERNER: Thank you. I
22 definitely echo all my fellow Board member comments, and
23 really wanted to take time to thank both the CARB staff
24 and the air district staff, because I do think that it's
25 not lost on me how much painful growth you all have done,

1 and that you could have walked away or you could have
2 said, well, this was too -- this was a nice experiment.
3 Let's move on, right?

4 But you all dug in with community. And I think
5 that that's really important and a model really to other
6 agencies that want to try something as bold as 617, that
7 it is hard, but you don't quit. You actually listen and
8 you actually evolve, and you learn and you adapt new
9 strategies, and you learn that, yeah, maybe participatory
10 budgeting is possible, you know, things like that.

11 And I just -- I really want to thank, you know,
12 both CARB staff and air district staff for that, because
13 it's been amazing to see over the years. And, you know,
14 Nayamin who is an Irvine leadership award winner, for
15 those of you that don't know. She -- you know, I think
16 that she represents, especially in the L-CERP process,
17 some -- a person and a skill set that we really need to
18 capture and learn how to build capacity around the state,
19 because she's amazing, but she is one person.

20 And so how do we help others around the state?
21 You know, is there an opportunity for a capacity building
22 academy that helps these people to really be able to carry
23 the torch on an L-CERP, because that is such a unique
24 process with such a unique skill set, that, you know, how
25 do we set them up for success?

1 And I know there's a couple of CSC members online
2 on Zoom, and I just really want to thank you all. This is
3 amazing. I mean, somebody said it already, you know,
4 taking the time out of their day, and, you know, not
5 professionals in this work. But I think what needs to be
6 captured is that they have stayed in the process and an
7 experiment really for the sheer love of their community,
8 right?

9 And I think that that's really something very
10 commendable that should be inspiring to all of us right
11 now, when we figure out -- when we think that systems are
12 crumbling upon us, you know, and all round us that, no, we
13 are the system, right? We are the people, and the CSC is
14 such an amazing model of that.

15 I do think that, yes, we keep refining. You
16 know, we have not arrived, right, on the funding piece big
17 time. And then also, just, you know, where do we go next?
18 What do we do next to really make this model last forever?

19 And so we do keep refining. But it is important,
20 like we did today, to celebrate and, you know, take time
21 to really mark the force that is 617 now around our state.
22 I don't think that that should be lost on anyone right
23 now. That this continues to have a pulse and not just
24 have a pulse, but now be really embedded in how air
25 districts do business and how we do business at CARB.

1 And lastly, I do think that, you know, we need
2 to -- we do need to keep figuring out to hear from
3 community in new and innovative ways.

4 And I know, too, Ms. Williams, I am definitely
5 open to meeting with you one-on-one, and hearing you out,
6 and learning more about how we can be -- do better and
7 strengthen the program and the process, because that's
8 the -- I do think that that's the type of spirit that has
9 kept the 617 program going and the success that it is
10 today.

11 So thank you.

12 CHAIR RANDOLPH: All right. Thank you. Any
13 other -- oh, Board Member Hopkins.

14 BOARD MEMBER HOPKINS: Thank you. I just wanted
15 to uplift a few of the comments that we heard today. And
16 I think that the quote the Dr. Balms was referring to was
17 from Brian from West Oakland who described that the
18 potential loss of funding as quote, "The betrayal of an
19 agreement made with our communities."

20 And I also -- I apologize. I did not write down
21 the gentleman's name who was referring to Bayview Hunters
22 Point in his acknowledgement of the people with lived
23 experience. And he said quote, "They put all they have
24 into this." And then another quote that really struck me
25 was, "Do or do not. No try." And, you know, it struck me

1 that the different between my day job as a county
2 supervisor and my job here is that here, I meet with and
3 approached by a lot of folks who are paid to reach out to
4 me, right?

5 And so when I go back home to Sonoma County, I
6 can tell you exactly where the contaminated sites are,
7 where we've got sources of, you know, methylmercury, and
8 chrome(VI), and arsenic. And I know exactly what
9 communities and what streets flood first. And people
10 always ask me after a flood, which happens pretty much
11 every winter, you know, why do people live here? It's
12 because they can't afford to live anywhere else.

13 And so, that's a very different experience than
14 coming here, and, you know, making policy that impacts an
15 entire state. And that is really why the work of AB 617
16 communities is so critical, because there will always be
17 folks who, you know, are paid to do the work to advocate
18 with Board members. And yet, there are folks who are just
19 trying to survive each and every day, and they don't even
20 have time to call into a meeting, because they're trying
21 to get food on the table, they're trying to get their kids
22 to sleep, they're trying to pay the bills.

23 And so, I just want to say thank you so much for
24 bringing those voices to this meeting today, and not only
25 that, but for the work that you do each and every day to

1 actually turn those voices into substantive policy.

