

MEETING
STATE OF CALIFORNIA
AIR RESOURCES BOARD

ZOOM PLATFORM

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

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JAMES F. PETERS, CSR
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A P P E A R A N C E S

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John Eisenhut

Lynda Hopkins (Remote)

Gladys Limón

Patricia Lock Dawson

Tania Pacheco-Werner, PhD (Remote)

Cliff Rechtschaffen

Miguel Santiago

Susan Shaheen, PhD

David Silva

Paula Stigler Granados, PhD

Diane Takvorian

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Edie Chang, Deputy Executive Officer, Planning, Freight
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Shannon Dilley, Chief Counsel

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Planning, Policy and Budgeting

A P P E A R A N C E S C O N T I N U E D

STAFF:

Michelle Buffington, PhD, Division Chief, Mobile Source Control Division (MSCD)

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

Amritpal Sandhu, Air Pollution Specialist, Emerging Technologies and Incentives Section, MSCD

Steve Weiss, Senior Attorney, Legal Office

ALSO PRESENT:

Barbara Abbott, San Francisco-Marin Food Bank

Cesar Aguirre, Central California Environmental Justice Network

Brenda Bass, Indian Wells Valley Water District

Kjellen Belcher, Earthjustice

A P P E A R A N C E S C O N T I N U E D

ALSO PRESENT:

Nick Blair, Association of California Water Agencies

Jennifer Capitolo, Olivenhain Municipal Water District

Jesica Cleaver, San Diego County Water Authority

Baltazar Cornejo, Otay Water District

Pacal Cornejo-Reynoso, Eastern Municipal Water District

Allen Davidson, Rowland Water District

Sarah Deslauriers, California Association of Sanitation Agencies

Evan Edgar

Paul Johan From, Saga Robotics

William Hall, Coyote Container

Jared Issacs, Sunbelt

Briana Jahnsen, Holt of California

Ryan Kenny, Clean Energy

Daniel Kreeger - Voltari Electric, Inc., Association of Climate Change Officers

Melanie Law, California Electric Transportation Coalition

Colby Lawton, Rancho California Water District

Bill Magavern, Coalition for Clean Air

Noelle Matlock, City of Roseville

Mike Perry, San Francisco-Marin Food Bank

Natalie Photiadis, Viridi Parente, Inc.

Jessica Alvarenga Raddi, SSA Marine

A P P E A R A N C E S C O N T I N U E D

ALSO PRESENT:

Jose Saldana

Dan Stibral, Bobcat

Chalam Tubati

Charles Watson, West Valley Water District, San Luis
Delta-Mendota Water Authority

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P R O C E E D I N G S

CHAIR SANCHEZ: All right. Good afternoon. Good afternoon. The June 25th, 2026 public meeting of the California Air Resources Board will now come to order.

Board Clerk, will you please call the roll.

BOARD CLERK: Dr. Balmes?

BOARD MEMBER BALMES: Here.

BOARD CLERK: Mr. Eisenhut?

BOARD MEMBER EISENHUT: Here.

BOARD CLERK: Councilman Guerra.

Supervisor Hopkins?

BOARD MEMBER HOPKINS: Present.

BOARD CLERK: Assemblymember Jackson.

Ms. Limón.

BOARD MEMBER LIMÓN: Here.

BOARD CLERK: Mayor Lock Dawson?

Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Here.

BOARD CLERK: Mr. Rechtschaffen.

BOARD MEMBER RECHTSCHAFFEN: Here.

BOARD CLERK: Assemblymember Santiago.

Dr. Shaheen.

BOARD MEMBER SHAHEEN: Here.

BOARD CLERK LEVRINI: Mayor Silva.

BOARD MEMBER SILVA: Here.

1 BOARD CLERK LEVRINI: Senator Stern.

2 Dr. Stigler Granados.

3 BOARD MEMBER STIGLER GRANADOS: Here.

4 BOARD CLERK LEVRINI: Ms. Takvorian.

5 BOARD MEMBER TAKVORIAN: Here.

6 BOARD CLERK: Chair Sanchez.

7 CHAIR SANCHEZ: Here.

8 BOARD CLERK: Madam Chair, we have quorum.

9 CHAIR SANCHEZ: Thank you very much.

10 BOARD MEMBER LOCK DAWSON: And I'm sorry. For
11 the record, Mayor Lock Dawson is here. Thank you.

12 BOARD CLERK: Thank you.

13 CHAIR SANCHEZ: Welcome, Mayor. Great to see
14 you.

15 BOARD MEMBER LOCK DAWSON: I will say
16 Councilmember Guerra is on his way. He's -- we were just
17 at the Sister City thing, so he's coming.

18 CHAIR SANCHEZ: Terrific. Thank you. All right.
19 I will cover a few housekeeping items before we get
20 started. We are conducting today's meeting in person as
21 well as offering remote options for public participation,
22 both by phone and on Zoom. Anyone who wishes to testify
23 should fill out a request-to-speak card available in the
24 foyer outside of the Board room. Please turn it into a
25 Board assistant prior to the commencement of the item. If

1 you are participating remotely, you will raise your hand
2 in Zoom or dial star nine if calling in by phone. The
3 clerk will provide further details regarding public
4 participation in a moment.

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

11 A closed captioning feature is available for
12 those of you joining us in the Zoom environment. In order
13 to turn on subtitles, please look for a button labeled
14 "CC" at the bottom of the Zoom window. I would like to
15 take this opportunity to please remind everyone to speak
16 slowly and clearly, if you are joining us in Zoom or
17 calling in by phone.

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

1 want to remind all of our commenters to speak slowly and
2 pause intermittently to allow the interpreters the
3 opportunity to accurately interpret comments.

4 THE INTERPRETER: Good afternoon.

5 (Interpreter translated in Spanish).

6 CHAIR SANCHEZ: Thank you very much.

7 I will now ask the Board Clerk to provide further
8 details regarding public participation.

9 BOARD CLERK: Thank you, Chair Sanchez.

10 Good afternoon, everyone. I will provide
11 additional information on public participation for today's
12 meeting. We will first call in-person commenters who have
13 turned in a request-to-speak card and then call commenters
14 who are joining us remotely. If you are joining us
15 remotely and wish to make a verbal comment, you must be
16 using the Zoom webinar or calling in by phone. If you are
17 watching the webcast, but you wish to comment remotely,
18 please register for the Zoom webinar or call in.

19 Information for both can be found on the public agenda for
20 today's meeting.

21 To make a verbal comment, we will be using the
22 raise hand feature in Zoom. If you wish to speak on a
23 Board item, please virtually raise your hand as soon as
24 the item has begun to let us know that you wish to speak.
25 If you are using a computer or tablet, there is a "raise

1 hand" button. And if you are calling in on the telephone
2 dial star nine to raise your hand.

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

12 For all commenters, please state your name for
13 the record before you speak. This is especially important
14 for those calling in by phone. Each commenter will have a
15 time limit of two minutes, although this may change at the
16 Chair's discretion. During public testimony you will see
17 a timer on the screen. For anyone giving verbal comments
18 today in Spanish, please indicate so at the beginning of
19 your testimony and our interpreter will assist you.
20 During your comment, please follow any instructions the
21 interpreter provides.

22 If you have additional remarks regarding other
23 topics, please sign up to speak during the open public
24 comment period, which will take place at the conclusion of
25 the meeting. To submit written comments, please visit

1 CARB's "Submit and View Written Comments" section to -- on
2 the public agenda on our webpage for Links to submit your
3 comment. Please note, CARB will accept written
4 submissions for each item, whether submitted in person or
5 online via the docket, only until the end of public
6 testimony for each item.

7 If you experience technical difficulties, please
8 call (805)772-2715 so an IT person can assist you.

9 Thank you.

10 I'll turn the microphone back to Chair Sanchez.

11 CHAIR SANCHEZ: Thank you very much for sharing
12 those details. Before we get into today's meeting, there
13 three notes of gratitude that I would like to share and
14 address a few other items from our work that happened this
15 week.

16 First, I'm excited to announce that we are
17 beginning the process of linking our carbon market with
18 the State of Washington with our joint market with Quebec.
19 I want to share a deep appreciation to our partners in
20 both Washington and Quebec for all of the work that went
21 into today's signing. And I welcome members of the public
22 engaging with the Board on this process as it moves
23 forward.

24 Secondly, note of gratitude to our legal team.
25 Earlier this week, we filed a lawsuit against the U.S. EPA

1 to defend our long-standing authority under the Clean Air
2 Act to regulate tailpipe emissions. To be clear, the
3 federal government's attempt to subject waivers to the
4 Congressional Review Act is unlawful. I have full faith
5 we will successfully defend our right to protect the
6 health of Californians in court, and again want to thank
7 our attorneys working on this issue.

8 And thirdly, deep appreciation to the CARB staff
9 who have been working this past week to support the South
10 Coast Air Quality Management District and federal agencies
11 response to the Boyle Heights warehouse fire.

12 Now, switching gears to today's meeting. Thank
13 you to the stakeholders who are here in person and online,
14 as well as my fellow Board members. The two items before
15 us today are critical pieces of this Board's work, and in
16 particular, our ongoing work to protect air in California
17 communities that unfairly bear the impacts of it -- of
18 this pollution.

19 Now, more than ever, we must make a concerted
20 effort to both invest in and engage with these
21 communities, centering them in our plans for the future.
22 I know that this is an issue top of mind for many of us
23 here on the dais and I look forward to engaging with all
24 of you on the important next steps ahead.

25 So let's begin.

1 The first item on our agenda is Item number
2 26-4-1, public meeting to consider approval of the
3 proposed fiscal year 2025-26 and fiscal year '26-'27
4 funding plan for the Air Quality Improvement Program, or
5 AQIP. If you are here with us in the room and wish to
6 comment on this item, please fill out a request-to-speak
7 card as soon as possible and submit it to a Board
8 assistant. If you are joining us remotely and wish to
9 comment on this item, please click the "raise hand" button
10 or dial star nine now. We will first call on in-person
11 commenters followed by remote commenters when we get to
12 the public comment item -- portion of this item.

13 The proposed AQIP funding plan in front of the
14 Board remains a cornerstone of CARB's broader strategy to
15 reduce emissions, improve air quality and deliver
16 equitable access to the cleanest available transportation
17 technologies. This plan complements CARB's other programs
18 by providing critical support for market development,
19 technology commercialization, and community focused
20 solutions to clean the air.

21 While we face -- while we continue to face budget
22 constraints this year, the need for State-level action has
23 never been greater.

24 This year's plan builds on decades of leadership
25 in clean transportation and is consistent with Governor

1 Newsom's Executive Order, N-27-25. The Executive Order
2 calls for the next phase of strategic State action on
3 advancing zero-emission transportation and this funding
4 plan delivers on that call.

5 As you'll hear today, the plan continues to
6 support decarbonization goals and supports hard-to-access
7 markets such as in the off-road sector where adoption is
8 in its early stages and the potential for health benefits
9 is significant, especially for communities most impacted
10 by transportation pollution.

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

12 EXECUTIVE OFFICER CLIFF: Thank you, Chair
13 Sanchez. It is important to emphasize that incentives
14 remain a critical part of CARB's comprehensive strategy to
15 develop and deploy the cleanest technologies across
16 California's diverse transportation sectors to improve air
17 quality and reduce the impacts of climate change. This
18 year, that role is even more crucial.

19 As you noted, illegal federal actions seek to
20 undermine California's clean air authorities by reversing
21 long-standing protections and revoking waivers for three
22 of California's mobile source programs. As a result,
23 California's NOx shortfall by 2037 is projected to be 165
24 tons per day. Therefore State-led investments in
25 zero-emission technologies are a powerful tool to maintain

1 momentum for zero-emission deployments to reduce harmful
2 emissions and protect overburdened communities, while
3 working to close this gap.

4 In fiscal years 2025-26, the Legislature and
5 Governor appropriated approximately \$35 million to CARB
6 for the Air Quality Improvement Program, or AQIP, as you
7 noted. For fiscal year '26-'27, the Governor's proposed
8 budget includes another approximately \$35 million for
9 AQIP.

10 Today, the proposal before the Board covers the
11 projected AQIP appropriations from both fiscal years
12 totaling approximately \$70 million dollars. The proposed
13 funding plan advances the objectives of Governor Newsom's
14 recent Executive Order N-27-25 signed a year ago, which
15 reaffirms our commitment to leading on clean cars, trucks
16 and freight solutions with equity at the center.

17 In addition, the plan complements CARB's Drive
18 Forward initiative, which focuses on streamlining access
19 to clean transportation incentives, expanding consumer and
20 fleet awareness and ensuring that program benefits reach
21 Californians that need them the most.

22 The proposed AQIP funding plan includes an
23 overview of project accomplishments and the proposed
24 allocations for AQIP. The Clean Off-Road Equipment
25 Project, or CORE, a consistently high-demand project that

1 supports a wide range of zero-emission off-road commercial
2 applications is proposed to receive approximately \$70
3 million from AQIP. This funding will provide near-term
4 emission reductions that support the State's efforts to
5 close the projected NOx shortfall. CORE was selected
6 because it can rapidly deploy commercial-ready
7 zero-emission equipment and deliver immediate quantifiable
8 air quality benefits.

9 I will now ask that Amrit Sandhu of the Mobile
10 Source Control Division begin the staff presentation.

11 Amrit

12 (Slide presentation).

13 MSCD AIR POLLUTION SPECIALIST SANDHU: Thank you,
14 Dr. Cliff. Good afternoon. My name is Amrit Sandhu and I
15 am an Air Pollution Specialist in the Mobile Source
16 Control Division. I will be presenting the Proposed
17 Fiscal Year 2025-26 and 2026-27 Air Quality Improvement
18 Program, or AQIP, Funding Plan. This Funding Plan
19 outlines how AQIP incentives will be allocated to support
20 the State's clean transportation and air quality goals.

21 [SLIDE CHANGE] and

22 MSCD AIR POLLUTION SPECIALIST SANDHU: We want to
23 take a step back and discuss the policy drivers and
24 context that helped to inform the recommendations outlined
25 in this funding plan.

1 Transportation causes 60 percent of the state's
2 smog-forming pollution and 40 percent of our greenhouse
3 gas emissions. Last year, more than 17 million
4 Californians breathed unhealthy air, which contributes to
5 a number of cardiac and respiratory diseases.

6 That's why we need to keep pushing forward. To
7 reach our clean air and zero-emission goals, we need to
8 all -- we need to work together to drive progress forward.

9 Governor Newsom demonstrated his strong
10 commitment to zero-emission vehicles and reducing air
11 pollution by signing Executive Order N-27-25. This order
12 shows California's leadership in supporting zero-emission
13 vehicles and clean air, especially in communities hit
14 hardest by pollution. The Executive Order directs CARB to
15 continue developing strategies that cut greenhouse gases
16 and other pollutants from vehicles. It also directs the
17 State to buy vehicles from companies that support
18 California's clean air goals and to look at more ways to
19 help people adopt zero-emission vehicles.

20 To support this, CARB is building on that work
21 with an effort called Drive Forward. The Drive Forward
22 initiative aims to reduce harmful air pollution and
23 improve public health through the development of light-,
24 medium-, and heavy-duty vehicle and fleet regulations.
25 This initiative will help shape clean vehicle rules,

1 incentives, and outreach and education to get more
2 zero-emission cars, trucks, and buses on California's
3 roads.

4 [SLIDE CHANGE]

5 MSCD AIR POLLUTION SPECIALIST SANDHU: Over the
6 past two decades, CARB's incentive programs have played a
7 critical role in: providing climate, clean air, public
8 health, and economic benefits; accelerating the deployment
9 of the cleanest available technologies; increasing access
10 and affordability; and supporting and complementing
11 regulatory programs.

12 CARB's incentive programs are some of the most
13 important programs in CARB's toolbox to support the
14 deployment of cleaner technology in an equitable way, and
15 they have a long history of success for growing clean
16 technology markets.

17 With this context, we move to our overarching
18 goals.

19 [SLIDE CHANGE]

20 MSCD AIR POLLUTION SPECIALIST SANDHU: Each
21 program has different, but related goals, which are driven
22 by statutory requirements, State mandates, and executive
23 orders. In addition to meeting air quality goals,
24 supporting climate resiliency, and protecting public
25 health, incentives also support the State's continued

1 commitment to equitably deploy the cleanest technology
2 available and support community-driven clean
3 transportation approaches.

4 Incentives help promote economic growth and
5 provide opportunities for job training and
6 apprenticeships, all critical in supporting the cleanest
7 available technologies.

8 Lastly, CARB's incentives build on the success of
9 previous investments and improve as they evolve by
10 incorporating lessons learned. With the goals of CARB
11 incentives in mind, let's take a look at CARB's incentive
12 portfolio as it stands today.

13 [SLIDE CHANGE]

14 MSCD AIR POLLUTION SPECIALIST SANDHU: This slide
15 will show where each major CARB incentive program fits
16 along the commercialization spectrum from pre-commercial
17 to full market scale deployment.

18 Pre-commercial is the stage where CARB funds
19 demonstrations and pilots to prove advanced technologies
20 before they reach the market.

21 Early market is the stage where technologies are
22 commercial-ready, but not yet widely deployed and
23 incentives help reduce upfront costs and accelerate
24 adoption.

25 Market scale is the stage where clean

1 Technologies are fully commercial and widely available,
2 and incentive -- and incentives support large-scale
3 deployments for emission reductions.

4 The Air Quality Improvement Program, or AQIP,
5 which we will discuss in more detail later in this
6 presentation, focuses on pre-commercial and early market
7 deployment of heavy-duty vehicles and equipment to reduce
8 air toxics and criteria pollutants.

9 Low Carbon Transportation, or LCT, funds advanced
10 technologies that cut greenhouse gases, especially for
11 priority populations. When funding is appropriated to
12 this program, recommendations are made through the annual
13 funding process as well.

14 California Clean Fuel Rewards is a statewide
15 program in the early market funded with revenue utilities
16 generated from the State's Low Carbon Fuel Standard. The
17 Program is expected to become the largest utility rebate
18 program for electric trucks in the country, with \$250
19 million available this year and over \$1 billion in total
20 rebate funding expected through 2030.

