

MEETING
STATE OF CALIFORNIA
AIR RESOURCES BOARD

ZOOM PLATFORM

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

THURSDAY, JULY 23, 2026
1:14 P.M.

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David Silva

Paula Stigler Granados, PhD (Remote)

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California Headquarters and Mobile Source Compliance

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STAFF:

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Mona Badie, Senior Attorney, Legal Office

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Ariel Fideldy, Branch Chief, Air Quality Planning Branch, Air Quality Planning and Science Division(AQPSD)

Austin Hicks, Air Pollution Specialist, South Coast Air Quality Planning Section, AQPSD

Scott King, Air Pollution Specialist, South Coast Air Quality Planning Section, AQPSD

Matthew Lakin, Division Chief, AQPSD

Radhika Majhail, Branch Chief, Environmental Justice and Equity

Kevin Olp, Branch Chief, OCAP

Deldi Reyes, Division Chief, OCAP

Christabel Ukomadu, Equity Analyst, Office of Environmental Justice, Tribal Affairs and Border Relations(OEJTB)

Steve Weiss, Senior Attorney, Legal Office

Daniel Whitney, Senior Attorney, Legal Office

ALSO PRESENT:

Kevin Abernathy, Milk Producers Council, Dairy Cares

Cesar Aguirre, Central California Environmental Justice Network

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

ALSO PRESENT:

Gustavo Aguirre, Jr., Central California Asthma
Collaborative

Sarah Aird

Bret Andrews, San Francisco Bay Physicians for Social
Responsibility

Sarah Aquino, Sacramento Metropolitan Air Quality
Management District

Shahzad Atiqur

Alberto Ayala, PhD, Sacramento Metropolitan Air Quality
Management District

Christian Bisher, Central California Environmental Justice
Network

Reema Bzeih, Pacific Environment

Brian Cadena, UNIDOS Network

Gloria Valencia Cruz, Little Manila Rising

Manuel Cunha, Jr., Nisei Farmers League, African American
Farmers of California

Natalie Delgado, Central California Environmental Justice
Network

Evan Edgar, Edgar and Associates

Tim Franquist, San Joaquin Valley Air Pollution Control
District

Tido Hoang, South Sacramento-Florin Community Steering
Committee

Skyler Hong

Kai La Point, Environment California

Anna Lee, Bay Area Air Quality Management District

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

ALSO PRESENT:

Benjamin Lu, American Lung Association

Ian MacMillan, South Coast Air Quality Management District

Bill Magavern, Coalition for Clean Air

Stephanie Ng, San Joaquin Valley Air Pollution Control
District

Angelina Nguyen

Mykela Patton, East Oakland Community Steering Committee

Eliza Eberhardt Perez

Viviana Prado, Leadership Counsel for Justice and
Accountability

Ruben Rodriguez, Central California Environmental Justice
Network

Jenna Roper, Central California Asthma Collaborative

Mark Rose, National Parks Conservation Association

Maria Ruiz, Central California Environmental Justice
Network

Alexa Sanchez, Central California Asthma Collaborative

Laurel Smith, Valley Vision

Daniel Talamantes, Central California Air Quality
Coalition

Diana Tapia

Karin Urso, Central Valley Air Quality Coalition, Sierra
Club, California Nurses for Environmental Health and
Justice

Kaili Wong

Christine Luther Zimmerman, Western States Petroleum
Association

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P R O C E E D I N G S

CHAIR SANCHEZ: Okay. Good afternoon. The July 23rd, 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.

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.

BOARD MEMBER SANTIAGO: Here.

BOARD CLERK: Dr. Shaheen.

BOARD MEMBER SHAHEEN: Here.

BOARD CLERK: Mayor Silva.

BOARD MEMBER SILVA: Here.

1 BOARD CLERK: Senator Stern.

2 Dr. Stigler Granados.

3 BOARD MEMBER STIGLER GRANADOS: Here.

4 BOARD CLERK: Ms. Takvorian.

5 BOARD MEMBER TAKVORIAN: Here.

6 BOARD CLERK: Chair Sanchez.

7 CHAIR SANCHEZ: Here.

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

9 CHAIR SANCHEZ: Yes, you may.

10 (Pause in proceedings.)

11 CHAIR SANCHEZ: Good afternoon. Testing.

12 Testing. All right. I'm getting thumbs up. Thank you
13 very much.

14 I will now cover a few housekeeping items before
15 we get started. We are conducting today's meeting both in
16 person as well as offering remote options via Zoom and by
17 phone.

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

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

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

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

1 your comments.

2 THE INTERPRETER: Good afternoon.

3 (Interpreter translated in Spanish).

4 THE INTERPRETER: Gracias.

5 CHAIR SANCHEZ: Thank you very much. I will now
6 ask the Board Clerk to provide further details regarding
7 public participation.

8 BOARD CLERK: Thank you, Chair Sanchez.

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

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

1 dial star nine to raise your hand.

2 When the comment period begins, the order of
3 commenters is determined by who raises their hand first.
4 We will call each commenter by name and will activate each
5 commenter's audio when it is their turn to speak. For
6 calling in, we will identify you by the last three digits
7 of your phone number. We will announce the next three or
8 so commenters in the queue, so you are ready to testify
9 when we come to you. Please note, your testimony will not
10 appear by video. For all commenters, please state your
11 name for the record before you speak. This is especially
12 important for those calling in by phone. Each commenter
13 will have a time limit of two minutes, although this may
14 change at the Chair's discretion. During public
15 testimony, you will see a timer on the screen.

16 For anyone giving verbal comments today in
17 Spanish, please indicate so at the beginning of your
18 testimony and our interpreter will assist you. During
19 your comment, please follow any instructions the
20 interpreter provides.

21 If you have additional remarks regarding other
22 topics, please sign up to speak during the open comment --
23 open public comment period, which take place at the
24 conclusion of the meeting. To submit written comments,
25 please visit CARB's Submit and View Written Comments

1 Section on the public agenda on our webpage for links to
2 submit your comment. Please note, CARB will accept
3 written submissions for each item, whether submitted in
4 person or online via the docket, only until the end of
5 public testimony for each item.

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

8 Thank you. I'll turn the microphone back to
9 Chair Sanchez.

10 CHAIR SANCHEZ: Thank you very much. I wanted to
11 kick us off today by noting that today's agenda, in many
12 ways, is a reflection of this Board's environmental
13 justice principles in action. We'll be seating new voices
14 to the Environmental Justice Advisory Committee, defending
15 clean air progress for communities hit hardest by ozone
16 pollution in the San Joaquin Valley, South Coast and
17 Coachella Valley, and hearing directly from community
18 leaders and air district partners highlighting the work
19 that is happening across California for -- under the
20 Community Air Protection Program.

21 I want to thank staff for preparing -- for all of
22 their diligent work preparing these items for the Board
23 and all of the stakeholders that have engaged with our
24 team on these items today. I want to further encourage
25 stakeholders to continue that engagement, so that we get

1 this right.

2 With that, let's go head and get started.

3 The first agenda item is Item number 26-5-1,
4 public meeting to consider the appointment of new members
5 to the Assembly Bill 32 Environmental Justice Advisory
6 Committee. If you are with us in the room and wish to
7 comment on this item, please fill out a request-to-speak
8 card as soon as possible and submit it to a Board
9 assistant. If you are joining us remotely and wish to
10 comment on this item, please click the "Raise Hand" button
11 or dial star nine now. We will first call on in-person
12 commenters followed by remote commenters, when we get to
13 that portion of today's item.

14 Assembly Bill 32 includes a provision that
15 directs CARB to convene an Environmental Justice Advisory
16 Committee to advise the Board in developing the Scoping
17 Plan and any other pertinent matters in implementing AB
18 32. The EJ Advisory Committee is comprised of
19 environmental justice leaders from across California who
20 represent historically overburdened communities and
21 tribes.

22 CARB convened the first EJ Advisory Committee in
23 2007 and members of the Committee were instrumental in
24 developing the first Scoping Plan. Throughout the years,
25 CARB's engagement with the EJ Advisory Committee has led

1 to the development of four Scoping Plans, which detail
2 methods to achieve carbon neutrality and reduce greenhouse
3 gas emissions. As we approach the new Scoping Plan cycle,
4 engagement with the Environmental Justice Advisory
5 Committee will be critical to achieving the State's
6 climate and equity goals.

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

8 EXECUTIVE OFFICER CLIFF: Thank you, Chair.
9 Sanchez.

10 I want to echo your sentiment about our shared
11 anticipation of continued dialogue, support, and
12 engagement with the Committee, as we bolster our
13 commitment to equity and serving historically overburdened
14 California communities. Today, the Board will appoint 11
15 members and two alternates. This diverse cohort brings
16 expertise to AB 32 topic areas that is informed by their
17 region, equity and environmental justice.

18 CARB has instituted new processes for this
19 cohort, including clearly communicating member
20 responsibilities, onboarding with training on governing
21 laws, such as the Bagley-Keen Open Meeting Act, trainings
22 on workplace ethics, and violence prevention.

23 CARB is continuing to provide a neutral
24 third-party facilitator for meeting planning and a
25 technical writer to support the development of

1 recommendations. In recognition of the co-chair's
2 expanded responsibilities and additional time and effort
3 it requires, CARB is providing additional payment for
4 their participation in co-chair meetings, in addition to
5 the per diem provided for the public meetings.

6 We hope these new processes will help the
7 Committee realize its core mission of advising the Board.
8 I want to extend my gratitude to the proposed Committee
9 members for their commitment to this process and offer a
10 warm welcome to them.

11 I will now ask Christabel Ukomadu of the Office
12 of Environmental Justice, Tribal Affairs, and Border
13 Relations to begin the staff presentation.

14 Christabel.

15 (Slide presentation).

16 OEJTB EQUITY ANALYST UKOMADU: Hello, Chair
17 Sanchez and members of the Board. My name is Christabel
18 Ukomadu, and I am the Environmental Justice Advisory
19 Committee staff lead in CARB's Office of Environmental
20 Justice, Tribal Affairs, and Border Relations, or OEJTB.

21 [SLIDE CHANGE]

22 OEJTB EQUITY ANALYST UKOMADU: Today, I am going
23 to provide a brief presentation on the Committee's
24 background, the 2026 solicitation process, member
25 recommendations, updates on the Committee process, and

1 next steps.

2 [SLIDE CHANGE]

3 OEJTB EQUITY ANALYST UKOMADU: As background,
4 Assembly Bill 32 directed CARB to convene a Committee to
5 advise the Board in the development of the Scoping Plan
6 and AB 32-related program implementation. AB 32 requires
7 that the Committee be comprised of representatives from
8 communities in the state with the most significant
9 exposure to air pollution, including, but not limited to,
10 communities with minority populations or low-income
11 populations, or both.

12 Committee members create recommendations for
13 CARB's Board on AB 32-related programs and often present
14 them at joint Committee and Board meetings. In March of
15 2023, the Committee voted to approve the Environmental
16 Justice Advisory Committee's Charter, which defines roles,
17 responsibilities, expectations, governance, and protocols
18 for the Committee and CARB.

19 The Charter outlines that a Committee is to be
20 comprised of no more than 11 Board-appointed members,
21 including their alternates. And as a note, alternates
22 represent primary Committee members when they are unable
23 to fulfill their duties, such as attending meetings,
24 voting, and contributing to discussions.

25 The Committee also includes up to three member

1 Co-Chairs who work with CARB staff and a facilitation team
2 to prepare public meetings. And these public meetings are
3 held eight times per year, plus one joint Board meeting
4 held annually.

5 [SLIDE CHANGE]

6 OEJTB EQUITY ANALYST UKOMADU: We released -- we
7 released the solicitation to recruit members for the 2026
8 through 2029 Committee in February as the previous
9 Committee members completed their 36-month term back in
10 March. Staff conducted extensive outreach, attended
11 community events, reached out to external departments,
12 agencies, tribal representatives, and connected with over
13 200 community-based organizations, and utilized social
14 media platforms to spread the word.

15 To promote widespread access, CARB prioritized:
16 the requirements from the AB 32 Statute; geographic
17 representation across California, including
18 underrepresented communities; candidates who possess
19 environmental justice and/or community experience; and
20 those who possess expertise and/or knowledge of AB 32.

21 And as the solicitation period closed, a
22 screening committee reviewed the Committee applications
23 and developed 11 staff recommendations for the 2026
24 through 2029 Committee membership.

25 [SLIDE CHANGE]

1 OEJTB EQUITY ANALYST UKOMADU: Listed on the
2 screen are the 11 recommended members, including two
3 alternates who have been proposed today. We have two
4 returning Committee members and nine new members.

5 [SLIDE CHANGE]

6 OEJTB EQUITY ANALYST UKOMADU: To provide context
7 and familiarity with our 2026 through 2029 recommended
8 Committee members, I am going to provide a spotlight on
9 each member including a brief bio.

10 [SLIDE CHANGE]

11 OEJTB EQUITY ANALYST UKOMADU: First, we have Dr.
12 Alex J. Mantanona. Alex is a scientist turned
13 environmental justice policy advocate working for the
14 Central Coast Alliance United for a Sustainable Economy
15 out of the Oxnard office, which is his hometown. Alex
16 holds a bachelor of science in biochemistry and a master
17 of science in chemistry from the California State
18 University, Northridge, as well as a PhD in chemistry from
19 UC San Diego.

20 After moving back to Oxnard in late 2024, Alex
21 decided to pivot into policy after working half a year on
22 the Los Angeles fire recovery in 2025. He now advocates
23 for just policies that address both air pollutants and
24 climate emissions with a focus on freight coming out of
25 the Port of Hueneme. Alex applied to the Committee

1 because he has seen firsthand the great inequities that
2 have been caused by unjust socioeconomic and environmental
3 policies in Oxnard, and he wants to help implement a just
4 transition that prevents the worst impacts of the climate
5 crisis while also fixing historical environmental
6 injustice.

7 [SLIDE CHANGE]

8 OEJTB EQUITY ANALYST UKOMADU: Next, we have
9 Catherine Baltazar. And Catherine is the Associate
10 Director of Advocacy and Organizing at Climate Resolve,
11 where she leads initiatives that translate community
12 priorities into equitable climate investments across Los
13 Angeles County. She is a Los Angeles native and daughter
14 of Mayan-Guatemalan immigrants, and has spent the past
15 decade working at the intersection of community
16 organizing, climate policy, and environmental justice.

17 Catherine applied to serve on the Committee
18 because she believes statewide climate policy is most
19 effective when informed by both community experience and
20 implementation expertise. As California continues
21 advancing the goals of AB 32, Catherine is interested in
22 helping ensure climate investments not only reduce
23 emissions, but also strengthen community capacity, improve
24 public health, and expand opportunity, and also equip
25 residents to shape and benefit from investments in their

1 neighborhoods.

2 [SLIDE CHANGE]

3 OEJTB EQUITY ANALYST UKOMADU: Now, we have Dr.
4 Edidiong Mendie, also known as Dr. Didi. Dr. Didi is the
5 Executive Director of Ezrach Brain Trust Association. She
6 leads initiatives on air quality, waste management,
7 climate resilience, and economic and workforce development
8 in South Los Angeles, turning resident priorities into
9 evidence-based solutions.

10 Dr. Didi has followed the Committee's work and
11 seeks to serve because her career rests on the premise
12 that the Committee was built to advance; communities
13 bearing the heaviest pollution must hold real authority
14 over policies meant to protect them. Her AB 32 interest
15 is direct: as a convener and facilitator on the Taylor
16 Yard Equity Strategy, she has translated policy into
17 cross-sector implementation and she brings that expertise
18 to Scoping Plan implementation statewide.

19 Dr. Didi holds a PhD in administration of
20 justice, a master of laws in energy, environment and
21 natural resources law, and is an attorney licensed in
22 Nigeria.

23 [SLIDE CHANGE]

24 OEJTB EQUITY ANALYST UKOMADU: Now we Franco
25 Pacheco, also known as Lucilo. Franco is a lifelong

1 resident of Riverside County, raised in the City of Perris
2 and the community of Mead Valley. His professional
3 background is in transportation, where he has spent more
4 than a decade working as a heavy-duty mechanic in public
5 transit. This work has given him firsthand insight into
6 how state and local policies shape transportation systems,
7 air quality, and the daily realities of workers who keep
8 those systems running.

9 He is an environmental advocate focused on
10 addressing the impacts of rapid logistics expansion in the
11 Inland Empire. And Franco believes that reducing
12 greenhouse gas emissions and improving air quality are
13 essential for Riverside County, which consistently ranks
14 among the most polluted in the nation. He is honored to
15 be considered for this Committee and he believes that,
16 like a domino effect, one positive change can inspire many
17 others. And he'll be proud to make a difference in any
18 way he can.

19 [SLIDE CHANGE]

20 OEJTB EQUITY ANALYST UKOMADU: We have Karla
21 Cervantes who is the alternate for Franco Pacheco.

22 Karla is a proud resident of Mead Valley and
23 Chapter Coordinator for the Sierra Club San Gorgonio
24 Chapter. Her role has allowed her to grow as an
25 organizer, collect -- connect with residents across the

1 region, and advocate for policies that protect her
2 environment and health -- and the health of her
3 communities.

4 Karla applied to the Committee because she wants
5 to continue growing as a leader and strengthen her
6 understanding of environmental justice policy. She is
7 especially interested in how AB 32 can be implemented in
8 ways that not only reduce greenhouse gas emissions, but
9 also deliver meaningful improvements in air quality,
10 public health, and equity for communities like Mead Valley
11 and surrounding areas.

12 [SLIDE CHANGE]

13 OEJTB EQUITY ANALYST UKOMADU: Now, we have
14 Jeffrey Sanchez, also known as Jeff. And Jeff is a native
15 Californian, environmental public health professional, and
16 nonprofit leader with more than 30 years of experience
17 advancing environmental health, air quality, and community
18 engagement.

19 As Executive Director of Sequoia Foundation, he
20 leads partnerships that expand community air monitoring,
21 environmental health education, youth workforce
22 development, and public health initiatives serving
23 communities disproportionately impacted by pollution.
24 Jeff applied to serve on the Committee, because he
25 believes that the communities most impacted by pollution

1 should help shape California's climate and air quality
2 policies. Jeff's interest in the Committee is ensuring
3 California's climate policies deliver equitable health,
4 environmental and economic benefits to frontline
5 communities. He hopes to contribute collaborative
6 leadership, public health expertise, and an ability to
7 bridge perspectives to help advance practical,
8 community-informed solutions under AB 32.

9 [SLIDE CHANGE]

10 OEJTB EQUITY ANALYST UKOMADU: And now we have
11 Jennifer Elkins. Jennifer is a proud mother of three, an
12 advocate for communities living near landfills, and an
13 avid leader in environmental justice.

14 In 2025, Jennifer's advocacy supported community
15 perspectives in CARB's rulemaking process for updated
16 landfill methane regulations. Jennifer continues to lead
17 in advocacy for environmental justice and communities
18 impacted by the mismanagement of landfills. She recently
19 helped launch Grassroots Organizers for Accountable
20 Landfills, a network of frontline advocates and community
21 leaders directly impacted by landfills around the country.
22 Together, they are pushing for responsible waste
23 management and lasting change centered on honesty in --
24 honest information, transparency, clean air and water, and
25 an equitable future.

1 [SLIDE CHANGE]

2 OEJTB EQUITY ANALYST UKOMADU: Now, we have
3 Kamillah Ealom, who is a community leader rooted in
4 Bayview Hunters Point and dedicated to advancing
5 environmental and social justice for marginalized
6 fenceline and shoreline communities. Her work focuses on
7 educating and empowering residents and ensuring that
8 Bayview families are heard, valued, and centered in
9 decisions that impact their health, environment, and
10 future. Kamillah applied to serve on the Committee
11 because Bayview Hunters Point and their District 10
12 neighbors deserve strong recommendation in California's
13 climate planning process. She believes that the Committee
14 provides an important opportunity for frontline
15 communities to help shape policies, address inequities,
16 and ensure that climate solutions are informed by the
17 lived experience of those most affected by pollution and
18 environmental burdens.

19 As a community -- Committee member, Kamillah will
20 advocate for community-driven solutions that promote
21 environmental justice, strengthen public health, and
22 ensure that frontline communities share in the benefits of
23 California's climate investments.

24 [SLIDE CHANGE]

25 OEJTB EQUITY ANALYST UKOMADU: And we have

1 Leonard Powell, also known as Lenny. Lenny has dedicated
2 much of his career to improving the health of California
3 communities by reducing pollution, advancing healthy
4 housing, and building partnerships between tribal
5 governments, local agencies, and the State to address
6 environmental challenges. Lenny currently serves as an
7 elected tribal council member for the Hopland Band of Pomo
8 Indians and has held executive leadership positions with
9 tribal governments throughout Northern, Central, and
10 Southern California, in addition to his lifetime of
11 non-tribal government management service.

12 Lenny applied to serve on CARB's Environmental
13 Justice Advisory Committee because he believes
14 California's climate policies are strongest when they are
15 informed by the lived experiences of tribal, rural, and
16 other historically underserved communities. He views AB
17 32 as both California's climate framework and a commitment
18 to ensuring that communities most affected by pollution
19 have a meaningful voice in shaping the policies intended
20 to improve their health, environment, and future.

21 [SLIDE CHANGE]

22 OEJTB EQUITY ANALYST UKOMADU: We have Lawrence
23 Washington Brooks, also known as Larry. Mr. Brooks is
24 currently a Healthy Housing Specialist working with the
25 Regional Asthma Management Prevention Advisory Committee

1 and the National Center for Healthy Housing.

2 Additionally, he is a member of the California Healthy
3 Housing Coalition participating in the Indoor Air Quality,
4 Habitability, and Lead Poisoning Prevention Workgroups.

5 Prior to retiring in 2025, Mr. Brooks worked for
6 Sacramento County in the Environmental Management
7 Department and later Planning and Community Development.
8 At the time of his retirement, he was the Director of
9 Alameda County's Healthy Homes Department and Child Lead
10 Poisoning Prevention Program.

11 Mr. Brooks believes that his work in health,
12 housing, and the environment has led to the opportunity to
13 apply to the Committee as an alternate to Mr. Lenny
14 Powell, as the two have partnered many times on housing
15 issues related to climate change.

16 [SLIDE CHANGE]

17 OEJTB EQUITY ANALYST UKOMADU: Now, we have
18 Martha Dina Argüello. For nearly 50 years, Martha has
19 worked in the nonprofit sector advancing public health,
20 social justice, and environmental justice. Beginning as a
21 youth organizer, she has grown into a respected coalition
22 builder, strategist, and advocate for community-driven
23 solutions to some of California's most pressing
24 environmental and health challenges.

25 [SLIDE CHANGE]

1 OEJTB EQUITY ANALYST UKOMADU: We now have Rio
2 Oxas. Rio is a two-person spirit of Nawat and Mayan
3 descent born in Yaanga Village. Professionally, Rio is a
4 consultant, educator, speaker, and a mindful real estate
5 agent for their small family business, RAHOK, which
6 cultivates "Eco-Hoods" by highlighting the interdependence
7 of race, ancestors, health, outdoor access, and knowledge.
8 Rio is a part of an intergenerational and multicultural
9 land care collective based in Tulare County.

10 Rio's interest in the Committee as it relates to
11 AB 32 is ensuring the Global Warming Solutions Act
12 effectively addresses the disproportionate impacts of the
13 current climate crisis on populations at the crossroads of
14 poverty and intersecting marginalized identities. They
15 seek to integrate community-centered environmental
16 practices and ancestral knowledge into state policy,
17 ensuring that AB 32 implementation fosters equitable,
18 sustainable solutions that protect our most vulnerable
19 communities and build resilience for future generations.