2 And finally, just a shout-out to our awesome
3 Executive Officer, Phil Fine, who has been traveling for,
4 I don't know, the last 24, 48, 72 hours, but is deeply
5 committed to listening to our AB 617 communities, and
6 absolutely turning those -- what he hears into substantive
7 rulemaking processes in the Bay Area. And I know that
8 that's happening all throughout the state as a result of
9 this program. And I really hope that we don't let those
10 communities down, because the -- even worse than not
11 having trust in the first place is forming trust and then
12 breaking it, because you can't go back from that.

13 So thank you also, Dr. Balmes. I feel like your
14 passion has inspired me. It's infectious and just knowing
15 how much of your life you've dedicated to this, and how
16 much love you clearly have for the work is really
17 inspiring, and I'm glad I get to sit next to you.

18 CHAIR RANDOLPH: Okay. I will wrap up the Board
19 member comments with a shout-out to my colleagues, because
20 I think this Board has been so clear from the very
21 beginning, and as we have transitioned new members on to
22 the Board, of the importance of this program, their
23 commitment to this program, the commitment to sort of
24 continually evolving it. And that has really, I think,
25 helped achieve sort of the collective work that you all

1 have done. And, of course, shout-out to Dr. Balmes and to
2 our former Board Member Davina Hurt, who also devoted a
3 ton of time to this process and improving this process.

4 And so I just -- I just really kind of wanted to
5 thank my colleagues. And, of course, you know, everyone
6 who shared their stories today, this is -- we are at a --
7 in a time when empathy and community are out of fashion.
8 And this shows that that's not a real thing, that's a
9 media thing. Like, this is where the community, and the
10 empathy, and the work, and the growth is happening.

11 So, I appreciate all of the amazing work you're
12 doing and we will continue to do everything we can to
13 support progress.

14 Oh, and Dr. Balmes.

15 BOARD MEMBER BALMES: I just want to thank you,
16 Chair Randolph, for your support of AB 617 in particular,
17 and environmental justice in general.

18 CHAIR RANDOLPH: Thanks, Dr. Balmes.

19 Okay. So this is an informational item. So, we
20 are officially done with our item. And let's give
21 everyone a round applause.

22 (Applause).

23 CHAIR RANDOLPH: Okay. We're not done yet. It
24 is now time for open comment for those who wish to provide
25 a comment regarding an item of interest within the

1 jurisdiction of the Board that is not on today's agenda.
2 The clerk will call on those who have submitted a
3 request-to-speak card. And if you are joining us remotely
4 and wish to way, please click the "Raise Hand" button or
5 dial star nine now.

6 Will the Boar clerk please call on those who have
7 raised their hand or signed up to speak.

8 BOARD CLERK LEVRINI: Okay. We have one
9 in-person commenter. Evan Edgar.

10 EVAN EDGAR: Good evening. Evan Edgar on behalf
11 of the California Compost Coalition. We represent organic
12 refuse haulers statewide. There's about 8,000 private
13 sector fleets. Plus, I represent a lot of public fleets.
14 There's another 8,000 public sector fleets.

15 On the private side, we've been doing RNG
16 forever, 20 years, and we continue. And we want the near
17 NOx engine to count as near zero. So today was a big
18 meeting early on, so we support the resolution. But what
19 we're forgetting about is 8,000 public sector fleet.
20 They're still stuck on ZEVs. They don't have a choice.
21 And it's very expensive in the affordability index from
22 the public sector to have ZEV infrastructure. We're
23 talking stuff they can't afford on CapEx.

24 And a lot of these public sectors are wastewater.
25 We partner with the public sector every day,

1 public-private partnerships to take 1382 organic waste,
2 clean it up, and take it to the wastewater to make
3 biomethane. And the future of biomethane is critical,
4 especially for the public sector fleets who are now going
5 to have to go carbon positive with the ZEVs.

6 Today, Dr. Cliff talked about having this RNG
7 workshop. I must have been in front of this Board about
8 12 times over the last three and a half years asking for a
9 this RNG public meeting, the future of biomethane.

10 Haven't got it. Today, there's some hope that the meeting
11 may actually happen eventually. We team up with CASA with
12 wastewater. They asked for it. SWANA with regards to the
13 public fleet. The public fleet is being left behind with
14 a lot of CapEx.

15 So this partnership is very important, because
16 we're carbon negative now and going to ZEVs is carbon
17 positive. We're at about 100 CI is for the RNG out there.
18 And by transitioning to ZEVs, we'll be carbon positive.
19 And there's no reason for that. So we implore upon you to
20 hold the meeting about the future of biomethane. We don't
21 make RNG for other people. We make it for our tethered
22 fleet. We're not going to put in a pipeline to Modesto
23 for a tomato processing plant. We make it for us. And we
24 need it in our transportation sector now for short lived
25 climate pollutants in the near term that is carbon

1 negative today.

2 So thank you for the earlier resolution. We
3 support that. Let's have that workshop.

4 BOARD CLERK LEVRINI: Thank you, Evan.

5 We'll now move to our commenters in Zoom. We
6 currently have three starting with John Weber, LaDonna
7 Williams, and Barry F. Boyd.