21 Mitigation Fund Programs are typically one-time
22 funding sources meant to offset excess emissions as a
23 result of enforcement actions and settlement agreements.
24 The Community Air Protection Incentives Program, or CAP,
25 provides incentives to reduce air pollution and toxic air

1 contaminants, and to support local measures that
2 communities identify through Community Emissions Reduction
3 Programs.

4 The Funding Agricultural Replacement Measures for
5 Emission Reductions Program, or FARMER, supports emission
6 reductions with cleaner tractors and other agricultural
7 equipment.

8 The Carl Moyer Program supports cost-effective
9 emission reductions primarily from commercial technologies
10 across a wide variety of vehicle and equipment types.

11 Today, we'll focus on Clean Transportation
12 Incentives, CTI, made up of AQIP and Low Carbon
13 Transportation. Before we dive into the staff proposal
14 for AQIP funding, the next few slides will walk through a
15 broader CTI portfolio to give you a clear picture of how
16 our medium- and heavy-duty programs fit together across
17 the commercialization spectrum and how they collectively
18 advance zero-emission technologies.

19 [SLIDE CHANGE]

20 MSCD AIR POLLUTION SPECIALIST SANDHU: Since FY
21 2009-10, CTI funding has supported medium- and heavy-duty
22 projects and has received about \$4 billion in funding.

23 The Zero-Emission Truck Loan Pilot Project
24 provides financial support to help small fleets finance
25 zero-emission vehicles. The Clean Off-Road Equipment

1 Voucher Incentive Project, or CORE, provides point-of-sale
2 vouchers that help fleets purchase zero-emission off-road
3 equipment by reducing upfront costs and speeding adoption
4 of the cleanest technologies available. It focuses on
5 delivering fast, cost-effective emission reductions in a
6 sector -- in sectors like cargo handling, construction,
7 and agriculture.

8 SHIFT, the new name for our demonstration and
9 pilot project, advances pre-commercial technologies
10 through holistic projects that involve teams of project
11 partners. SHIFT covers a variety of projects like the
12 first electric bus and yard truck demonstrations,
13 zero-emission drayage truck pilots, zero-emission
14 locomotive and marine vessels, and many more exciting new
15 technologies.

16 The Clean Truck and Bus Voucher Incentive
17 Project, or HVIP, provides point-of-sale vouchers that
18 make clean trucks and buses more affordable with a
19 user-friendly application process. The project speeds
20 market adoption of zero-emission technologies, provides
21 benefits to overburdened communities, and plays an
22 increasingly critical role in meeting California's
23 long-term emission-reduction commitments as regulatory
24 waivers face challenges. HVIP also includes special
25 funding set-asides to support the needs of small trucking

1 fleets, transit agencies, and school districts. As of
2 early this week, HVIP has about \$175 million in funding
3 currently available across all categories.

4 Now, let's take a look at medium- and heavy-duty
5 CTI accomplishments.

6 [SLIDE CHANGE]

7 MSCD AIR POLLUTION SPECIALIST SANDHU: The
8 results to date, about \$4 billion have been invested,
9 58,000 vehicles and equipment have been deployed, cutting
10 1.9 million metric tons of greenhouse gases, about 22,000
11 tons of NOx, approximately 100 tons of PM2.5, and 71
12 percent of the funds have gone towards projects that
13 benefited overburdened communities.

14 Now, I'd like to walk you through a little bit of
15 history and go over funding that CTI has received and the
16 investments the Board has approved.

17 [SLIDE CHANGE]

18 MSCD AIR POLLUTION SPECIALIST SANDHU: This
19 graphic depicts the funding medium- and heavy-duty CTI
20 incentive projects have received since 2010. In the early
21 years, CARB funded many zero-emission demonstration
22 projects like the first terminal tractors, school buses,
23 and Class 8 trucks that have since matured into
24 commercialized technologies.

25 HVIP launched in 2009 as an on-road voucher

1 project that incentivized the upfront cost of cleaner
2 technology. CORE was introduced ten years later in 2019
3 primarily for zero-emission freight equipment, forklifts,
4 and yard trucks helping jump start off-road
5 electrification.

6 To date, HVIP has deployed more than 12,000
7 vehicles across over 200 commercial models and only funds
8 zero-emission vehicles since 2024, while CORE has
9 supported over 2,300 pieces of zero-emission off-road
10 equipment across over 300 models expanding into equipment
11 categories such as construction, agriculture, and
12 commercial harbor craft, among others. Together, these
13 projects demonstrate the rapid scaling of clean
14 transportation technologies across both on-road and
15 off-road sectors.

16 Now that we've seen the bigger picture, let's
17 focus on AQIP.

18 [SLIDE CHANGE]

19 MSCD AIR POLLUTION SPECIALIST SANDHU: The Air
20 Quality Improvement Program, or AQIP, was established in
21 2007 through Assembly Bill 118 and its funding was later
22 extended under Assembly Bill 8. AQIP is designed to
23 reduce emissions and advance California's clean air and
24 climate goals by providing incentives for clean
25 transportation technologies.

1 AQIP is one of the programs funded by the Air
2 Quality Improvement Fund, which is supported by smog
3 abatement fees and generally receives a continuous annual
4 appropriation of about \$35 million.

5 I also want to highlight the AQIP statutory
6 priorities that were reauthorized in 2023 through AB 126.
7 We appreciate the Legislature's continued support. These
8 priorities guide how we allocate these dollars by:
9 supporting medium- -and heavy-duty zero-emission vehicles
10 and equipment, especially in sectors with high pollution
11 burdens like goods movement, off-road, warehouses, and
12 ports; reducing criteria pollutants in non-attainment
13 areas, where communities experience some of the worst air
14 quality in the state; maximizing benefits per dollar,
15 meaning AQIP favors projects that deliver the greatest
16 emission reductions for the cost.

17 These priorities ensure AQIP investments are
18 focused, strategic, and aligned with California's broader
19 air quality, climate, and equity goals.

20 Next, we will discuss the proposed funding
21 allocation.

22 [SLIDE CHANGE]

23 MSCD AIR POLLUTION SPECIALIST SANDHU: This
24 funding plan includes appropriations from two fiscal
25 years. The first is the \$35 million appropriated in last

1 year's budget. The second is the \$35 million that was
2 included in the Legislature's recently approved State
3 budget that awaits the Governor's approval. This brings
4 our total funding amount covered in the AQIP Funding Plan
5 being discussed today to about \$70 million.

6 Next, we will go over the outreach and engagement
7 that informed our funding recommendation.

8 [SLIDE CHANGE]

9 MSCD AIR POLLUTION SPECIALIST SANDHU: To develop
10 the Proposed Funding Plan, staff continued to expand
11 outreach and engagement through efforts such as workshops
12 we held last summer and last year and the Drive Forward
13 workshops in November and then again in March this year to
14 solicit feedback, where we heard consistently that
15 stakeholders see a growing need for additional incentive
16 funding and a strong desire to continue prioritizing
17 zero-emission off-road equipment.

18 These discussions are emphasized the importance
19 of ensuring that incentive investments deliver meaningful
20 community benefits, particularly in areas with the
21 greatest air quality burdens. Beyond these workshops,
22 staff expanded outreach through monthly evening community
23 meetings, one-on-one meetings, and a Funding Plan
24 Community Survey, which helped us gather more direct input
25 from communities about their priorities.

1 The survey results and feedback from all
2 engagement channels are being incorporated into projects
3 where possible to ensure programs remain responsive to
4 fleet and community needs.

5 Next, we will move to the proposed funding
6 allocation and its key considerations.

7 [SLIDE CHANGE]

8 MSCD AIR POLLUTION SPECIALIST SANDHU: CARB staff
9 recommends allocating \$68 million to the Clean Off-Road
10 Equipment Voucher Incentive Project, or CORE, with an
11 additional \$2 million reserved for State operations. CORE
12 provides strong support for zero-emission deployments and
13 continues pushing the off-road market towards cleaner
14 technology.

15 The demand in CORE remains extremely high. In
16 fact, CORE received about \$104 million in voucher requests
17 with only \$36 million available during the last funding
18 cycle and we heard from stakeholders about the need to
19 support off-road categories.

20 CORE is also one of the most cost-effective CTI
21 heavy-duty projects, achieving the best benefit-cost
22 score, meaning it delivers the highest emission reduction
23 per dollar invested.

24 Given the need for additional emission reductions
25 as a result of illegal federal actions, directing funds to

1 a program that delivers strong emission reductions is
2 important and it also aligns with the purpose of the AQIP
3 program as described in the AQIP statutory priorities.

4 In addition, stakeholders have emphasized the
5 need for increased investment in the off-road sector,
6 noting that it continues to present growing opportunities
7 for zero-emission technologies. These opportunities
8 closely align with the State's broader air quality and
9 climate policy priorities.

10 Allocating \$68 million is expected to generate
11 meaningful progress in supporting zero-emission technology
12 deployments. And while other heavy-duty projects have
13 received funding from other sources, CORE has not received
14 funding since the FY 2024-25 cycle. Additionally,
15 spreading funds across multiple projects would dilute
16 their effectiveness, so our goal is to focus investments
17 where they can deliver the greatest impact.

18 And if more funding becomes available, the
19 Funding Plan includes contingencies that would allow CARB
20 to implement funding and achieve emission reductions
21 without delay.

22 Next, I'm going to provide a brief overview of
23 the CORE project and what the next steps in the
24 implementation process would look like.

25 [SLIDE CHANGE]

1 MSCD AIR POLLUTION SPECIALIST SANDHU: CORE is a
2 first come first serve, point-of-sale voucher incentive
3 project. It's designed to accelerate the deployment of
4 zero-emission off-road equipment by reducing upfront costs
5 for purchasers. CORE supports a wide variety of equipment
6 types across sectors like freight, construction, cargo
7 handling, and airport ground support equipment. The
8 project supports commercial-ready, zero-emission solutions
9 that help California meet its clean air and climate goals.
10 Also, over 70 percent of CORE-purchased equipment have
11 been domiciled in overburdened communities.

12 Staff is planning a CORE implementation workshop
13 meeting for July 2nd to provide an overview of the funding
14 plan, if approved by the Board, outline the updates to
15 CORE's implementation manual, announce the CORE launch
16 timeline, and provide an opportunity for public input.

17 With Board approval today, CORE will reopen and
18 the funding will be available in the fall of this year.

19 [SLIDE CHANGE]

20 (Pause in the proceedings).

21 MSCD AIR POLLUTION SPECIALIST SANDHU: We're just
22 going to take a quick break.

23 (Off record: 1:09 p.m.)

24 (Pause in the proceedings).

25 (On record: 1:10 p.m.)

1 MSCD AIR POLLUTION SPECIALIST SANDHU: In
2 closing, AQIP investments support the State's core goals
3 to protect public health, deploy zero-emission technology,
4 and support air quality, climate, and equity goals.

5 Staff recommends the Board approve the proposed
6 AQIP funding plan. And this concludes my presentation.

7 CHAIR SANCHEZ: Thank you, staff, for that very
8 helpful overview of what is in front of the Board today.
9 We will now move to hear from members of the public who
10 have signed up and requested to speak on this item. Board
11 clerk, can you please begin calling on the commenters.

12 Thank you.

13 BOARD CLERK: Thank you, Chair Sanchez.

14 Just a note for the public. Public sign-ups will
15 close in 30 minutes. And please note, CARB will accept
16 written submissions for this item, whether submitted in
17 person or online via the docket, only until the end of
18 public testimony for this item.

19 I apologize in advance if I mispronounce your
20 name and I would again like to remind all commenters to
21 please speak slowly and clearly into the microphone for
22 our interpreters and court reporter.

23 For in-person, first we have William Hall.

24 WILLIAM HALL: All right. How is that?

25 My name is William Hall of Coyote Container.

1 We're an innovative trucking company a single member
2 company engaged in a boutique mix of transport endeavors
3 hailing from Berkeley and the Port of Oakland. I'm a
4 licensed marine engineer by training and lifetime
5 experience. I moved into trucking later on.

6 Thanks to the Board for your service and
7 providing this open hearing. I would like to start with
8 two voucher policy comments - I guess this would be the
9 AQIP - and recommendations.

10 Number one, before any funding is released for
11 new vouchers or applicants, that all Nikola first adopters
12 be offered zero-emission voucher scale-ups for the
13 purchase of replacement zero-emission vehicles to cover
14 the actual monetary losses suffered up to the full extent
15 of their cash investment in the original purchase of these
16 Nikola vehicles.

17 Secondly, I would recommend that no voucher
18 funding is to be provided for non-commercial entities such
19 as NGOs.

20 Recommendation number one, an incentive with a
21 gun to your head. In the spring of 2023, CARB promulgated
22 regulations mandating that as of January 1, 2024, no
23 diesel trucks would be allowed to enter drayage service in
24 any California port. In the late fall of 2023, CARB was
25 sued by the industry and dropped the January 1, 2024

1 requirement with the caveat that if a diesel truck was
2 entered into drayage service after that date, it would --
3 it could later be removed.

4 Kind of made a quandary for us. It should be
5 noted that CARB promulgated those regulations knowing it
6 needed an EPA waiver and it never got one. Many of us
7 caught in the middle with a gun to our heads made the
8 choice to proceed to purchase the Nikola semi-trucks, the
9 only trucks that met industry requirements. I bought the
10 first one sold in California --

11 BOARD CLERK: Thank you.

12 WILLIAM HALL: -- in December of 2023.

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

15 WILLIAM HALL: Oh. We have time limited?

16 BOARD CLERK: Yes, we have two minutes.

17 WILLIAM HALL: Thank you.

18 BOARD CLERK: Thank you.

19 Next, we have Paul Johan From.

20 PAUL JOHAN FROM: Good afternoon, Members of the
21 Board. My name is Paul Johan From. I am the founder of
22 Saga robotics. I am here in support of 2641. We in Saga
23 Robotics, we build fully electric autonomous robots that
24 treat fungal diseases in agriculture, specifically in
25 vineyards, using ultraviolet night light at night. So no

1 diesel, no chemicals, no air pollution.

2 It replaces diesel tractor passes and chemical
3 sprays with clean electric treatment. I just want to say
4 that CORE has been absolutely decisive for us. We did
5 support. We have 35 robots into California vineyards, 75
6 more to come. Each one replaces roughly 200 gallons of
7 diesel every year, more than two tons of CO2, plus the NOx
8 and harmful particles that goes into all of the
9 communities, if these robots went there.

10 CORE offsets an important risk, the risk of early
11 adopters simply cannot take, especially the way the wine
12 market is today.

13 Demand far outstrips funding. Last cycle
14 requested -- exceeded available dollars three to one, but
15 agriculture is more than ready to electrify. Every dollar
16 you put into CORE turns quickly into zero-emission
17 equipment in California fields.

18 So I want to urge you to approve the CORE
19 allocation and keep building on it. Thank you very much.

20 BOARD CLERK: Thank you.

21 Next, we have Mike Perry.

22 MIKE PERRY: Good afternoon. My name is Mike
23 Perry. I'm the Senior Director of Operations with the San
24 Francisco-Marin Food Bank. We're a food distribution --
25 food distribution center serving San Francisco and Marin

1 counties with 240 pantries in our network. Investing in
2 zero-emission equipment is an investment in the health and
3 well-being of all Californians.

4 In urban environments, traditional gas and
5 diesel-powered equipment contributes to air pollution,
6 noise pollution, and toxic greenhouse gas emissions,
7 disproportionately impacting disadvantaged and
8 historically marginalized communities. With the support
9 of programs like CORE and HVIP, the SF-Marin Food Bank was
10 able to transition a large portion of our heavy-duty fleet
11 to zero emission refrigeration delivery trucks. As a
12 result, we are reducing harmful pollutants that can
13 contribute to asthma, respiratory illness, and other
14 adverse health outcomes, while creating cleaner, quieter
15 and safer public spaces.

16 Equally important, these vehicles enhance driver
17 well-being by creating healthier and less stressful
18 working conditions compared to their diesel counterparts.
19 Electric trucks significantly reduce noise, vibration, and
20 exposure to diesel exhaust, helping drivers say more
21 comfortable, focused and energized throughout their
22 shifts, as well as keeping our roads safe.

23 By improving both environmental conditions and
24 workplace safety, zero-emission vehicles deliver benefits,
25 not only to the community we serve, but also to the

1 dedicated employees who make our mission possible every
2 day.

3 BARBARA ABBOTT: Barbara Abbott also with the San
4 Francisco-Marin Food Bank.

5 Just as importantly, programs that support the
6 adoption of zero-emission equipment provide meaningful
7 financial benefits. Electric equipment always has lower
8 energy and maintenance costs compared to traditional gas
9 powered alternatives. These savings can be reinvested
10 directly into our mission and the communities that we
11 serve.

12 With the support of this program, the funds we
13 save can be redirected towards purchasing healthy,
14 culturally appropriate food for individuals and families
15 experiencing food insecurity. Rather than spending
16 limited resources on fuel, repairs, and maintenance, we
17 can invest more dollars in nutritious meals, expanded food
18 access, and services that reflect the diverse, cultural
19 needs of California residents in San Francisco and Marin.

20 In this way, zero-emission equipment delivers a
21 double benefit, cleaner air and healthier communities
22 today, while creating long-term savings that strengthen
23 food security, public health and equity. It is not simply
24 an equipment upgrade. It is a strategic investment in
25 people, communities, and a more just future for

1 Californians.

2 Thank you for your support.

3 BOARD CLERK: Thank you.

4 Next is Melanie Law.

5 MELANIE LAW: Good afternoon, Chair Sanchez and
6 Board members. My name is Melanie Law and I'm here today
7 on behalf the California Electric Transportation
8 Coalition, or CalETC. We recognize that with limited
9 funding CARB has to make a difficult decision about which
10 programs will continue to receive funding and we support
11 CARB's analysis and decision to allocate available funding
12 to the CORE program. Additionally, we continue to support
13 funding for the HVIP Program because it is California's
14 flagship medium- and heavy-duty incentive program, and
15 responsible for the zero-emission truck market we have
16 today.