20 [SLIDE CHANGE]

21 OEJTB EQUITY ANALYST UKOMADU: And last, but
22 certainly not least, we have Thomas Helme, who is a
23 co-founder of Valley Improvement Projects, one of the only
24 grassroots environmental justice organizations in the
25 Northern San Joaquin Valley, which recently achieved its

1 longtime goal of shutting down California's last municipal
2 waste incinerator in West Stanislaus County. Valley
3 Improvement Projects also leads groundbreaking local work
4 in the fields of zero waste, air monitoring, pesticide
5 safety, and climate justice advocacy. Tom is also the
6 coordinator of the California Environmental Justice
7 Coalition, the state's largest environmental justice
8 coalition with nearly 100 members, building solidarity and
9 advocating for reducing pollution in some of the most
10 overburdened communities.

11 As you can see, the 2026 through 2029 Committee
12 has a breadth of experience. And we are confident that
13 all members will introduce perspectives that will
14 positively impact CARB's AB 32 programs, including its
15 environmental justice and equity mission.

16 [SLIDE CHANGE]

17 OEJTB EQUITY ANALYST UKOMADU: CARB has leveraged
18 lessons learned from the previous Committee members and
19 CARB's division to strengthen the future Committee
20 process. One way we aim to do that is by providing the
21 option to rotate the Committee Co-Chair role based on the
22 Committee's needs, changes in member capacity, and member
23 interests. Also, CARB is providing additional payment for
24 Committee Co-Chair participation in co-chair meetings, in
25 addition to the per diem provided for public Committee

1 meetings.

2 CARB will also onboard the new Committee members,
3 providing them with a brief on the Committee's mission,
4 the Bagley-Keene Open Meeting Act, information on travel
5 procedures, and guidance on CARB's workplace, including
6 ethics and anti-harassment training. Additionally, CARB
7 will coordinate with the Committee to determine a proposed
8 Committee public meeting schedule, 2026 priorities, and a
9 vote for new Co-Chairs.

10 [SLIDE CHANGE]

11 OEJTB EQUITY ANALYST UKOMADU: After the
12 recommended Committee members are appointed, we will
13 onboard them and plan for the first public meeting, which
14 is tentatively scheduled for August.

15 My presentation has concluded. Thank you so much
16 for your time and attention. I do want to note that we
17 have a Committee member online who would like to speak.
18 So Alex Mantanona

19 DR. ALEX MANTANONA: Good afternoon, Chair
20 Sanchez, CARB Board members, and staff. First, thank you
21 for the opportunity to serve on the EJAC. It's an honor
22 to represent my community, and today I'd like to share a
23 little bit of -- more about myself, my home, and tell --
24 inform you on the values I carry and how I approach
25 environmental justice.

1 I thought it would be best to start my story with
2 my parents. My dad is from Guam. My mom was raised on
3 both sides of the border in the Imperial Valley. And
4 they, like many Americans, joined the Army to escape
5 poverty. They met in Germany where they had my brother,
6 and after a few years eventually had me in Oklahoma.
7 With -- we moved to Oxnard when I was four. And I spent
8 the rest of my childhood here until I went off to college.

9 After the military, my dad had a career working
10 as a technician for various electronics. My mom became a
11 social worker for the County of Ventura. This afforded us
12 many opportunities, allowed me to pursue my education, and
13 paved the road for me to be here today. And it's through
14 that lens, the lens of the sign of multiple cultures, a
15 person that knows the value of a balance of lived
16 experience and technical expertise, and raise by people
17 that care about sacrificing for future generations that I
18 approach environmental justice.

19 Now, I want you to ponder a question we often ask
20 at CAUSE. What does environmental justice look like to
21 you?

22 For me, it's a hopeful future, one where people
23 have an equal share of the cost, the benefits, and
24 responsibilities of our shared planet. EJ is about
25 repairing past injustices by working in the present to

1 protect future generations and a future where we can share
2 the beauty of this world today regardless of race,
3 socioeconomic status, or any other artificial distinction
4 between people.

5 What EJ does not look like is this current moment
6 in history. This is a present where those with the least
7 political representation and resources have to bear the
8 burdens of climate change and pollution, such as the
9 people of Guam and the Northern Mariana Islands who have
10 had to deal with back-to-back mega typhoons fueled by a
11 warming ocean, or those of the Imperial Valley that deal
12 with water scarcity, poor air quality, and a burgeoning
13 lithium extraction industry.

14 This is a present built legacies of colonization,
15 segregation, extraction, and the banality of greed and
16 short-term profits over long-term vision. Now, sitting on
17 unceded Chumash land, Oxnard is a microcosm of this
18 injustice that can be seen across our state. Our local
19 young leaders at CAUSE have come to call an area in South
20 Oxnard the toxic soup, because it is comprised of the
21 noxious metal industry that sits on a three-mile stretch.
22 Neighboring communities have been subject to unofficial
23 redlining and other discriminatory practices.

24 The ingredients present are some that many people
25 representing EJ communities are likely familiar with, a

1 port with all the associated diesel pollution, trucking
2 and freight, hazards from agriculture, oil extraction,
3 paper mills and a Superfund site from metal smelting that
4 still needs to be remediated.

5 If you widened the scope to the rest of Ventura
6 County, you see other instances of environmental
7 injustice, a gas compression station across the street
8 from an elementary school in Ventura, the millions of tons
9 of waste disposed in our landfills with minimal monitoring
10 after the LA fires, and our country being one of the
11 fastest warming counties in the lower 48 just to name a
12 few.

13 And these are dark times and we face real complex
14 challenges in this day and age, and the next generations
15 will have it even worse than us. But we have all the
16 tools required to deliver justice, if we are willing to
17 put in the hard work.

18 In Oxnard, we have seen what is possible when
19 State policy finally listens to people power with air
20 monitoring projects being deployed and a peaker plant that
21 our leaders have fought for years finally shutting it down
22 at the end of this year with the funds in place for
23 restorations of the wetland it sits on.

24 And those are just the first steps in fixing past
25 mistakes, but as we must -- as we move forward, we must

1 understand that we can't infinitely extract and build an
2 abundance of resources without consequences. We need to
3 eat, breathe, live, and build through human resilience and
4 long-term vision, because in that resilience lies that
5 greatness we've all seen in the human spirit embodied by
6 the EJ communities who organize against hurdle after
7 structural hurdle with people power to build a better
8 world; the emergency workers and first responders, who go
9 from disaster to disaster patching up increasingly large
10 swaths of destruction, the scientists driven by curiosity
11 to solve problems, the governmental staff that work to
12 protect the public, and the everyday people that sacrifice
13 for future generations.

14 So let's get to work building a just future by
15 centering people over profits, and making Polluters pay, a
16 future where we restore the natural systems that protect
17 us by combining the nodes of human wisdom and scientific
18 and tribal knowledge.

19 Let us lean into resilience and ensure a thriving
20 and environmentally just society comes out of the end of
21 the climate crisis. So thank you for this chance to serve
22 and let's get to work.

23 OEJTB EQUITY ANALYST UKOMADU: Thank you, Alex.
24 Madam Chair, I hand it back to you.

25 CHAIR SANCHEZ: Wonderful. Thank you. Well, I

1 love Alex. Thank you for sharing your story, and your
2 hopeful vision, and the way you ended that, let's get to
3 work. And staff, thank you so much for the comprehensive
4 overview of the nominations that are before the Board for
5 this Committee. Very exciting.

6 I want to turn, before any Board discussion and
7 questions, to public testimony for this item. We do have
8 both. Great we will now hear from members of the public
9 who have signed up to speak on this item. I will ask the
10 Board Clerk to please begin calling on the public
11 commenters here in the room and then move us to Zoom.

12 Thank you.

13 BOARD CLERK: Thank you, Chair Sanchez. We
14 currently have one person signed up for in-person public
15 comment. Evan Edgar.

16 EVAN EDGAR: Good morning, Chair and new EJAC
17 members. My name is Evan Edgar on behalf of Edgar
18 Associates. I represent RNG waste haulers who have carbon
19 negative fleets now with zero NOx and we can't afford
20 battery electric.

21 I have been to every one of the Scoping Plan
22 meetings for the last 20 years, all four scoping plans.
23 I've worked with EJAC. And we supported EJAC as a
24 standing committee. I'm here to stand with EJAC for a lot
25 of comments they made on the Scoping Plan. We have the

1 2027 Scoping Plan in front us. We have to do a lot of
2 work to have some guardrails for electrification. And we
3 just cannot continue the shameless production of blood
4 batteries with the supply chain and minerals from the
5 Congo without any guardrails.

6 Now, EJAC has done a lot good work on this and
7 I'm going to echo some of their comments from the Scoping
8 Plan, which you worked on together. The first thing EJAC
9 adopted was NF5, which was a life cycle analysis for ZEV
10 batteries. Zero-emission vehicles aren't zero. They're
11 not zero. They're plus 20 on the carbon scale and that's
12 misinformation. We supported bill AB 1812, which was
13 denied in committee, but EJAC wanted life cycle analysis
14 of batteries and you guys haven't done that.

15 Number two, end of life cycle -- end of life
16 cycle recycling. EJAC recommendation NF5 we supported
17 that together. It was vetoed by the Governor.

18 Number three, sourcing and supply chain due
19 diligence. EJAC really wants the fact that we have to
20 have ethical supply of rare earth minerals. You can't dig
21 up the Congo with slave labor. We've blood on our hands
22 with blood batteries. We're not addressing this the last
23 four years. I've been in front of this Committee and EJAC
24 for four years straight on this issue pushing the
25 California Battery Directive.

1 I'm asking not for environmental justice just in
2 Fresno. Where is environmental justice for all, the kids
3 in the Congo, first nation Canada, down in Chile at the
4 lithium mines. We cannot mine our way out of climate
5 change. I stand with EJAC today and you guys should too.
6 Where is the hearing on blood batteries? We have blood on
7 our hands.

8 BOARD CLERK: Thank you. Madam Chair, there are
9 no Zoom commenters, so that concludes public comment.

10 CHAIR SANCHEZ: Thank you.

11 Staff, I'll turn to you. Any issues raised you
12 want to address? And if you don't mind covering kind of
13 the confidential nature of the solicitation process and
14 any relevant questions. Thanks.

15 EXECUTIVE OFFICER CLIFF: I'm going to ask
16 Chanell to address the process. I don't have any other
17 things to correct. Thank you.

18 DEPUTY EXECUTIVE OFFICER FLETCHER: Chair, I'm
19 happy to outline the process that we took.

20 So, for -- wait. I need to move a bit closer.
21 There we go. For this EJAC, it was really important for
22 us to do an expanded -- an expansive effort to make sure
23 that we really got outreach to all parties of the state.
24 We spent a lot of time in one-on-one conversations. I
25 believe and I know that Radhika Majhail, our Environmental

1 Justice Director, can check me if I'm wrong on this. We
2 talked to over 200 people one-on-one. We, in addition to
3 that, went to over 100 community-based events, with -- and
4 partnered with organizations to make sure that we shared
5 out the solicitation. We put it on our website. We
6 worked with other State agencies, so that they share it to
7 their networks.

8 And in addition to that, we also made sure that
9 we -- and, in fact, actually extended the solicitation
10 because we heard some feedback by people needing more
11 time. We also outreached to the previous members of the
12 EJAC to make sure that they were aware of it and also
13 asked them to share it out to their networks as well. So
14 again, we really did try to be as comprehensive as
15 possible. And then I think we also partnered with other
16 divisions at CARB to make sure that as they were holding
17 community meetings, they were also sharing out and
18 presenting on the EJAC solicitation.

19 CHAIR SANCHEZ: Wonderful. Thank you for that
20 overview, Chanell. I think that the comprehensive nature
21 of the nomination process certainly shows. I will now
22 move to close the record on this item and open it up to
23 any Board member questions or reflections.

24 Yes. Board Member Takvorian, the floor is yours.

25 BOARD MEMBER TAKVORIAN: Thank you, Chair. Thank

1 you, Chair. Yes. Is this working?

2 Yeah. Okay. Thank you.

3 I just wanted to add my words of welcome to the
4 new members and welcome back to the returning members and
5 to thank you all for your service. We really need --
6 we're excited to have you on board to advise CARB, and we
7 really need your advice and consultation now more than
8 ever. I also wanted to say a word of thanks to the
9 previous EJAC who have served their term, and who served
10 us well, and who I really appreciate having been with us.

11 I think it's exciting that this is the first
12 Board -- this is the first EJAC that comes into their
13 positions as the new EJAC is a permanent EJAC that serves
14 throughout the year, as the previous one was not -- did
15 not work in that way, and the first one that comes under
16 the new charter that was adopted in 2023. So we're
17 excited that it's a very formal group now. Not a very
18 formal group, but it is official and very important I
19 think to the work of CARB, and obviously the climate
20 crisis is here and is addressed in nearly ever action that
21 the EJAC -- that the Board takes. So the EJAC is
22 incredibly relevant to all of the work of the CARB Board.
23 And so I really think we all look forward to hearing your
24 advice and to working closely with you.

25 I have three requests, questions that I'd like to

1 close with. Unfortunately, we've been without an EJAC
2 since last October. And given the very robust recruitment
3 process that I think we just heard about, I understand
4 that it took some time to recruit and bring on board the
5 new EJAC members. I think given that it's a 36-month
6 term, I'm hoping that we can plan for the transition to
7 the EJAC -- the next EJAC, so that we don't have that gap.
8 It will be nearly a year that we've been without an EJAC,
9 and it's very important to us, and I think we really all
10 want it to be something that goes on and that we have
11 access to all the time.

12 And I also look forward to the joint meeting with
13 the EJAC. And I just wonder - I guess this is the
14 question - as to whether or not -- usually, we do that in
15 September, but I wonder whether with the orientation and
16 onboarding process, and with the newness of the EJAC
17 whether or not it wouldn't be better to have it at a time
18 when everyone is onboarded, and we want to make sure that
19 we're not conflicting with the legislative session. So I
20 wonder if we could think about that being scheduled at a
21 different time.

22 And lastly, I've just come from the Consultation
23 Group for the 617 program, which we're very excited about,
24 and I see a lot of overlap between the two groups, so I
25 hope -- I know everyone has got a very busy schedule, but

1 I hope that there's an opportunity for us to coordinate
2 and consult with each other, because there's a lot of, I
3 think, valuable resources on the Consultation Group, as
4 well as on EJAC. So I think that both groups would
5 benefit from that.

6 CHAIR SANCHEZ: Great. Thank you, Board Member
7 Takvorian. Those are three great points that were raised.
8 I want to give Chanell -- Steve and Chanell an opportunity
9 to respond to some of the issues that Board Member
10 Takvorian has spoken to. I know we've been in discussion
11 about several of them. Thank you.

12 EXECUTIVE OFFICER CLIFF: Sure. I'll start and
13 then maybe ask Chanell to fill in. So, Diane, to your --
14 to your point about planning for transition before next
15 time, I think that's good advice, and, you know, we
16 obviously we'll be thinking about that. We did a really
17 robust process this time and hopefully we can replicate
18 that. Thirty-six months is not that far off, as you know.
19 So I think that's a really good idea.

20 Regarding the joint meeting, we haven't -- we
21 haven't scheduled that yet, but we -- I definitely agree
22 that September would be a little bit challenging. It's
23 difficult just from a planning perspective even for staff,
24 but also for this new Committee who would be getting
25 onboarded and sort of getting their sea legs, I think,

1 giving a bit of opportunity. We also want to make sure
2 that they have public meetings so that items that are
3 coming up are informed by their advice. So it's critical
4 to get rolling, but maybe not throwing them into the joint
5 meeting immediately. So we'll be looking forward to when
6 that makes sense.

7 I know last year, it was a little bit
8 challenging. We had the timing relative to the session in
9 such a way that it kind of landed at an awkward time. The
10 session is a little bit different this year, because it's
11 the second year. And normally September would be after
12 the end of session, as it would be this year.
13 Nevertheless, we're not planning for that.

14 And then maybe, Chanell, can I ask you to just
15 talk a little bit about the Consultation Group and the
16 potential over -- sort of coordination and opportunities
17 there to have those groups interact.

18 DEPUTY EXECUTIVE OFFICER FLETCHER: Sure. We can
19 definitely talk about that. And maybe one point that I
20 might just make to -- in terms of what we're thinking
21 about with this EJAC. I definitely think that, as Dr.
22 Cliff already said, we want to make sure that they have
23 the time and the space to be onboarded. That's actually,
24 I think, a key component of feedback that we heard from
25 our last EJAC was that people needed time. They needed to

1 be onboarded. It's a big role. It's a lot of
2 responsibility and there's honestly a lot of information,
3 and so we really wanted to do that in a thoughtful way.

4 And so that's been a big priority for us and it's
5 also been a priority to make sure that we understand what
6 I think this new EJAC is going to care about, what they
7 want to focus on, we have some ideas as well. And so I
8 think we want to have some of those conversations to make
9 sure that, by the time we come to that at joint EJAC and
10 Board member conversation, that we are in a place where I
11 think we're actually having a really solid discussion and
12 people feel prepared and prepped for that.

13 Maybe the other thing that I'll also add is that
14 we are definitely keeping in mind to not do it in
15 September and not do it actually that close to session.
16 So I'd like to follow what Dr. Cliff said on that front, I
17 just wanted to make sure that I emphasize that we did hear
18 from that feedback from the previous EJAC around making
19 sure that we gave space for onboarding and we're really
20 trying to thoughtful about that this time around.

21 With the Consultation Group and the Environmental
22 Justice Advisory Committee, one of the things that I will
23 point out is that both are governed by statute and both,
24 in that respect, have different areas of focus. And so I
25 definitely think that there are places of overlap. So I

1 think that makes a lot of sense to me, Board Member
2 Takvorian.

3 I'll just point out that I think for our EJ
4 Advisory Committee, their area of focus by the statute
5 really is AB 32. That's pretty broad and comprehensive in
6 scope, right? We know that there's a lot that's built into
7 that. And then whereas with our 617 Consultation Group
8 obviously by its name, right, it's really focused on 617.
9 I'm not trying to create a bright line there. I do think
10 that to your point there is places, right, where we can
11 think about like what does that collaboration look like
12 and how do they kind of inform each other.

13 I just wanted to make sure that we're also being
14 really clear and intentional about the statute and really
15 what kind of the topics in the areas that - where the
16 groups respective groups - focus on.

17 BOARD MEMBER TAKVORIAN: Yeah. Thank you, both,
18 for your comments and consideration. And just to your
19 last point, Chanell, I think just as an example, I'm not
20 thinking that the groups are coming together for any kind
21 of official action, but I'm thinking more of we had a
22 great meeting yesterday where we got a really good
23 presentation about GGRF and funding, which is obviously
24 related to AB 32 and if there are other educational
25 opportunities like that just to make sure that the EJAC is

1 aware of them and folks could participate remotely and --
2 or in person. And we'd -- I think we'd welcome them. And
3 then vice versa, if you are having briefings on issues
4 that might be of interest to the Consultation Group. I
5 mean, that's a way to start. And if we go to something
6 bigger than that or more expansive than that, fine, but
7 just to start with communicating with each other, which I
8 know you do between staff.

9 So thank you so much.

10 CHAIR SANCHEZ: Thank you, Board Member
11 Takvorian.

12 Dr. Pacheco-Werner.

13 BOARD MEMBER PACHECO-WERNER: Thank you, Chair
14 and thank you to staff. I followed the process -- the
15 recruitment process of the EJ Advisory Committee. And so,
16 you know, I was really moved reading all of these bios and
17 just thinking about the cumulative experience that you're
18 bringing on to help guide this Board in this very
19 important next process I think is really important. And
20 for me, thinking about this as a community-based
21 researcher, it's so -- this is -- this is a really great
22 opportunity. And I hope to the new members, you know, you
23 really think about staff as a resource and think about
24 their experience -- their cumulative experience as well in
25 these topics that are very, very dense. And really that

1 idea of, you know, coming on and advising through this
2 process is so important, and we value -- and you're going
3 to ground some of the things that -- some of the
4 recommendations that are coming in the Scoping Plan in a
5 very deep and meaningful way.

6 And I think it's important to like, you know, on
7 the -- on the outset to think about it as a partnership,
8 that I hope you see us as partners and the staff as
9 partners, because that is what this is meant to be really
10 complementary. I think that's the spirit of it. That's
11 why it was brought into fruition and that why it's a
12 permanent group now.

13 And so, I really look forward to seeing that
14 partnership take fruit over these next couple of months as
15 there's a lot to learn and there's a lot to learn from you
16 all as members of the community in your expansive
17 experience. So thank you so much to everybody that's
18 agreed to serve. And thank you to staff for this really
19 meaningful process that -- I know it was very, very
20 intentional and I definitely see the fruits in these bios.
21 So thank you.

22 CHAIR SANCHEZ: Thank you, Dr. Pacheco-Werner.
23 And I love that emphasis on partnership. It's been such
24 critical north star for our work this year.

25 Board Member Limón and got mid-sip apologies.

1 BOARD MEMBER LIMÓN: Thank you, Chair Sanchez.

2 Excuse me.

3 First, I want to thank the staff for -- and the
4 leadership for their work and commitment to ensure the
5 continued existence of the EJAC, but also to, as has been
6 recognized formally, anchor it, and also for those
7 extensive outreach efforts out that we learned of. I also
8 want to thank Dr. Balmes and Board Member Takvorian for
9 all of their efforts in helping us get to this point.

10 As I think we all recognize the really critical
11 role that the EJAC plays both in helping us shape the
12 Scoping Plan, but -- and advising on other important
13 matters. And we're just very fortunate as a Board and as
14 an agency to have the benefit of this impressive
15 collective experience and expertise. And I want to thank
16 each of the new EJAC members and continued EJAC members
17 for serving our state. I appreciate Alex's comments.
18 Oxnard is my hometown. I'm very proud of that. And its
19 both land and people are beautiful and resilient and I'm
20 just grateful to have such great representation not just
21 with Oxnard involved, but other communities.

22 And as we heard, each member brings such valuable
23 expertise and perspectives that really otherwise wouldn't
24 be fully represented. They have firsthand knowledge of
25 the challenges that their communities face on a daily

1 basis and long-standing problems, as well as practical
2 solutions to reduce emissions, improve air quality, and
3 overall the environmental health of their communities
4 especially those most overburdened.

5 And importantly, their work on EJAC will also
6 provide them with greater access to CARB's work and
7 resources, including the staff's expertise, and, you know,
8 which they can then share with their respective
9 organizations and communities, and hopefully help
10 strengthen their own work.

11 And I also want to recognize that serving on the
12 EJAC requires a significant commitment with a tremendous
13 amount of time and energy that they dedicate. And this is
14 on top of their paid and unpaid work and personal
15 responsibilities, and it's such an important contribution
16 to our state. So I'm grateful for their willingness to
17 share their time, and knowledge, and expertise. And this
18 is complex work. There will undoubtedly continue to be
19 difficult conversations and challenging decisions to
20 navigate.

21 I look forward to working with and learning from
22 the EJAC. I'm committed to engaging thoughtfully, and
23 respectfully, and value the opportunity to build
24 productive working relationships, and trust that the Board
25 and the staff, you know, will as well, and really just

1 overall look forward to meaningfully considering the
2 EJAC's recommendation throughout the development of the
3 Scoping Plan and other measures. And so thank you again
4 to all the new and continuing EJAC members.