8 Oh -- it looks like John Weber dropped his hand.
9 LaDonna Williams, we'll go ahead and move on to you.

10 Oh, excuse me. Sorry. John Weber, I've
11 activated your mic. You may unmute and begin.

12 JOHN WEBER: Hello. Can you hear me?

13 BOARD CLERK LEVRINI: Yes.

14 JOHN WEBER: Okay. A good long day, CARB Chair
15 and Board. Thank you for your service in trying to clean
16 the air in California.

17 I was driving the other day and was passed by a
18 souped-up 1960s pickup truck. It left me choking and
19 trying to breathe, as it did all the people behind it.
20 The driver of the pickup wasn't impacted by his exhaust,
21 only the people behind me were. This one vehicle was
22 polluting the equivalent of likely a thousand modern
23 vehicles.

24 I'm a car guy and appreciate old vehicles.
25 Saying that old classic vehicles, if driven on the roads

1 need to meet modern emission standards, or be converted to
2 electric. What is CARB doing to address these gross
3 polluters?

4 One of my neighbors had nine vehicles parked in
5 their driveway and on the street. None of them have been
6 smog checked. Most had Nevada license plates. They all
7 are expired, some for decades. Some had no plates. One
8 has a California plate, but no tag. These vehicles are
9 driven daily or weekly. Obviously, laws aren't being
10 enforced, and the people living and working in California
11 are driving non-smog checked vehicles. How is CARB
12 addressing this? Is there a way to report these non-smog
13 checked vehicles? If so, please share it.

14 Thank you.

15 BOARD CLERK LEVRINI: Thank you, John.

16 LaDonna Williams, I have activated your mic. You
17 may unmute and begin.

18 LaDONNA WILLIAMS: LaDonna Williams, All
19 Positives Possible.

20 Yes, Chair Randolph, I think you had stepped out.
21 I want to appeal to you to do -- or put together a Civil
22 Rights forum, or hearing, or meeting, so that you can
23 actually hear the real-time, real life concerns of AB 617
24 communities that are not on here trying to appease you
25 guys and say, you know, what is pleasing to the ear,

1 because what we're witnessing here today clearly is a
2 reach for additional funding.

3 I'll give you guys that, but it should not be
4 done at the expense of our community's health and lives,
5 claiming AB 617 is this huge success when it is not.
6 Those of -- those of us who are addressing civil rights
7 complaints for just simply trying to include environmental
8 justice in our programs have become a target of one of
9 your administrators. I don't -- I've heard some of others
10 have been doing it too, but in particularly firsthand
11 experience, where we've become targets of racial epithets
12 that's been spewed in our direction, have targeted us,
13 followed us, have sent these nuts out following our
14 families, all as a result of being connected with CARB and
15 doing this work.

16 So if you all really want to hear what's really
17 happening in our communities, please put together this
18 civil rights complaint hearing, which we have filed within
19 CARB that has been ignored for a year now.

20 Thank you, Dr. Tania Pacheco - and I hope I'm not
21 mispronouncing your name - for at least acknowledging that
22 at least one of the Board members hears a black voice
23 voicing concerns about the mistreatment and the lack of
24 adequate time given for us to share our concerns with you.

25 BOARD CLERK LEVRINI: Thank you.

1 Barry F. Boyd, I have activated your mic. You
2 may unmute and begin.

3 BARRY BOYD: Thank you. Barry F. Boyd again here
4 as a concerned citizen. And my matter not on the agenda
5 is I'm asking if CARB would order a report on the
6 Cap-and-Trade incentive credits, if they were valued at a
7 fair price point or were the incentive credits an
8 undervalued -- were they at an undervalued price point?

9 My point being, if the cost of the incentive
10 credits were at a price point, which would affect a
11 company to actually mitigate their gross pollution or
12 their pollute -- as being a polluter that qualifies for
13 the incentives, it would be cheaper for them to fix what
14 is causing their pollution, then pay the incentive credit.
15 That should be the point versus the incentive credits
16 being at a price point low enough to where it's just a
17 cost of business operation line item. Like, yeah, okay,
18 whatever.

19 Make it hurt. Make it hurt to the point where we
20 need to fix our pollution output, so we don't have to pay
21 those exorbitant costs for the incentive credits through
22 the Cap-and-Trade Program. Let's make it make sense.

23 Thank you.

24 BOARD CLERK LEVRINI: Thank you. And that
25 concludes our commenters for open comment.

1 CHAIR RANDOLPH: All right. Thank you.

2 The July 24th, 2025 CARB Board meeting is now
3 adjourned. Thank you all for being here.

4 (Thereupon the California Air Resources Board
5 meeting adjourned at 7:12 p.m.)
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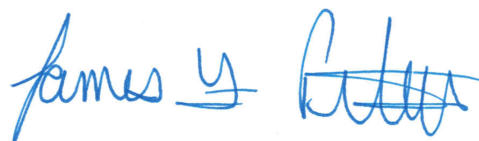
CERTIFICATE OF REPORTER

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 4th day of August, 2025.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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