17 While HVIP currently has funding, we recommend
18 continuing to keep a close eye on that funding to make
19 sure the program remains open. Finally, CalETC recommends
20 increasing HVIP's 20 voucher cap to allow fleets that are
21 ready and willing to purchase ZEV trucks to access HVIP
22 and place those orders today. We recommend considering
23 how to ensure that HVIP vouchers are used for purchasing
24 trucks that can be delivered quickly, or at least meet
25 HVIP's 540 calendar day deadline. Increasing the voucher

1 cap for trucks that can be delivered soon will help truck
2 manufacturers drive scale and bring costs down.

3 Thank you for your consideration.

4 BOARD CLERK: Thank you.

5 Next is Darryl Little.

6 DARRYL LITTLE JR.: Good afternoon, Chair and
7 Board members. My name is Darryl Little Jr. and I'm here
8 on behalf of CALSTART to express our support of the
9 proposed AQIP funding plan, including the allocation for
10 the CORE program. CALSTART strongly supports continued
11 investment in CORE because it is delivering real benefits
12 for California's economy, air quality and clean
13 transportation leadership. CORE helps accelerate the
14 deployment of zero-emission off-road equipment while
15 supporting a growing industry of manufacturers and
16 suppliers. Continued funding provides some market
17 certainty needed to scale production, drive innovation,
18 and create jobs.

19 Additionally, by replacing internal combustion
20 equipment with zero-emission alternatives, the program
21 improves air quality and reduces exposure to harmful
22 pollution in overburdened communities. The proposed
23 investment will help Californians on track to achieve its
24 air quality and climate goals, while strengthening the
25 State's leadership in clean transportation technologies.

1 We respectfully urge the Board to approve the
2 proposed AQIP funding plan. Thank you for your time.

3 BOARD CLERK: Thank you.

4 Bill Magavern.

5 BILL MAGAVERN: Hi. Bill Magavern with the
6 Coalition for Clean Air in support of the resolution.
7 CORE is an appropriate place to invest these funds for a
8 number of reasons. It's cost effective, it's
9 oversubscribed, and it addresses a real need, because a
10 lot of these off-road sectors are generating some of the
11 worst pollutants, both smog and soot, and often
12 concentrated in the low-income communities of color that
13 already bear disproportionate burdens from air pollution.

14 Also, in the off-road sector, we usually rely on
15 the federal government to set standards. And instead, the
16 federal government is actively trying to make our air
17 dirtier, so there's a real need here. Unfortunately
18 though, this is not nearly enough funding. I think I --
19 probably everybody in this room agrees on that. We saw
20 the bar graph from staff showing that, you know, this is
21 just about the least funding we've had for a long time.

22 I was involved in the legislation creating this
23 program, as well as the two authorizations. So, you know,
24 it's gratifying to see we at least have some dedicated
25 revenue coming in. But we know we need more money for

1 off-road. We need more money for on-road. We need money
2 for heavy-duty. We need money for light-duty. It is not
3 at all clear where those incentives dollars will come
4 from. So, I think it's incumbent on all of us to get our
5 heads together, work with the Executive and Legislative
6 branches to try to create more dedicated, reliable,
7 sustainable streams of revenue to continue incentivizing
8 the transition to zero-emission transportation.

9 Thank you.

10 BOARD CLERK: Thank you.

11 Moving to Zoom commenters. First we have Daniel
12 Kreeger followed by Natalie Photiadis and then who will be
13 followed by Jessica Alvarenga Raddi.

14 Daniel, I have activated your microphone. You
15 may unmute and begin your comment.

16 DANIEL KREEGER: Good afternoon. I'm Daniel
17 Kreeger, Vice President of Government Relations at Voltari
18 Electric, Inc. and founding Executive Director of the
19 Association of Climate Change Officers.

20 I'm sitting on the other coast having just
21 finished co-hosting an event with an AV, so I'm sorry I
22 couldn't be there in person.

23 CORE closes the price gap between modern
24 zero-emissions technology and the legacy combustion vehicle
25 an operator would otherwise buy by default. Combustion

1 boats are not just air quality issues. They vastly
2 pollute the water and they pose substantial safety risks.
3 That price gap matters most to those least able to carry
4 it, small law -- marine law enforcement units, single
5 vessel emergency responders, non- and quasi-governmental
6 organizations like ports, we are historically dependent
7 upon grant funding that has narrowed sharply this past
8 year or two, and thin margin commercial operators who
9 can't or won't fund this transition on their own.

10 Port operations sit next to communities carrying
11 some of the heaviest air quality burdens in California, so
12 every harbor craft dollar delivers outsized public
13 benefit. Just last year, the LA Lifeguard Division's
14 recent procurement of Voltari work boats is a perfect
15 example. Operating in the largest port complex in North
16 America, the CORE subsidy was essential. Without it, the
17 project never gets off the ground. And this will be one
18 of the most visible, fully electric emergency response
19 projects in the world with the Olympics coming in soon
20 too.

21 Demand is now catching up in this space.
22 Confidence in the technology has climbed. More suppliers
23 are pushing the market forward as evidenced by the
24 increasing size of the catalog in commercial harbor craft.
25 Predictable sustained funding is what lets operators plan,

1 it's what supplies invest in capacity, it's what allows
2 infrastructure to develop, the charging that needs to
3 happen, and the fast charging.

4 Continued allocation to this Category is where
5 CORE has already shown measurable results and it directly
6 advances California's Marine electrification goals and its
7 GHG emissions. Let's do it.

8 BOARD CLERK: Thank you.

9 Next, we have Natalie Photiadis. I have
10 activated your phone, Natalie. You can begin.

11 NATALIE PHOTIADIS: Good afternoon Chair and
12 Board members. My name is Natalie Photiadis and I'm
13 speaking on behalf of Viridi Parente, Inc., a U.S. based
14 manufacturer of battery energy storage systems.

15 Our CORE-eligible product is the RPS 150, a
16 mobile battery system designed to provide clean, quiet,
17 reliable power that reduces the reliance on diesel
18 generators. We've deployed 63 units through the CORE
19 program, demonstrating the program's real impact.
20 California represents a substantial share of our total
21 sales and is a larger market for us than our home state of
22 New York. CORE has been enormously beneficial to both our
23 company and our customers. It has helped reduce upfront
24 costs barriers and made it possible for California
25 businesses to adopt zero-emission equipment.

1 As a result, we've continued investing in
2 California. We established a facility in Richmond
3 supported in part by a California Energy Commission grant.
4 And we are expanding our service operations to better
5 support customers across the state.

6 Programs like CORE do more than fund equipment.
7 They create markets. California has been a clear national
8 leader in driving the adoption of clean technologies. As
9 a result of our participation in CORE, we are now
10 participating in similar programs like WAZIP, and we're
11 seeing other states look to California's model. We
12 strongly support continued funding for the CORE program
13 and encourage the Board to approve this allocation, as it
14 is critical to sustaining this progress. Thank you for
15 your time and consideration.

16 BOARD CLERK: Thank you.

17 Jessica Alvarenga Raddi.

18 JESSICA ALVARENGA RADDI: Hi. Good afternoon,
19 Chair Sanchez and Board Members. I'm Jessica Alvarenga
20 Raddi, Government Relations Director with SSA Marine, and
21 American marine terminal operator.

22 I'm here in strong support of continued funding
23 for CARB's CORE voucher program. Since 2018, CORE has
24 been a critical partner in our transition to zero-emission
25 cargo handling equipment. With CORE support, we've

1 catalyzed millions in investments, including 58
2 battery-electric forklifts, nine battery-electric UTRs,
3 eight charging infrastructure projects, and our first
4 battery-electric top handler all across various terminals
5 in California.

6 These are front-line assets operating daily in
7 demanding maritime environments. The impact is
8 measurable. CORE-supported projects are estimated to cut
9 more than a thousand metric tons of carbon dioxide
10 equivalent annually, and reduced localized air pollution
11 in working port communities. In West Sacramento alone,
12 CORE enabled 20 electric forklifts and charging
13 infrastructure, delivering an estimated 536 metric tons of
14 carbon dioxide equivalent reductions per year, all while
15 maintaining safe, reliable and efficient operations.

16 CORE works because it tackles the biggest barrier
17 to early adoption and that's the upfront cost. When we
18 began, many zero-emission units cost roughly twice as much
19 as diesel. CORE bridged that gap, so we could move years
20 sooner, validate performance, build workforce expertise
21 and plan for site power. That experience now informs our
22 2025 electric UTR pilot with eight Gen-2 orange EV
23 tractors and appropriations for Clean Ports Program
24 deployments expected to add over 100 more zero-emission
25 units across multiple U.S. Terminals by 2028.

1 In short, CORE is the bridge from pilots to
2 scale. It accelerates emission reductions where they
3 matter most, supports California businesses and jobs, and
4 strengthens the market for clean equipment. We urge the
5 Board to continue and expand CORE funding. Thank you for
6 your time and leadership.

7 BOARD CLERK: Thank you. Next is Kjellen
8 Belcher, followed by Briana Jahnsen, and then Jared
9 Issacs.

10 Kjellen I have activated your microphone. You
11 may begin.

12 KJELLEN BELCHER: My name is Kjellen Belcher and
13 I'm speaking on behalf of Earthjustice. We want to start
14 by thanking CARB staff and the Board for your continued
15 work to cut dangerous air pollution by accelerating the
16 deployment of nonpolluting vehicles and equipment. That
17 work is especially urgent now. As CARB staff pointed out,
18 federal actions to limit and rollback California's clean
19 air regulations will leave the State with an additional
20 175 tons per day of nitrogen oxides to eliminate in 2037.

21 Earthjustice supports CARB's proposed AQIP
22 funding allocation of 68 million to CORE. CORE has high
23 demand. It's extremely cost effective and it has a strong
24 track record of delivering direct benefits to the
25 freight-impacted communities that experience the greatest

1 harms from air pollution. Since CORE began in 2020,
2 california has seen big growth in zero-emission off-road
3 equipment technologies, but there is still substantial
4 unmet demand for incentives to deploy zero-emission
5 off-road equipment.

6 Fleets and equipment operators are ready to move
7 forward, but without incentives, these pollution
8 reductions will be delayed. We also want to add that, you
9 know, as CARB implements incentive funding, it should
10 continue to focus limited public dollars on accelerating
11 the transition to electric technologies. We must not use
12 scarce public funding to subsidize polluting technologies
13 that divert resources from proven nonpolluting solutions.

14 Therefore, we urge the Board to approve the
15 proposed AQIP funding plan and continue it's focus on
16 nonpolluting battery-electric technologies that deliver
17 real pollution reductions for California's communities.

18 Thank you.

19 BOARD CLERK: Thank you.

20 Next is Briana Jahnsen.

21 BRIANA JAHNSEN: Good afternoon, Chair Sanchez
22 and Board members. My name is Briana Jahnsen, and I am an
23 Environmental Compliance Specialist for Holt of
24 California. Holt of California is a family owned
25 authorized Caterpillar dealer service customers throughout

1 California's Central Valley. We provide construction
2 equipment, agriculture machinery as well as parts,
3 maintenance and repair services. While many of our
4 customers continue to have operational concerns about
5 battery electric technology and off-road applications,
6 Holt of California remains committed to providing these
7 machines to customers who are interested in adopting
8 zero-emission equipment.

9 The CORE program plays a critical role by helping
10 offset the higher upfront costs of these machines,
11 accelerating, real-world deployment, reducing NOx
12 emissions and creating opportunities for dealers and
13 customers to work together to better understand and
14 appreciate or address operational challenges.

15 The dealer-driven voucher process, also gives our
16 customers an efficient way to evaluate and demonstrate
17 whether battery-electric equipment is a practical solution
18 for their operations before making long-term investment
19 decisions. We appreciate the continued collaboration with
20 CARB staff and value the opportunity to help strengthen
21 and improve the CORE Program. We have enjoyed working
22 alongside the program team over the years. And thank you
23 for the opportunity to comment today.

24 We respectfully support the staff recommendation
25 and the proposed CORE funding allocation.

1 Thank you.

2 BOARD CLERK: Thank you.

3 Jared Issacs.

4 JARED ISSACS: Good afternoon. My name is Jared
5 Issacs, and I would like to speak on behalf Sunbelt
6 Rentals.

7 Today, we'd like to strongly support the staff
8 recommendation to allocate additional funding to the CORE
9 program. CORE has been a critical enabler for deploying
10 zero-emission off-road equipment at scale for us. The
11 program's voucher structure lowers the upfront cost
12 barriers and allows companies like ours to increase our
13 investments in battery-energy storage and other
14 zero-emission solutions. We've been an active participant
15 in CORE and one of the largest deployers of mobile energy
16 storage systems under the program. These deployments for
17 construction, infrastructure and event operations, where
18 energy storage helps with fuel displacement, grid support,
19 and reduces emissions.

20 The reality is that zero-emission off-road
21 equipment still costs more than diesel technology today.
22 It's strong and improving but the market is still
23 premature and that cost gap is a huge hurdle on the path
24 to adoption. CORE directly closes this gap and makes it
25 viable to put increased levels of equipment into service

1 now, rather than waiting for years for the economics to
2 catch up.

3 As a rental company, that matters. Most
4 contractors are not going to purchase new technology they
5 haven't used, but they will run it, test it on real jobs,
6 and build familiarity. This is how we're trying to drive
7 market adoption at scale and it's difficult to do without
8 programs like CORE supporting early deployments. So on
9 behalf of Sunbelt, thank you for the time today and we
10 would hope to see the Board continue to support this
11 program.

12 Thank you.

13 BOARD CLERK: Thank you.

14 Next, we have Dan Stibral followed by Brett
15 Ritchie.

16 Dan, I have activated your microphone. You may
17 begin.

18 DAN STIBRAL: Hello, all. This is Dan Stibral
19 with Bobcat Company. CORE has been instrumental in
20 supporting Bobcat's deployment of zero-emission off-road
21 equipment across California. The program's point of sale
22 incentive is especially impactful. It allows customers to
23 purchase advanced electric equipment at a price that is
24 comparable to traditional diesel machines. That removes
25 one of the biggest barriers to adoption and enables our

1 dealer network to confidently offer clean high performance
2 solutions to their customers.

3 From a manufacturer's perspective, continued
4 funding for programs like CORE is absolutely critical.
5 Early stage technologies come with higher production costs
6 and incentives help drive volume and market adoption. As
7 adoption increases, it allows manufacturers like us to
8 scale production, improve efficiencies and ultimately
9 bring down costs for customers over time. Without
10 programs like CORE, that transition would take
11 significantly longer.

12 CORE also plays a vital role in helping
13 California businesses adopt clean technologies by
14 directing -- by directly reducing upfront costs. That
15 makes the decision to electrify much more practical
16 immediate. While also contributing to quieter job sites
17 and cleaner communities.

18 As a result of participating in the program,
19 we've seen increased adoption of electric equipment,
20 stronger relationships with our customers, and greater
21 engagement and confidence from our dealer channel. At the
22 same time, we're contributing to meaningful reductions in
23 greenhouse gas emissions.

24 Just as importantly, CORE's leadership has a
25 ripple effect beyond California serving as model for other

1 states like Washington and New York as they develop
2 similar programs. Thank you for your time today.

3 BOARD CLERK: Thank you.

4 Brett Ritchie.

5 Brett Ritchie, I have activated your microphone.
6 You may unmute and begin.

7 Madam Chair, that concludes our commenters for
8 this item.

9 CHAIR SANCHEZ: Thank you very much to everyone
10 who shared their comments with us today. Staff, any
11 issues raised in the comments that you would like to
12 address.

13 EXECUTIVE OFFICER CLIFF: Yes, Chair. Thank you.

14 Two Mr. Hall's point, we appreciate your comment
15 and happy to follow up with you. We did have a few
16 comments related to HVIP, including that one. Certainly
17 HVIP is a really important program for us and we're
18 following the funding there. We have some funding for
19 heavy-duty on-road, including the launch of the Clean Fuel
20 Reward. But I would say that because this is, you know,
21 not part of that particular proposal, we'll engage as part
22 of the implementation of both the CORE program, should the
23 Board approve this resolution, as well as the HVIP
24 Program, as that continues to evolve to make sure that
25 we're addressing the concerns about implementation that

1 the stakeholders raised.

2 And in addition, I just wanted to note, really
3 appreciate the commenters from a wide variety of folks.
4 You know, we heard from manufacturers, those who are
5 recipients of funds, and the environmental community about
6 the importance of that program, and how it really impacts
7 communities that need it most, that those benefits are
8 truly concentrated there. And in particular, appreciated
9 Bill Magavern's point that this is a sector that, as we
10 support with incentives, it primarily would be regulated
11 by U.S. EPA, and we're not seeing that. We do regulate
12 some aspects of the sector that would be covered by CORE,
13 but for the most part, those are federal regulations that
14 normally would be in place. And we just don't have a
15 partner there right now.

16 CHAIR SANCHEZ: Great. Thank you for that
17 summary, much appreciated. I will now close the record on
18 this agenda item and will open it up the floor for Board
19 discussion.

20 Board members, any questions, or reflections?
21 First to our transportation guru over here, Dr. Shaheen.

22 BOARD MEMBER SHAHEEN: Thanks so much, Chair, and
23 thanks so much to the staff. I really appreciate how
24 rigorous you were in your community outreach and all of
25 the work you did on that. And I really appreciate that.

1 Shout out to Mr. Hall. I'd love to receive a
2 copy of your comments regarding your experiences with the
3 Nikola and the drayage truck situation. So I was really
4 anxious to hear more of your remarks. So I hope I might
5 be able to get a copy of that.

6 All right. So moving on to some comments about
7 just regional equity and program uptake. So based on the
8 prior CORE round, where have you seen the program uptake
9 to be the strongest and do we see higher deployment and
10 reduction in particular areas of the state based on past
11 experience?