5 CHAIR SANCHEZ: Wonderful. Thank you, Board
6 Limón for those comments.

7 Dr. Balmes.

8 BOARD MEMBER BALMES: Thank you, Chair. I'll be
9 quick, because the previous Board member comments hit
10 every note that I wanted to hit, except for I want to add
11 to Diane Takvorian's thanks to the previous EJAC for their
12 service, and how I think that the absent period of EJAC
13 between last fall and now is something we shouldn't
14 repeat.

15 So -- and the final comment would be to welcome
16 the new members. I think staff has done an outstanding
17 job at recruiting folks for EJAC. And as Board Member
18 Limón just said, they're in for a lot of hard work, but I
19 think this Board is very much interested in engaging with
20 the new EJAC. And I particularly am pleased that Martha
21 Dina is being retained in EJAC, because she's been there
22 right from the start, knows the history, and I've always
23 enjoyed learning from her and interacting with her.

24 And finally, Christabel, you gave a great
25 presentation. Thank you.

1 CHAIR SANCHEZ: Hear, hear, Dr. Balmes.
2 Appreciate those comments as well. We're going to head
3 onto Zoom. Dr. Shaheen, welcome.

4 BOARD MEMBER SHAHEEN: Good afternoon, everyone.
5 Thank you, Chair. I also just wanted to extend my
6 gratitude to the former EJAC members and just note, along
7 with my fellow Board members, how important EJAC is in
8 terms of its vital role in the state and how fortunate we
9 are to have such a group to help guide us in shaping our
10 climate future. And I also want to congratulate the new
11 appointees. You have a lot of work ahead, but I also
12 wanted to weigh-in and tell you that I'm looking forward
13 to working alongside you to advance our policies to reduce
14 pollution, particularly in the areas of transportation,
15 which is my area of expertise, but also improving public
16 health and promoting equitable access to transportation
17 and economic opportunity.

18 So again, lots of thoughts about gratitude to you
19 all and wanted to thank the whole team at CARB for the
20 really extensive work that you did in the recruitment
21 process. I was briefed just a day or so ago and I was so
22 deeply impressed. Also impressed that you had already
23 been thinking ahead. Appreciated Board Member Takvorian's
24 comment about trying to make sure our joint meeting
25 doesn't occur during the legislative cycle, and that we

1 can have more time together.

2 So I did have just a quick question for maybe
3 Chanell or Christabel on -- are thinking about lessons
4 learned and metrics that we can use over this next
5 three-year period to evaluate whether the Committee is
6 successfully informing Board decisions to ensure that
7 we're getting that intended impact. So love your thoughts
8 about -- as we think about the next three years what --
9 how are we going to be measuring success.

10 DEPUTY EXECUTIVE OFFICER FLETCHER: That's a
11 great question. That's something that we've been putting
12 a lot of thought into. I think with the EJ Advisory
13 Committee, one of the things that we don't want to do and
14 we don't want to repeat is to be too prescriptive in terms
15 of like what do those indicators, what would those metrics
16 look like? We have some thoughts and some ideas of some
17 places where we can start to identify success. I think
18 some of that is process, right? Like not only I think the
19 conversations that we're having that it relates to I think
20 their priorities and our priorities, but how are we having
21 those conversations?

22 I liked some of the points that Board Member
23 Limón made, right, around that kind of respectful
24 communication and that being both ways, right? How do we
25 have dialogue? How do we have conflict, right, and how do

1 we resolve conflict? I think that's been really something
2 that I would say has been really prominent in my time in
3 this role has really been, I think -- we can clearly see
4 the places of conflict. I think we probably have not yet
5 seen the places of like what does resolution look like?
6 So that's something that we're really interested. And not
7 only, I think, thinking about how we do that, but then I
8 think how do you measure that, how do you track that,
9 right? How do you figure out and sit in some of that
10 discomfort? So that's a bit more of on the qualitative
11 side of things, but that's one of the things that we've
12 been talking about.

13 I think on more of, I would say, the quali -- or
14 quantitative side of it, we've been really thinking about
15 when you're looking at the Environmental Justice Advisory
16 Committee's recommendations, for example. I think we have
17 really tried very hard on our end to make sure that those
18 are incorporated. We've been trying to -- we've tried to
19 be very intentional, right? So when you look at 2022
20 Scoping Plan, there's footnotes that tell you when
21 there's -- that recommendation they included, right? And
22 there's actually a whole chapter that talks about the
23 buckets were included, the places that we need to have
24 more conversation, right, and the places that were like we
25 can't do this because of statute.

1 Clearly for whatever reason, that approach didn't
2 resonate. And so some of the things that we're really
3 trying to be addressed in it is, when we talk about
4 recommendations, how are we measuring success,
5 successfully being incorporated? What does that look
6 like? And I think again that goes back to how do we sit
7 in those places of conflict, and in resolution what does
8 that look like? And I think those are conversations that
9 are really brave and courageous that truthfully we're
10 really looking forward to having with this EJAC.

11 And then finally I think when you look at the
12 group that has applied and that have -- that are moving
13 forward, there's a broad -- just broad strokes in terms of
14 the representation, right? So you have like
15 transportation. You have some of them, like the climate
16 side. You have some of them on air quality. And so we
17 really do want to think about, thoughtfully, how do we
18 start to really get into some of the work that we're
19 talking about with AB 32 and how do we quantify what is
20 kind of like the EJAC recommendation on that, where do we
21 want to get to, and how do we track the progress towards
22 that?

23 And obviously that would be, I think, something
24 that we would want tackle with the Board, but also with
25 the other CARB divisions that have this. And I know that

1 they're not all here, in this meeting, but because AB 32
2 is so broad in scope, it's going to be a process where
3 we're going to be in deep partnership with a number of
4 different divisions as well.

5 BOARD MEMBER SHAHEEN: Thanks so much for that
6 Chanell. And it's a very, very thoughtful response. And
7 anything that I can do to help along the way, iterating,
8 right as we -- as we move through this process with this
9 new group of individuals to figure out how do get through
10 difficult moments and difficult conversations that you
11 mentioned.

12 So -- but I applaud you all. I'm so grateful for
13 the service of our past members, but also the opportunity
14 to move forward with this brand new committee. So I will
15 be lending my vote in favor of this. So thank you so
16 much.

17 CHAIR SANCHEZ: Thank you, Dr. Shaheen.

18 Any additional Board members wanting to share
19 comments?

20 No. Okay. With that, we will move -- the Board
21 has before them Resolution number 26-10. Do I have a
22 motion and a second?

23 BOARD MEMBER SANTIAGO: So moved.

24 BOARD MEMBER BALMES: Second.

25 CHAIR SANCHEZ: So I had a first by Board Member

1 Santiago, and a second by Dr. Balmes.

2 Thank you very much.

3 Board clerk, would you please call the roll.

4 BOARD CLERK: Dr. Balmes?

5 BOARD MEMBER BALMES: Yes.

6 BOARD CLERK: Mr. Eisenhut?

7 BOARD MEMBER EISENHUT: Yes.

8 BOARD CLERK: Ms. Limón?

9 BOARD MEMBER LIMÓN: Yes.

10 BOARD CLERK: Dr. Pacheco-Werner?

11 BOARD MEMBER PACHECO-WERNER: Yes.

12 BOARD CLERK: Mr. Rechtschaffen?

13 BOARD MEMBER RECHTSCHAFFEN: Yes.

14 BOARD CLERK: Assemblymember Santiago?

15 BOARD MEMBER SANTIAGO: Yes.

16 BOARD CLERK: Dr. Shaheen?

17 BOARD MEMBER SHAHEEN: Yes.

18 BOARD CLERK: Mayor Silva?

19 BOARD MEMBER SILVA: Yes.

20 BOARD CLERK: Dr. Stigler Granados?

21 BOARD MEMBER STIGLER GRANADOS: Yes.

22 BOARD CLERK: Ms. Takvorian?

23 BOARD MEMBER TAKVORIAN: Yes.

24 BOARD CLERK: Chair Sanchez?

25 CHAIR SANCHEZ: Yes.

1 BOARD CLERK: Madam Chair, the motion passes.

2 CHAIR SANCHEZ: Thank you very much.

3 Congratulations and welcome to our newest members of the
4 Environmental Justice Advisory Committee. And heartfelt
5 gratitude and appreciate to Chanell, you and your team.
6 Staff put a ton of work into this. And I'll echo Alex's
7 comments and say let's get to work.

8 All right. The next item on our agenda is number
9 26-5-2 --

10 (Echoing from sound system).

11 CHAIR SANCHEZ: Testing.

12 We're back. Public meeting to consider the 2026
13 State implementation plan revisions for the California
14 extreme ozone nonattainment areas. If you are with us
15 here in the room and wish to comment on this item, please
16 fill out a request-to-speak card as soon as possible and
17 submit it to a Board assistant. If you are joining us
18 remotely and wish to comment on this item, please click
19 the "Raise Hand" button or dial star nine now.

20 In September of 2022, this Board adopted the 2022
21 the State Strategy for the State Implementation Plan for
22 SIP. This strategy is CARB's roadmap for reducing
23 emissions from State sources to support attainment across
24 California of the health based 70 parts per million 8-hour
25 federal ozone standard. Regional plans that rely on

1 CARB's commitments in our State strategy were approved by
2 this Board and submitted to U.S. EPA in 2023 and 2024.

3 Unfortunately, California's clean air progress
4 has been undermined by unprecedented federal interference.
5 As we heard at our October 2025 and March 2026 Board
6 hearings, these unprecedented and illegal actions
7 jeopardize the approvability of the attainment plans
8 submitted in recent years and put California at risk of
9 significant consequences, including sanctions to withhold
10 federal highway funding.

11 In fact, just yesterday, U.S. EPA referred CARB
12 authorizations for two critical regulations, the At-Berth
13 Regulation and the Commercial Harbor Craft Regulation to
14 Congress purportedly to review under the Congressional
15 Review Act. EPA's illegal and unconstitutional action
16 represents its latest attempt to rollback public health
17 protections. While the referral itself has no impact on
18 our ability to implement and enforce these rules, or on
19 the plans presented here by staff today, we will fight to
20 protect California's authority because the health and
21 lives of portside communities depend on it.

22 In order to support the approval of attainment
23 plans relying on reductions from the 2022 State strategy
24 and currently awaiting U.S. EPA action, staff developed
25 the 2026 extreme ozone SIP revision to revise the 2022 SIP

1 commitment. Dr. Cliff, would you please introduce the
2 item?

3 EXECUTIVE OFFICER CLIFF: Thank you, Chair
4 Sanchez. The 2022 State SIP Strategy included commitments
5 to pursue specified regulations and to achieve emissions
6 reductions in nonattainment areas across California,
7 including the South Coast Air Basin, Coachella Valley, and
8 San Joaquin Valley to support attainment of the 70 parts
9 per billion 8-hour ozone standard by 2037.

10 Unfortunately, with the current federal
11 administration taking unprecedented actions that threaten
12 CARB's ability to meet our commitments and ensure
13 attainment the ozone standard, these revisions to the 2022
14 State SIP Strategy commitments and the regional attainment
15 plans are needed to account for the adverse federal
16 actions that support approval of the plans, and thus avoid
17 onerous sanctions that could result from SIP disapprovals
18 by U.S. EPA.

19 With this item today, staff are taking the
20 necessary steps to address the federal attacks by
21 proposing revisions to the measure commitments originally
22 included in the 2022 State SIP Strategy and revisions to
23 the reduction commitments for each of the extreme ozone
24 nonattainment areas.

25 As part of these revisions, staff is reallocating

1 some emission reductions previously associated with
2 measures impacted by the federal attacks to the new
3 technologies provisions of Section 182(e)(5) of the Clean
4 Air Act. This is only a short-term solution and is only
5 available for these extreme ozone nonattainment areas.
6 CARB will continue forward in our efforts to define and
7 develop control measures in the coming years and will meet
8 all the requirements of the act to identify further
9 measures at least three years prior to the attainment
10 year.

11 I want to emphasize that these revisions do not
12 diminish our need for or commitment to getting emission
13 reductions to meet federal air quality standards. In
14 fact, because of these illegal federal actions, we need to
15 redouble our efforts. In addition to revising the
16 commitments, we're also proposing revisions to the
17 planning emissions inventories, reasonable further
18 progress demonstration, and motor vehicle emissions
19 budgets for these areas.

20 In totality, this revision is to ensure that
21 California does not suffer sanctions from further federal
22 actions. CARB is not walking away from our firm
23 commitment to achieve clean air for all Californian
24 residents.

25 I will now ask Austin Hicks of the Air Quality

1 Planning and Science Division to begin the staff
2 presentation.

3 Austin.

4 (Slide presentation).

5 AQPSD AIR POLLUTION SPECIALIST HICKS: Thank you,
6 Dr. Cliff. Today, we ask the Board to adopt the State
7 Implementation Plan revisions to the 70 parts per billion,
8 or ppb, 8-hour ozone attainment plans for the three
9 extreme nonattainment areas in California. These
10 revisions are needed to account for the recent adverse
11 federal action, in order to support approval by U.S. EPA
12 of the plans originally adopted by the Board in 2023.

13 [SLIDE CHANGE]

14 AQPSD AIR POLLUTION SPECIALIST HICKS: Before we
15 get into the specifics of the revision before you today, I
16 am going to start by providing some background.

17 The Federal Clean Air Act requires U.S. EPA to
18 set health-based national ambient air quality standards,
19 or NAAQS, for criteria pollutants such as ozone and
20 particulate matter, or PM.

21 Today, we're going to focus on ozone. States not
22 meeting a NAAQS must develop an attainment plan
23 demonstrating how areas will attain the standard and meet
24 other requirements. The schematic on the right outlines
25 the foundational pieces of an attainment plan, which

1 include: air quality monitoring, emissions inventory,
2 photochemical air quality modeling, and the control
3 strategy.

4 For this presentation, we will focus on the
5 control strategy, the actions and regulations that provide
6 the emission reductions needed to attain the ozone NAAQS.
7 Rules and regulations relied upon in plans must also be
8 submitted and approved by U.S. EPA. And after a submittal
9 is approved by U.S. EPA in the State Implementation Plan,
10 also known as the "SIP", it is enforceable in federal
11 courts, including through lawsuits by citizens.

12 [SLIDE CHANGE]

13 AQPSD AIR POLLUTION SPECIALIST HICKS: Ozone is
14 formed through a series of complex reactions in the air
15 involving oxides of nitrogen, or NO_x, and volatile organic
16 compounds, or VOCs, and requires the presence of light --
17 sunlight. The reaction to produce ozone is complex and
18 the science shows us that to reduce ozone, we need to
19 reduce NO_x.

20 The graph on the right is known as an isopleth
21 and is developed by running numerous scenarios with a
22 photochemical air quality computer model. It demonstrates
23 the relationship between NO_x and VOC emissions and ozone
24 levels, with NO_x on the vertical axis and VOCs on the
25 horizontal axis.

1 The curves in the graph represent ozone levels
2 and show that as ozone levels get lower, we are closer to
3 reaching the 70 ppb standard, changes in the VOC emissions
4 have less and less of an impact on ozone. This tells us
5 that the only means to attain the standard is to reduce
6 NOx. While this isopleth is specific to one monitoring
7 site, in this case, in the South Coast, air quality
8 modeling shows us that similar trends and importance of
9 NOx emissions to ozone formation across California in
10 future years.

11 Science is the foundation of all attainment
12 plans. Air quality modeling can be done with robust
13 inputs, including monitored air quality data, emissions
14 inventories, meteorology, geography and topography, and so
15 much more. It's through this rigorous scientific process
16 that we can identify the emissions sources contributing to
17 the air quality problem and, in turn, developing a control
18 strategy.

19 [SLIDE CHANGE]

20 AQPSD AIR POLLUTION SPECIALIST HICKS: The 70 ppb
21 8-hour ozone NAAQS was established by U.S. EPA in 2015.
22 Nineteen areas in California were designated nonattainment
23 for this standard in 2018. The South Coast, San Joaquin
24 Valley and Coachella Valley are the only nonattainment
25 areas in the country classified as Extreme for this or any

1 ozone standard.

2 While U.S. EPA has not officially acted on
3 Coachella Valley's Extreme classification bump-up request,
4 CARB fully expects U.S. EPA to act on this bump-up
5 request.

6 To support attainment of the NAAQS across
7 California, the Board adopted the 2022 State SIP Strategy.
8 The 2022 State SIP Strategy defined CARB's commitment to
9 develop rules that achieve the emission reductions needed
10 from State-regulated sources to attain a 70 ppb 8-hour
11 ozone NAAQS in the three Extreme nonattainment areas.

12 This plan has driven the pace and scale of CARB's
13 rulemaking for the last few years, resulting in CARB
14 adopting many of the rules that were included as measure
15 commitments in that 2022 State SIP Strategy.

16 [SLIDE CHANGE]

17 AQPSD AIR POLLUTION SPECIALIST HICKS: The
18 measures in the 2022 State SIP Strategy were set to
19 achieve crucial emission reductions and relied upon to
20 support attainment in all recently developed plans for
21 ozone and PM standards. Those plans are shown in this
22 slide. All of these plans have been approved by the Board
23 and are now awaiting approval by U.S. EPA, including the
24 South Coast, San Joaquin Valley and Coachella Valley
25 Extreme area attainment plans submitted to U.S. EPA in

1 2023. This item today is only addressing the Extreme
2 ozone plans. Revisions to the other regional plans will
3 be brought to the Board at a later date.

4 [SLIDE CHANGE]

5 AQPSD AIR POLLUTION SPECIALIST HICKS: As this
6 Board knows, we've seen reckless attacks by the federal
7 government on CARB's programs over the last 18 months,
8 including many of the measures and regulations that were
9 included in the ozone SIP submittals to U.S. EPA.

10 In anticipation of this and in response to
11 posturing by the incoming administration, there were some
12 specific actions CARB took at the start of last year. In
13 January 2025, because the Biden administration did not act
14 on them, CARB withdrew waivers and authorization requests
15 that were still awaiting action by U.S. EPA. This
16 withdrawal included requests related to the drayage and
17 high-priority fleet portions of the Advanced Clean Fleets
18 regulation, the In-Use-Locomotive Regulation, and a
19 partial withdrawal of requests related to the Commercial
20 Harbor Craft and Transport Refrigeration Units
21 regulations.

22 In May, Congress passed -- in May 2025, Congress
23 passed three unconstitutional and illegal resolutions,
24 which the President signed in June 2025, and which
25 California is challenging. These illegal resolutions

1 purported to disapprove actions by U.S. EPA waiving
2 federal preemption for CARB's Advanced Clean Cars II,
3 Heavy-Duty Vehicle and Engine Omnibus Low NOx, and
4 Advanced Clean Trucks with the Heavy-Duty Vehicle and
5 Engine Emission Warranty Regulations and Maintenance
6 Provisions, Zero-Emission Airport Shuttle, and
7 Zero-Emission Powertrain Certification regulations.

8 More recently, in January 2026, U.S. EPA
9 finalized a partial disapproval for CARB's SIP submission
10 of our Heavy-Duty Inspection and Maintenance program, also
11 known as Clean Truck Check. While Clean Truck Check does
12 not require a waiver under the Clean Air Act, it must be
13 submitted and approved into the SIP in order for it to be
14 counted in California's SIPs. I want to emphasize that
15 this partial SIP disapproval does not impact
16 implementation of the regulation and CARB is still fully
17 enforcing it. But it does undermine California's ability
18 to credit the emission reductions in our attainment plan
19 and other SIP revisions.

20 [SLIDE CHANGE]

21 AQPSD AIR POLLUTION SPECIALIST HICKS: So what is
22 the effect of the federal actions?

23 As we show you in March, federal attacks will
24 have a big impact on our ability to lower emissions in
25 California and reach healthy air quality. The bar on the

1 left represents the 2018 statewide baseline inventory for
2 mobile source NOx. This was the base year for recent
3 planning efforts.

4 The middle bar shows the projected emissions in
5 2037, the attainment year for the Extreme areas under the
6 70 ppb standard. You can clearly see the large reductions
7 in emissions from CARB's regulations as adopted,
8 especially in the off-road equipment, heavy-duty vehicle,
9 and locomotive source categories.

10 If we add back in the NOx reductions that would
11 be lost due to the federal actions challenging CARB's
12 programs, we see an increase of 165 tons per day in 2037.
13 That is a 42 percent increase in mobile source NOx
14 emissions compared to where we would have been with all of
15 the adopted CARB regulations in place.

16 This 165 tons per day increase is larger than the
17 emissions from all the medium- and heavy-duty trucks and
18 buses operating in California today. In addition to
19 attacks on our programs, it is important to note the
20 sources primarily regulated by the federal government,
21 shown in teal hues on the chart, have had little to no
22 reduction in emissions in recent years.

23 These federal sources progressively account for a
24 larger share of California NOx emissions as CARB regulates
25 and reduces emissions from our sources. Even under prior

1 administrations, the federal government has adopted few
2 regulations in the last 20 years to reduce emissions under
3 their authority. This problem is now exacerbated by the
4 current federal administration and their reckless
5 endeavors to roll back as many regulations as possible.

6 [SLIDE CHANGE]

7 AQPSD AIR POLLUTION SPECIALIST HICKS: In
8 addition to the direct health impacts of increased
9 pollution, the recent federal actions create other types
10 of challenges.

11 Transportation conformity is the mechanism that
12 ensure California's transportation investments align with
13 the SIP. Because of the loss of expected emission
14 reductions from federal actions, metropolitan planning
15 organizations, or MPOs, may not be able to demonstrate
16 transportation conformity for their regional
17 transportation plans. These impacts are already being
18 felt today.

19 With so much uncertainty created by the federal
20 government, transportation conformity requirements create
21 a precarious situation that CARB and MPOs are constantly
22 monitoring to minimize disruptions to transportation
23 projects.

24 In addition, sanctions can result from U.S. EPA
25 disapproving a SIP due to these federal actions

1 undercutting our regulations. The effect of a disapproval
2 would be an immediate transportation conformity freeze and
3 then clocks towards potential sanctions.

4 The first sanction, requirements for increased
5 stationary source emission offsets, is triggered 18 months
6 after U.S. EPA makes a determination that an area has not
7 met a SIP requirement. Twenty-four months after the
8 determination, federal highway funding is withheld. Also,
9 after 24 months, U.S. EPA is required to promulgate a
10 Federal Implementation Plan, if the State is unable to
11 resolve a deficiency. Under a Federal Implementation
12 Plan, the federal government can choose the route by which
13 we show attainment.

14 [SLIDE CHANGE]

15 AQPSD AIR POLLUTION SPECIALIST HICKS: To address
16 the assault by the federal government and make the Extreme
17 ozone nonattainment area -- that nonattainment area
18 attainment plans approvable by U.S. EPA, CARB staff
19 developed the 2026 Extreme Ozone SIP Revision. The 2026
20 Extreme Ozone SIP Revision revises the 2022 State SIP
21 Strategy commitments to pursue measures and the aggregate
22 emission reduction commitments in the South Coast, San
23 Joaquin Valley and Coachella Valley. In addition to
24 revising the commitments in the 2022 State SIP Strategy,
25 the 2026 Extreme Ozone SIP Revision also updates planning

1 emission inventories in response to the federal actions
2 and the related reasonable further progress
3 demonstrations, and the motor vehicle emission budgets
4 used for transportation conformity.