12 EXECUTIVE OFFICER CLIFF: Maybe I can ask Peter
13 Christensen to answer that, if he would.

14 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
15 CHRISTENSEN: Thank you much Professor Shaheen. Let me
16 address a couple of aspects of the CORE program that we're
17 particularly proud of.

18 So in terms of uptake, two things stand out to
19 us, one is that this program has been effective at
20 reaching a cross-section of users out there in California,
21 particularly those small businesses that are sometimes the
22 hardest to reach and I think that's because we put a lot
23 of effort into educating the community, educating -- bring
24 it closer. Okay.

25 Sorry, it's my first time.

1 (Laughter).

2 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

3 CHRISTENSEN: So we engage the communities and we actually
4 go out into the communities, bring the equipment with us,
5 and do what call ride and drives several times a year,
6 because it's hard to understand exactly what the
7 technology options are and how they work, but there's
8 nothing like having the opportunity to test it, to touch
9 it, and to actually drive it and use it before you make a
10 purchase decision. So I think that's been one of the
11 things, as well as many other outreach activities that we
12 take, both at ARB as well as our program administrator.

13 So that's allowed us to reach very significant
14 participation with small businesses. I think we're in the
15 neighborhood of almost 40 percent or just a little over 40
16 percent participation from small businesses.

17 The other thing that I would say in terms of, you
18 know, a very positive metric of success here is that we're
19 reducing emissions in the most impacted communities. We
20 have over 70 percent of our investments are in
21 disadvantaged communities and benefiting disadvantaged
22 communities. So very strong participation. We're looking
23 forward to continuing that finally, if the Board approves
24 the funding plan today. So appreciate those questions. I
25 think it's a very important element of CORE.

1 EXECUTIVE OFFICER CLIFF: And I just wanted to
2 correct one thing. This is not in fact Peter's first
3 time. It is his last Board meeting, so ask away.

4 (Laughter).

5 BOARD MEMBER SHAHEEN: All right. I'll get back
6 in there.

7 (Laughter).

8 BOARD MEMBER SHAHEEN: So thank you so much for
9 your service, Peter. I did not know this about your
10 departure. Hopefully, we can change your mind --

11 (Laughter).

12 BOARD MEMBER SHAHEEN: -- by asking really great
13 questions.

14 Okay. I'd love to dig in a little bit more to
15 that cost effectiveness and where are we seeing maybe say
16 the biggest distributions of decrease in NOx emissions.
17 Are we seeing it in San Joaquin, South Coast, Bay Area,
18 and then what about smaller rural areas?

19 MSCD EMERGING TECHNOLOGIES AND INCENTIVES SECTION
20 MANAGER DEAN: So this is Nathan Dean here, Manager in the
21 Mobile Source Control Division.

22 So for CORE specifically, we have a breakdown of
23 sort where the funding has gone historically. So so far,
24 about 46 percent has gone to the South Coast. A big part
25 of that is because the ports, you know, Port of Long

1 Beach, Port of LA there. So there's a lot of off-road
2 emissions happening there. So there's a really strong
3 amount of CORE that is being deployed, zero emission being
4 deployed in South Coast. San Joaquin receives about --
5 historically about 20 percent of the CORE funding, and
6 then Bay Area about 14 percent, and then the remaining 20
7 is throughout the rest of the strait -- the state kind
8 sprinkled throughout all the rural areas.

9 I think when you look there, it's probably more
10 the construction type equipment, excavators, things like
11 that, but there's a very strong showing in the South Coast
12 and the nonattainment regions, you know, San Joaquin.

13 BOARD MEMBER SHAHEEN: Great. Well, we know that
14 those regions are going to be benefiting from those NOx
15 reductions, PM reductions.

16 So just one last question, Chair, if I may.
17 Regarding the first come, first serve nature of the
18 proposal, and this came up when I was chatting with the
19 staff during our discussion. So given that it is first
20 come, first serve, you know, what types of safeguards are
21 you thinking to put in place to prevent some of the funds
22 from being exhausted? And following the anticipated
23 October launch, do you foresee conducting any kind of
24 early implementation review?

25 MSCD EMERGING TECHNOLOGIES AND INCENTIVES SECTION

1 MANAGER DEAN: I'll take this one as well. Nathan Dean
2 again. So for -- I'll cover the implementation first. So
3 yes, we're planning to have a public workgroup on July
4 2nd. The CORE team is going to be working with the public
5 to roll out the next steps of this funding. We're looking
6 to launch -- relaunch the program in about fall of this
7 year. So that's just quick, the implementation. When it
8 comes to first come, first serve, I think one of the great
9 benefits of it being first come, first serve is the ease
10 of access and the streamlined nature of the program for
11 the public to access it.

12 So, you know, a small business, anyone, any fleet
13 who's looking to get zero-emission, they go to their
14 dealer. They say I'd like a zero-emission forklift. And
15 they say, great, I will give it to you for a reduced cost,
16 because of CORE. So it's very easy to access, which I
17 think is very beneficial for those small businesses.

18 But as you mentioned, you know, there's been a
19 lot of demand for CORE and we have -- you know, when we
20 launch, we want to monitor to make sure it doesn't all go
21 right immediately. So we are already have -- thinking of
22 some options of how to launch it and have safeguards. One
23 option that we're thinking of, we'll, you know, work with
24 the public, July 2nd, but once like a certain amount is
25 redeemed, maybe put a pause on the program, and sort of

1 evaluate like where it's been going, see how like, you
2 know, small businesses and various metrics to kind of
3 evaluate before all of the money is just gone instantly.
4 So we have a few options. We'll work with the public to
5 make sure that we're looking at those safeguards.

6 BOARD MEMBER SHAHEEN: That's exciting and I look
7 forward to hearing anything you all have to report three
8 months or so into the program. So that's it from me.
9 Thank you, Chair.

10 CHAIR SANCHEZ: Thank you, Dr. Shaheen and
11 appreciate staff flagging that July 2nd workshop and that
12 opportunity to dig into additional nuts and bolts around
13 implementation should the Board approve this today.

14 Mayor Silva.

15 BOARD MEMBER SILVA: Thank you. A few questions
16 also. Dr. Shaheen, thank you for talking about the equity
17 and regionally. I was curious, since you mentioned how a
18 lot of the times this is being consumed on a first come,
19 first serve basis and it's happening with people who know
20 it already exists, do you have any metrics about how often
21 its frequent fliers who are using that versus maybe a
22 first-time caller? Are we finding that it's mostly just
23 uptook by people who know it exists versus new people
24 becoming aware of it existing? I'm just wondering how
25 that outreach happens or is it always going to our usual

1 suspects who are getting these kind of allocations.

2 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

3 CHRISTENSEN: That's a good question. Appreciate that. I
4 don't have specific data to share with you today, but I
5 can tell you from experience with the program and seeing
6 the voucher requests come through, and the redemptions on
7 a day-to-day basis, we do see new participants on a
8 constant basis. So we're not seeing situations we have,
9 you know -- I think you called them frequent fliers. I
10 like that -- I like that term. We don't have a whole lot
11 of frequent fliers. I think we look forward to folks
12 using CORE as a starting point to get experience with the
13 new technology, bringing into their fleet for the first
14 time and then realize the -- all of the benefits of the
15 zero-emission operation, whether it's from, you know,
16 operational benefits, like reduced vibration, reduced
17 noise, reduced exposure to diesel for their operators, or
18 what's really important for that long-term operating cost
19 from a business perspective, because we know that in the
20 long run, we don't need incentives forever. This is
21 really to help us get the -- get the momentum going in
22 this -- in this brand new market. So not a whole lot of
23 frequent fliers out there, but we're looking forward to
24 bringing more folks into the zero-emissions off-road.

25 BOARD MEMBER SILVA: Thank you. And then on an

1 outreach question, kind of sitting in my Air District hat
2 really fast. I was wondering if when developing these
3 recommendations, was there outreach with any of the local
4 air districts, and if so, what was the feedback from them?

5 MSCD EMERGING TECHNOLOGIES AND INCENTIVES SECTION

6 MANAGER DEAN: Yes, so I think -- I can cover this one.
7 Again, Nathan Dean.

8 So the air districts are some of our most
9 important partners when it comes to implementing our
10 incentive programs and we are consistently coordinating
11 across our whole incentive portfolio.

12 When it comes to the AQIP funding plan in
13 particular, during our workshops there was attendance by
14 the districts. And then any district that wanted to have
15 like one-on-one meetings to talk about more specifics, we
16 had those conversations. So we did have participation by
17 the districts. And then we would, of course, continue
18 the -- during implementation to continue working with the
19 districts as we move forward.

20 BOARD MEMBER SILVA: Okay. So just kind of
21 looking at it, I know that a lot of air districts that
22 look to CORE for co-funding bigger projects. I think
23 we've often used that for how can an air district access
24 these AQIP funding. I was just curious has there been
25 discussion on CARB staff for AQIP funding to be available

1 for air districts to leverage for co-funding projects that
2 maybe fall under Carl Moyer or the FARMER's program? Is
3 that something that is being talked about or made
4 available?

5 MSCD EMERGING TECHNOLOGIES AND INCENTIVES SECTION

6 MANAGER DEAN: I think I can start to answer. Feel free
7 to jump in. But the CORE program, as you mentioned has
8 been allowed co-funding between the local districts,
9 programs and CORE. And I don't see a change in that sort
10 of policy, so we would be open to collaborating and
11 continuing to support those bigger projects as you
12 mentioned with CORE and the districts together.

13 BOARD MEMBER SILVA: Great. And then the only
14 final one is from an implementation standpoint. I know we
15 have the July 2nd workshop. Love that. And then funding,
16 October is the month. But I'm curious when -- is October
17 when we're expecting it to be applications are available,
18 applications are due, just so that people could flag it,
19 so that we can be out doing that outreach within the
20 community so they know when you need to have your
21 information ready? Since it's come first come, first
22 serve, you kind of want to know when tickets go on sale.

23 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

24 CHRISTENSEN: Absolutely. So, yes, we anticipate that
25 we'll have funding that will actually be available in the

1 fall. What that means is that we'll be accepting voucher
2 requests. And a voucher request is basically an
3 application for funding in the program. So what we'll
4 start the conversation with our stakeholders on July 2nd,
5 is to talk through the windows and how this is going to
6 work, potential pauses in the program to evaluate what our
7 success is, because -- and what our distribution is,
8 because everybody needs to understand that. The end user
9 businesses, the end user fleets, the dealerships, and the
10 OEMs all need to be, you know, fully on board with what
11 the -- what the rollout plan is.

12 So that is the conversation that we'll start on
13 the 2nd, but that's not the end. We will be publishing
14 information, so that it's clear to everybody exactly what
15 the timeline is and what the key milestones are, as we --
16 as we go through the program.

17 BOARD MEMBER SILVA: So this kind of serves as
18 notice that funding will become available in October, so
19 start getting your Ideas sourced together. July 2nd is
20 really the launch of the season, not the -- it will be
21 moving quickly in terms of government implementation,
22 timelines here.

23 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
24 CHRISTENSEN: Absolutely, yes.

25 BOARD MEMBER SILVA: Thank you.

1 EXECUTIVE OFFICER CLIFF: Chair, can I just
2 address one thing. You asked about frequent fliers and
3 one of the -- several of the participants are also rental
4 yards. So they get vouchers, get zero-emission equipment,
5 then they're renting that out to others, so it's giving a
6 lot of experience for those. And what we've noticed in
7 particular for heavy-duty equipment is contractors tend to
8 use rental yards. They actually build into their bids a
9 rental piece of heavy equipment. In large part that's
10 been because as equipment evolves and, you know, from a
11 maintenance perspective, you don't want to have to
12 maintain equipment that's in your own fleet, and because
13 we have requirements for heavy-duty off-road construction
14 to kind of keep up with CARB rules, it's easier to just
15 rent from a yard that already has that equipment on-site.

16 So those rental yards that are able to provide
17 zero-emission equipment gets that equipment, you know,
18 used a lot and in the hands of multiple different entities
19 who then can experience the benefits of the zero-emission
20 equipment.

21 BOARD MEMBER SILVA: Thank you for that.

22 CHAIR SANCHEZ: Thank you for those questions,
23 Mayor Silva.

24 Dr. Stigler Granados, is your microphone up?

25 No. All right. Over in this direction.

1 Board Member Takvorian.

2 BOARD MEMBER TAKVORIAN: Thank you, Chair. And I
3 just want to express my gratitude to staff. You're
4 working with a severely limited budget compared to
5 previous years, and I think we're all acknowledging that.
6 And I really know that the demands for the assistance to
7 transition to zero-emission vehicles and equipment is far
8 greater than the resources that we have. So I know that
9 you've had to make some difficult considerations and
10 decisions in making these priorities. And we also know
11 that we have -- we've heard 175 tons per day of NOx as a
12 result of the illegal actions by the federal government,
13 and that's resulting in thousands of deaths and illnesses.

14 So these are unprecedentedly -- is that a word --
15 bad conditions that you're having to work with. And I
16 really appreciate your careful consideration and the
17 proposal before us. You've described that over 75
18 percent -- 70, 75 percent of the CORE vouchers have gone
19 to disadvantaged environmental justice communities. And I
20 think this is really important, because there's
21 significant sources of pollution in those communities that
22 are adjacent to ports, and warehouses, and distribution
23 centers, and many of them are AB 617 communities. And the
24 reduction and transition of these pieces of equipment are
25 often listed in the Community Emission Reduction Plans.

1 So, my questions have actually already been asked
2 I think by Dr. Shaheen and Mayor Silva in terms of the
3 first come, first serve. And so my line of thinking is
4 how do we get these resources to the communities that need
5 them the most. And obviously your outreach has work to
6 get a lot of it to those communities, but I appreciate, I
7 think, Nathan what you've described in terms of some
8 considerations of ways to even make that better. So I
9 think you've answered that question.

10 So with that, I'm very happy to support the
11 recommendation and would be happy to move it forward at
12 whatever the appropriate time might be.

13 CHAIR SANCHEZ: Thank you, Board Member
14 Takvorian, and for, in particular, highlighting a lot of
15 equipment in CERPs and that connection. Really appreciate
16 you drawing that to light for the Board. Board Member
17 Limón, is your microphone up or is that Board Member
18 Santiago?

19 BOARD MEMBER LIMÓN: Yes.

20 CHAIR SANCHEZ: It is. Great. The floor is
21 yours.

22 BOARD MEMBER LIMÓN: Thank you, Chair. I also
23 want to appreciate the staff's work to advance and fund
24 these programs that are so critical to improving air
25 quality and public healthy, especially in those

1 overburdened communities that are nearing transportation
2 corridors and other concentrations of pollution, and also
3 supporting our State's transition -- transportation --
4 clean transportation transition, and also serving as a
5 model for other states, as one commenter noted.

6 And I also appreciate the comments from members
7 of the public affirming CORE's roll in overcoming the high
8 upfront costs and helping them to adopt these
9 zero-emission technologies, including those businesses as
10 are making those strategic investments as another
11 commenter stated. I appreciate the questions about the
12 safeguards and the responses and have one -- just one
13 question about another safeguard. I'm wondering about how
14 staff has thought about any access barriers for the
15 voucher application process, particularly for small
16 businesses and entities, and how you've approached them.

17 So, for example, is there one uniform application
18 process or is there a different pathway based on the scale
19 and resource of the potential applicant?

20 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
21 CHRISTENSEN: Appreciate the question. And that has
22 really been at the heart of our thinking in this program
23 present its original design. So this -- the program
24 operates through a model that has had the end user at the
25 heart of the thinking from the very beginning. So the end

1 user participates in the program by visiting their
2 dealership. Their dealership usually is an entity that
3 they're familiar with. They probably trust. They've
4 probably been going there for years.

5 The dealership is key, because the dealership
6 takes on the responsibility of submitting an application,
7 making sure that the documentation is complete. Most of
8 that is done on behalf of the end user. So it's a very
9 simple and streamlined process for the end user and the
10 dealerships -- sorry, the microphone is a little touchy
11 here. But the -- but the dealership is the one that
12 interacts with our application system and makes sure that
13 all the paperwork is completed. So from the standpoint of
14 simplicity, it doesn't matter where in the state a fleet
15 or a businesses is interested in applying. It's the same
16 application regardless of which dealership they have
17 visit. It's the same funding amount and it's the same
18 equipment that's eligible to participate in the program.

19 BOARD MEMBER LIMÓN: Great. Thank you so much
20 and thank you for all of your service to CARB.

21 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF
22 CHRISTENSEN: Thank you.

23 CHAIR SANCHEZ: Thank you, Board member Limón
24 We're going to go online. Dr. Pacheco-Werner
25 over to you.

1 BOARD MEMBER PACHECO-WERNER: Yes. Thank you.
2 And Peter, I'm so sad, but thank you so much for all your
3 work and -- while many may not know, Peter once held my
4 young -- very young son at one point get on a couple of
5 zero-emission forklifts on a ride-and-drive in Fresno.
6 And so just very warm memories of that. So thank you for
7 all of your work on that -- on this front and absolutely
8 appreciate all of the safeguards and thinking that you
9 have, all put behind some of the safeguards around the
10 First come, first serve. I think that that's really,
11 really critical.

12 I want to have just kind of a broader
13 conversation about how staff is thinking about the
14 equipment that is offered through some of our programs,
15 especially because of the times that we find ourselves in.
16 As one of the commenters mentioned through -- and I
17 believe -- I'm sorry if I forget this incorrect, but maybe
18 it was through HVIP around the Nikola trucks, right? It's
19 really hard -- it's been really hard seeing some of these
20 companies not make it and having some of the people that
21 access our programs have things that they can no longer
22 use, right.

23 And so if you can explain to me how you're
24 thinking about that piece in terms of any particular
25 safeguards. I know that so many of the parts are so

1 proprietary, and so it's hard to choose products that can
2 have, you know, multiple things, but, you know, how are
3 you thinking about that as you're thinking about the
4 programs on the implementation front in terms of the
5 technology? And on the -- and another question around
6 technology. So much of the technology that is being
7 offered now is very, very high autonomous, high technology
8 equipment that requires, you know, quite a bit of
9 knowledge to know how to operate, so -- and some even -- I
10 see even AI enabled things like that. So how are you
11 thinking about, as you structure this -- these programs
12 thinking about that piece as well in terms of the
13 offerings that are available that -- to make sure that
14 they have the uptick in these communities that we want
15 them to have access to, but may not be familiar with this
16 technology?

17 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

18 CHRISTENSEN: Appreciate that question and I appreciate
19 your kind words as well. And before I forget, let me
20 start by mentioning, we have another opportunity that's
21 going to be coming up. We talked about our ride and drive
22 events as great opportunities for folks to learn about the
23 equipment and the vehicles. We have our next event that
24 we're planning is going to be back in Fresno on November
25 18th, so encourage all of our interested stakeholders to

1 join us in Fresno on November 18th.

2 In terms of the equipment and making sure that
3 the equipment that we're including in our program is
4 sufficient to meet the needs of end-user fleets. That's a
5 key important factor for us when we evaluate approving a
6 vehicle or a piece of equipment to be eligible in our
7 program. We have an extensive application process and it
8 includes not just having, you know, equipment that is
9 offered for sale in California, but it has to have -- it
10 has to be meet additional requirements, such as meeting
11 our minimum warranty requirements. It has to have a
12 acceptable service and support network in California to
13 maintain those vehicles in the event that an end-user
14 fleet needs maintenance and service. And we have a number
15 of other requirements that is essential before an
16 equipment -- a piece of equipment is improved -- is
17 approved in our program.

18 But it really doesn't stop with that, because we
19 really -- you know, in terms of the types of equipment
20 that's eligible, we have equipment from well-known
21 manufacturers. You heard from some of them today, that
22 we're all familiar with those names, but we also have
23 early market manufacturers that are bringing new product,
24 bringing innovation, and they're entrepreneurial spirit to
25 the marketplace. We think it's important to have space

1 for them as well.

2 But across the Board, whether it's a new business
3 or a new manufacturer that's bringing equipment to
4 California or a well known manufacturer, we have an
5 expectation that their equipment is going to meet the
6 needs of end-user fleets. So we keep an eye on the
7 market. We hear from fleets and end-user participants
8 like Bill Hall. We heard from him today. And when we
9 identified that there's equipment that's not meeting
10 needs, we will work with the manufacturer first to
11 determine what's happening. And if it's appropriate, we
12 will take action to either put a pause on eligibility or
13 to remove eligibility entirely.

14 So it's a process. It's something that we take
15 very seriously. It's part of becoming eligible for the
16 program in the first place, but then there is an ongoing
17 expectation that that equipment is going to meet the needs
18 of end-user fleets.

19 BOARD MEMBER PACHECO-WERNER: Thank you. And I
20 think as a follow-up to that, in terms of meeting the
21 needs, if there is a technology kind of gap, is that
22 something that the staff has tools or connects with the
23 manufacturer kind of connecting the applicant to the
24 manufacturer to kind of learn how to use some of the
25 technology?

1 MSCD INNOVATIVE STRATEGIES BRANCH CHIEF

2 CHRISTENSEN: In terms of the operation of particular
3 pieces of equipment, I think two things there. One is
4 that the manufacturer can play an important role in that.
5 I think also the dealerships are particularly important.
6 Dealerships are really the focal point for the equipment
7 both from the purchase standpoint as well as service and
8 support. So I think it's really important to recognize
9 the important role that dealerships play.

10 But I want to make sure I also address what I
11 think is another theme that we're hearing, which is, you
12 know, what happens when something goes wrong? And when
13 that does happen, we will work with end-user fleets, and
14 we've done this on a -- not on a regular basis, but on an
15 as-needed basis, so that if they're experiencing
16 challenges, we will connect them with the right resources.
17 That could be a dealership, that could be an OEM, or in
18 some cases under certain circumstances, it might be a
19 third party who has particular expertise to be able to
20 help resolve issues with equipment.

21 So we look at those situations on a case-by-case
22 basis, but the overall theme is always to make sure that
23 we are supporting the end-user fleets out there, so that
24 they're having the experience that they anticipate with
25 what is, in many cases, brand new technology for them.

1 BOARD MEMBER PACHECO-WERNER: Thank you so much.
2 And I have first hand seen your great work with the
3 dealers and the important role that they play, so thank
4 you for that. Thank you so much Chair. That's the end of
5 my questions

6 CHAIR SANCHEZ: Thank you, Dr. Pacheco-Werner.
7 Appreciate your regional perspective on this issue. Any
8 additional Board members wanting to comment on this item?

9 I see none.

10 All right. With that, the Board has before them
11 Resolution number 26-8. Do I have a motion and a second,
12 please?

13 BOARD MEMBER TAKVORIAN: So moved.

14 BOARD MEMBER BALMES: Second.

15 CHAIR SANCHEZ: I have a motion from Board Member
16 Takvorian and a second from Dr. Balmes.

17 Board Clerk, will you please call the roll.

18 BOARD CLERK: Dr. Balmes?

19 BOARD MEMBER BALMES: Yes.

20 BOARD CLERK: Mr. Eisenhut?

21 BOARD MEMBER EISENHUT: Yes

22 BOARD CLERK: Supervisor Hopkins?

23 BOARD MEMBER HOPKINS: Yes.

24 BOARD CLERK: Ms. Limón?

25 BOARD MEMBER LIMÓN: Yes.

1 BOARD CLERK: Mayor Lock Dawson?

2 BOARD MEMBER LOCK DAWSON: Yes.

3 BOARD CLERK: Dr. Pacheco-Werner?

4 BOARD MEMBER PACHECO-WERNER: Yes.

5 BOARD CLERK: Mr. Rechtschaffen?

6 BOARD MEMBER RECHTSCHAFFEN: Yes.

7 BOARD CLERK: Assemblymember Santiago?

8 BOARD MEMBER SANTIAGO: Yes.

9 BOARD CLERK: Dr. Shaheen?

10 BOARD MEMBER SHAHEEN: Aye.

11 BOARD CLERK: Mayor Silva?

12 BOARD MEMBER SILVA: Yes.

13 BOARD CLERK: Dr. Stigler Granados?

14 BOARD MEMBER STIGLER GRANADOS: Yes.

15 BOARD CLERK: Ms. Takvorian?

16 BOARD MEMBER TAKVORIAN: Yes.

17 BOARD CLERK: Chair Sanchez?

18 CHAIR SANCHEZ: Yes.

19 BOARD CLERK: Madam Chair, the motion passes.

20 CHAIR SANCHEZ: Thank you very much. Appreciate
21 that.

22 Before we break, Peter, I'm glad you got
23 recognition, but I also want to note Lucina and Annemary,
24 this is also your last meeting. And just on behalf of the
25 entire Board, thank you for the decades of service that

1 the three of you have contributed to cleaning California's
2 air. I think a round of applause is appropriate.

3 Thank you.

4 (Applause).

5 CHAIR SANCHEZ: Deeply appreciate you guys.
6 Great last meeting for you all.

7 The Board will now break, during which time we
8 will meet in closed session as authorized by Government
9 Code section 11126(e), and as indicated in the public
10 notice for today's meeting. After closed session, the
11 Board will reconvene for our agenda item that focuses on
12 AB 617 at 4 p.m. Thank you very much.

13 (Off record: 2:09 p.m.)

14 (Thereupon the meeting recessed
15 into closed session.)

16 (Thereupon a recess was taken.)

17 (Thereupon the meeting reconvened
18 open session.)

19 (On record: 4:03 p.m.)

20 CHAIR SANCHEZ: All right. Please come to order.
21 The meeting of the California Air Resources Board is now
22 in session.

23 The Board met in closed session and no action was
24 taken by the Board.

25 The next item on our agenda is Item number

1 26-4-2, public meeting to consider the Community Air
2 Protection Assembly Bill 617 Consultation Group Charter
3 and appointment of members to the Consultation Group. If
4 you are here with us in the room and wish to comment on
5 this item, please fill out a request-to-speak card as soon
6 as possible and submit it to Board assistant. If you are
7 joining us remotely and wish to comment on this item,
8 please click the "raise hand" button or dial star nine
9 now.

10 The Community Air Protection Program partners
11 with communities to advance locally driven solutions that
12 improve air quality and reduce exposure in California's
13 communities most impacted by pollution. We know that to
14 do this work, we must consistently engage and collaborate
15 with a wide range of partners, including community and
16 environmental justice representatives, air districts,
17 tribes, academia, business and industry, and others to
18 develop and implement effective solutions.

19 The deep knowledge and expertise of this Advisory
20 Committee are crucial for implementing the Community Air
21 Protection Program and achieving the objectives outlined
22 in Blueprint 2.0, CARB's statewide strategy to lower
23 emissions in California's most impacted communities.

24 CARB remains steadfast in its commitment to AB
25 617, and, as many of you know, it's been one of my

1 personal missions to champion this program both in my
2 previous role and now as Chair. Together, we are working
3 towards cleaner air, healthier neighborhoods, and more
4 equitable outcomes for communities across California.

5 Before we begin today, I want to take a moment to
6 express gratitude to those who serve on the Consultation
7 Group, especially to the Co-Chairs of the Consultation
8 Group, who also serve on this Board, Dr. Balmes and Board
9 Member Takvorian.

10 Dr. Cliff, would you please introduce the item?

11 EXECUTIVE OFFICER CLIFF: Thank you, Chair
12 Sanchez.

13 CARB staff recommends Board approval of the
14 Consultation Group Charter and the appointment of new
15 primary and alternate members to the Consultation Group.

16 In 2018, CARB established the first Community Air
17 Protection Consultation Group to support implementation of
18 the Community Air Protection Program. The Consultation
19 Group brings together diverse perspectives and insights to
20 help guide community air protection in California, with
21 the goal of reducing air pollution in the most heavily
22 impacted communities across the state.

23 Since the Consultation Group's first meeting in
24 2018, the program has made significant progress. The
25 Board approved the first program Blueprint in September of

1 2018. Blueprint 2.0 approved in October of 2023 would not
2 have been possible without the contributions of the
3 inaugural members of the Consultation Group.

4 The expertise and engagement of the Consultation
5 Group appointed in June of 2025 has been considerable, as
6 reflected in the group's dedication to strengthening the
7 staff proposed draft charter now before the Board for
8 consideration and approval.

9 The Consultation Group unanimously voted to
10 approve the draft Charter at its March 2026 meeting. The
11 Charter lays out the group's purpose, role, goals and
12 operating structure, reflecting extensive discussion and
13 consensus among members. CARB remains committed to
14 supporting the Consultation Group and ensuring open and
15 transparent deliberations. Staff also recommends
16 appointing one primary and five alternate members to fill
17 current vacancies and maintain strong participation.

18 Since June of last year, two primary and two
19 alternate members have left the Consultation Group.
20 Maintaining full representation in the Consultation Group
21 is important and staff are preparing to open an
22 application phase to recruit for two more vacant
23 positions.

24 I will now ask Andrea Juarez of the Office of
25 Community Air Protection to begin the staff presentation.

1 Andrea.

2 (Slide presentation).

3 OCAP AIR POLLUTION SPECIALIST JUAREZ: Thank you,
4 Dr. Cliff.

5 Good afternoon, Chair and members of the Board.
6 My name is Andrea Juarez and I'm with the Office of
7 Community Air Protection. Today, I'll be presenting the
8 Community Air Protection Program Consultation Group Board
9 Item.

10 [SLIDE CHANGE]

11 OCAP AIR POLLUTION SPECIALIST JUAREZ: Here is an
12 overview of what I'll be covering today. I'll begin with
13 some background to ground the discussion, including the
14 purpose of the Community Air Protection Program
15 Consultation Group and how it fits within the AB 617
16 Program.

17 Next, I'll walk through the two recommendations
18 we are bringing to the Board today. First, the
19 Consultation Group Charter. This includes the group's
20 roles, responsibilities and how it supports transparent,
21 community-centered decision making.

22 Second, I'll present our recommendation for the
23 appointment of new members, including the selection
24 process and how these new members strengthen the group's
25 representation and expertise.

1 With that overview, I'll start with the
2 background.

3 [SLIDE CHANGE]

4 OCAP AIR POLLUTION SPECIALIST JUAREZ: To provide
5 some context, I'll start with a brief background on the
6 Community Air Protection Program Consultation Group. CARB
7 first convened the Consultation Group in January 2018. It
8 included 25 members and was established as an advisory
9 group to provide input and guidance on implementing the
10 Community Air Protection Program under AB 617.

11 Over time, the group experienced member
12 attrition, and in March of 2024 CARB staff dissolved the
13 Consultation Group, recognizing the need to expand
14 representation to include more community and air district
15 members and to add local government voices.

16 In September 2024, CARB staff then opened a five
17 month public solicitation process for interested
18 stakeholders to apply for membership to a newly
19 invigorated Consultation Group. Based on applications
20 received by the January 2025 deadline, CARB staff
21 evaluated each application and recommended 27 candidates
22 for membership. In June 2025, the Board appointed a new
23 slate of 27 members to the group, which included the
24 appointment of Dr. John Balmes as the Co-Chair. Later
25 that year, in October 2025, Board Member Diane Takvorian

1 was appointed as the Consultation Group's 28th member and
2 Co-Chair.

3 With this reconstituted group, CARB staff has
4 resumed regular Consultation Group meetings with robust
5 discussion and has reestablished a strong, diverse
6 advisory structure for the program.

7 [SLIDE CHANGE]

8 OCAP AIR POLLUTION SPECIALIST JUAREZ: The first
9 recommendation I'd like to bring to the Board for approval
10 is the Consultation Group Charter. The Charter serves as
11 the foundational document that outlines the purpose and
12 role of the Consultation Group in supporting the Community
13 Air Protection Program. It ensures that both CARB staff
14 and members have a shared understanding of the group's
15 mission and expectations.

16 Importantly, the Charter provides transparency
17 and accountability. It clearly defines how the group
18 operates, how decisions are made, and how input is
19 communicated back to the Board and the public. It also
20 clarifies the group's key functions and responsibilities,
21 including advising CARB on program implementation,
22 identifying statewide priorities, and elevating community
23 perspectives.

24 [SLIDE CHANGE]

25 OCAP AIR POLLUTION SPECIALIST JUAREZ: This slide

1 shows the development timeline for the Consultation Group
2 Charter, beginning in late 2024 and concluding in March
3 2026.

4 In November 2024, CARB staff released the first
5 draft of the Charter. This provided the initial framework
6 for the group to begin reviewing and shaping. In June
7 2025, the Consultation Group was reinvigorated with newly
8 appointed members, which allowed us to formally restart
9 the Charter development process. By September 2025, we
10 held Consultation Group Meeting number one, where the
11 draft version of the Charter was presented to members for
12 review and discussion.

13 Following that meeting, in October 2025, we
14 surveyed Consultation Group members to gather feedback on
15 the draft. We received a total of 93 comments, a strong
16 indication of engagement and a range of perspectives. In
17 December 2025, during Consultation Group meeting number
18 two, we reviewed and discussed all comments in detail.
19 Several members also volunteered to participate in ad hoc
20 sessions to support further refinement.

21 In February 2026, these ad hoc members met for
22 two extended, three-hour working sessions dedicated to
23 revising and strengthening the charter. Finally, on March
24 25th, 2026, we held Consultation Group meeting number
25 three, where members unanimously approved the draft

1 charter.

2 This timeline reflects a thoughtful,
3 collaborative development process driven by member input
4 and shared commitment.

5 [SLIDE CHANGE]

6 OCAP AIR POLLUTION SPECIALIST JUAREZ: This slide
7 outlines the makeup of the Consultation Group appointed by
8 the CARB Board.

9 The Consultation Group charter states that this
10 advisory body will be composed of no more than 28 members.
11 Currently, we have 26 members and the Office of Community
12 Air Protection will work to solicit candidates to fill the
13 two remaining vacancies.

14 The group brings together a broad range of
15 perspectives, including: two CARB Board co-chairs; six
16 air districts; nine community and environmental justice
17 organizations, including community steering committees and
18 consistently nominated communities; four industry/business
19 members; two academic representatives; two AB 617 required
20 entities, Scientific Review Panel and OEHHA; two local
21 government representatives; and one tribal organization.

22 Overall, this structure ensures balanced
23 representation from communities, regulators, industry,
24 science, and government to guide the program effectively.

25 [SLIDE CHANGE]

1 OCAP AIR POLLUTION SPECIALIST JUAREZ: This slide
2 presents the applicants recommended for appointment to the
3 Consultation Group. As a reminder, the selection process
4 was designed to ensure balanced representation across key
5 stakeholder categories, including local government, state
6 agencies, academia and community science, air districts,
7 business and industry, and community-based organizations.

8 The first recommended applicant replaces an
9 existing primary member, with the remaining five
10 applicants filling in vacant or replacing existing
11 alternate designations. This ensures continuity and broad
12 participation. Each row presents a primary or alternate
13 member representing the organization noted on the far
14 right. The goal is to maintain continuity of affiliation
15 with the Board's initial appointment of Consultation Group
16 members.

17 Each recommended applicant brings experience
18 through their stated affiliation, such as regional
19 planning organizations, environmental health agencies,
20 academic institutions, air districts, business
21 associations, and community steering committees. Their
22 categories align with the Consultation Group's charter
23 requirements for diverse sector representation.

24 If approved, these applicants will serve the
25 remainder of the four-year term, through June 2029, and

1 will support the group's work by providing additional
2 expertise and strengthening connections across statewide,
3 regional, and community networks.

4 [SLIDE CHANGE]

5 OCAP AIR POLLUTION SPECIALIST JUAREZ: To
6 conclude, staff has two recommendations for the Board.

7 First, we recommend approval of the Community Air
8 Protection Program Consultation Group Charter. This will
9 formally establish the group's structure,
10 responsibilities, and decision-making process.

11 Second, we recommend appointing the members
12 presented earlier to the Consultation Group. This will
13 allow the group to begin its work under the new charter.