5 [SLIDE CHANGE]

6 AQPSD AIR POLLUTION SPECIALIST HICKS: Extreme
7 ozone nonattainment areas face enormous challenges in
8 meeting ozone standards. For this reason, the Clean Air
9 Act -- the Clean Air Act allows the areas 20 years to
10 attain the standard and also allows extreme areas to rely
11 on potential new control techniques and technologies to
12 achieve the necessary emission reductions.

13 California has had a long history of utilizing
14 the new technology provision of the Clean Air Act section
15 182(e)(5) to help drive further regulations that
16 jump-start the development of cleaner technologies. Using
17 this tool, California has been able to push industry to
18 adopt advanced clean technologies and significantly lower
19 emissions.

20 However, the use of the 182(e)(5) provision is
21 not a get-out-of-jail free card. There are limitations
22 and additional requirements that go along with 182(e)(5).
23 For one thing, it can't be used to achieve emission
24 reductions required to show incremental progress during
25 the first ten years.

1 In addition, the emission reduction commitment --
2 committed to require an enforceable commitment to develop
3 and adopt additional measures no later than three years
4 before the attainment year, if the anticipated
5 technologies do not achieve planned reductions. In other
6 words, one way or another, we have to achieve the
7 reductions.

8 [SLIDE CHANGE]

9 AQPSD AIR POLLUTION SPECIALIST HICKS: As I
10 mentioned earlier, to support attainment across California
11 of the 70 ppb ozone standard, the Board adopted the 2022
12 State SIP Strategy. This strategy committed CARB to an
13 extensive list of regulatory actions, as seen in the green
14 tabs -- or tables. These measures, along with some from
15 the 2016 State SIP Strategy, seen in the lighter blue in
16 the lower right, and already adopted rules, seen in the
17 darker blue in the lower left, provide the emission
18 reductions from State sources in the recent plans.
19 Unfortunately, as mentioned above, the illegal actions by
20 the federal government have impacted many of the measures
21 on this list.

22 [SLIDE CHANGE]

23 AQPSD AIR POLLUTION SPECIALIST HICKS: First, I
24 would like to show the measures that are not being amended
25 in this revision and are still on track to achieve the

1 reductions outlined in the 2022 State SIP Strategy. These
2 measures are seen in this slide as bolded and include
3 things like CARB's adopted Clean Miles Standard and In-Use
4 Off-Road amendments, and planned Tier 5 off-road engine
5 standard and future measures for aviation.

6 [SLIDE CHANGE]

7 AQPSD AIR POLLUTION SPECIALIST HICKS: This slide
8 lists the measures in bold that are affected by --
9 affected directly by federal actions or indirectly by CARB
10 in response to this federal administration. This is the
11 list of measures addressed in this revision. The
12 following slides will explain how CARB is addressing each
13 of these measures.

14 [SLIDE CHANGE]

15 AQPSD AIR POLLUTION SPECIALIST HICKS: This slide
16 highlights the measures that CARB has updated in this
17 revision, including some of which have been renamed. In
18 the on-road space, the 2022 State SIP Strategy included a
19 Zero-Emission Truck measure, which was at the time focused
20 on potential fleet strategy beyond CARB's Advanced Clean
21 Fleets Regulation. We have now developed the Drive
22 Forward initiative, launched in 2025 under Executive Order
23 N-27-25.

24 In this revision, we have renamed the
25 Zero-Emissions Trucks measure to Drive Forward: Heavy-Duty

1 Trucks, which has essentially subsumed that more targeted
2 effort. Drive Forward will reduce emissions from this
3 sector in a manner that is economically feasible and
4 implement regulatory strategies to achieve the goal of a
5 cleaner, lower emission truck through a potential
6 combination of manufacturer focused and fleet concepts.

7 The Off-Road Zero-Emission Targeted Manufacturer
8 Rule is being updated and renamed as the Phased Advanced
9 Clean Equipment Regulation, consistent with the current
10 regulatory effort, which will achieve criteria pollutant
11 reductions by accelerating the development, production,
12 and deployment of cleaner off-road equipment and
13 powertrains.

14 The Commercial Harbor Craft measure is being
15 updated in the SIP revision to reflect only the specific
16 portions of the regulation that were granted an
17 authorization by U.S. EPA.

18 And finally, the Zero-Emission Standards for
19 Space and Water Heaters is being updated and renamed as
20 Clean Space and Water Heater Standards, consistent with
21 the current regulatory effort. This proposed measure is a
22 key component of a broader portfolio of strategies to
23 advance equitable building decarbonization in California.

24 [SLIDE CHANGE]

25 AQPSD AIR POLLUTION SPECIALIST HICKS: This slide

1 shows where reductions from certain measures in the 2022
2 State SIP Strategy will be achieved through other CARB
3 measures. For example, while CARB continue to implement
4 and enforce the portion of the Advanced Clean Fleets
5 Regulation applicable to state and local fleets, the
6 remaining emission reductions previously associated with
7 this measure are now associated with the Drive Forward:
8 Heavy-Duty Trucks Measure.

9 When you quantify the emission reduction benefits
10 of a future action, such as Drive Forward, it can achieve
11 more reductions in the future, since you are not first
12 accounting for a regulation like Advanced Clean Fleets
13 that would have required a large portion of fleets to
14 transition to zero emission and guaranteed some of those
15 same emission reductions.

16 Similarly, the benefits from CARB's Transport
17 Refrigeration Unit part I regulation, potentially forgone
18 because of the federal action to only grant a partial
19 authorization, will be able to achieve in the Transport
20 Refrigeration Unit part II regulation.

21 [SLIDE CHANGE]

22 AQPSD AIR POLLUTION SPECIALIST HICKS: Finally,
23 while CARB staff hopes to recover much of the reductions
24 lost to federal actions with other actions identified to
25 date, the reductions previously associated with certain

I mentioned this earlier, U.S. EPA partially disapproved CARB's Clean Truck Check Program disallowing us from crediting those reductions in the SIP in the traditional way. While we are moving some of the reductions from CARB's Clean Truck Check Program to 182(e)(5), this Program is still being fully enforced. It remains a crucial part -- program to ensure trucks operating on California roads remain clean throughout their useful lives and emission reductions are achieved in the real world.

I also want to emphasize that using 182(e)(5) is only a short-term solution to support approval of these plans. CARB continues to work to identify, develop, and adopt new control programs that will achieve these reductions.

AOPSD AIR POLLUTION SPECIALIST HICKS:

1 Transitioning now to the emission reduction
2 commitments, the quantification of all of these changes,
3 this table summarizes the updated allocations of NOx
4 emissions reductions in the South Coast Air Basin.

5 The numbers shown in the second column, the 2022
6 adoption, are the reductions as they were at the time of
7 adoption of the 2022 State SIP Strategy and regional
8 attainment plans. The yellow column highlights the
9 changes that we're making here in this revision, all
10 driven by adverse federal actions. And the far right
11 column, the 2026 Revision, shows the numbers as they are
12 shown in the staff report before you for this proposal.

13 The Current Control Program row for each column
14 is the reduction from the 2018 base year to 2037
15 attainment year associated with the already adopted
16 programs that were -- that we are able to incorporate and
17 credit in the SIP baseline inventories. As you can see,
18 U.S. EPA action has resulted in a loss of emission
19 reductions from CARB's current control program by over 11
20 tons per day in 2037, from 166.4 to 155.2 tons per day.

21 The second row shows the total CARB commitment,
22 which was 95.7 tons per day in 2022 State SIP Strategy and
23 is being revised to 106.8 tons per day to account for the
24 11 tons per day no longer creditable in the baseline.

25 The third, fourth and fifth rows explain the

1 breakdown of the commitment, with row three showing that
2 5.4 tons per day were reduced from the 2016 State SIP
3 Strategy measures, leaving one ton per day in 2037; in row
4 four, 10.5 tons per day were reduced from the 2022 State
5 SIP Strategy measure, leaving 78.8 tons per day; and
6 finally, in row five, that CARB is committing to an
7 additional 27 tons per day in 2037 via the 182(e)(5)
8 provision of the Act as needed due to federal actions.

9 As you can see in the bottom row, the total
10 amount of reductions that are needed to demonstrate
11 attainment are 262 tons per day, and that total remains
12 the same, and is fully accounted for within this revised
13 commitment.

14 [SLIDE CHANGE]

15 AQPSD AIR POLLUTION SPECIALIST HICKS: Similarly,
16 this slide summarizes the updated allocations of NOx
17 emission reductions in the San Joaquin Valley. The table
18 shows that federal actions have also resulted in a loss of
19 over 11 tons per day from CARB's current control program
20 in the San Joaquin Valley in 2037 from 134.5 to 122.9 tons
21 per day. The total CARB commitment was previously 25.3
22 tons per day in the 2022 State SIP Strategy and is being
23 revised to 36.9 tons per day to account for the 11 tons
24 per day no longer creditable in the baseline.

25 Within the commitments, CARB is now committing to

1 24.3 tons per day in 2037 via the 182(e)(5) provision of
2 the Act due to federal actions. And again, the final row
3 with the total reductions of 159.8 tons per day from base
4 year to attainment year remains the same from the 2022
5 adoption to today.

6 [SLIDE CHANGE]

7 AQPSD AIR POLLUTION SPECIALIST HICKS: Finally,
8 this slide shows similar updates to the allocation for the
9 Coachella Valley NOx emission reduction commitment,
10 although the total emissions inventory in this region is
11 much smaller. Here, federal actions have resulted in a
12 loss of 1.9 tons per day from CARB's current control
13 program, which are reallocated to the total CARB
14 commitment, such that it is now 7.1 tons per day, with 5.1
15 tons per day of those emission reductions being committed
16 to in 2037 using the 182(e)(5) provision of the Act.

17 [SLIDE CHANGE]

18 AQPSD AIR POLLUTION SPECIALIST HICKS: Since we
19 first released the draft staff report, we have received 13
20 written comments submitted into the public docket. The
21 focus of a few of these comment letters was our utility of
22 the 18 -- was our utility of the 182(e)(5) provision, with
23 commenters advocating for more defined new measures and
24 some asserting that our use of the provision in the SIP
25 revision does not meet requirements of the Act. As I've

1 covered here today, we are using this provision only as
2 necessary as a result of the federal actions. We are
3 meeting all requirements under section 182(e)(5),
4 including through a commitment we're asking the Board to
5 adopt in the resolution today.

6 Commenters, in some cases, advocated for specific
7 control measures to be included in the SIP revision, such
8 as for agricultural sources such as pesticides, soil NOx
9 from fertilizers, and agricultural equipment. Other
10 commenters expressed a desire for CARB to support more
11 low-NOx options in our regulation, and several letters
12 received focused on CARB's clean space and water heater
13 effort.

14 Staff have considered all of these comments and
15 intend to have further engagement going forward with many
16 of the commenters, especially as we look forward to
17 upcoming SIP revisions. It is important to reiterate that
18 CARB will not back down from our commitment to clean air.
19 We will continue to work towards new control programs in
20 the coming years, and we encourage commenters to
21 participate in each of these individual regulatory
22 processes.

23 [SLIDE CHANGE]

24 AQPSD AIR POLLUTION SPECIALIST HICKS: And with
25 that, I will turn to our staff recommendation for the 2026

1 State SIP Strategy -- State Implementation Plan revision
2 for the California Extreme Ozone Nonattainment Areas.
3 Staff recommends the Board adopt Resolution 26-4, which
4 Adopts the 2026 Extreme Ozone SIP revision as a revision
5 to the California SIP, directs the Executive Officer to
6 submit the revision for inclusion in the California SIP,
7 and directs the Executive Officer to take appropriate
8 action to resolve issues regarding the SIP submission,
9 including to revise the commitments to address any
10 deficient[SIC] in reductions.

11 [SLIDE CHANGE]

12 AQPSD AIR POLLUTION SPECIALIST HICKS: Beyond
13 this action, as I mentioned earlier in my presentation,
14 there remain a number of pending attainment plans that
15 will need to be revised in the near future and are also
16 new plans to be developed. So, let's discuss actions
17 moving forward.

18 In the fall of 2026, staff will come to the Board
19 with our annual air quality and SIP update. In the
20 winter, staff plans to bring additional SIP revisions for
21 the Severe ozone Areas. Over the next year, for likely
22 Board consideration sometime in 2027, we will be working
23 to revise the 12 microgram annual PM2.5 plans for the
24 South Coast Cost and San Joaquin Valley, and to develop a
25 new plan for the 35 microgram 24-hour PM2.5 standard in

1 the Valley.

2 Finally, there remains the nine microgram annual
3 PM2.5 standard set in 2024 by U.S. EPA. The DC circuit
4 court recently upheld this standard and just last week the
5 court ordered U.S. EPA to promulgate designations for this
6 standard by February 2027, which will mean that plans will
7 be due by August 2028. CARB and local districts across
8 the state have been continuing to work on emissions
9 inventories and other foundational elements in preparation
10 for those important plans, which will likely necessitate
11 new control measures to ensure attainment and provide
12 clean air across California.

13 Each of these Board items present an additional
14 opportunity for the public to engage and the Board to
15 provide direction. In addition to the hearings, there
16 will be ongoing engagement with the public and all
17 interested parties throughout the development process for
18 each of these plans, so we look forward to those continued
19 conversations and input as we work to develop these
20 revisions and new plans in the coming years.

21 [SLIDE CHANGE]

22 AQPSD AIR POLLUTION SPECIALIST HICKS: That
23 concludes my presentation, today. I would now like to
24 invite or guest speakers from the South Coast AQMD and San
25 Joaquin Valley APCD to speak. Ian MacMillan from the

1 South Coast AQMD you can unmute your mic.

2 IAN MACMILLAN: Thank you very much. Can you
3 hear me?

4 AQPSD AIR POLLUTION SPECIALIST HICKS: Yes.

5 IAN MACMILLAN: Great. Thanks. Good afternoon,
6 Chair Sanchez, members of the Board. Thank you for the
7 opportunity to speak. My name is Ian MacMillan and I'm
8 with the South Coast AQMD. We support adoption of this
9 proposed SIP revision. The South Coast Air Basin is
10 classified as an Extreme nonattainment area for all
11 federal ozone standards and as a Serious nonattainment
12 area for PM2.5. Attaining the 2015 ozone standard by 2037
13 requires significantly reducing NOx emissions by about 73
14 percent below current levels.

15 Obtaining these emission reductions is important
16 work. If we attain standards on on time, we can avoid
17 1,500 premature deaths every year, among a variety of
18 other public health benefits. That translates into more
19 that \$19 billion per year in monetized public health costs
20 in our region. However, recent federal attempts to
21 rollback California regulations, as well as proposals to
22 roll back federal regulations are making our ability to
23 achieve emission reductions even more uncertain.

24 We did not ask the federal government to slow
25 down these needed reductions and we're not eager to

1 increase the size of our black box. However, we are
2 collectively left with no choice. We must use the
3 flexibility provided by the Clean Air Act as proposed in
4 the action before you today.

5 We also understand that we must remove our black
6 box on specific timelines. In fact, our next black box
7 plan for the 2008 standard is due at the end of next year.
8 That plan will be difficult and it will require all levels
9 of government, including the federal government, to do
10 everything it can to deliver its fair share of emission
11 reductions. We support CARB's pragmatic approach to this
12 difficult policy position we have all been placed in. The
13 task in front of us you is significant, but we have made
14 significant progress in the past, including by using
15 flexibilities provided in the clean air act. For these
16 reasons, we support this proposal.

17 Finally, I would like to express my appreciation
18 to CARB's SIP staff and our productive partnership in
19 developing this SIP revision.

20 Thank you.

21 AQPSD AIR POLLUTION SPECIALIST HICKS: Thank you,
22 Ian.

23 Tim Franquist from the San Joaquin Valley APCD,
24 you can unmute your mic.

25 TIM FRANQUIST: Excellent. Can you hear me?

1 AQPSD AIR POLLUTION SPECIALIST HICKS: Yes.

2 TIM FRANQUIST: Great. Thank you.

3 Good afternoon, Chair Sanchez, members of the
4 Board. My name is Tim Franquist, Director of Air Quality
5 Planning. And I'm speaking on behalf of the San Joaquin
6 Valley Air Pollution Control District.

7 Before commenting on today's SIP revisions, we
8 want to recognize the extraordinary clean air progress
9 achieved in the San Joaquin Valley. This progress
10 reflects decades of collection action by the CARB Valley
11 residents, community organizations, business, agriculture,
12 industry and local and State federal partners.

13 These efforts have produced real and measurable
14 results. In 2025, the Valley experienced its cleanest
15 year on record across numerous air quality measures,
16 including the lowest ozone designed values and the fewest
17 exceedances of the federal ozone standards ever recorded.
18 This progress has occurred despite substantial population
19 growth, increased economic activity and the Valley's
20 uniquely challenging geography and meteorology.

21 The District's incentive programs have also been
22 essential to this progress. Through more \$7.6 billion
23 dollars in combined public and private investments, these
24 programs have helped residents, farmers, businesses,
25 schools and to public agencies transition to cleaner

1 vehicles, equipment, technologies and practices, often
2 achieving emission reductions more quickly and cost
3 effectively than regulations alone.

4 While significant progress has been made, we
5 recognize that more must be done. The District will
6 continue pursuing every feasible opportunity to reduce
7 emissions and protect public health. In addition to
8 exploring additional regulatory strategies, it is critical
9 that we continue working together to ensure that there is
10 expanded and sustained incentive funding to reduce
11 emissions from mobile sources that make up a majority of
12 our remaining emissions, particularly through proven
13 effective programs that have been developed in partnership
14 with CARB and Clean FARMER, Clean Cars 4 All and others.

15 The district supports the proposed 2026 SIP
16 revisions as necessary to preserve the approvability of
17 the Valley's ozone attainment plan following recent
18 actions affecting important State mobile source measures.
19 We appreciate CARB's commitment to maintaining the
20 emission reductions necessary for attainment and support
21 strong, ongoing public engagement as these commitments
22 continue to be evaluated and implemented in the future.

23 I'd like to close by thanking CARB team for
24 ongoing partnership and look forward to working together
25 to implement the 2026 extreme ozone plan and build upon

1 the Valley's air quality progress.

2 Thank you.

3 AQPSD AIR POLLUTION SPECIALIST HICKS: Thank you,
4 Tim. I will now turn it back to the Chair.

5 CHAIR SANCHEZ: Thank you very much, Austin, for
6 the overview of this item and to our partners from South
7 Coast and San Joaquin Valley air districts for joining us
8 today.

9 I'm now going to turn to public comment. We have
10 a few commenters here in the room and on Zoom. So Board
11 clerks, will you please begin calling on the public
12 commenters. Thank you.

13 BOARD CLERK: Thank you, Chair Sanchez. Just as
14 a reminder to the public, public sign-ups will close in 30
15 minutes at 3:26. Please note, CARB will accept written
16 submissions for this item when they're submitted in person
17 or online via the docket only until the end of public
18 testimony for the item.

19 Starting with in-person, we have Gustavo Aguirre
20 Jr.

21 GUSTAVO AGUIRRE JR.: How's it going. My name
22 is Gustavo Aguirre Jr. I thank you for the Chair, the
23 Board members, and the staff today.

24 I'm the Director of Environmental Justice at
25 Central California Asthma Collaborative, or CCAC. We have

1 served now approaching 10,000 asthma patients across the
2 San Joaquin Valley. We see firsthand the health effects
3 of polluting industries in front-line communities.

4 You can see an increase in ER visits, missed
5 school days, and managing chronic illnesses made worse by
6 air pollution outside. Among some of the strategies or
7 stones not left unturned, CARB, you should quickly enact
8 the following measures or enforceable commitments to adopt
9 such measures. And we suggest the rejection of this plan
10 till we focus on some of these areas, one stationary and
11 area sources.

12 CARB and the Valley Air District and air
13 districts to new regulations an improved enforcement,
14 reduce emissions from large and small stationary and area
15 sources in nonattainment areas with a priority of
16 environmental justice neighborhoods and front-line
17 communities.

18 Two indirect sources. We support the adoption of
19 strong SIP-enforceable Indirect Source Review Rule, ISR,
20 focusing on maximizing the emission reduction in
21 disadvantaged communities, disproportionately affected by
22 pollution associated with warehouses, distribution
23 centers, and any other facilities, installations or a
24 combination of which attract and generate mobile sources.

25 Thank you for your time today. We look forward

1 for guidance and leadership from this Board to make sure
2 that we do the correct thing here on the ozone and SIP
3 plan.

4 Thank you.

5 BOARD CLERK: Alexa Sanchez.

6 ALEXA SANCHEZ: Hello. Good afternoon, Chair and
7 Board members. My name is Alexa Sanchez with Central
8 California Asthma Collaborative. We appreciate CARB's
9 continued work on the ozone plan, but we want to emphasize
10 that for the disadvantaged communities we serve throughout
11 the San Joaquin Valley, clean air is still not a reality.

12 Our region remains in nonattainment for federal
13 ozone standards and the burden continues to fall
14 disproportionately on low-income rural communities that
15 already experience some of the highest rates of asthma and
16 other respiratory illnesses in the state. Mobile sources
17 remain one of the largest contributions to the pollution
18 our residents breathe every day.

19 Heavy truck duty -- heavy-duty truck traffic,
20 agriculture equipment and other transportation related
21 emissions expose families, children and other -- and older
22 adults to unhealthy levels of ozone precursors and
23 particulate pollution. These exposures translate into
24 missed full days, emergency room visits, and long-term
25 health impacts that are preventable.

1 Our community air monitoring network has become
2 and essential tool for these communities. It provides
3 local relevant data that helps residents understand the
4 air they are breathing every. It raises awareness about
5 pollution hot spots and supports community-driven
6 solutions.

7 Continued investment in community air monitoring
8 is critical for ensuring transparency, accountability and
9 informed decision-making. While we recognize the progress
10 CARB has made, more must be done to achieve health air in
11 the San Joaquin Valley. We understand and we urge CARB to
12 strengthen enforcement and increase regulatory oversight
13 in rural areas, where emission sources are often
14 overlooked and communities have historically received
15 fewer resources you and protections. Strong
16 implementation and enforcement are just as important as
17 ambitious planning. The communities we represent cannot
18 continue waiting for clean air. We ask CARB to ensure
19 that the ozone plan prioritizes meaningful reductions in
20 emissions, where the need is greatest and delivers
21 measurable health improvements for the residents who have
22 endured this burden for far too long.

23 Thank you for your time and consideration.

24 BOARD CLERK: Thank you.

25 Maria Ruiz.

1 MARIA RUIZ: Good afternoon, Board Chair, members
2 of the Board. My name is Maria Ruiz. I'm with The
3 Central California Environmental Justice Network really
4 happen to be here representing the San Joaquin Valley.
5 Please forgive my lack of eye contact. I wrote my notes,
6 but I wanted to show you what I have to use every day. I
7 shouldn't be having to use my emergency inhaler every day,
8 but unfortunately that's my reality.

9 As a San Joaquin Valley native, it is
10 disheartening to see that there is a Board hearing
11 affecting a region that I live in happening outside of
12 that area. So, you know, maybe for the future, we can
13 change that.

14 Ozone is a gas. There is nothing we can do but
15 be holdup in our homes, because a mask won't filter out
16 zone. Ozone acts as a powerful lung irritant causing the
17 airways to constrict, swell and fill with mucous. I don't
18 think I have to explain the effects of ozone and the list
19 of various ozone standards that we have not met. I think,
20 you know, that's kind of common knowledge here. And if
21 it's not, then I do fear that these decisions are being
22 made without enough knowledge.