14 With that, we are asking the Board to act on the
15 two recommendations in our item, approving the charter and
16 appointing the new members.

17 This concludes the staff presentation. We're
18 happy to answer any questions.

19 CHAIR SANCHEZ: Thank you, staff, for the very
20 helpful overview of what's in front of the Board.

21 Before we turn to public comment, I do want to
22 invite the Board members who serve as Co-Chairs of the
23 Consultation Group to share their thoughts and
24 reflections. John, as I hand you the mic, I might just
25 suggest it's not hyperbolic to say that this program and

1 this Consultation Group would not be as effective as it's
2 been without your years of service. So thank you very
3 much for your time and dedication and look forward to your
4 remarks.

5 BOARD MEMBER BALMES: Thank you, Chair Sanchez.

6 So if Mr. Rechtschaffen would permit me, given
7 I've been on the Board since its inception, to give a
8 little history lesson.

9 No, seriously. The first version of the
10 Consultation Group was -- it was a difficult time. We
11 were feeling our way forward, and the stakeholders in the
12 program that were at the table didn't come close to
13 agreement about most things. And it got pretty
14 contentious to the point where we weren't really making
15 much progress, until a group of EJ stakeholders on the
16 Consultation Group decided to kind of take things in their
17 own hands and came up with a People's Blueprint, because
18 our big task was Blueprint -- coming up with advice to
19 CARB for Blueprint -- Blueprint 2.0.

20 And part of the problem we had in being
21 functional, because we were pretty dysfunctional, was that
22 we didn't have a charter. So now we have a Charter and
23 I'll say a little bit more about that in a moment. But
24 what really has made a difference in terms of the
25 Consultation Group being functional is once we got

1 Blueprint 2.0 done, presented to the Board, and passed,
2 which was a major achievement that I was very proud of, we
3 took a pause, which was needed to sort of reconsider how
4 to move forward.

5 And I just want to shout-out to Deldi Reyes, the
6 head of OCAP, and her team. They've been incredible to
7 work with. You know, those of you who have been on a lot
8 of these meetings know I get choked up when I really care
9 about people. And I care about OCAP, because it's done an
10 amazing job of resetting the Consultation Group to be
11 functional, and it is. I mean, we have 28 members from
12 all sorts of different backgrounds, and we've been able to
13 come to agreement consensus about most things, the Charter
14 being the first one.

15 You'll hear next month about our annual report.
16 And so I won't go into detail about what we're planning.

17 My second shout-out, after staff, is to my
18 Co-Chair, Diane Takvorian, who took a leadership role in
19 facilitating the development of the Charter. And, you
20 know, to say that she did a good job is putting it mildly.
21 And you know she has real environmental justice
22 credibility of course, but she's also a really skilled
23 facilitator and ability to bring people of different views
24 to, you know, some kind of common sense of what we should
25 do.

1 So, you know, I pushed for her to be Co-Chair.
2 She was originally my -- supposed to be my alternate. I
3 said no way. I need a Co-Chair and it was one of the
4 smarter things I pushed for, since I've been on the Board.

5 So I just want to say that the Consultation
6 Group, you know, by consensus agreed to the Charter that
7 we present to you for approval. The membership has been
8 great. I think the new members and alternates that are
9 before you also will continue the spirit of working
10 together constructively. It's been -- just to give you an
11 aside. The consensus for the Charter, you know, included
12 a representative from WSPA, a representative from CCEEB.
13 You know, so it's not just environmental justice folks
14 that are working together. It's across -- and matter of
15 fact -- well, maybe I shouldn't go there.

16 (Laughter).

17 BOARD MEMBER BALMES: Just to say that people
18 from disparate backgrounds and who have different
19 interests do see value in AB 617 and trying to deal with
20 local hot spots of air pollution, including industry
21 players, business players. So I'm really proud of the
22 work of AB 617 implementation. It's been a rocky road,
23 but I think we're really on a good path now, primarily due
24 to staff work and staff very carefully vetting potential
25 stakeholders to get people, not just with different views,

1 but who are willing to work together to move the goal of
2 AB 617 forward.

3 CHAIR SANCHEZ: Thank you, John, for sharing --
4 for sharing your heart and your reflections in those
5 comments and for your service.

6 Board Member Takvorian, as I hand you the
7 microphone to share some comments, as well as when we
8 spoke last week, it was my very first act as Chair that
9 the Board appointed you as Co-Chair, a consent item that
10 did not require a lot of discussion, in part because you,
11 you know, have full confidence of every Board member, and
12 of all of CARB staff, and of stakeholders around this
13 state for your contributions to the Consultation Group.
14 So it's been phenomenal hearing how you've just dove --
15 really dived in, dove in over the last six months and
16 given your heart to this. So thank you. The mic is
17 yours.

18 BOARD MEMBER TAKVORIAN: Thank you, Chair.
19 Appreciate your kind words. And certainly, Dr. Balmes, I
20 appreciate your kind words. You have been an inspiration
21 to me, as an environmental justice advocate for so many
22 years, and then joining the Board, really a partner in
23 fighting for environmental justice and public health, and
24 I've learned so much from you in just so many words --
25 ways.

1 You've carried the mantle for this program since
2 the beginning, when many were not sure about its origin
3 story or about what it held for the future, but you
4 carried that mantle and you were the leader that really
5 has made it into something that I think we can all be
6 proud of. So thank you so much for that. It's been an
7 honor for the last few months to work alongside you in
8 this way. I think you're -- you continue to be an
9 inspiration for all of us.

10 I also want to thank the OCAP staff, those of you
11 who are here, as well as all of those who are not with us
12 today. You're a very special group of people. I just
13 want to make that on the official record, that your
14 commitment to environmental justice, to diversity, to
15 equity, to transparency, to maximum -- maximizing
16 opportunities for everyone to participate is really
17 unprecedented. And you really -- that was really
18 evidenced in this whole process of a charter, which some
19 might say, as my colleague here said, "So it's a charter,
20 right?" I mean, that's not exactly what you said, but --

21 (Laughter).

22 BOARD MEMBER TAKVORIAN: -- you know, it's not
23 the most exciting topic, but it really is important and
24 you -- all of the work that you did really gave that
25 message to everyone who worked on it. The Consultation

1 Group members, as Dr. Balmes has described, they are
2 diverse. They're incredibly cooperative, they're
3 creative, and they're inspired to make this program
4 something that we can all be proud of, because it's --
5 community air protection is the place where CARB, and the
6 air districts, and the community come together. And
7 it's -- while that happens in a lot of settings, it
8 happens I think with true authenticity in this space. So
9 I think we can all really take a lesson from that and
10 continue to try to make that something that happens in
11 every CARB program.

12 And as I said, the Charter is not the most
13 exciting topic, but it's foundational to the AB 617 work,
14 and it acknowledges the importance of it. And it makes it
15 official. It makes it clear that CARB is committed to
16 this program in a very different way. So I think it's a
17 really, really important step. And I want to tell you the
18 two, three hour meetings plus lots of work on CARB staff
19 and the Consultation Group -- there were these
20 spreadsheets that went on for like miles to document every
21 comment that was made. And there are really important
22 sections in it that are -- that really talk about the
23 history of environmental justice, that embody a series of
24 creative ideas that Consultation Group members have and
25 that staff -- (clears throat) -- excuse me -- included in

1 a very -- in a very deliberate way.

2 I want to talk about what's not in the Charter,
3 because that's what's going to come next. And what's not
4 in the Charter is all of the discussion that the Charter
5 cooperative atmosphere really motivated. And that's all
6 of the work that I think the Consultation Group and many
7 communities really want to do together. And those are
8 recommendations that we're going to be talking about for
9 the next year or so, as we develop the Blueprint 3.0, and
10 you'll hear more about that next time with the annual
11 report -- the progress report. But I think it's really
12 looking to the future so that we can all keep this program
13 going in all of the ways that all of us are doing that.

14 So I'm really pleased that we're here and I look
15 forward to the comments that we may have from the public.
16 Thank you, Chair.

17 CHAIR SANCHEZ: Thank you, Board Member
18 Takvorian. With that, let us move to comments from
19 members of the public who are joining us.

20 Board Clerk, if you would please call on the
21 commenters. Thank you.

22 BOARD CLERK: Thank you, Chair. We do have any
23 in-person commenters who've returned -- who've turned in a
24 request-to-speak card. We do have one commenter via Zoom
25 right now. Chalam Tubati. Chalam, I've activated your

1 microphone. You can go ahead and begin.

2 CHALAM TUBATI: Thank you. Thank you, Chair
3 Sanchez. I am glad that the charter for AB 617 -- I'm
4 sorry, excuse me. Chalam Tubati, AB 617 Bayview Hunters
5 South San Francisco. I'm glad that the charter has taken
6 shape. And I've heard good things about how this has been
7 developed. And I'm thankful especially that Member
8 Takvorian has led the effort.

9 However, it does feel very bitter sweet given --
10 on the eve of the Board's last meeting. The Board's
11 actions last month. I should say the Board's stunning
12 betrayal of AB 617 communities that we are here in June
13 discussing AB 617, so -- but here goes.

14 I will make one comment about the Charter it's
15 that I've read through it. The goals are great, but I
16 think one thing I must point out is that all of those
17 goals should apply to air districts not just CARB.
18 Everybody in this room knows that the air districts
19 control AB 617 process through and through. They have the
20 leverage. And these recommendations are all for CARB.
21 But in my experience, you know, CARB has very little say
22 in how to shape air district's thinking or approaches, so
23 I would hope that these are passed down to air districts
24 directly in a more structured way and not just for CARB,
25 especially the aspect of education.

1 Engagement is difficult without education. And
2 while the Blueprint page 13 calls for popular education
3 approaches, and a lot of other training for this staff, it
4 only stops at CARB staff. It has to be extended to the
5 air district staff. Thank you for the time, Chair.

6 BOARD CLERK: Thank you. Madam Chair, that
7 concludes our commenters for this item.

8 CHAIR SANCHEZ: Thank you. Staff, would you like
9 to speak to the one comment we heard and kind of this idea
10 air district goals and our cooperation with them.

11 EXECUTIVE OFFICER CLIFF: Yes. Thanks, Chair.
12 So we have been working really closely over the years to
13 implement this program, working really closely with the
14 air districts to implement this program. And, you know,
15 as part of the resolution last month, it was made clear
16 that we should also be, you know, as staff, conveying the
17 prioritization that is necessary for funding for these
18 programs. So we have certainly conveyed that and we
19 understand that -- you know, that money for the Community
20 Air Protection Program and working really closely with our
21 air district partners is critical to make this work
22 successful.

23 So that is part of our ongoing work that we're
24 doing. And I think when we get to the update that we're
25 doing -- our annual update on the program next month,

1 we'll be able to see that cooperation and coordination.

2 CHAIR SANCHEZ: Great. Very much looking forward
3 to that discussion at our July meeting.

4 I will now close the record on this agenda item
5 and transition us into Board discussion. Do any Board
6 members wish to comment?

7 Yes, Mayor Silva.

8 BOARD MEMBER SILVA: Just one. And thank you for
9 all the outreach going on. I do see here about how OEHHA
10 is part of the Consultation Group. I was just curious if
11 there's any engagement or what that looks like with DPR as
12 well or how they are brought into this conversation with
13 the -- if they're involved at all?

14 DEPUTY EXECUTIVE OFFICER FLETCHER: Sure I'm
15 happy to -- sorry. Just took me a minute. I'm happy to
16 answer that. We do work very closely with DPR in this
17 program. And I think one of the beautiful things about I
18 think our Office of Community Air Protection, as both I
19 think Board Member Balmes and Board Member Takvorian have
20 said is that it's really a collaborative effort. And so
21 they have been our partners in a lot of the work that
22 we've done, especially in the valley around pesticides for
23 example. So I think we've worked very close with them as
24 we've done work with our -- we have selected communities
25 and then we also have consistently nominated communities.

1 And in that space, we've also done a lot of work in, you
2 know, partnership with DPR with those consistently
3 nominated communities, particularly -- my mic cut out.
4 I'm going to move it closer -- particularly again as it
5 relates to those pesticide issues and how they impact
6 communities. So I think that's one thing that I would
7 just offer up.

8 And then I think in terms of the Consultation
9 Group, we are thoughtfully kind of thinking about what the
10 role can look like. And maybe it's not -- you know, I
11 think the statute -- and probably Malinda or Monica can
12 correct me. The statute I know specifically calls out
13 OEHHA, but I do believe we've been having conversations
14 and thinking through the role with DPR as well.

15 CHAIR SANCHEZ: Thank you for that question,
16 Mayor Silva.

17 I see Dr. Balmes grabbing at his microphone on
18 the issue of DPR and I think he wants to speak to Shafter
19 and the success of our work with DPR in the community.

20 BOARD MEMBER BALMES: Yeah. It's something that
21 we take pride in, in terms of the AB 617 implementation
22 effort. So the Community Steering Committee for Shafter,
23 which was the first ag community that was designated under
24 AB 617, they very much wanted to have pesticide
25 application warnings, spray days. And the local county ag

1 commissioner, Kern County Ag Commissioner, didn't want to
2 play ball.

3 So we actually -- it was CARB staff in
4 conjunction with the folks from Shafter got DPR to get
5 involved. And we actually have a statewide pesticide
6 application warning rule that -- I don't know if it's
7 actually in place yet. Yes. Chanell is giving me the
8 thumbs up. So that was a real win for the whole state or
9 definitely for ag communities around the state that came
10 right out of AB 617 and out of the community involvement
11 in AB 617. So, yeah, that's -- we like to raise that flag
12 high.

13 CHAIR SANCHEZ: Thank you, Dr. Balmes.

14 Other Board members who wish to comment?

15 Board Member Limón, yes.

16 BOARD MEMBER LIMÓN: Thank you, Chair. So as has
17 been recognized, the AB 617 implementation and the
18 community consultation process, you know, has not been
19 without its challenges. And the community consultation
20 process, in particular, has evolved over the years and has
21 built off of lessons learned and addressed challenges.
22 And I'm grateful for those community members who pressed
23 forward and committed their time and to work to advance AB
24 617 goals.

25 This is very difficult work. It requires really

1 intense resources and time and that commitment. And as
2 was mentioned by the commenter, there will continue to be
3 challenges, including funding, and -- but in light of all
4 of that, I also want to express my gratitude to Deldi
5 Reyes and her team for their continued commitment to
6 fulfill the promises of AB 617 and ensure that impacted
7 communities have a voice in shaping air quality solutions.
8 And it's that commitment that has helped overcome the
9 challenges over the years.

10 I also want to thank Dr. Balmes and Board Member
11 Takvorian for their leadership and their commitment to
12 move this work forward, including this charter. I think
13 this charter institutionalizes this continuity and creates
14 a stable framework. You know, it acknowledges importance
15 of incorporating community perspectives alongside
16 technical and regulatory expertise with other
17 stakeholders. It just really formalizes the opportunities
18 for community participation. And I hope it will provide
19 that stability moving forward.

20 So I want to congratulate everyone involved for
21 achieving -- getting this to this point with the charter
22 and I'm in full support.

23 CHAIR SANCHEZ: Thank you, Board Member Limón,
24 for those comments and that recognition as well.

25 Dr. Shaheen.

1 BOARD MEMBER SHAHEEN: Thank you, Chair. I just
2 want to take a moment to celebrate all this work that's
3 been done by the OCAP team and to our fabulous Co-Chairs
4 here on the dais with me, Dr. Balmes and Board Member
5 Takvorian. I know you've been working really hard on this
6 and I really appreciate the thoughtfulness. I've been
7 reviewing it and love the focus on goals of the Committee,
8 but also on accountability and transparency and the role
9 of the CARB staff. So thank you for your thoughtfulness
10 in that regard. I really look forward to your work plan
11 and hearing more about what is to come. So thank you for
12 mentioning that Board Member Takvorian.

13 And I also just wanted to emphasize the
14 importance of funding that Board Member Limón raised.
15 This is such a jewel for CARB. And I think all the Board
16 members are deeply committed to seeing this continue. So
17 that funding is absolutely paramount. And the commitment
18 to community partnership is central to 617. And the
19 Consultation Group is obviously a very valuable way to
20 ensure community voices are simply not heard as part of
21 the process, but results in true outcomes.

22 So I just have a brief question for you all.
23 And, of course, the Board members may also have thoughts
24 on that. But as the Consultation Group serves as a
25 critical bridge between our statewide policy role here at

1 CARB and lived experiences in California, how will the
2 Consultation Group ensure that participation from
3 communities, particularly those with limited resources and
4 capacity are able to participate? So I'd love to hear
5 from the OCAP team and others just on folks that might not
6 have those resources or capacity that their voices are
7 truly heard.

8 DEPUTY EXECUTIVE OFFICER FLETCHER: Sure. And I
9 think this is something that's a huge priority to our team
10 and that's something that we've been thinking about very
11 thoughtfully. And so I mentioned it a little bit when we
12 were -- I was talking -- responding to Board Member Silva.
13 Part of what I think makes I think this program really at
14 CARB is the fact that we are intentional in our
15 communication and our outreach. And so I want to just
16 make sure that everyone is really clear that the
17 consultation group is definitely not our only place,
18 right, where we are getting input, where we are working
19 with communities. We have a number of different ways that
20 we do partner with communities. We have these
21 peer-to-peer learning sessions that we do. We are in the
22 communities, talking with the Community Steering Committee
23 members. Those members are also on the Consultation
24 Group. These meetings are very public.

25 So we're doing a lot basically in between the

1 meetings to make sure that we're getting that outreach and
2 that engagement. And really in these consultation
3 groups -- and I also should mention that we actually have
4 ad hoc groups in addition to that, right, that are also
5 meeting in between too. So the process for us is to make
6 sure that as we have this space, we're having those very
7 thoughtful conversations, but that we are also making sure
8 that we are filling in the gaps and making sure that we're
9 having those conversations in between that. So that's
10 what's informing it.