23 Before my transition into environmental justice
24 and public health about six years ago, I had never heard
25 of relying on non-existent future technologies to fix

1 issues of the present. We're essentially entrusting the
2 health of 4.3 million San Joaquin Valley residents and
3 more Californians to a regulatory loophole, commonly known
4 as the black box under the federal Clean Air Act.

5 I do want to ask how many more attainment
6 deadlines we're going to miss. I think everyone here in
7 this room is intelligent and you've been seeing patience
8 and working on policy probably longer than I have been
9 alive. This current Trump administration does not want
10 the ozone SIP that the San Joaquin Valley actually needs.
11 And if you are voting yes, you know, please let San
12 Joaquin Valley residents like myself know why we have to
13 wait for clean air.

14 Thank you.

15 BOARD CLERK: Thank you. Jenna Roper.

16 JENNA ROPER: Hello. My name is Jenna Roper.
17 I'm a Senior Policy Associate at Central California Asthma
18 Collaborative. We appreciate the staff's time and the
19 Board's time. We've had meetings with both and we
20 appreciate talking more about this. Despite that, we
21 still have a lot of concerns with this black box approach
22 and we ask that CARB commit to real and enforceable
23 measures in this and future SIP revisions.

24 My colleagues already mentioned a few of our
25 priorities. So I'll just mention a couple more and

1 highlight some. The first is off-road agricultural
2 equipment. It remains one of the largest unregulated
3 sources of NOx in the valley. There have been incentives
4 to try to remove them, but we need backstop regulations to
5 phase out the oldest and dirtiest of the equipment.

6 The second is aggressive movement on heavy-duty
7 and light-duty vehicle electrification. Old trucks past
8 their useful life are among some of the worst polluters on
9 our roads, and expanding access to light-duty EVs in low
10 income and rural communities.

11 And then the last thing I'll mention is building
12 and appliance emissions. We hope that CARB can work with
13 other State agencies to develop a real plan for equitable
14 building decarbonization to ensure that our low-income
15 residents aren't left behind and they can also benefit
16 from cleaner air in their lived environment.

17 Thank you.

18 BOARD CLERK: Thank you.

19 Daniel Talamantes.

20 DANIEL TALAMANTES: Good afternoon. My name is
21 Daniel Talamantes. I am the Research and Communications
22 Coordinator for the Central Valley Air Quality Coalition.
23 For over 20 years, CVAQ has been advocating for the public
24 health of San Joaquin Valley communities. We have serious
25 concerns with the SIP and believe it must be strengthened

1 with real and enforceable commitments for additional
2 emission reductions before it goes to the EPA. CARB has
3 time to do this.

4 While the valley remains in Extreme
5 nonattainment, our communities face elevated rates of
6 asthma, chronic respiratory illness, emergency room
7 visits, and premature deaths. These are not abstract
8 outcomes to be left to a speculative black box. This is
9 real present harm.

10 Today, I want to highlight one major and largely
11 unregulated source, off-road agricultural equipment.
12 Off-road agricultural equipment is the largest contributor
13 of NOx in the valley. The updated 2026 emissions
14 inventory shows this sources remains un -- effectively
15 unregulated with some equipment still operating at Tier 0,
16 the highest emission levels category. We urge CARB to
17 revise the plan to regulate off-road agricultural
18 equipment with clear emission standards, compliance
19 deadlines, and a binding phaseout schedule for the oldest,
20 highest emitting equipment paired with support for just
21 transition, and more generally, adopted enforceable 2026
22 SIP commitments that deliver real near-term emissions
23 reductions, not reliance on undefined future technologies.

24 Three, coordinate with San Joaquin Valley Air
25 District to align with State commitments at the local

1 rulemaking and enforcement, prioritize environmental
2 justice commitments, and lastly we would like to invite
3 the Board to have a future meeting in the valley.

4 Valley residents cannot wait another decade for
5 solutions that may never materialize. CARB has the
6 authority and responsibility to act now to protect public
7 health and ensure timely attainment of air quality
8 standards, especially as federal agencies fail us.

9 We just submitted a detailed written letter
10 outlining the concerns and the legal and technical basis
11 for your recommend -- for our recommendations.

12 Thank you for you time.

13 BOARD CLERK: Thank you.

14 Mark Rose.

15 MARK ROSE: Good afternoon. Mark Rose with
16 National Parks Conservation Association. I want to begin
17 by acknowledging the tough situation that California is in
18 due to illegal federal actions on mobile sources. And
19 NPCA continues to strongly advocate to support CARB's
20 authority to implement such measures. That does not
21 change the reality, however, that this SIP revision does
22 absolutely nothing to improve air quality in California's
23 national parks and for the millions of California
24 residents forced to breathe the most ozone polluted air of
25 anywhere in the nation.

1 Moreover, the SIP revision clearly violates clean
2 act provisions governing the use of Section 182(e)(5)
3 black box. Simply shifting over 55 tons per day of NOx
4 emissions from the now defunct mobile source rules to a
5 black box is unprecedented, but the SIP goes one step
6 further by providing little to know detail on what
7 supposed future technologies the new ozone black box is
8 dependent on, nor does this plan provide a basic schedule
9 for when those mystery technologies will be implemented or
10 what contingency measures the State well rely on if those
11 black box technologies fail to develop.

12 Californians cannot afford to sit back and accept
13 a plan that amounts to an IOU, delaying cleaner air to
14 some potential future date. CARB and entities like the
15 San Joaquin Valley Air District have had years to come up
16 with ideas for additional emission reductions. We've
17 outlined several key asks in the community letter
18 submitted by CVAQ, along with others that we've submitted
19 in the past.

20 One specific request that I highlight is -- for
21 CARB is to finally move ahead with the rulemaking process
22 to phase out the oldest and dirtiest ag equipment still in
23 use statewide. In the San Joaquin Valley, this is now the
24 single largest source category for NOx emissions and
25 remains entirely unregulated.

1 I echo calls to the Board to pass a resolution
2 today directing staff to begin a rulemaking to finally
3 phase out the dirtiest ag equipment. Such a rulemaking
4 should begin implementation by no later than 2030.

5 Thank you.

6 BOARD CLERK: Thank you.

7 Bill Magavern.

8 BILL MAGAVERN: Thank you.

9 Is the green light on?

10 Yeah.

11 Bill Magavern with the Coalition for Clean Air.
12 Just yesterday, the Trump EPA initiated another effort to
13 illegally repeal California standards related to our ships
14 when they're docked and also commercial harbor craft. And
15 CARB has documented the effect of all of the executive and
16 legislative rollbacks will be thousands of additional
17 deaths in California, as well as disease.

18 So the question before us is how do we respond?
19 I think three different ways. I know we can count on CARB
20 and Attorney General Bonta to challenge these illegal
21 federal actions at every opportunity. Secondly, we need
22 to do the work, and CARB has begun that work, to prepare
23 for when we might have an administration in Washington
24 that actually wants to clean up our air instead of making
25 it dirtier. And then third, and most relevant to today's

1 discussion, is actions that California can take that do
2 not require federal approval.

3 And that's where this Board should resolve today
4 to do better and to do more. And you've heard some of the
5 ideas from some of my colleagues. These are all ideas
6 that have been under discussion for years. Not being new,
7 I would say phasing out the oldest, dirtiest off-road ag
8 equipment, starting working now on statewide Indirect
9 Source Review rules to reduce freight pollution that
10 disproportionately affects our low-income communities of
11 color. And setting a date to phase out the oldest,
12 dirtiest diesel trucks on the road at the end of their
13 useful life. The 2022 SIP had a zero-emission trucks
14 measure. It's replaced in the plan before you with vaguer
15 language, less -- has more of a commitment instead of less
16 of a commitment. Thank you.

17 BOARD CLERK: Thank you.

18 Benjamin Lu.

19 BENJAMIN LU: Good afternoon, Chair and Board
20 Members. Benjamin Lu, Clean Air Advocacy Manager for the
21 American Lung Association.

22 The American Lung Association appreciates the
23 ongoing efforts of the Board and staff to address the lack
24 of federal partnership on protecting health and air
25 quality programs and program progress in California. The

1 action today to update the SIP reflect the major gaps
2 inflicted by the federal interference and longstanding
3 Clean Air Act implementation requirements.

4 As CARB has noted in previous presentations, and
5 we documented in our annual State of the Air Report, the
6 actions of the federal government will put more pollution
7 in our air, and cause widespread health emergencies and
8 deaths due to respiratory and other illnesses.

9 Just yesterday, the U.S. EPA transmitted two more
10 California waiver rules to Congress for scrutiny under the
11 Congressional Review Act regarding ocean-going vessels at
12 berth and commercial harbor craft. They piled on top of
13 the previous waiver reviews that precipitated today's SIP
14 revision.

15 For these reasons, we call on CARB to move
16 forward from today's action with clear intention to use
17 every tool available to protect clean air programs and
18 ensure that all possible pollution reductions are
19 identified and pursued. We urge the Board to continue to
20 evaluate opportunities for more in-use testing, to ensure
21 that existing fleets and equipment are being monitored for
22 excess emissions throughout their useful life. We call on
23 the Board to accelerate development of the zero-emission
24 truck measure and associated useful life retirement
25 opportunities to spur fleet turnover for cleaner

1 technologies.

2 CARB should also continue to evaluate
3 opportunities discussed at the March hearing to address
4 indirect sources of pollution, which concentrate on and
5 around logistics hubs sited in lower income communities.
6 We look forward to working with the Board and staff to
7 ensure that our shared mission to protect public health
8 against air pollution continues to deliver progress and
9 relief to all California communities.

10 Thank you.

11 BOARD CLERK: Kai La Point.

12 KAI LA POINT: Good afternoon. I am Kai La
13 Point. I'm here representing Environment California.
14 Environment California is dedicated to protecting clean
15 air and reducing pollution and we strongly support making
16 the retirement of these old diesel trucks a commitment in
17 the 2026 State Implementation Plan.

18 California continues to have some of the worst
19 air quality in the nation with millions of Californians,
20 especially those that live in these high impact areas
21 continuing to breathe unhealthy air every day. These
22 heavy-duty diesel trucks make up a small portion of
23 vehicles on the road, yet they have -- they have a great
24 responsibility making a path of the pollution that leads
25 to these smog formations in especially like the local Bay

1 Area.

2 This means then that targeting this sector offers
3 an opportunity to improve clean air quality. These older
4 diesel trucks, specifically those designed before 2013,
5 lack like specific on-board diagnostics that become
6 significantly dirtier as they age. These emissions
7 control system deteriorate over time with many older
8 trucks lacking the technology that newer vehicles rely on
9 to identify these emission failures. This then results in
10 these vehicles emitting far more pollution than intended.

11 Additionally, California law already establishes
12 that when these heavy-duty -- heavy-duty trucks reach the
13 end of their useful life, they are -- they need to be
14 dis -- decommissioned. CARB currently has the authority
15 to require retirement of these vehicles within existing
16 parameters. This issue does not require or rely on new
17 legislation or approval. It just requires action.

18 Requiring these older diesel trucks to be retired
19 would provide immediately -- immediate and measurable
20 benefits, like reducing emissions of not just oxides,
21 lower exposure to toxic diesel exhaust by the public,
22 fewer asthma attacks and heart and lung illnesses as
23 expressed by the other people here.

24 Environmental justice here, then reduces
25 pollution in these communities that have carried a

1 disproportionate burden for decades. Previously, CARB has
2 recognized the important of trucks -- the importance of
3 truck turnover in the 2022 State Implementation Plan. We
4 encourage the Board to move beyond identifying as a
5 possible strategy, to instead adopting this methods as
6 clear and forcible commitment in the 2026 State
7 Implementation Plan.

8 Thank you for your time.

9 BOARD CLERK: Thank you. We're now going to be
10 moving to Zoom commenters.

11 The first Zoom in comment -- Zoom commenter is
12 Bret Andrews followed by Karin Urso and then Manuel Cunha
13 Jr.

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

16 BRET ANDREWS: Hello, Board members and staff.
17 I'm Bret Andrews, a practicing neurologist in Oakland and
18 a Board member of San Francisco Bay Physicians for Social
19 Responsibility. We know that thousands of Californians
20 die prematurely or are severely harmed by NOx air
21 pollution annually. And our recent research shows similar
22 toxicities from home appliances and other NOx emission
23 sources to those that we experience from PM2.5 toxicity,
24 including asthma and other chronic lung disease, stroke,
25 and dementia. And NOx pollution is intimately connected

1 to the ozone policies you're trying to enact.

2 So front-line communities are clearly exposed to
3 many sources of air pollution, major roads, industry,
4 agriculture, poor indoor air quality and other local
5 sources, and are disproportionately affected. And it will
6 benefit most for moving to clean zero-emission policies
7 including home appliances, trucks and so forth.

8 Federal deregulation and increasing wildfire
9 smoke events post additional health burdens on these
10 communities and all Californians and they are additive and
11 increasing. So now is not the time to give way to federal
12 interference, but to enhance where we can and improve
13 policy for the health of California. We urge the Board
14 and staff to remain steadfast in advancing zero-emission
15 standards and rulemaking efforts despite federal
16 rollbacks. California's health and lives depend on it.

17 Thank you.

18 BOARD CLERK: Thank you.

19 Karin Urso.

20 Moving on to Manuel Cunha Jr. I have activated
21 your microphone. You may begin.

22 MANUEL CUNHA, JR.: Can you hear me okay?

23 BOARD CLERK: Yes, I can.

24 MANUEL CUNHA, JR.: Yes. Manuel Cunha Jr.,
25 President of the Nisei Farmers League and also the African

1 American Farmers of California.

2 I want to thank the Board for allowing me to
3 speak. And first, we are in support of the Board moving
4 forward with this plan for both of those -- or three of
5 these air district areas.

6 First, I want to give credit to the San Joaquin
7 Valley and the California Air Resources Board under
8 Richard Corey and Dr. Cliff, and Didi and others that have
9 worked hard on the agricultural incentive program, which
10 has been the most cost effective voluntary program in the
11 country for the San Joaquin Valley and has done a great
12 job.

13 Secondly, is the agricultural air burning. We --
14 no agricultural burning in the San Joaquin Valley unless
15 its diseased with those issues, but here we stopped all of
16 the ag burning, a tremendous reduction and put a cost on
17 the farmers. Tremendous cost.

18 We would ask that the Board would consider, and
19 please to continue, the support of incentive funding for
20 the FARMER Program, the Clean Cars Program, and the ag
21 burn. We have done a lot in agriculture to help clean up
22 the air. And when 20 -- I believe in 2020 or '21, we had
23 the first PM10 attainment plan in the country, and
24 agriculture made that happen.

25 But we are there to work with our Air District

1 and we support the three plans for these air districts
2 with that. And we continually work with the California
3 Air Resources Board, Chair Sanchez, and Dr. Cliff and his
4 team. We look forward to continually working. We are
5 doing our part. But remember, Board, farmers can never
6 pass the cost on like everybody else can. We are price
7 takers on the whole arena and if we want to feed the
8 world, and feed this country, we don't need to be
9 destroying our industry. We are responsible people.

10 Thank you.

11 BOARD CLERK: Thank you. Karin Urso, I see you
12 have your hand back up. I have activated your microphone.
13 You can unmute and begin.

14 KARIN URSO: Hello. I am volunteer with the
15 Central Valley Air Quality Coalition, the Sierra Club and
16 California Nurses for Environmental Health and Justice.

17 I'm a registered nurse, public health nurse and a
18 retired nursing instructor. I could speak to you about
19 the impacts of ozone on my patients, but I'm going to
20 speak to you about myself. We moved to Bakersfield 26
21 years ago and within eight years, I developed adult onset.
22 People living with asthma are expected to monitor their
23 symptoms and identify asthma triggers. My trigger for
24 shortness of breath is ozone. Every afternoon as our
25 ozone level rises, I reach for my rescue inhaler. In

1 fact, I know the exact point at which I begin, having
2 trouble breathing, which is around 55 points per
3 billion -- parts per billion, I'm sorry, just below the
4 yellow level, which is unhealthy for sensitive groups.

5 Usually two puffs helps, but often that is not
6 enough and I have to down to recover the ability to
7 breathe. When I travel, I do not experience this
8 afternoon shortness of breath when I'm outside the valley.
9 Returning to the valley, it returns. And this is one
10 reason why I retired early from teaching nursing.

11 CARB, please don't put me in a black box. Please
12 develop a better plan to address ozone pollution, which is
13 creative and urgently addresses stationary and mobile
14 sources. Specifically, I was in Sacramento with the Lung
15 Association recently and spoke to one of Senator Shannon
16 Grove's staffers. We agreed that many trucking businesses
17 in Kern County are eager to transition their fleets to
18 electric trucks. They need only some up-front support to
19 do that. The funding is not consistently and adequately
20 available. This is vital that you add this to your plan
21 and address this source of asthma -- of ozone pollution.

22 Thank you.

23 BOARD CLERK: Thank you.

24 Next, we have Ruben Rodriguez, followed by
25 Christine Zimmerman, and then Angelina Nguyen.

1 Ruben, I have activated your microphone. You may
2 unmute and begin your testimony.

3 RUBEN RODRIGUEZ: Hello. Can you guys hear me?

4 BOARD CLERK: Yes, we can. Thank you.

5 RUBEN RODRIGUEZ: Awesome. My name is Ruben
6 Rodriguez with Central California Environmental Justice
7 Network. Today, I speak to you from the unceded lands of
8 the indigenous Yokuts, specifically in the community known
9 as Coalinga.

10 I would like to start today by saying that Board
11 members who are voting yes on this because you think it is
12 acceptable, because you do not want the current
13 administration to do anything to California related to
14 sanctions is not an option. Therefore we call for this
15 plan to be rejected. The black box option removed and
16 actual emission reductions commitments be made.

17 I would like to start by thanking Dr.
18 Pacheco-Werner for her assistance in helping to stop this
19 item from being pushed through back in May without
20 discussion and for setting up a meeting between valley
21 environmental organizations who represent valley
22 residents, air district staff, and CARB staff.

23 The people of the valley do not need more delays.
24 We need actual emissions reductions now. We need to be
25 able to breathe clean air that meets minimum federal air

1 quality standards. We have shared our thoughts on sources
2 of emissions reductions, but we know air district and CARB
3 staff are the experts. We are looking forward to hearing
4 about the work Dr. Pacheco-Werner has done these last two
5 months with Board air district -- with both Air District
6 and CARB staff. We look forward to your comments against
7 the use of the black box and we look forward to hearing
8 what actual emission reductions measures she and staff
9 have come up with to revise this SIP today and remove the
10 need for the black box.

11 Dr. Pacheco-Werner, the people of the valley need
12 you to be their Champion today. Those who are able to
13 currently listen will listen and hear this recording.
14 Show them that you have their back. We literally await
15 the outcome today.

16 Thank you.

17 BOARD CLERK: Thank you.

18 Christine Zimmerman

19 CHRISTINE LUTHER ZIMMERMAN: Hi. Can you hear me
20 okay?

21 BOARD CLERK: Yes, we can.

22 CHRISTINE LUTHER ZIMMERMAN: Thank you so much.

23 Good afternoon, Chair Sanchez and CARB Board
24 members and staff. I'm Christine Luther Zimmerman, Direct
25 or of California Regulatory Affairs at WSPA and a resident

1 of the southern San Joaquin Valley. WSPA shares the
2 collective concern regarding circumstances surrounding the
3 2026 State Implementation Plan revisions for the
4 California Extreme ozone nonattainment areas. We support
5 the adoption of this plan and remain committed to
6 supporting a whole successful SIP implementation and we
7 continue striving for emission reductions that benefit all
8 Californians, especially those in Extreme nonattainment
9 areas.

10 Thank you so much.

11 BOARD CLERK: Thank you.

12 Angelina Nguyen.

13 ANGELINA NGUYEN: Good afternoon, Chair and Board
14 members. My name is Angelina Nguyen. I am community
15 member and resident of Stockton. Thank you for giving me
16 the time to share my comment concerning the State
17 Implementation Plan revision. I am here asking you to
18 protect the health of myself, my family, and my neighbors
19 who are threatened by the exposure to ozone. As someone
20 who has grown up in the San Joaquin Valley, poor air
21 quality isn't just a statistic. It's part of our daily
22 lives. Many of us have watched loved ones struggle with
23 asthma, headaches and other health problems caused by
24 ozone pollution.

25 Personally, I have to witness my mother struggle

1 with asthma and high blood pressure due to the exposure of
2 harmful air quality. Even though ozone levels have
3 improved, our region still fails to meet federal clean air
4 standards leaving children, seniors, outdoor workers and
5 vulnerable residents at risk. Delaying action means more
6 missed school and work, higher medical costs and
7 preventable health impacts. Every year we wait is another
8 year our communities continue to bear the burden of
9 pollution.

10 I respectfully ask CARB to critically evaluate
11 and adopt a State implementation plan that delivers real
12 emission reductions now to avoid making promises based on
13 technology that does not yet exist. Specifically, CARB
14 can take initiative to step up on stationary and area
15 resources to achieve emission reductions and clean air in
16 the San Joaquin Valley. The people of the San Joaquin
17 Valley deserve clean air today, not some day.

18 Thank you for your time and consideration.

19 BOARD CLERK: Thank you. I do want to note that
20 sign-ups have now closed for this item.

21 Next, we will hear from Kaili Wong, followed by
22 Christian Bisher, and then Vivyana Prado.

23 Kaili Wong, I have activated your microphone.
24 You may unmute and begin.

25 KAILI WONG: Good after noon, CARB staff -- I'm

1 sorry. There was an echo in the room.

2 Good afternoon, CARB staff. My name is Kaili
3 Wong. I'm a community member and resident of South
4 Stockton. Thank you for giving me the time to share my
5 comment concerning the SIP revision. I'm here also asking
6 you to protect the health of myself, my family and my
7 neighbors who are threatened by exposure to ozone.

8 Since 2013, San Joaquin Valley has failed time
9 and time again to meet the ozone standard. The effects
10 ozone pollution has on my community is detrimental in
11 addition to our poor air quality caused by surrounding
12 emissions, such as our local track and freeway activity,
13 ocean-going vessels and facilities like DTE.

14 Residents of Stockton heavily burdened with -- by
15 asthma can't continue to be impacted by delayed policies
16 that don't consider the health of the people. Stockton is
17 reportedly 30th in the asthma capital national ranking,
18 according to the AAFA report in 2025. Due to ozone's
19 inflammatory effects on airway tissue, the persistent
20 presence of ozone will further put community members with
21 respiratory diseases at risk. If you opt for the black
22 box provision, we will only see more exposures to ozone
23 pollution and we'll stray further from meeting air quality
24 standards.

25 Instead, you should prioritize strengthening

1 regulations to reduce emissions from all pollution sources
2 in EJ communities. Please consider effective ozone
3 pollution solutions and put the public first. We need
4 clean air now. Thank you for your time.

5 BOARD CLERK: Thank you.

6 Christian Bisher.

7 CHRISTIAN BISHER: Good morning. My name is
8 Christian Bisher. I live in Fresno and I work for the
9 Central California Environmental Justice Network. I would
10 like to thank all the Board members that met with San
11 Joaquin Valley organizations leading up to today. And as
12 we said in those meetings wha is being called the black
13 box is not being used properly in this revised SIP.