11 BOARD MEMBER SHAHEEN: Wonderful. Well, thank
12 you so much for hard work. I'd love to hear from you, Dr.
13 Balmes.

14 BOARD MEMBER BALMES: Well, I wanted to pick up
15 both on your comments -- (coughing) -- excuse me -- and
16 the gentleman from the Bayview Hunters Point CSC about
17 working with air districts. (Coughing). Excuse me.

18 At the last Board meeting, the first five or so
19 speakers testifying about our Cap-and-Invest Program were
20 the leaders, not just staff, but the leaders of the big
21 air districts. And everyone of them, like five in a row,
22 said how important AB 67 -- 617 was to them and to the
23 communities that they -- that are in their districts. So
24 I took that as a real positive note about the commitment
25 of air districts to AB 617. I really didn't expect that.

1 And I was, you know, pleased and proud of them for
2 stepping up to say the funding was critical, which clearly
3 is the case.

4 CHAIR SANCHEZ: Thank you, Dr. Balmes.

5 Board Member Takvorian.

6 BOARD MEMBER TAKVORIAN: Yeah, just to add to
7 that. I think it's a really good point. And we think
8 about big money in terms of incentives and the millions of
9 dollars, and that's certainly critical, and we just
10 learned that this morning -- or this afternoon in our
11 first item. But every effective environmental justice
12 organizer and other community organizer knows that you
13 have to provide a decent place to meet. You have to meet
14 at a time, which I appreciate that we're meeting now, when
15 people can access the meeting. You have to provide
16 interpretation. You have to provide food, child care, all
17 of that's essential and it costs money.

18 And so those are things that I think community
19 organizations have known for decades. Government was slow
20 to figure that out, but CARB has figured that out, and I
21 think it's essential and critical in the guidelines that
22 Community Air Protection puts forward and districts have
23 learned that as well. So those are concrete costs besides
24 the incentives and the staff costs, and all of that. And
25 they may be small, but they're essential. So to the

1 concerns about funding, that's part of what we're all
2 concerned about. And those are not the things to
3 economize on, you know. So I appreciate your question and
4 those are -- and the stipends also that folks receive in
5 order to participate, because that helps them pay for
6 child care and food for their families, so that they can
7 come to those meetings. So really important point, Dr.
8 Shaheen and I think we just need to keep it in mind as we
9 think about how this program evolves.

10 Thank you.

11 CHAIR SANCHEZ: Really appreciate that, Board
12 Member Takvorian.

13 Supervisor Hopkins, over to you.

14 BOARD MEMBER HOPKINS: Thank you so much. I just
15 had a quick question as to whether we have any update on
16 the Community Air Protection Program funding going into
17 the future. I understand that there are some trailer
18 bills. I know that we provided some direction at the last
19 Board meeting in terms of kind of expressing our
20 perspective. And so I just was wondering if there was any
21 update from staff on that.

22 EXECUTIVE OFFICER CLIFF: No, there isn't.

23 BOARD MEMBER HOPKINS: Okay. A then I guess one
24 other question is sort of what would happen to this body
25 in the absence of Community Air Protection Program funding

1 going forward?

2 EXECUTIVE OFFICER CLIFF: I think it's important
3 to stress that there's existing funding already that
4 hasn't been fully implemented. So the program is funded
5 at least for the next year and probably beyond. It
6 depends a little bit on which district you're in, But
7 there is existing funding. And just in terms of providing
8 a little more context here. You know, historically, this
9 program has had to fight and justify for funding each
10 funding cycle. So I think we're kind of still in that
11 mode and, you know, clearly have conveyed the importance
12 from CARB's perspective of continuing to support the
13 Community Air Protection Program.

14 BOARD MEMBER HOPKINS: Great. Thank you.

15 I also just wanted to express my gratitude to Dr.
16 Balmes and Board Member Takvorian for their heartfelt work
17 on this and look forward to more good work in the future.
18 And then in response to the public comment, also just say
19 really welcome bringing the conversation to the air
20 districts and maybe that's something they could run
21 through CAPCOA or, you know, have some good -- some
22 feedback to all that APCOs throughout the state of
23 California. So thank you for that feedback.

24 EXECUTIVE OFFICER CLIFF: And if it's possible if
25 I could just add, you know, part of the Blueprint 2.0

1 included that this program is really intended to empower
2 communities to develop their own process to work with
3 local governments. And obviously the funding is a
4 critical piece of that, but there's no amount of money
5 that's going to be able to lift up every community in need
6 in California. So one of the things that I think has been
7 very enriching as part of this overall program, and this
8 is something we observe in our annual updates, is just the
9 coordination and development of community for this work
10 that has been a significant part of the work that staff
11 has done.

12 You know, they bring forward the stories, the --
13 you know, the narratives that are really important.
14 They're able to work closely on enforcement, get right
15 into the issues that communities face. And funding is a,
16 you know, very important piece of that, but it's not the
17 only piece. And in fact, I think this coordination and
18 convening that's happened between us, the air districts,
19 and directly with communities in need has been an equally
20 important part of the process.

21 BOARD MEMBER HOPKINS: Thank you.

22 CHAIR SANCHEZ: Any additional Board member
23 comments from the dais?

24 Yes. One more. Board Member Limón.

25 BOARD MEMBER LIMÓN: I just want to acknowledge

1 someone that -- and I inadvertently omitted earlier and
2 that's Ms. Chanell Fletcher. I also want to thank her for
3 her leadership and tremendous work in working with
4 communities and implementing AB 617.

5 (Applause).

6 CHAIR SANCHEZ: Thank you very much.
7 Wholeheartedly echoed to Chanell and the entire OCAP team.

8 With that, the Board has before them Resolution
9 number 26-9. Do I have motion and a second.

10 BOARD MEMBER RECHTSCHAFFEN: So moved.

11 BOARD MEMBER SHAHEEN: Second.

12 CHAIR SANCHEZ: We have Board Member
13 Rechtschaffen motioned and Board Member Shaheen seconded.

14 Board Clerk, will you please call the role?

15 BOARD CLERK: Dr. Balmes?

16 BOARD MEMBER BALMES: Yes.

17 BOARD CLERK: Mr. Eisenhut?

18 BOARD MEMBER EISENHUT: Yes.

19 BOARD CLERK: Supervisor Hopkins?

20 BOARD MEMBER HOPKINS: Yes.

21 BOARD CLERK: Ms. Limón?

22 BOARD MEMBER LIMÓN: Yes.

23 BOARD CLERK: Mayor Lock Dawson?

24 Dr. Pacheco-Werner?

25 Mr. Rechtschaffen?

1 BOARD MEMBER PACHECO-WERNER: Yes.

2 BOARD CLERK: Thank you.

3 Mr. Rechtschaffen?

4 BOARD MEMBER RECHTSCHAFFEN: Yes.

5 BOARD CLERK: Assemblymember Santiago?

6 BOARD MEMBER SANTIAGO: Yes.

7 BOARD CLERK: Dr. Shaheen?

8 BOARD MEMBER SHAHEEN: Yes.

9 BOARD CLERK LEVRINI: Mayor Silva?

10 BOARD MEMBER SILVA: Yes.

11 BOARD CLERK: Dr. Stigler Granados?

12 BOARD MEMBER STIGLER GRANADOS: Yes.

13 BOARD CLERK: Ms. Takvorian?

14 BOARD MEMBER TAKVORIAN: Yes.

15 BOARD CLERK: Chair Sanchez?

16 CHAIR SANCHEZ: Yes.

17 BOARD CLERK: Madam Chair, the motion passes

18 CHAIR SANCHEZ: Thank you. Thank you, Board
19 members. And congratulations to the Consultation Group.

20 We are very much looking forward to your work,
21 Blueprint 3.0 and at our next Board meeting, the AB 617
22 annual update. So really looking forward to that
23 discussion.

24 We are now moving into the portion of our agenda
25 that is for open comment. The Clerk will call on those

1 who have submitted a request-to-speak card. And if you
2 are joining us remotely and wish to comment, please raise
3 hand and dial start nine now.

4 Board Clerk, will you please call on those who
5 have signed up for open comment?

6 BOARD CLERK: Thank you.

7 Starting with in-person we have Sarah Deslauriers

8 SARAH DESLAURIERS: Good afternoon, Chair
9 Sanchez, Board members, and staff. My name is Sarah
10 Deslauriers with the California Association of Sanitation
11 Agencies, or CASA, representing over 90 percent of the
12 California sewered population and the public agencies that
13 collect and treat wastewater to protect public health and
14 the environment.

15 My comments today relate to the first and second
16 15-day changes to the Advanced Clean Fleets Regulation, or
17 ACF. CASA's members fully support and engage in reducing
18 local air pollutant and greenhouse gas emissions while
19 maintaining essential services. These services are
20 supported by vehicles, the public agency's own and
21 vehicles contracted through private entities, a decades
22 long practice. Since ACF's adoption, our members were
23 assured vehicles included in their compliance obligation
24 were those they owned excluding contracted vehicles for
25 which they do not have authority, or operate, or control

1 the day-to-day operations.

2 With that in mind, CASA appreciated the changes
3 approved last September and the Board's directive to
4 increase flexibility for public agencies through a limited
5 15-day changes process. However, the first and second
6 15-day changes went beyond clarifying original text. The
7 definitions for fleet and fleet owner were expanded to
8 include contracted services, expanding compliance
9 obligations and stakeholders relative to the original
10 State and local government agency fleet requirements.

11 The expanded definitions result in a significant
12 uncertainty since the changes do not clarify to what
13 extent contracts for the operations of vehicles is
14 considered. These impacts have not been evaluated nor has
15 the feasibility of compliance. The changes affect how
16 public agencies procure services, structure contracts,
17 manage franchise arrangements, and ultimately deliver
18 essential public services.

19 The changes subject public agencies to contracted
20 service providers breaking their contracts upon the
21 regulation becoming effective and no longer bidding on
22 public agency services. This leaves public agencies at
23 high risk of system failures with no immediate
24 alternatives and not being able to fulfill regulatory
25 requirements. We've provide the Board and staff our

1 detailed comments and respectfully request delaying
2 approval of the 15-day changes until the requisite
3 Administrative Procedure Act compliant evaluations and
4 stakeholder engagement are complete.

5 Thank you for your consideration.

6 BOARD CLERK: Thank you.

7 Before I move on, I do want to note for the
8 public, please note CARB will be accept written
9 submissions for this item, whether submitted in person or
10 online via the docket only until the end of public
11 testimony for open comment.

12 And with that, we'll move to Noelle Mattock.

13 NOELLE MATTOCK: Good afternoon, Chair Sanchez
14 and Board members. My name is Noelle Mattock and I'm here
15 on behalf of the City of Roseville, aligning our comments
16 with CASA and ACWA today. Roseville is a full service
17 city serving approximately 160,000 residents. We provide
18 our own electric, water, wastewater and solid waste
19 services. We have worked to help the State achieve its
20 climate goals as demonstrated by the circular economy we
21 have created.

22 We are here because the second 15-day
23 modifications cannot realistically be implemented by those
24 expected to carry them out. The changes have been
25 described as clarifications. They are not. By defining

1 fleet and fleet owner, vehicles owned and operated by our
2 private contractors and non-exclusive franchisees are now
3 treated as part of our city's fleet for compliance.

4 Consider what that actually requires of us. Roseville is
5 now reviewing hundreds of active contracts, franchise
6 agreements and purchase orders across every department to
7 determine which ones this role applies to. That includes
8 non-exclusive solid waste franchisees, biosolids hauling,
9 laboratory testing, backflow inspection services, tree
10 trimming, crane services, fuel delivery, and power plant
11 maintenance, heavy civil construction, materials testing,
12 and emergency response support services.

13 Everyone of those agreements would have to be
14 reviewed and potentially renegotiated against compliance
15 obligations the contractors themselves are no longer
16 subject to. We have no authority over their fleets, no
17 access to their TRUCRS data, and no guidance on how the
18 same truck serving five agencies is to be counted. This
19 is not feasible and the costs, those fall on our
20 ratepayers. We respectfully ask the Board to provide
21 staff direction to remove or defer these provisions.

22 Thank you.

23 BOARD CLERK: Thank you.

24 Jennifer Capitolo.

25 JENNIFER CAPITOLO: Good afternoon, Chair and

1 Board members. Jennifer Capitolo here on behalf of
2 Olivenhain Municipal Water District. This is a district
3 in south -- in north San Diego County serving about 90,000
4 customers. Olivenhain continues to be concerned about the
5 same second set of modifications to the Advanced Clean
6 Fleets rules as it relates to customer safety and being
7 able to look at how many vehicles within a community are
8 exempted from the Advanced Clean Fleets Rule.

9 You've probably heard from the GM. She's been
10 pretty active on this issue coming up here. Olivenhain is
11 very unique, though I feel like most of California now has
12 this pretty significant fire risk, but 70 percent of their
13 community is considered in a high or very high fire risk
14 area. And if the current rule passes, only 25 percent of
15 their vehicles will be allowed to be exempted from using
16 gas vehicles versus electric vehicles.

17 And if you lived in that community of 90,000
18 people that covers a 50-square foot mile, if you -- if
19 they -- they only have 30 vehicles to serve that entire
20 area. So if they only have 25 percent available, that's
21 only eight vehicles in an emergency that can be used with
22 gas to be able to help out with firefighting. I do think
23 it's difficult probably for all of us to understand in an
24 emergency all the things that have to be done by a water
25 utility, checking valves, fueling our generators, a whole

1 host of other things. But the thing that is the most
2 important is making sure that the water stays on, so that
3 we can fight fire with the water that's available.

4 So very much here today to ask you to consider
5 further exemptions for water utilities. The same as
6 police, and fire, and ambulances, water utilities should
7 be given the same considerations as it relates to
8 emergencies. Thanks so much

9 BOARD CLERK: Thank you.

10 Nick Blair.

11 NICK BLAIR: Good afternoon, Chair Sanchez, Board
12 members and CARB staff. My name is Nick Blair with the
13 Association of California Water Agencies to comment on the
14 most recent proposed 15-day changes to the Advanced Clean
15 Fleet Regulation.

16 ACWA and our member agencies remain committed to
17 California's clean air and climate goals. We want to
18 continue to support the transition to zero-emission
19 technologies in a way that is practical, reliable and
20 achievable for public fleets that provide essential
21 services. However, we are deeply concerned with the
22 latest 15-day changes that will require public fleets to
23 include all lease and contract agreements, regardless of
24 duration within ACF compliance as laid out in our recently
25 submitted comment letter, and that you're going to hear

1 about from some of our other member agencies today.

2 This new requirement isn't workable. Public
3 agencies frequently rely on short-term rentals and
4 temporary contracts to meet urgent operational needs,
5 respond to emergencies and fill gaps during equipment
6 outages. Including these arrangements in ACF compliance
7 is going to be extremely difficult for public fleets to
8 manage and also challenging for CARB to administer
9 effectively, challenges uncertainty administrative burden
10 and compliance risk without delivering meaningful emission
11 benefits.

12 And for these reasons, we respectfully urge CARB
13 to repeal the June 1 15-day changes and return to the
14 earlier amendments on April 2nd as the appropriate
15 starting point for next phase of regulatory refinement.
16 We also encourage CARB to initiate a new amendment
17 process. Over the past year, public agencies have raised
18 numerous issues with ACF issues that are going to require
19 addition time, and collaboration, and input, including ZEV
20 market uncertainty, affordability and grid challenges
21 broadly. And then more specifically, regulatory language
22 like the rental and lease issue as well as fixing the
23 various amendment pathways to be more workable.

24 ACWA and our member agencies do really value the
25 ongoing partnership with CARB and we remain committed to

1 working closely with you to ensure that ACF Regulation
2 supports California's climate goals. We look forward to
3 continuing this conversation as soon as possible with the
4 staff and with Board. We put -- thank you for your
5 consideration and look forward to the ongoing dialogue.

6 Thank you.

7 BOARD CLERK: Thank you.

8 Next is Baltazar Cornejo.

9 BALTAZAR CORNEJO: Good afternoon, Chair Sanchez
10 and Board members. I'm Baltazar Cornejo at Brownstein
11 speaking on behalf of Otay Water District in opposition to
12 the proposed 15-day -- second -- June 1st 15-day changes
13 to the ACF.

14 While we support California's clean air goals,
15 these changes fail to account for the realities of
16 emergency response. At Otay, we provide essential
17 potable, recycled and sewer services to more than
18 240,000 -- to 242,000 residents across 125 square miles in
19 southeast eastern San Diego County. Our 98 public fleet
20 vehicles, including 28 medium and heavy vehicles,
21 including our water and wastewater fleets, operate 24/7 to
22 respond to wildfires, floods, power outages and
23 infrastructure failures. The 25 percent exemption limits
24 us to seven.

25 We are highly concerned about the latest

1 interpretation that applies to all contract agreements
2 including short-term rentals. We respectfully request
3 that the Board exempt emergency support vehicles,
4 including short-term rentals. We respectfully request
5 that you also continue working with local agencies on
6 practical implementation. Our residents safety and
7 reliable water service depend on it.

8 Thank you.

9 BOARD CLERK: Thank you.

10 Charles Watson.

11 CHARLES WATSON: Good afternoon. Charles Watson
12 on behalf of West Valley Water District, as well as the
13 San Luis Delta-Mendota Water Authority.

14 In the interest of time, I'll just echo the
15 comments by ACWA and all the previous speakers to express
16 our concerns with the most recent set of 15-day
17 amendments. The proposed changes are substantive, not
18 merely clarifying. They materially alter how agencies
19 must evaluate fleet status in contract relationships. The
20 proposal would create unnecessary complexity, increase
21 compliance risk and divert staff resources away from core
22 public service responsibilities. We look forward to
23 continuing to work with staff.

24 Thank you.

25 BOARD CLERK: Thank you.

1 Brenda Bass.

2 BREND A BASS: Good afternoon, Chair and Board
3 members. I'm Brenda Bass of KP Public Affairs here today
4 speaking on behalf of Indian Wells Valley Water District
5 with regard to the Advanced Clean Fleets Regulation
6 amendment.