14 CARB's slide on the black box is wrong. It's
15 being spun to look compliant. The Clean Air Act wording
16 is not sufficiently descriptive, so EPA has had
17 authoritative guidance since 1992. Reading directly from
18 an EPA decision on a South Coast SIP in 2024, an
19 attainment demonstration that relies on planned reductions
20 from new technology measures under Section 182(e)(5) must
21 identify the measures for which additional time would be
22 needed for development and adoption. The plan must also
23 show that the new technology measures cannot be fully
24 developed and adopted by the submittal date for the
25 attainment demonstration, which is past, and must contain

1 a schedule outlining the steps leading to final
2 development and adoption of the measure.

3 This wording has not changed in EPA decisions
4 since 1992 across multiple administrations. If you don't
5 believe me ask CARB to pull up the wording and go through
6 it. Do you really want to support a plan in which CARB is
7 betting the current EPA administration will deviate from
8 over 30 years of consistent guidance, not follow the Clean
9 Air Act and illegally approve the SIP. The people of the
10 San Joaquin Valley deserve better than that.

11 Lastly, because I don't know if anybody is here
12 for them, I cannot find anything classifying Coachella
13 Valley as extreme nonattainment for the 2015 ozone
14 standard, which is a requirement for the black box. The
15 2022 or 2023 plan mentioned in the presentation was for
16 the 2008 ozone standard. So before you vote yes for it, I
17 would ask CARB staff to show you a 2015 classification of
18 extreme.

19 Thank you.

20 BOARD CLERK: Thank you.

21 Vivyana Prado.

22 VIVYANA PRADO: Hi, everyone. My name is Vivyana
23 Prado. I'm with Leadership Counsel for Justice and
24 Accountability. I live in Fresno and I work with
25 residents in rural communities across the San Joaquin

1 Valley and the Eastern Coachella Valley.

2 I understand that this is a historic moment where
3 the federal administration is attacking CARB's authority
4 to implement the Clean Air Act and that this places CARB
5 in a difficult position. I urge you all to take an
6 equally historic action and to prioritize residents'
7 health over industrial interests today. And from -- in
8 your authority and your mission as a public health agency.

9 The other day I listened to a resident tell me
10 that when she blows her nose in the morning, blood comes
11 out. That's because she lives surrounded by industrial
12 agricultural -- agriculture heavy-duty traffic and oil
13 refining.

14 Why is CARB staff proposing reliance on the black
15 box when there's already clear solutions to reduce ozone
16 from stationary sources. Instead of the black box, what
17 we need is a strong plan to quantify and reduce NOx
18 emissions from soil fertilizers. The San Joaquin Valley
19 has over five million acres of irrigated cropland. And
20 all of that fertilizer that's applied to those acres
21 contributes to increased ozone levels. Instead of the
22 black box, CARB should be regulating existing off-road ag
23 equipment and developing and building a decarbonization
24 plan that protects vulnerable low-income residents, and
25 also strengthening the Indirect Source Rule and protecting

1 the health of residents who live near industrial
2 activities.

3 The well-beings of the -- the well-being of the
4 residents I work with will continue to decline the longer
5 that CARB delays real action. We need you all to work
6 together with us today to protect residents' health and
7 not wait till it's too late. I propose that the Board
8 rejects this ozone SIP amendment today and instead adopt a
9 tangible plan to regulate ozone emissions today within
10 your authority.

11 Thank you.

12 BOARD CLERK: Thank you.

13 Next, we'll hear from Diana Tapia followed by
14 Shahzad Atiqur and Skyler Hong.

15 Diana, I have activated your microphone, you may
16 unmute and begin.

17 DIANA TAPIA: Good afternoon. My name is Diana
18 and I'm a youth and fellow community member in Stockton.
19 I want to speak about the prevalence of asthma in
20 Stockton. Asthma is known to develop through constant
21 exposure to air pollutants. In Stockton, air pollution is
22 something we cannot escape. I remember sitting in the
23 lunch room and a classmate having a severe asthma attack.
24 I remember my sister in the middle of the hallway having
25 an asthma attack and my parents urgently trying to get her

1 to breathe and eventually calling the ambulance.

2 Both incidents happened in Stockton, where the
3 key -- where key air quality standards for major
4 pollutants, like ozone, are yet to be made. Think about
5 the economic and emotional distress not only of my family,
6 my community, but others. We need action now. As it
7 stands, the black box anticipates pollution reductions
8 based on technologies that do not exist. Using the black
9 box option without clearly defining its requirements,
10 delaying need in medication, and enforcement that turn
11 into health issues, including health costs and medical
12 expenses.

13 Relying on this provision postpones California's
14 ability to meet air quality standards. We struggle to
15 meet and prolong the time residents are exposed to ozone
16 levels above the federal minimum standards. I'm urging
17 you all to focus on ozone pollution by developing separate
18 measures in case the technology doesn't emerge.

19 Thank you for listening.

20 BOARD CLERK: Thank you.

21 Shahzad Atiqur, I have activated your microphone.
22 You may unmute and begin.

23 SHAHZAD ATIQR: Hello. Good afternoon. My name
24 is Shahzad. I am a youth community member in Stockton. I
25 wanted to share with you today about my experience with

1 ozone pollution. I was born and raised in Stockton and
2 growing up around a lot kids that had asthma. I honestly
3 thought it was a common occurrence, but when I got older,
4 I came to realize Stockton was ranked as one of the worst
5 cities for air quality. This has a lot to do with
6 position in the San Joaquin Valley, which also suffers
7 from some of the worst air quality and part pollution in
8 the country. Some of those burdens of pollution include
9 big ag, heavy-duty freight, and so much more.

10 I say all this to say, we desperately need to
11 meet clean air standards. As of right now, we are failing
12 to meet not only the 2015 8-hour standard, but also the
13 2008 and the 1997 standards as well. This is one of the
14 reasons why I oppose in the strongest of terms, the black
15 box provision. I worry this provision will be abused in
16 order to obfuscate the responsibility of cleaning out our
17 air. It will delay timely action on key sources of
18 pollution and burden residents to deal with poor air
19 quality for years.

20 To use the black box, CARB must develop separate
21 contingency measures in case the technology doesn't emerge
22 as hoped. CARB staff have not discussed the requirement
23 or those contingency plans. To date, CARB staff have
24 failed to explain how, which, or when technology might
25 emerge to reduce ozone nor even in which sector. Per EPA

1 practice, CARB must explain how to black box will
2 reduce -- will work as applied and why they must rely on
3 it. Board approval of this plan without knowing the plan
4 would be irresponsible and the revision itself is illegal
5 absent these details.

6 Thank you.

7 BOARD CLERK: Thank you.

8 Skyler Hong.

9 SKYLER HONG: Good afternoon, CARB staff. My
10 name is Skyler Hong and I'm a community member and youth
11 of Stockton.

12 I have deep concerns about the black box
13 provision and its affects on my community, peers and
14 myself. The San Joaquin Valley has been clouded by
15 pollution for as long as I can remember andy the effects
16 on our citizens' health have lived with me. I constantly
17 recall a moment when my neighbor had an asthma attack when
18 I was child. Watching a child my age on the floor
19 Desperately finding his breath over two miles away from
20 home, how are our children, elders, pregnant people and
21 those with conditions such as asthma and diabetes able to
22 have a quality sense of life when this is the quality we
23 are given. San Joaquin Valley is not meeting with the
24 ozone level standards and has continued to fail.

25 With the black box provision how are we able to

1 ensure pollution declines with nonexistent technology.

2 Every year that we continue to rely on the black box ozone
3 pollution will continue to be dismissed and citizens will
4 experience the effects. We will only grow with the number
5 of early deaths medical expenses and lost productivity.

6 The valley is amongst the worst air basins in the
7 nation for PM2.5, which is not supported by the black box
8 shortcut, meaning CARB will have to find alternate
9 strategies regardless. I am urging CARB to closely
10 evaluate the State Implementation Plan with methods that
11 reduce emissions and ozone levels. The citizens of the
12 San Joaquin Valley do not want to continue with this for
13 the rest of their lives. Thank you for your time and
14 consideration.

15 BOARD CLERK: Thank you. Next, we'll hear from
16 Eliza Eberhardt followed by Gloria Valencia Cruz, and then
17 Reema Bzeih.

18 Eliza, I have activated your microphone. You can
19 unmute and begin.

20 ELIZA EBERHARDT PEREZ: Hello. My name is Eliza
21 Eberhardt Perez. I'm a resident of Stockton, California,
22 District 1. Thank you CARB for the opportunity to give
23 public comments and share my lived experience. As a
24 disabled person living with asthma since the age of six, I
25 have concerns regarding the State Implementation Plan

1 revision. I urge you to prioritize the health and
2 well-being of community members at risk for prolonged
3 Ozone exposure in the San Joaquin Valley.

4 I want to take some time to explain how serious
5 prolonged exposure to ground level ozone can be. For
6 people living with chronic respiratory diseases, like
7 asthma or COPD, this exposure can take years off of one's
8 life and increase the mortality rate for these individuals.
9 It can take up to 48 hours for the lungs to recover from
10 these exposures, but recovery is not possible for most in
11 the San Joaquin Valley due to consistent exposure.

12 Fresno, specifically, is number six on the
13 top ten most challenging places to live with asthma
14 according to the AAFA.org. According to the EPA, once
15 someone has been exposed long enough to feel irritation in
16 the lungs. It is also likely triggered reactive oxygen
17 species in the brain and body causing inflammation and
18 disrupting normal cell function and slowing down the
19 recovery process.

20 This looks like poor sleep, cognitive decline
21 like brain fog, memory loss, headaches, dizziness and
22 let's not forget the irritation of the eyes, nose, and of
23 course the lungs. As some of the other public commenters
24 have stated, you can feel it when the air is bad. Some
25 days I can't get through a sentence without coughing or

1 needing to drink water to soothe my throat. I'm not
2 saying this to scare you, but rather to take what is said
3 here today seriously. We need real solutions offered
4 here. It is unacceptable that the San Joaquin Valley has
5 not been within the ozone standard for the last 13 years.
6 That's 13 years of damage done to the lungs of San Joaquin
7 Valley residents. How many children need to miss out on
8 school due to their asthma triggers? How many loved ones
9 do we need to lose before we see results?

10 Stockton places 30th in the asthma capital
11 national ranking in 2025. The black box provision will
12 only further perpetuate ozone exposure and they will not
13 be any closer to meeting air quality standards. Tap into
14 your own humanity because we can't breathe.

15 BOARD CLERK: Thank you.

16 Gloria Valencia Cruz.

17 GLORIA VALENCIA CRUZ: Good afternoon, CARB
18 staff, Board members, and Chair. My name is Gloria
19 Valencia Cruz. I am the Environmental Justice Advocacy
20 Coordinator with Little Manila Rising, a community-based
21 organization in South Stockton. I work alongside youth,
22 many of them you heard today, and I'm really proud of them
23 for sharing their experiences. While working with them, I
24 get to explain how pollution impacts their everyday lives
25 and looking to ways to advocate for increased protections.

1 While doing this work, it is also disheartening to tell
2 you that they have been born into a state of extreme
3 nonattainment for key ambient air quality standards, and
4 break it down to them in the hopes that they can advocate
5 for increased protections and in the hope that you, Board
6 members, staffers, and everyone here can hope for a future
7 where we can have our next generations born into a state
8 of clean air.

9 Our organization has engaged with and led
10 advocacy efforts to reduce air pollution locally since
11 2019, the year we were selected as an AB 617 community.
12 Yet, our local emission reduction efforts in Stockton,
13 like many other communities across the San Joaquin Valley
14 necessitate your support to ensure that our progress is
15 not undermined by the current regulatory rollbacks. I
16 actually want to acknowledge and thank you for recognizing
17 the attacks on maritime shipping regulations. And I also
18 want to share that this is a clear opportunity for CARB to
19 address this issue by supporting the adoption of a strong
20 SIP-enforceable Indirect Source Review rule focused on
21 maximizing the emission reductions in disadvantaged
22 communities, affected by associated warehouses,
23 distribution centers and any other facility. I truly
24 believe that investing in locally grounded solutions, such
25 as this one, can help us achieve a future with less ozone

1 emissions.

2 Your leadership is needed today to ensure that
3 we're pursuing proven solutions, to ensure that present
4 and future generations are able to enjoy the Central
5 Valley with clean air.

6 BOARD CLERK: Thank you.

7 Reema Bzeih.

8 REMA BZEIH: Hi. Hello. This is Reema Bzeih.
9 I'm the State Climate Policy Manager with Pacific
10 Environment.

11 Revising the SIP presents an important
12 opportunity to reaffirm California's leadership in
13 reducing air pollution and climate emissions, specifically
14 from sectors that continue to have significant impacts on
15 communities living near ports and freight communities.
16 California's ports are among the busiest in the world and
17 are critical to the State's economy. The San Pedro Bay
18 Port complex, which is in the South Coast Air Basin,
19 generates about \$1.6 trillion in total national economic
20 value and supports over three million American jobs, but
21 at the same time emissions from ocean-going vessels,
22 commercial harbor craft, and cargo handling equipment
23 contributes substantially to nitrogen oxide emissions that
24 form ground level ozone.

25 Within three nautical miles of the coast,

1 container and cargo ships emit over 13.8 tons of NOx per
2 day just in the South Coast Air Basin. And as CARB
3 revises the SIP, we encourage the Board to ensure that any
4 adjustments made in response to changes in federal policy
5 do not weaken California's long-term commitment to
6 achieving clean air. As been mentioned, especially by the
7 Chair lead herself, the U.S. EPA transmitted California's
8 ocean going vessel at-berth and commercial harbor craft
9 labor rules to Congress under the CRA, and this latest
10 move by the administration to take these tools off the
11 table is detrimental to public health and our economy as
12 attainment is not possible without marine adjustments in
13 small and large vessels.

14 So we respectfully encourage CARB to preserve or
15 strengthen commitments to produce NOx emissions in
16 maritime and freight sectors, continue advancing the
17 transition to zero-emission and near zero-emission
18 technologies at California's ports, support the deployment
19 of clean marine fuels like methanol, hydrogen, ammonia,
20 prioritize emissions reductions that benefit communities
21 disproportionately burdened by air pollution and maintain
22 clear, measurable, and enforceable commitments within the
23 SIP, so that progress can be tracked and adjusted as
24 needed.

25 Thank you for your time and for listening to

1 these comments.

2 BOARD CLERK: Thank you.

3 Next, we'll hear from Natalie Delgado followed by
4 Sarah Aird, and then Brian Cadena.

5 Natalie, I have activated your mic. You may
6 unmute and begin.

7 NATALIE DELGADO: Hi. Give me one second.

8 Okay. I'm ready.

9 Hi, everyone. My name is Natalie Delgado. And
10 I'm a Policy Associate with the Central California
11 Environmental Justice Network. I live and work in Fresno,
12 California.

13 I wanted to share my solidarity with my
14 colleagues who have spoken before me. As others have
15 shared, the black box provision of the Clean Air Act does
16 not apply here. In addition to this, CARB needs to rise
17 to the opportunity to better regulate mobile and
18 agricultural sources and protect the public health in the
19 air of the state that is the most exploited. CARB, this
20 is your moment to be brave and take a firm stand with the
21 people of the San Joaquin Valley, who bear the
22 disproportionate health impacts of poor air quality.

23 Off-road agricultural equipment remains one of
24 the largest unregulated sources of nitrogen oxide
25 emissions in California. It also produces large amounts

1 of particulate matter and is one of the leading
2 contributors to nonattainment for federal air quality
3 standards, for PM and then ozone. Throughout the last
4 years, the ag industry has relied on millions in FARMER
5 incentive funding to replace their equipment, but all of
6 that money is no longer available.

7 We can no longer wait. Instead of waiting on
8 incentives to reduce emissions, we need regulations to
9 achieve them now. We ask that the Board begin a statewide
10 rulemaking to phase out the oldest and dirtiest ag
11 equipment still in operation in the State by the earliest
12 practicable date. We would like to see an ag equipment
13 phaseout rule available for the Board to vote by 2028 and
14 implement it in 2030.

15 Lastly, CARB must take initiative to better
16 regulate indirect sources, despite federal constraints.
17 We recognize that SJV has and ISR. South Coast has also
18 adopted their own ISRs as well. To this date no agency
19 has ever analyzed both of these ISRs to -- which -- to
20 show which is more stringent. As we are in nonattainment
21 for several federal Clean Air Act standards, it is
22 essential to evaluate the effectiveness of our ISR and see
23 if we can do more. Specifically, we'd like to see the
24 adoption of an even stronger SIP enforceable ISR that
25 focused on direct emission reductions in disadvantaged

1 communities disproportionately affected by pollution
2 associated with (inaudible).

3 Thank you.

4 BOARD CLERK: Thank you.

5 Sarah Aird.

6 SARAH AIRD: Hello. First, I would like to thank
7 the CARB Chair as well as CARB Board members and CARB
8 staff for their work.

9 Second, I would like to reiterate and align
10 ourselves with the comments of prior environmental justice
11 advocates and community members, and especially in the San
12 Joaquin Valley, who are experiencing outrageous levels of
13 pollution and our concern that CARB is considering relying
14 on a black box. We urge the CARB Board to reject the
15 black box and instead be sure to start and devote greater
16 attention to other types of sources that have largely not
17 been given the amount of attention that they deserve,
18 including area sources and stationary sources.

19 Specifically, I'd like to talk about the impact
20 of agricultural emissions, and in particular pesticides.
21 Pesticides, whether we're talking about their contribution
22 to ozone as volatile organic compounds, contributors are
23 largely being ignored. And I understand that currently
24 the approach that is being taken is to really focus on
25 NOx. To my understanding, there has been no attention

1 paid to the contribution that pesticide use is having on
2 the ability for soils to absorb carbon and other critical
3 nutrients into the soil, which is one of the things -- one
4 of the primary reasons that we're resulting in high level
5 of NOx emissions from fertilizers.

6 When we have unhealthy soils that are caused by
7 pesticides, that means that fertilizers have to be used in
8 their place. And we know that these synthetic fertilizers
9 are resulting in heavy NOx emissions. I would also like
10 to state that CARB does have authority to manage toxic air
11 contaminant pesticide emissions. So CARB has the
12 authority to address many of these pesticides. And I've
13 heard many people today talk about the impacts of asthma
14 in regions (inaudible)...

15 BOARD CLERK: Thank you. Next, is Brian Cadena
16 followed by Kevin Abernathy.

17 Brian, I have activated your microphone.

18 BRIAN CADENA: Good morning, Chair and Board
19 members. My name is Brian Cadena, lifelong resident of
20 Kettleman City, co-founder and Chief Operations Officer of
21 UNIDOS Network, a community-based organization in
22 Kettleman City in the heart of the San Joaquin Valley.

23 In the valley "Extreme" isn't a technical
24 labor -- label. It's the air my neighbors breathe every
25 day. We have some of the worst ozone in the country. Our

1 kids grow up with inhalers and our farmworkers put in full
2 shift outdoors on days the air isn't healthy to breathe.
3 My community has carried the burden for generations and
4 we're tired of waiting.

5 I want to speak plainly about the approach in
6 this revision. When California's mobile source waivers
7 were revoked, the old SIP lost its foundation, because it
8 leans so heavily on mobile source reductions. CARB is
9 right to revise it now, but relying almost entirely on the
10 Clean Air Act's black box provision to assume that
11 technology will emerge and save the day is not a plan.
12 It's a hope.

13 And the Board should not approve a plan without
14 knowing what the plan actually is. The black box doesn't
15 fit here. It requires evidence that technology will
16 materialize to close the gap and staff have not shown how,
17 which, when or even in what sector that would happen. It
18 also requires a real contingency measure, if the
19 technology doesn't arrive, and those haven't been
20 presented. On top of that, the black box doesn't apply to
21 PM2.5 at all, so CARB has to find other strategies
22 regardless.

23 Approving this without those details would be
24 irresponsible. Instead of doing nothing and calling it a
25 plan, I'm asking CARB to do the hard work on stationary

1 and area resource -- area sources. Agricultural --
2 agriculture is roughly halve the inventory and remains
3 badly unregulated -- underregulated. I'm specifically
4 asking the Board to commit in this revision to regulating
5 soil NOx from fertilized fields and to finally adopt
6 backstop regulations to phase out the oldest, dirtiest
7 off-road ag equipment, instead of leaning on incentives
8 alone. And I'm asking for a strong SIP-enforceable
9 Indirect Source Review rule that prioritizes emission
10 reductions in environmental justice communities like mine.

11 UNIDOS network stands ready to work with CARB and
12 the Valley Air District to identify the measures that make
13 up for this shortfall. Please lead with courage and
14 precision here. Kettleman City and the valley deserve a
15 plan you can actually keep. Thank you.

16 BOARD CLERK: Thank you.

17 And last, we've Kevin Abernathy.

18 KEVIN ABERNATHY: Yes. Can you hear me okay?

19 BOARD CLERK: Yes, we can.

20 KEVIN ABERNATHY: Thank you. Madam Chair,
21 members of the dais, my name is Kevin Abernathy with Milk
22 Producers Council and Dairy Cares. We support the staff
23 version of the 2026 SIP revisions as precluded into
24 extreme ozone nonattainment.

25 Madam Chair, you had made the comment earlier on

1 the -- before the agenda item about the partnership. And
2 the beauty of -- this is not our first rodeo when it comes
3 to meeting nonattainment and using the black box in
4 partnership with the San Joaquin Valley, in working with
5 CARB, and even South Coast for that matter. You -- we --
6 none of us will be surprised, because we've done it
7 before. We will do it again. And I truly support the
8 factual scientific foundation of the revisions that are
9 being put forth by staff. It's not emotional. It's not
10 hearsay.

11 And based on some of the comments that I've been
12 hearing over the past hour, my goodness. I've lived in
13 the valley my entire life. I know what it used to be like
14 when I was born in the sixties, what it was like in the
15 seventies, what it was like in the eighties, what it was
16 like in the nineties. And for the most part, you can see
17 across the valley from the Sierras to the coast range each
18 and every day.

19 So don't listen to the emotional pleas. Listen
20 to the factual science that your staff has put together in
21 revisions. And for that, we support the staff
22 recommendation to the Board.

23 Thank you.

24 BOARD CLERK: Thank you.

25 Madam Chair, the concludes public testimony for

1 this item.

2 CHAIR SANCHEZ: Thank you to all the members of
3 the public who joined us and shared their comments on this
4 item. I'd first like to turn to staff. A number of
5 issues raised over the past hour. Any that you want to
6 address?

7 EXECUTIVE OFFICER CLIFF: Yes. Thank you, Chair.
8 So, in particular, I recognize that we've left the
9 unfortunate impression with some stakeholders that the use
10 of this flexibility that is often referred to in comments
11 under section 182(e)(5) of the Clean Air Act has suggested
12 that somehow we're backing away from commitments to reduce
13 emissions. In fact, that's absolutely not true. As you
14 can tell from a lot of the work that we have going on, the
15 number of workshops that we've undertaken and what's
16 described in the plan itself, there is a lot of activity
17 going on to determine the type of regulations that can
18 continue to reduce emissions that would benefit all of
19 California, but in particular these three regions that
20 we're talking about here.

21 We know that most of the emissions come from
22 mobile sources, so it's incumbent upon CARB to take those
23 actions on behalf of the State to continue to reduce
24 emissions of NOx, which will benefit not only ozone, but
25 PM2.5, which will, as you saw in slide 22, be future plans

1 that CARB will be considering.

2 So I wanted just to address that, because the
3 flexibility is allowed under certain conditions only, and
4 that's for extreme nonattainment areas, you know, when you
5 meet certain conditions. And that flexibility is
6 important, because it's the counter-narrative that we
7 haven't really heard much in comments, but I know that I
8 have heard from my conversations with colleagues in the
9 transportation agencies, as well as the local
10 transportation agencies, the COGs, and, you know,
11 transportation agencies that what would happen if EPA were
12 to disapprove of these plans, or this plan, is pretty bad.

13 So immediately, we would see transportation
14 conformity for each. That means projects not moving
15 forward that are already in the works or -- and plans
16 would immediately be halted for transportation.

17 Then within a period of time, we would see
18 development be greatly impacted, because you would -- part
19 of the sanctions that would result would include a
20 two-to-one -- two-to-one offsets provision. And then
21 after a period of time, you would also have all federal
22 highway funding be halted to the State. So those are
23 pretty bad.

24 You would also have a requirement for the federal
25 government to step in and say here's what you have to do

1 instead. And, as you can see, they're trying to remove
2 our ability to use any tool for mobile sources. So the
3 things that would left on the table would not be very
4 attractive from a -- and economic perspective for the
5 State.

6 So it's important to recognize that while use of
7 this flexibility, the so called 182(e)(5) provision is
8 something that we're afforded as part of the Clean Air
9 Act, recognizing that these are challenging issues to deal
10 with, that we ultimate will have to figure out how to get
11 those reductions. And, you know, under the Clean Air Act,
12 as we indicated that it would -- that that would have to
13 be determined within three years of the attainment date.

14 So this isn't a situation where we're backing
15 away from any of our commitments, but, in fact, trying to
16 determine what the best way to account for those are. The
17 things that are known and very clearly within U.S. EPA's
18 ability to approve, those are detailed. And areas where
19 U.S. EPA is unlikely to approve, then those have been
20 moved into this 82(e)(5) provision.

21 That may not be enough. As we've heard from U.S.
22 EPA. In fact, I met with regional administrator -- acting
23 regional administrator Mike Martucci this week. And, you
24 know, he indicated that he could see a path to approval of
25 this plan, but it wasn't clear exactly what measures they

1 ultimately would approve. So that's going to have to be
2 ongoing work that we're going to have to engage with the
3 staff and political leadership at U.S. EPA over the coming
4 months.

5 We have a deadline. They have to finalize their
6 consideration of this plan by January 15th, I believe, of
7 next year. So there's not a lot of time. And our
8 expectation would be over the next couple of months to
9 kind of wrap that work up and finalize that submission
10 with U.S. EPA.

11 I also wanted to address one other issue we heard
12 from a few commenters that our use of the 182(e)(5)
13 provision is appropriate. In fact, there -- I think
14 there's been some reliance on guidance from 1992 that EPA
15 had put out. There's actually more recent information
16 from U.S. EPA from -- more recently from 2022 that
17 indicates this is an appropriate use of 182(e)(5). And
18 nevertheless guidance is not binding. Plain reading of
19 the law is what -- is what matters here. And U.S. EPA has
20 been pretty clear that they expect things that are
21 uncertain. And even in their own language this week,
22 things that are in litigation they believe are uncertain
23 and therefore appropriate for use of this provision.

24 So again that's something that we'll have to
25 continue to work on with U.S. EPA. I think I'll stop

1 there. I'm sure there will be a number of questions, but
2 I wanted to just sort of start with that framing in hopes
3 that that addressed some of the comments that came in.

4 Thank you.

5 CHAIR SANCHEZ: Thank you, Dr. Cliff for sharing
6 those comments and responses. We'll now turn to Board
7 discussion. I'm going to turn first to Dr. Pacheco-Werner
8 who -- for whom this work is deeply personal and who joins
9 this Board also serving in her air district seat on Behalf
10 of the San Joaquin Air -- Valley Air District. So over to
11 you, Doctor.

12 BOARD MEMBER PACHECO-WERNER: Yeah. Thank you.
13 Thank you so much to the staff members for working on this
14 item. I think as CARB, you know, this is really our bread
15 and butter, right? We are here to make the clean -- the
16 air cleaner, first and foremost. And any SIP revision
17 must take into account all of the public health
18 implications and to commit on those communities that are
19 most affected, some of which we heard about today.

20 You know, this ozone item is of deep personal
21 interest to me. As many of you know, I live in the San
22 Joaquin Valley, but what many of you might not know is
23 that I live in an area that is still one of the most
24 affected areas due to ozone in the valley. That has a
25 direct impact on my family's health. As of this spring,

1 100 percent of my household now has asthma. That means we
2 label inhalers. We have a system for school activities,
3 outside play time, and gardening, which we love to do as a
4 family. It means that I am one of these statistics that
5 staff sees and the EJ spoke to, where people age three
6 through Middle age live with asthma and are impacted
7 through missed school days and work days.

8 So as I tell my local Air Board, I am your
9 walking ozone monitor. I absolutely share the concerns
10 about where we've ended up, why we're here today, right?
11 And I recognize that this is not the ideal situation that
12 many of us have been working for years to do and to -- and
13 to progress. I think that what is also part of the
14 picture that I didn't secure and that I think is very
15 important is that as you -- that the SIP is really only
16 one way that CARB and the Air District are working on to
17 reduce the pollution.

18 So as you may have noted in slide 18 that we're
19 moving approximately 11 tons of NOx from the current
20 control program into the this new strategy we are
21 approving today, the public and fellow Board members know
22 that FARMER incentive program that had the -- full of
23 applications for people wanting to replace their tractors
24 has met 11 tons of NOx reductions back in 2024.

25 Thank you.

1 So I know that even the last time I spoke with
2 the APCO he was Zooming in -- coming back from Sacramento
3 was talking about funding FARMER, right, and the
4 importance of the continuation of funding FARMER. In
5 addition, the San Joaquin Valley air grant staff has
6 secured millions of dollars just in these past six years
7 for thousands of vehicles, including hundreds of
8 heavy-duty vehicles. This -- all of these grant dollars
9 have secured over five tons of NOx reductions and four
10 tons of reductions for VOCs.

11 These incentives are making a real difference
12 right now, which is when I want the air cleaner too. And
13 we need to continue to see these incentive dollars make it
14 to these most impacted communities that many of the
15 advocates spoke about today. These policy incentive
16 actions are not just nice-to-haves, they are a real and
17 key part to this strategy that we need to decrease air
18 pollution today.

19 I do agree with the public commenters that we do
20 need to have a future meeting in the San Joaquin Valley
21 and I am working on that. However, before that meeting, I
22 do have a number of questions for staff and one
23 recommendation.

24 So I will start with the questions and then -- if
25 we can go back and forth just to make sure I get

1 everything. Can you please, as staff outlined, the
2 community engagement that you have done leading up to this
3 meeting and the future community engagement that will
4 happen in impacted communities from now until we hear
5 about the SIP item again? Thank you.

6 EXECUTIVE OFFICER CLIFF: Thank you, Dr.
7 Pacheco-Werner. So leading up to the item today -- maybe
8 I can start back with air district discussion. So we had
9 had a number of discussions with our air district partners
10 about these -- about the SIP. And I know both the San
11 Joaquin Valley and South Coast Air District also had
12 informational items with their boards where there was an
13 opportunity for public testimony. And I have confirmed
14 with both Wayne and Samir just today that those items had
15 been heard by their boards.

16 Of course, we put this out for public comment,
17 and, you know, received a number of comments on -- in the
18 docket on the item itself. And, as you know, we
19 originally had planned to hear this in May, but pushed
20 this out, so that we could have more opportunity for
21 discussion. We've engaged both with the environmental
22 justice community in the valley. And I know one meeting
23 at which you attended. I was -- I attended remotely.
24 Colleagues behind me were there in person with you. And
25 then we've also more recently had meetings with some of

1 the regulated community to kind of talk about concerns
2 that they have and what they've been hearing.

3 Going forward, you know, we've committed to
4 continue that engagement. You heard today in comments an
5 acknowledgment of some of the engagement that's happened.
6 I know that in particular some of the issues that were
7 raised in those meetings focused on things like soil NOx.
8 We heard some of those comments today, of course, ag
9 engines and pesticides. So some of that engagement has
10 already started. We have research going on in the soil
11 NOx arena, and we have promised some continued discussion
12 around pesticides. So that's kind of an ongoing area of
13 discussion that we've already agreed to engage in.

14 I can't speak to the exact cadence at this point,
15 but it is -- it is work that we're planning and that we're
16 doing.

17 BOARD MEMBER PACHECO-WERNER: Thank you. And
18 thank you for discussing the sanctions earlier and -- but
19 for the public and fellow Board members, I think, you
20 know, can you walk through what this approval would
21 mean -- you know, what the next work would be for us as a
22 Board, but also what do sanctions mean for a place like
23 the San Joaquin Valley? What's on the line for them?

24 EXECUTIVE OFFICER CLIFF: Well, I mentioned
25 that -- I don't know the specifics of the conformity

1 issues that would hit first. That's -- it is something
2 that we discussed in -- I think it was last fall when we
3 were talking about the so-called off-model adjustments.
4 And at our joint meeting with the CTC, we had some like
5 specific things that would have been affected at that
6 point in time. So I don't know, at this point, you know,
7 what exactly would -- which plans and projects would be
8 impacted, but to kind of put a finer point on what we know
9 from our previous engagement (inaudible) that hits
10 immediately.

11 On the funding side going forward, it's hard to
12 predict exactly what that would look like, but again, it
13 would be a lot of federal funding that would be at risk
14 after the sanction clock starts. And again, you can't
15 really turn that off, unless you can submit an approvable
16 plan, which, you know, would not be possible in this case,
17 based on my understanding. And then two-to-one offsets
18 that I mentioned is very restrictive, because of the --
19 because these are extreme ozone nonattainment, what is
20 considered a source that that applies to is actually a
21 smaller source than it might be other areas. So it
22 impacts a lot more potential industries that -- you know,
23 what would be affected by the sanctions.

24 So, you know, at the same time that we're trying
25 to develop new types of opportunities to reduce emissions,

1 this would impact their ability to do so, because of --
2 you know, because of this two-to-one offsets. So any
3 economic growth would be greatly impacted as a result of
4 that. I mean a two-to-one offset impact, you know, that's
5 a pretty severe type of sanction that is applied by the
6 Clean Air Act specifically to avoid the kind of outcome
7 that would result here where a plan would not be approved
8 and that's, in fact, why some of these flexibilities are
9 built into the Clean Air Act recognizing that those
10 penalties are pretty significant.

11 BOARD MEMBER PACHECO-WERNER: Thank you. That's
12 helpful. Now, I know that during this -- the staff
13 presentation, you briefly talked about the emissions
14 inventory, but can you talk a little bit more about the
15 process for this emission inventory, specifically the
16 timeline and how the emissions inventory will guide our
17 SIP actions moving forward, the update -- the updated
18 emissions inventory.

19 EXECUTIVE OFFICER CLIFF: Yeah. Maybe I can ask
20 Dr. Lakin to address that question.

21 AQPSD CHIEF LAKIN: Hello, Board -- oh, sorry.
22 Hello, Board Member Pacheco-Werner. This is Matt Lakin,
23 Division Chief for the Air Quality Planning and Science
24 Division. So it's my division that does both the SIPs,
25 the attainment plans, and we do a lot of the fundamental

1 science in those plans, the emissions inventories and the
2 modeling.

3 As you know, we had a big effort, ramped up
4 around -- in anticipation of the designations for the nine
5 microgram per meter cubed PM2.5 annual standard. And so
6 we have built an entirely new base year modeling platform.
7 It's -- we call it the 2023 base year, so we've updated, I
8 believe, the number is 21 of the area source categories
9 statewide, but including in the valley, which is what
10 we're talking about here. That emissions updates, we
11 also, you know, updated mobile sources on the off-road,
12 on-road, bunch of area source categories. And so it's a
13 very comprehensive update.

14 That inventory is finished. It's gone through
15 review. We've worked with all the air districts. We've
16 had some preliminary engagement, including we actually had
17 a call. We met with the valley advocates and walked
18 through inventory with them to get their input as part of
19 that process. We are now in the point where we're
20 processing it for modeling. So what that means in
21 practice is, you know, we're testing out the models.
22 We're doing things like Dr. Cliff mentioned, updating
23 things like the soil NOx emissions and parts like that.
24 That modeling is, you know, being tested. We test it
25 versus, you know, existing monitoring data. We kind of --

1 you know, kind of make sure that we have some confidence
2 in it. Of course, go through another round of district
3 reviews.

4 We will then be engaging with community advocates
5 throughout the state, including in the valley. We've
6 already committed to go meet with the before we finalize
7 that. So we're aiming to finalize that modeling by the
8 end of this calendar year. So don't exactly know the
9 month yet, but -- and that modeling will form the basis
10 for plans -- attainment plans that come before the Board
11 next year. So we're anticipating new attainment plans in
12 the San Joaquin Valley, potentially the 35 microgram per
13 meter cubed plan, eventually, nine microgram per meter
14 cube plans, and, of course, if we were to update any other
15 ozone plans including for South Coast or other areas.
16 They do a lot -- they do their own modeling, but we work
17 with them and that would also come in front of the Board.

18 CHAIR SANCHEZ: Dr. Pacheco-Werner, I'm sorry to
19 interrupt. We need a two-minute technical break for some
20 Zoom issues I'm being told.

21 (Off record: 4:15 p.m.)

22 (Thereupon a recess was taken.)

23 (On record: 4:18 p.m.)

24 CHAIR SANCHEZ: All right. Thank you for that
25 brief technical break. I believe we are back online.

1 BOARD MEMBER PACHECO-WERNER: Thank you. And
2 thank you. You answered my question around the soils NOx.
3 And it's encouraging to hear that there is ongoing
4 research on that, as that was the recommendation from
5 those scientists that CARB convened. So I'm glad that
6 they're -- that is moving forward.

7 On off-road equipment, can you please walk
8 through what the current process is on the -- on that? So
9 you mentioned a little bit that it's included in the
10 emissions inventory. So can you just -- you know,
11 sometimes you and I can say that, but what does that mean
12 for people that off-road is being looked at in the
13 emissions inventory and specifically kind of like what are
14 the implications for that?

15 EXECUTIVE OFFICER CLIFF: Well, I think -- so
16 generally speaking, what it means is that the emissions
17 associated with equipment off-road, whether it be in the
18 agricultural sector or otherwise, is part of the overall
19 consideration of for how much NOx is emitted to the
20 atmosphere. So, you know, essentially we try and capture
21 all sources of emissions. And then as part of the proc --
22 the planning process identify what opportunities there
23 would be to reduce emissions from those various sources.

24 So, as an example, in -- you know, this Board has
25 adopted requirements for construction equipment to turn

1 over to cleaner equipment. And, you know, it's a -- it's
2 a -- it's a construction fleet rule. There's emission
3 standards for new equipment that's being sold that we and
4 U.S. EPA adopt and administer. So, you know, the current
5 standard is Tier 4. Tier 4 final. There's you know,
6 consideration of a Tier 5 standard. So those are the
7 types of opportunities that one might look at.

8 There's also incentive opportunities. So over
9 the years, we've had the opportunity to reduce emissions
10 through programs such as FARMER. There's also been USDA
11 programs and other programs to reduce emissions. There's
12 the Moyer incentive program. Those are all opportunities
13 to reduce emissions from sources that haven't already been
14 address through regulations. And, for example, in the
15 case of FARMER or Moyer, those are so-called
16 scrap-and-replace programs. So you actually have to get
17 rid of that source completely. It no longer can emit
18 because it would need to be crushed or, you know, removed
19 from -- you know, from service completely.

20 There's also the CORE Program. This Board puts
21 up almost \$70 million into the CORE Program, which is the
22 Clean Off-Road Equipment Incentive Program that doesn't
23 require scrap and replace, but would encourage
24 zero-emission off-road equipment. So there's a number of
25 opportunities like that, that we would be looking at and

1 considering.

2 And some of those factor into reducing emissions
3 that would reduce emissions in the inventory and some are
4 creditable under the SIP. So the CORE Program would not
5 be a SIP creditable action, but it would reduce emissions
6 that would otherwise count as part of the inventory that
7 you would consider for the need to reduce. So it sort of
8 depends on the -- on the particular emissions source and
9 the program how that would get accounted for in this
10 planning process.

11 The reality is everybody benefits, because the
12 air is cleaner as a result of all of these programs, and
13 therefore, you know, those who breathe the air are
14 benefiting from that -- those cleaner emissions that lower
15 emissions and clean air.

16 BOARD MEMBER PACHECO-WERNER: Yeah. Thank you.
17 Thank you for that. And I also heard, you know, that
18 there is an ongoing legislative process around the ISR as
19 well. So I think that that's really important and thank
20 the Legislature for taking that on.

21 So, you know, Chair, given that we expect to
22 learn more from the emissions inventory and that, you
23 know, as staff has said it will guide us -- and for
24 everyone, you know, kind of listening in and having access
25 to our slides, you know, I don't want to remind you of

1 slide 22 that we have several things coming to us where we
2 will be hearing about actions that we intend to take.

3 Chair, I would -- I would like to recommend that
4 we include resolution language that before we get to this
5 25 microgram plan, that we see what further regulatory and
6 incentive paths are going to be needed for these further
7 reductions on off-road equipment, but not limited to just
8 off-road equipment, and -- if that's -- is agreeable.

9 Thank you.

10 CHAIR SANCHEZ: Thank you, Dr. Pacheco-Werner,
11 for those comments and that very thoughtful
12 recommendation. It is something I am certainly looking
13 forward to the Board's comments on, but is something that
14 I would support. And I imagine staff is already doing a
15 lot of the analysis that would underpin that work and
16 bring to the Board. So I appreciate that recommendation.

17 Any further comments before I kind of get other
18 Board member feedback on that recommendation?

19 No.

20 Great. I'm going to move to Dr. Balmes. But
21 before I do, Dr. Pacheco-Werner, just heartfelt gratitude
22 to you as the -- you wear so many hats here on CARB. But
23 the way you represent the Air District, your community
24 health work, your family, you know, we would not be as far
25 as we are in terms of the progress in the valley without

1 all of your work on this Board over the years.

2 And, you though, I'll just echo the sentiment of
3 being deeply frustrated that we're in this position, but
4 deeply grateful for partners, you know, the Air District,
5 so many of our EJ stakeholders that have showed up today
6 that met with you and our staff at the meeting. And I
7 hope that everyone in the room here has a deep commitment
8 from us and from the staff to continue this ongoing
9 engagement. It is critically important to the health of
10 Californians, particularly valley residents. So thank
11 you.

12 Over to Dr. Balmes who I know for whom this work
13 is also deeply personal.

14 BOARD MEMBER BALMES: Yes. Thank you, Chair.
15 And I would echo what you said about Dr. Pacheco-Werner.
16 And I'm glad that you ask all those important questions,
17 got clarification from staff and, you know, I support your
18 position. And it is true that I have been working for a
19 long time in the San Joaquin Valley on ozone, in
20 particular. But I want to also set the context that I've
21 worked with many of the public commenters from CCAC,
22 Central California Asthma Collaborative, CCEJN, Central
23 California Environmental Justice Network for many years
24 with my research, but I've always wanted to use that
25 research for advocacy to improve the health in the San

1 Joaquin Valley and the health of all Californians, but
2 particularly, because as has been mentioned many times,
3 the San Joaquin Valley has some of the dirtiest air in the
4 State, which means -- and in the country.

5 So as I mentioned, I've studied ozone for a long
6 time in Fresno, and to the point where last year we
7 published a paper, very important for Dr. Pacheco-Werner's
8 family, that ozone is one of the main drivers for asthma
9 symptoms in kids who live in Fresno.

10 And that's as the last commenter mentioned, the
11 air is a lot better now than it used to be, but it's
12 causing health problems, so we have more to go. And
13 that's a very important point. Despite all the
14 improvements we've made, and many of, you know, or tools
15 are being taken away by the federal government, we still
16 need to do better. There's no question about it in terms
17 of health. And the most recent paper that I was involved
18 in publishing just this year - in fact, I don't think the
19 final version the public can access comes out till next
20 month - we showed that kids in Fresno, the same kids we've
21 studied asthma in, have lower test scores -- standardized
22 school test scores, in relation to ozone.

23 So, there's no question, no question at all, that
24 there's a public health imperative to do better with
25 regard to ozone air quality in the valley. And, you know,

1 I won't even start on PM2.5. That's for the future. But,
2 you know, they get exposed to both and they get exposed to
3 NOx, which has an independent affect worth talking about
4 it in terms of his precursor for ozone. But NOx isn't
5 good for asthma either.

6 So, to me, we've got to do more about off-road
7 ag. I mean, I'm just going to be blunt, you know, ag has
8 gotten a pass with regard to air quality regulation in
9 California for a long time. And I think it's ridiculous
10 at this point. I also think it's ridiculous that we don't
11 have, correct me if I'm wrong, there's not funding for
12 FARMER at the present time. That's been one of the most
13 successful programs that's been sent to -- farmers like
14 it, the public, the stakeholders who are worried about
15 public health like it.

16 Why? Why? I'll say again it why is FARMER not
17 funded? But it's not just off-road ag, there's the ag
18 trucks. Do we still have the exemption in terms of diesel
19 trucks if they're -- if they're on the road for less than
20 25,000 -- 25 -- what did I say hundred? Twenty-five
21 thousand miles. One thousand. Okay. Okay. It use's to
22 be 25, I think. Yeah, okay. That makes me feel better.

23 But I like the -- I like the point of the
24 Environment California commenter and also Bill Magavern,
25 retirement of the dirtiest diesel trucks, including ag

1 trucks, seems to me something where we can go at this
2 point, and then, of course, soil NOx. And I appreciate
3 when I had my staff briefing that we're moving on that
4 just like Dr. Pacheco-Werner, you know, mentioned. So --
5 oh, and finally, pesticides. I actually don't -- you
6 know, I'm not that concerned about pesticides in terms of
7 ozone. I know there's some -- but I'm concerned about
8 pesticides. And that's another major cause of asthma.
9 And I do think that it's important that we start --
10 because I think -- I think it's start regulating -- or
11 thinking about regulating pesticides, because they are
12 toxic air contaminants that -- and I know DPR is usually
13 who we turn to in terms of regulating pesticides.

14 But, you know, if I've heard anything from my
15 colleagues and partners in the San Joaquin Valley about
16 what we could do more about, pesticides is right up there.
17 And I think it's time to move, especially given the way
18 the federal government is attacking our other tools, I
19 think we can move on pesticides. Maybe I'm overly
20 optimistic here. I think we can move on pesticides
21 without having to worry about federal government
22 interference, because I don't think we have to ask for a
23 waiver. Maybe I'm wrong about that.

24 (Inaudible voice).

25 BOARD MEMBER BALMES: Yeah, exactly.

1 (Laughter).

2 BOARD MEMBER BALMES: So I just want to conclude
3 by saying that, you know, I've -- I feel for the folks in
4 the San Joaquin Valley who spoke today, hear their
5 heartfelt concerns, and want to do as much as we can have,
6 given the constraints that the federal government is
7 currently putting on us.

8 Thank you.

9 CHAIR SANCHEZ: Thank you, Dr. Balmes. There --

10 EXECUTIVE OFFICER CLIFF: Chair, I'm sorry.

11 CHAIR SANCHEZ: Yes, Dr. Cliff.

12 EXECUTIVE OFFICER CLIFF: I just wanted to --
13 because I know folks didn't hear on the Zoom the com --
14 the back and forth that we had -- the exchange that we had
15 on the trucks. So under SB 1, all trucks must be 2010
16 certified standard or newer, unless they are low use. And
17 so low use is a thousand miles or fewer. Trucks still
18 must -- annually. And trucks still must also be a part of
19 the Clean Truck Check, so that, you know, requires that
20 they're continuing to show that their emissions -- control
21 systems are in good working order.