7 We would like to align our comments with those
8 made by ACWA, particularly that the latest 15-day proposal
9 would bring private fleets under the ACF Rule. This, as
10 you've heard, goes beyond the current ACF Regulation and
11 is a significant change that requires more than just a
12 15-day comment period.

13 In addition to those procedural concerns, the
14 District is very concerned about the financial and
15 compliance impacts that the expansion of ACF to include
16 private fleets would have on their operations and their
17 rate payers.

18 By way of background, Indian Wells Valley Water
19 District is located in the high desert east of the Sierra
20 Nevada in Kern County and serves about 12,500 water
21 connections. This rural area has very little in the way
22 of EV infrastructure and it will be challenging enough for
23 the District to meet the standard for the fleet it already
24 directly owns and it will be even more difficult to ensure
25 that other private companies will be able to meet this

1 standard. For example, the District is currently
2 undertaking important pipeline improvement projects that
3 require the use of contracted heavy equipment, like
4 excavators, dump trucks, and backhoes. Given the lack of
5 availability of EV equivalence to this type of
6 infrastructure, it will be very difficult for the District
7 to find a contractor that could provide EVs for such
8 projects and could threaten the District from being able
9 to maintain its water service infrastructure.

10 Accordingly, we request that the Board return to
11 its previous 15-day changes, dated April 2nd, as the
12 foundation from which further discussion on ACF amendments
13 may take place.

14 I see I'm out of time, so thank you for your
15 consideration and your time today.

16 BOARD CLERK: Thank you.

17 Evan edgar.

18 EVAN EDGAR: Evan Edgar live from Sacramento. On
19 behalf of SB 1383 organic waste haulers, anaerobic
20 digestion industry, and biomethane facilities, I support
21 all the comments by CASA today and by the water districts.

22 We've been decarbonizing the solid waste industry
23 since 2000. We've been getting off landfills. We've been
24 getting off diesel. We're getting off NOx with our zero
25 waste programs. We've been decarbonizing with a fleet of

1 16,000, which is carbon negative today at minus 100. If
2 we were to recarbonize with ACF, we'd be at plus 20. So
3 you're asking us to recarbonize an early adopter.

4 As part of the ACF program three years ago when
5 you adopted it, there was supposed to be a workshop about
6 the future of biomethane. And then a billion dollars
7 invested since then, and there's been no workshop. The
8 expectation of CARB staff is for us to make biomethane for
9 other people hard to decarbonize industries, cement
10 people, food processors. We don't make biomethane for
11 other people. We make biomethane for us, our fleet in a
12 circular economy without transmission losses.

13 So basically, you're penalizing us for being an
14 early adopter to decarbonize in order to recarbonize this
15 fleet that would be rather expensive. We are the circular
16 economy. We take things out of the landfill, they never
17 went there and we put it right back into the tank. The
18 Board voted last fall to exempt private fleets from ACF.
19 You guys voted on it. Staff turned around and put us back
20 in without your vote. A lot of people up there are
21 ratepayers. You guys are ratepayers and the garbage rates
22 have already doubled for 1383. To decarbonize, it costs
23 us money. The City of LA went from 35 bucks to 70 bucks a
24 household per month.

25 To go ZEVs, it's going to double again. So as

1 the elected officials up there, the rates are going to
2 double again after just doubling for 1383, and that's
3 wrong.

4 Without a vote and without any cost
5 consideration, without a biomethane workshop with a
6 pending lawsuit, this 15-day rule needs to come back to
7 you up there at the dais, not down here in the pit,
8 because you need to vote no on the 15-day rule.

9 BOARD CLERK: Thank you.

10 Ryan Kenny.

11 RYAN KENNY: Hi. Chair Sanchez, Board members,
12 staff, I'm Ryan Kenny with Clean Energy.

13 We still have time. We respectfully urge CARB
14 not to adopt the second 15-day notice language that would
15 extend the ACF State and local government fleets
16 requirements to privately contracted vehicles serving
17 public agencies. The proposal effectively transforms a
18 fleet regulation into an indirect procurement mandate,
19 raising serious concerns that constitutes an unauthorized
20 expansion of the regulation, and potentially an
21 underground regulation.

22 The ACF Regulation adopted by the Board was
23 understood to apply to fleets owned and operated by public
24 agencies, not by private contractors. Neither the
25 original regulation nor the Board' discussions indicate an

1 intent to regulate private fleets through public
2 contracts. What is being proposed is not clarification,
3 it is a significant policy expansion.

4 We're also concerned by suggestions that a future
5 guidance document may establish compliance expectations.
6 Guidance is not regulation. It can change over time. It
7 does not provide the regulatory certainty that public
8 agencies and private companies need to make investment and
9 compliance decisions.

10 The second 15-day notice introduces substantial
11 new obligations for both private contractors and public
12 agencies without any implementation analysis, feasibility
13 assessment, or evaluation of cost impacts.

14 We understand CARB is facing an OAL deadline, but
15 we do have some time. However, CARB has alternatives.
16 The Agency can acknowledge the significant concerns raised
17 by many stakeholders and move forward with the previous
18 adopted September and April amendments, while removing the
19 newly proposed provisions affecting private contracted
20 fleets.

21 Thank you for your consideration

22 BOARD CLERK: Thank you.

23 Jose Saldana.

24 JOSE SALDANA: Good afternoon. If you guys seen
25 the movie Zoolander, there's a scene where a fashion

1 designer has a meltdown and says I feel like I'm taking
2 crazy pills, because throughout the movie everyone is
3 treating this model's look as something different, when
4 they're all the same.

5 And I didn't want to be here, but I felt like I
6 was being gaslighted by some of the Board comments. I've
7 always Diane, but hearing that there's a level of
8 authenticity, and a new day between the districts and
9 communities, and CARB, really struck me as gaslighting. I
10 talked to a lot of the CSC members from Sacramento and a
11 lot them tell they're going to quit, because they're fed
12 up with the CERP process they're going through. Some of
13 the money is going to nonprofits that air district Board
14 members sit on -- not Board members, air district staff
15 sit on the boards.

16 And so in the community, there's still this real
17 big sense of frustration with the process, but I never
18 hear that here. I always hear a lot of
19 self-congratulatory rhetoric. And, yeah, a Blueprint 2.0
20 that is going to bring a new day and end racism might make
21 Mr. Balmes look good, might make Diane look good, might
22 make Chanell look good, but I feel like I need to raise
23 the voice of the people who are telling me it's the same
24 old thing and they're tired of it.

25 And these are the people that the air district

1 parades here. And furthermore, I would add that a lot of
2 these nonprofits, you see them coming out of city council
3 member fund raisers, board of supervisor fund raisers.
4 They belong to 30 different advisory panels and
5 commissions, such that it's hard to see where the
6 community ends and government begins. That's how closely
7 aligned.

8 I've called out community members for not having
9 any connection to the community, but can hold up a Latino
10 card to look like you guys are doing great. I didn't want
11 to be here, but I felt like I was being gaslighted. It
12 frustrated me and I had to speak up.

13 Thank you.

14 BOARD CLERK: Thank you.

15 Moving to Zoom now. We have Cesar Aguirre
16 followed by Colby Lawton, and Pacal Cornejo-Reynoso.

17 Cesar, I have activated your microphone. You may
18 unmute and begin your comment.

19 CESAR AGUIRRE: Hi. Thank you so much. This is
20 Cesar Aguirre with the Central California Environmental
21 Justice Network.

22 I just wanted to extend an invitation and let the
23 Board members know that I sent a message to you all over
24 email during the recess around to -- for an invitation to
25 review our IVAN Inside and our oil and gas imaging review,

1 which is a review of our on-the-ground fenceline oil and
2 gas monitoring that we've done that resulted in around 55
3 percent of the infrastructure that we inspected to be
4 found leaking. And our IVAN insider is a review of the
5 complaints that come into our reporting platform known as
6 IVAN in Kern County.

7 And so there is a few things that we highlighted
8 there and would love to said at meetings to let you all
9 know about some of the findings that we have from both our
10 IVAN platform and our fenceline monitoring efforts, so
11 that we can better address the emissions that are
12 affecting fenceline neighborhoods.

13 Thank you so much.

14 BOARD CLERK: Thank you.

15 Colby Lawton.

16 COLBY LAWTON: Good afternoon, Chair Sanchez and
17 members of the Board. Thank you for the opportunity to
18 provide comments on CARB's Advanced Clean Fleets
19 Regulation. My name is Colby Lawton and I represent
20 Rancho California Water District, a water, wastewater, and
21 recycled water service provider to approximately 150,000
22 residents in southwest Riverside County.

23 I'd like to elevate that Rancho Water submitted
24 written comments and these statements are in addition to
25 those. I'd also like to highlight that Rancho Water has

1 engaged with CARB throughout this rulemaking process. And
2 our engagement includes hosting a regional tour of several
3 district facilities and fleets last summer for several
4 CARB staff members. We have further hosted individual
5 agency and regional agency discussions with CARB's -- CARB
6 staff seeking clarification on implementation
7 opportunities and processes.

8 Rancho Water supports California's climate goals.
9 We've already added six elec -- all electric trucks to our
10 fleet with three more budgeted this year. I respectfully
11 share the District's concerns regarding the latest 15-day
12 changes to the Advanced Clean Fleet Rule, with specific
13 concern related to the language that applies this rule to
14 all leased and contracted agreements, bringing in
15 contractor-owned and contractor-operated vehicles
16 performing work on behalf of public agencies.

17 For water and wastewater districts, such as ours,
18 the revised language is not practical, will add costly
19 delays and unintended consequences by limiting access to
20 critical third-party providers. We respectfully encourage
21 CARB to return to the April 2nd 15-day language and
22 disregard the June 1st 15-day changes, as they are
23 unmanageable, could make public agencies that are working
24 to act in good faith vulnerable, and further complicates
25 the already delicate efforts to thread the needle on

1 emergency response, emergency repair and critical
2 infrastructure providers.

3 Rancho Water remains willing to continue working
4 with CARB on ACF requirements. Thank you for your time.

5 BOARD CLERK: Thank you.

6 Next is Pacal Cornejo-Reynoso.

7 PACAL CORNEJO-REYNOSO: Thank you and good
8 afternoon Chair Sanchez and Board members. My name is
9 Pacal Cornejo-Reynoso and I am with Eastern Municipal
10 Water District. EMWD is water, wastewater, and recycled
11 water provider serving nearly one million residents in
12 western Riverside and northern San Diego counties.

13 And while EMWD does support California's air
14 quality goals, we are deeply concerned by the latest
15 15-day change to the Advanced Clean Fleets Regulation.
16 Specifically, expanding fleet applicability and the
17 definition of fleet owner to include all lease and service
18 contract agreements is highly problematic.

19 EMWD maintains active contracts with hundreds of
20 vendors who provide essential 24/7 onsite support, ranging
21 from chemical delivery, to waste hauling, and everything
22 in between. We have zero operational authority or control
23 over their vehicles. Expecting a public utility to
24 monitor, plan and report compliance for vehicles that we
25 do not own or operate is both technically and

1 administratively infeasible.

2 Furthermore, this requirement will create a
3 severe market chilling effect, and private businesses may
4 terminate contracts with public agencies to avoid
5 secondary, regulatory oversight, triggering unquantified
6 project delays, skyrocketing procurement costs, and direct
7 threats to essential public health services. Placing the
8 burden of private sector compliance on public agencies
9 does not accelerate the transition to zero-emission
10 vehicles. It just creates an unworkable compliance
11 environment.

12 EMWD respectfully requests that CARB repeal this
13 amended text and instead move forward with the 15-day
14 changes that were originally proposed in April of 2026.
15 EMWD has also submitted comments -- written comments for
16 this ongoing comment period and we'd like to align our
17 comments with those presented by ACWA and CASA. Thank
18 you.

19 BOARD CLERK: Thank you.

20 Next is Allen Davidson followed by Jessica
21 Cleaver.

22 Allen, I've activated your mic.

23 ALLEN DAVIDSON: Good afternoon, Chair Sanchez
24 and Board members. My name is Allen Davidson and I'm
25 speaking on behalf of Rowland Water District. We are

1 located in southeast LA County and provide potable and
2 recycled water to a population of 55,000.

3 We have concerns regarding the Advanced Clean
4 Fleets Regulation. We're concerned about the latest June
5 1st 15-day changes. This new requirement appears
6 impractical for public agencies to implement and will
7 create significant administrative burdens. We
8 respectfully encourage CARB to repeal the June 1st 15-day
9 changes and instead return to the framework contained in
10 the initial 15-day modifications released on April 2nd.

11 We believe those earlier changes provide a more
12 reasonable starting point for future discussions and
13 amendments. We also encourage CARB to initiate a new
14 amendment process to address many remaining challenges
15 with ACF that public fleets have raised throughout the
16 past year. Public agencies continue to face operational,
17 financial, infrastructure and procurement challenges that
18 warrant further collaboration and consideration.

19 We support efforts to improve air quality and
20 reduce emissions, but it is -- but it is important that
21 the unique needs and operational realities of public
22 fleets are fully considered. We look forward to
23 continuing this dialogue and helping develop practical
24 achievable solutions that allow public agencies to
25 maintain reliable service to the communities we serve.

1 Thank you for your time and consideration.

2 BOARD CLERK: Thank you.

3 Our last Zoom commenter is Jesica Cleaver.

4 JESICA CLEAVER: Good afternoon. My name is
5 Jesica Cleaver and I'm a Senior Water Resources Specialist
6 with the San Diego County Water Authority. We're a
7 wholesale water supplier that provides safe and reliable
8 water to more than three million people across the San
9 Diego region in partnership with our retail member
10 agencies.

11 We've been engaged in the development of the
12 Advanced Clean Fleets Regulation for several years now.
13 Most recently, we submitted comments regarding the latest
14 15-day challenges -- or sorry, changes released on June
15 1st. And we are particularly concerned that the proposed
16 amendments include all leased and contract agreements,
17 regardless of duration and a public fleets compliance with
18 ACF. This change would have major impacts on public
19 agencies and could make ACF compliance on a table --
20 unattainable for even the most proactive emissions-focused
21 fleets.

22 Because of these significant impacts, we do not
23 believe that a 15-day comment period is appropriate for
24 such sweeping changes. We urge CARB to repeal the
25 amendments that were released on June 1st and return to

1 the April 2nd amendments as a starting point for the next
2 amendment process. There is still a lot of work that
3 needs to be done to ensure that ACF is attainable for
4 agencies while still providing the desired emissions
5 benefits, especially given the changing conditions
6 surrounding the zero-emission vehicle landscape right now
7 and the essential nature in emergency response roles for
8 many public fleets, like water suppliers.

9 Therefore, we encourage CARB to start a new
10 amendment process to continue working through the many
11 remaining challenges with ACF that have been brought up by
12 public fleets and their advocacy associations. We look
13 forward to continuing to work with CARB on ACF to ensure
14 that the needs of public fleets and the communities they
15 serve are considered.

16 And thank you so much for the opportunity to
17 provide these comments today.

18 BOARD CLERK: Thank you.

19 Madam Chair, that concludes our commenters.

20 CHAIR SANCHEZ: Thank you very much to everyone
21 who shared comments with the Board. I would ask staff to
22 maybe respond -- given the number of comments the Board
23 heard on Advanced Clean Fleets in particular, if you
24 wouldn't mind responding to some of the concerns that were
25 raised. Thank you.

1 EXECUTIVE OFFICER CLIFF: Thanks, Chair. Yeah.
2 And just understanding this is not an agendized item, I
3 don't want to get into too much detail here, but do want
4 to just appreciate all of the comments that we heard from
5 stakeholders. We understand that this is a regulation
6 that has, you know, sweeping impacts. Changing fleets to
7 an electrified transportation system is going to take
8 work. And we're committed to working very closely with
9 fleets to make that happen.

10 I also think it's incumbent upon us to make clear
11 that the latest 15-day changes were actually not a change
12 in policy. The regulation has always included contracted
13 fleets. We have been talking to fleets since the fall
14 about that and being very clear that contracted fleets
15 were included. There were some questions about that, so
16 we put forth these amendments that clarified with
17 specificity exactly who's covered, which fleets would be
18 part of that reporting and which would not. And, you
19 know, that clarification has led to a new series of
20 discussions, which we want to engage in. That's part of
21 our part of our -- you know part of our implementation
22 work.

23 The private fleets are not covered, however.
24 These are contracted fleets. The State and local
25 government is the regulated party. So no contract -- none

1 of the contracted fleets are covered directly. That is
2 only the State and local government fleet that is covered
3 as part of the regulation.

4 That said, we did put out guidance indicating how
5 we were going to focus on compliance assistance. As part
6 of the implementation here, we want to ensure that our
7 goal is to ensure that fleets understand requirements,
8 that they're availing themselves of any flexibilities that
9 exist in the regulation today. If those flexibilities
10 don't address their specific situation, then come talk to
11 us. On a case-by-case basis, we're going to evaluate that
12 and make sure that no one is in a situation where they
13 feel they cannot carry out their essential services,
14 because of this regulation, including, as we heard the
15 concerns over addressing emergencies. That's simply not
16 going to be the case. We are going to make sure that our
17 implementation of the rule recognizes all of those.

18 So very much appreciate all of the comments that
19 we just heard. And, you know, we will be following up
20 with the State and local governments. They should come
21 work with us. We're going to have a lot of opportunity
22 for future discussion.

23 Thank you.

24 CHAIR SANCHEZ: Great. Super. Appreciate those
25 comments and responses, and just appreciate staff's

1 willingness to continue the dialogue with our regulated
2 entities.

3 And with that, the June 25th, 2026 Board meeting
4 is now adjourned. Thank you very much.

5 (Thereupon the California Air Resources Board
6 meeting adjourned at 5:20 p.m.)
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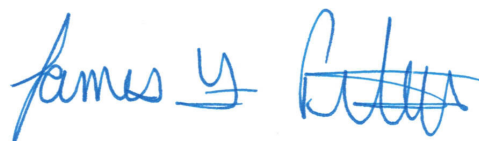
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of July, 2026.



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