22 It is true that there are still, you know, some
23 ag trucks that are used on the road that would be under
24 that 1,000 miles. And, of course, that's -- that would
25 not account for those that aren't registered for road use,

1 which, you know, could be another source of emissions.

2 On the pesticides, I also wanted to just, and you
3 mentioned in terms of ozone, address that issue very
4 quickly, because that did come up in several comments.

5 In -- here in California, we are what's called NOx
6 limited. That means there's sufficient VOCs, or volatile
7 organic carbon, that comes from biogenic sources that you
8 have in excess of that. So reducing a volatile organic
9 carbon will not actually help to reduce ozone. Pesticides
10 are obviously extremely important as you articulated for a
11 number of other reasons. But in the -- in the planning
12 document, we do have commitments for pesticides that are
13 included in there. And, you know, we understand that, you
14 know, EPA is inclined to approve that. But in terms of
15 continuing the planning process for ozone purposes that
16 additional reductions of volatile organic carbon, doesn't
17 get us the ozone reduction that we seek, as far as these
18 plans are concerned.

19 BOARD MEMBER BALMES: Thanks, Dr. Cliff, for the
20 clarifications.

21 CHAIR SANCHEZ: Thank you, Dr. Balmes. And also,
22 I'll just note your support for Dr. Pacheco-Werner's
23 recommendation has been keeping tally across Board
24 discussion. Mayor Silva, the floor is yours.

25 BOARD MEMBER SILVA: Thank you very much. And

1 for the record, loved it -- love your -- I love your
2 recommendation, so that's on the record there for it.

3 But a few questions I had for staff. I just was
4 curious, as we go into -- there was a delay for 60 days
5 from when this was originally brought forth. I was
6 curious if the staff could maybe talk about what was
7 accomplished in those 60 days? Was there additional
8 stakeholder outreach, analysis, anything that was done in
9 that time that was then used to inform the proposal in
10 front of us today?

11 EXECUTIVE OFFICER CLIFF: Thank you, Mayor Silva.
12 So when we originally proposed to have this heard at the
13 May hearing. At that time, U.S. EPA was under a consent
14 order with the court to finalize a plan by early July. So
15 we were pushing forward to try and meet EPA's deadline and
16 have that plan -- have the plan heard in May by the Board,
17 so that we could get that to EPA in time for their -- for
18 their proposal.

19 As it turned out, they were able to negotiate
20 some additional time until January. So that left us this
21 opportunity to do a little more process and have some more
22 discussion. So primarily, the discussion that I
23 referenced in response to Dr. Pacheco-Werner, which
24 included some meetings with a variety of stakeholders, was
25 the biggest part of our engagement in that time. We also

1 have continued to engage with U.S. EPA to understand where
2 they are in terms of considering this plan and what that
3 means for their ultimate proposal, whether they would, you
4 know, propose approval of the plan or whether they're
5 going to look to us for some additional tweaks.

6 That -- the plan, however, is the same plan that
7 I think was put out in the April time frame in advance of
8 the Board, so that -- so what is in front of the Board
9 today is that same plan.

10 The resolution sort of calls out some additional
11 things that could happen post-Board hearing today,
12 including other work that would happen with the districts
13 and U.S. EPA to get to a point of having an approval plan.

14 BOARD MEMBER SILVA: Thank you. And then what is
15 the -- if you -- I know you kind of just touched on it,
16 but it's like timelines always seem to impact our Board.
17 And so I'm just curious, what is the timeline for
18 submitting this revision to EPA, and is there still
19 sufficient time for the Board to -- if we thought that
20 there was a reason to take action for additional
21 commitments, guardrails or clarifications, do we have that
22 space to do so? I'm just curious what our timeline is, so
23 the Board understands what we can and -- can do and maybe
24 what we -- our limitations are from a timeline
25 perspective?

1 EXECUTIVE OFFICER CLIFF: Well, as I -- as I
2 noted, the U.S. EPA has a consent decree to consider --
3 have final consideration of the plan by January 15. So
4 that's either an approval or disapproval of the plan. I
5 talked about sort of the parade of horrors that would
6 ensue if there was a disapproval. Our understanding is
7 that EPA is hoping to get a final plan in the next month
8 or so -- sorry, the proposal, so that they can then, you
9 know, put out, you know, their -- do their work and their
10 public process as part of it.

11 So that's effectively the timing is -- you know,
12 we're hearing this today. We would then move quickly to
13 submit this to EPA for -- and then they would have to then
14 develop their proposal to put out for public comment.
15 They have a 30-day public comment. That would be for a
16 proposal. They would take that comment in, evaluate it,
17 and then put out a final by January 15. So there's two
18 actions that U.S. EPA has to take plus one action on our
19 part that has to happen in that time frame.

20 BOARD MEMBER SILVA: Thank you.

21 Shift Gears a bit too, I just -- there's a lot of
22 community feedback about concerns about this proposal and
23 kind of the lack of clarity that took place with it. But
24 one of the things I did hear staff specifically say is
25 this intended to be a one-time reaction to the federal

1 impacts that are taking place. I'm just wondering if the
2 staff could speak a bit more to the assurances that if the
3 Board were to move forward with a proposal like this, that
4 we're not looking at a precedent like, oh, well, we did it
5 once before. Thousand, there's a concern for community
6 members that every time there's a proposal before -- ahead
7 of us that this could be viewed as it was done once
8 before, so it could always be done again. I' just
9 wondering if maybe staff could speak a bit more to those
10 assurances for community members of the intention of what
11 staff wants to -- why staff views this as a specific time
12 for a specific moment?

13 EXECUTIVE OFFICER CLIFF: In terms of the plan,
14 we have -- we have suggested that some things move into
15 this one 182(e)(5) provision, but it's not every action.
16 There -- you know, notably some of the actions for which
17 U.S. EPA has attempted recently to continue to attack are
18 not included in 182(e)(5). So that will clearly be a
19 conversation with them going forward.

20 But this is -- I don't think that there's
21 anything in particular here that's precedential in terms
22 of our process that what U.S. EPA ultimately considers as
23 a viable use of this 182(e)(5) provision is, you know,
24 something they also have to defend. And, you know,
25 different EPAs might think about this differently.

1 Nevertheless, this provision is only allowed under very
2 finite circumstances for a extreme nonattainment area and
3 only for ozone. So this type of provision isn't eligible
4 for PM2.5 for example, is ineligible for a region of the
5 state that isn't or anywhere else in the country for that
6 matter that is in extreme nonattainment. So it's kind of
7 like only these two places at this moment.

8 In terms of what happens next, as I mentioned,
9 the Clean Air Act requires that within three years of the
10 attainment date that those actions to reduce emissions for
11 the commitment, the amount of tons committed to in that
12 182(e)(5), be done within three years of that attainment
13 date.

14 And then, you know, as I pointed to, we have a
15 lot of actions that we've already undertaken, new
16 regulations that come before the Board, existing
17 regulations and programs that we're defending that are all
18 part of our continued reduction strategy. We have this --
19 the 2022 State SIP strategy that we referred to in the
20 presentation and is referred to as part of this plan
21 outlined a whole bunch of different measures that were
22 part of what we're planning to do in order to achieve the
23 reductions required to meet the National Ambient Air
24 Quality Standards. And many of those are no longer
25 appropriate at this point.

1 Like the Board has repealed the locomotive
2 regulation. The Board has repealed parts of the Advanced
3 Clean Fleets Regulation. We no longer have the ability to
4 enforce the Advanced Clean Trucks Regulation, the Omnibus
5 Regulation, Advanced Clean Cars II Regulation. So we're,
6 you know, essentially trying to navigate a very fraught
7 landscape, where we have a lot of good ideas about how we
8 want to move forward. We're endeavoring to do so and, you
9 know, engaging with the public on those activities. We're
10 hearing additional ideas from the public today as part of
11 comments on this plan, as, you know, part of this Board
12 discussion.

13 Those things will take time and evaluation, a lot
14 of analytical work, a lot of legal work. And as well, you
15 know, the litigation that we're engaged in today will have
16 to play out. So lots of things ahead of us that are a
17 little hard to predict, but I think we're full steam ahead
18 as staff.

19 BOARD MEMBER SILVA: Thank you. A few more I
20 just had. I know that this is a SIP provision that's --
21 you know, we're looking at the SIP. We're going to submit
22 it and we see what EPA says to that. I'm just curious, I
23 know you'd mentioned that if a SIP was not approved, the
24 EPA would then look into, I guess, it would be an FIP at
25 that point. So if there was an FIP, would that be

1 something that is a -- if the SIP was denied by the EPA,
2 there would be time for an adjustment period or for us to
3 reapply, or would it be that they would immediately start
4 implementation and creation of an FIP?

5 EXECUTIVE OFFICER CLIFF: So they would have
6 to -- they would have to do this federal implementation
7 plan within 24 months of the disapproval, that is the date
8 which it's published in the federal regulation. So in
9 terms of any reconsideration, we're beyond my depth of the
10 law at this point. So maybe, Dr. Lake can answer that.

11 AQPSD CHIEF LAKIN: Yeah, gladly. Hi, Mayor
12 Silva. So, yeah, as Dr. Cliff said, once a disapproval
13 starts, there's a, what they call FIP clocks. They have
14 24-hour -- 24 months to comply. But the thing to note is
15 that the sanctions are still happening during that time.
16 And, in fact, until you have a fully approved SIP, it
17 doesn't stop the sanctions.

18 So there's a burden on EPA to do a FIP, which is,
19 from our perspective, a bad outcome and there will still
20 be other bad outcomes that we still need to resolve with
21 our own SIP submittal. So it's kind of like they both
22 work in parallel.

23 And, you know, the final thing I'll say is
24 historically EPA has ignored FIP deadlines. So, you know,
25 they might -- I think they could choose to do something

1 bad on us, but they probably will choose to do nothing to
2 help us.

3 BOARD MEMBER SILVA: Okay. Thank you. And then
4 just kind of looking forward a little bit, I am curious as
5 we're looking at these adoptions here in implementing many
6 of these strategies that are proposed, does staff have a
7 plan to measure and communicate any of the health -- real
8 world health impacts from these decisions. I'm just
9 wondering what is the tools for a report back and what's
10 -- how do we close the feedback loop that the actions
11 taken today, what are the intentions for measuring the
12 health implications from it? How do we plan on
13 communicating that to the public and how does the Board
14 evaluate what has happened by these actions taken today,
15 so we know when we'll expect to hear back, that monitoring
16 will occur, and that doesn't become an invisible burden
17 that has just kind of happened suddenly for communities.

18 EXECUTIVE OFFICER CLIFF: Yeah, I'll address
19 that. So as we've -- we had a few recent meetings to
20 discuss the so-called 165 ton per day NOx deficit that
21 we're facing as a result of federal actions that have --
22 that have, you know, attempted to take away our ability to
23 continue to regulate. So in many cases, those are -- of
24 course, we're litigating their -- that -- so that 165 tons
25 is sort of baked into the consideration as part of this

1 SIP, because there's many of the things that I mentioned
2 earlier, the regulations that I talked about that actually
3 ultimately add up to that 165 tons.

4 Nothing that the Board will do today is going to
5 change the outcome in terms of a quality. This is -- this
6 is an assignment of where emission reductions will come
7 from for the purposes of planning. So we're still making
8 a commitment to get the reductions. We are, you know,
9 allocating some to known things. We're allocating some
10 to, you know, what was ultimately in the inventory that
11 told us what the -- what the difference is, and allocating
12 some to this 182(e)(5) provision.

13 And again, that's a, you know, advanced
14 technology measure. Some of the things are underway, but
15 we don't have the specifics about those reductions. And
16 so that future work will continue, the -- unfortunately,
17 the past work, the work that the Board has already done to
18 adopt regulations to continue reductions, those that have
19 been kind of wiped away are going to impact public health.
20 You know, we expected additional reductions that will not
21 occur. So there is going to be a delay. And even if, you
22 no, we are obviously working towards meeting that 2037
23 attainment goal, that, you know, mandate that we have to
24 meet, the reality is it could be done sooner, if those
25 regulations, like the locomotive regulation, you know,

1 these truck regulations, were in place.

2 So there are impacts to air quality. They're not
3 CARB's fault. They're the federal government's fault.

4 BOARD MEMBER SILVA: And then the final one, and
5 then I'll wrap it, it's just kind of looking forward, I
6 would just say as a suggestion, especially from what our
7 staff -- our Board members have brought up, it's -- we
8 talked about we have ozone. We have PM2.5. We've got
9 toxic air contaminants, and we've talked about greenhouse
10 gas emissions. I think that it would be helpful,
11 especially when we're discussing communities that are
12 overly burdened by layering all of those on top of each
13 other, that it would be great when we have these
14 discussions to feel that there's a kind of a multi-pronged
15 approach with it, that when we're talking about it, it's
16 not operating in a silo. I know we have four or five
17 different procedures coming up that we're going to talk
18 about in the future, but these are all happening to one --
19 you know, communities at the same time.

20 And I think that pulling back from scope and
21 discussing these all, that there's a -- there are
22 communities who are impacted by all dif -- all these
23 different types of ones. Their air is not separated with
24 what their experience is for breathing. I think it would
25 helpful for the staff to discuss a bit more about how --

1 when we're addressing something like today with ozone, how
2 that could be used for leveraging improvements from a
3 PM2.5 from our pesticide conversation. I think that would
4 just help be a holistic view for these communities who are
5 having a holistic experience, that staff is kind of
6 meeting that moment. So I would just encourage to keep
7 that framework as you discuss it further, so that
8 communities feel seen that the burden is layering on top
9 of each other.

10 So that's with that. Thank you very much.

11 CHAIR SANCHEZ: Thank you, Mayor Silva. Really
12 appreciate that. And I do think in the fall, we have the
13 annual SIP update coming to the Board. And that
14 discussion could be more of a holistic lens on all of our
15 air quality work, so really appreciate that suggestion.

16 Board Member Limón, is your microphone up?

17 BOARD MEMBER LIMÓN: Thank you, Chair Sanchez.
18 And thank you to the staff for your work that's gone into
19 the SIP revisions, particularly under these unprecedented
20 really constrained circumstances.

21 Now, achieving these ozone reductions are -- you
22 know, it's such a significant undertaking, especially in
23 light of these federal limitations on available
24 strategies. And I just want to take a step back just to
25 make it clear, just to make it explicit how incredible it

1 is that people are still having to advocate arduously for
2 their fundamental human right to breathe clean, safe air.

3 I'm grateful to the residents, especially to the
4 youth who prepared and took the time to share their
5 stories and their analysis. Also, grateful to Dr.
6 Pacheco-Werner for sharing her personal story. It's just,
7 you know, beyond troubling to hear -- just these handful
8 of stories of asthma and other health impacts to children
9 and to whole communities that are -- really have continued
10 be sacrifice zones. And it's, you know, outrageous that
11 our state is facing these federal impediments, and even
12 more so that communities will continue to suffer from
13 these impacts from these delays to achieve air quality
14 improvements.

15 And so while there is this increasing complexity
16 to meet reductions, it's critical that our plan include
17 clear and measurable strategies, accountability measures,
18 and a process that includes public participation. So I
19 have a few questions and comments related to
20 implementation and long-term accountability. As to the
21 Section 185 black box measures, I think it's really
22 important for the public to understand how CARB is going
23 to work on these measures, so that they're not just
24 aspirational, you know, it's not just like a long-term
25 parking lot.

1 So I'd appreciate it if the staff could describe
2 what process is in place to ensure that the necessary
3 technological innovations and emission reduction
4 strategies, you know, will be actively developed in
5 advance. So, yeah, I'll pause there.

6 EXECUTIVE OFFICER CLIFF: Thank you, Board Member
7 Limón. Yeah, I think that we and U.S. EPA or -- are going
8 to have a difference of opinion about this, the use of
9 this provision. But what I will say is that in terms of
10 allocating emission reductions from various strategies for
11 measures that haven't been fully fleshed out yet and
12 aren't at the stage of a proposal, we can model sort of
13 what we think the emission reductions might be from those
14 types of -- those types of measures, but we haven't
15 necessarily done a full analysis. We certainly haven't
16 done a regulatory development. And, in some cases, you
17 know, that's going to require things like an economic
18 analysis to understand exactly what you might be able to
19 achieve from that type of regulatory action.

20 So that is a situation where the reductions from
21 a particular type of strategy has some uncertainty. And
22 that's where it's appropriate to use the 182(e)(5)
23 provisions to allocate a certain commitment with a name.
24 And a kind of general idea of what you think this could
25 be, while you're in that development phase. In cases

1 where you've, you know, already adopted a regulation or we
2 have a more fully fleshed out approach for regulating
3 emissions, that's an area where, you know, we might
4 consider that well enough known that it wouldn't be part
5 of the 182(e)(5) provision.

6 And, you know, of course, there's always
7 technological development that's going to help inform how
8 we -- how we develop these regulations going forward. You
9 know, that includes cleaner combustion or battery
10 technology and things like that, that are all going to be
11 part of future regulatory work or a response by industry
12 to those -- to the regulations that we put in place.

13 BOARD MEMBER LIMÓN: Thank you. Yeah, it would
14 be helpful to get updates as possible, you know, on those
15 developments and the approach. Can you please explain the
16 contingency or backup measures in terms of like what is
17 the process and when are they do and how will you identify
18 approvable contingency measures?

19 EXECUTIVE OFFICER CLIFF: Yeah. If I can turn to
20 Dr. Lakin for that, in terms of the overall timing and
21 what's required as part of -- as part of these plans. I
22 will start with we have developed contingency measures in
23 the past consistent with EPA guidance. And, in fact,
24 those measures have been triggered in some cases in the
25 San Joaquin Valley in particular. So, they are an

1 important part of the work, but a bit challenging for CARB
2 to identify, because we have so much emission reduction
3 that is required in order to meet the National Ambient Air
4 Quality Standards. There aren't a lot of things left on
5 the table to pull off of the shelf that aren't already
6 regulated.

7 But Matt, maybe if I can turn to you to talk a
8 little bit more about timing and requirements.

9 AQPSD CHIEF LAKIN: Hello, Board Member Limón. I
10 just -- I know you know this, but for the public I want to
11 clarify. There's an unfortunate coincidence of names in
12 the Clean Air Act, and you're referring to the 182(e)(5)
13 contingency measures, and I appreciate the question. And
14 a lot of the public thinks about them as the same as some
15 other things that have come in front of the Board. And I
16 just want to talk a little bit about 182(e)(5) contingency
17 measures, and the plan for that, and how we're going to
18 come back to the Board.

19 So specifically what the Clean Air Act says is
20 three years before the attainment date for these extreme
21 ozone areas -- and by the way, there's only three in the
22 whole country, so there's not a lot of precedent. So
23 South Coast, Coachella, and San Joaquin Valley. We have
24 to say how are we going to fill the 182(e)(5) new
25 technology provision. That's what it refers to as

1 contingency measures. So that -- in practice, that means
2 by January 1st, 2034, this Board are going to have to say
3 how did we -- what are the actual measures that we've
4 either adopted or we will have, you know, adopted and
5 implemented by the attainment date, so that it's all
6 known. And that's a -- that's actually written into the
7 statute, and I think that's a very important part.

8 But what I will say is the concern is that that's
9 a long ways away, right? And what you heard Dr. Cliff say
10 is with this exercise of moving things into a bin, we are
11 not walking away from that long list the Austin presented,
12 that long list of measures. We are not walking away from
13 them Wherever they're categorized. And so we're going to
14 continue to move forward on those.

15 Similarly, we're going to continue to come back
16 to the Board for, you know, other PM2.5 standards, other
17 ozone standards. We're going to come back to the Board
18 for the 2008 standard has also a 182(e)(5), specifically
19 for South Coast especially, but is that for San Joaquin?

20 I'll go -- I'll keep moving. Yeah, but we're
21 going to come back to the Board for that attainment year
22 that's even earlier. So we're going to have to come back
23 to the Board I believe in 2031. So there's going to be a
24 lot of touchpoints where we're going to continue to have
25 to develop measures. And it's -- we're not just going to

1 be waiting till 2034. I want to assure you. And I know
2 you're familiar with that.

3 Hopefully that answered it.

4 BOARD MEMBER LIMÓN: Thank you. The 2008 ozone
5 standard that's due in 2031, is there -- will there be a
6 stakeholder engagement process for development?

7 EXECUTIVE OFFICER CLIFF: Yes, absolutely.

8 AQPSD CHIEF LAKIN: And to clarify, it is a SIP
9 revision, so like all -- you know, like Board items, we
10 would have a stakeholder engagement process and then we'd
11 come to the Board.

12 BOARD MEMBER LIMÓN: Thank you. I'd also like to
13 ask about the off-road ag equipment, given the significant
14 emissions from the oldest polluting equipment. I'd
15 appreciate learning about opportunities for phaseout, you
16 know, to provide communities with much needed relief, of
17 course, while considering operational needs from the
18 agricultural sector, particularly true small family
19 operations. The incentive measures are instrumental and
20 we've heard that there has been, you know, progress made
21 as a result, but those could, of course, be significantly
22 strengthened by a complementary rulemaking on a phaseout.

23 So my question is what research and analysis has
24 CARB conducted to date, to evaluate strategies, to
25 accelerate turnover and develop regulations that address

1 aging ag off-road sources?

2 EXECUTIVE OFFICER CLIFF: Most of the work to
3 date has been to identify the equipment that's out there
4 to understand what equipment is appropriate for targeting
5 for emission reductions. So developing that inventory has
6 been kind of the primary work that we've done to date. I
7 can't say that we've put a lot of effort into a specific
8 type of regulatory proposal, nor have we had a lot of
9 engagement on this subject with, you know, the regulated
10 community.

11 It's -- there is in the ag community or in the ag
12 world, there's a lot of Tier 0s and 1s, so the kind of
13 oldest equipment, some of which have no controls on them
14 at all. And so I think that would be the greatest
15 opportunity for emission reductions, you know, whether
16 that's targeted by, you know, an incentive program or any
17 other program, you know, that would be an area to kind of
18 look at first. And that's, you know, also true of
19 existing incentive program. We talked about FARMER, but,
20 you know, the Moyer Program is a -- is a place where money
21 can be allocated for projects that reduce emissions from
22 those types of equipment as well.

23 BOARD MEMBER LIMÓN: Thank you. Finally, I'd
24 like to inquire about best available control technology
25 and best available retrofit control technology, BACT and

1 BARCT. I think this is an important opportunity to ensure
2 that all communities can benefit from best technology.
3 And there is a role for CARB in making sure that BACT and
4 BARCT are available in the most overburdened communities.
5 I just want to make sure that we're using every
6 opportunity to make this a reality. And I think that
7 having established statewide standards are important for
8 district rulemaking and permits, particularly in those
9 communities. And air plans are a great place, you know,
10 to start to make sure we have clear and updated standards.

11 What opportunities does the staff see for air
12 plans or other pathways to ensure that available emission
13 control technologies are consistently considered and
14 implemented by the air districts.

15 EXECUTIVE OFFICER CLIFF: Thank you, Board Member
16 Limón. So we do work very closely with the districts on
17 the implementation of the best available control
18 technology and best available retrofit control technology,
19 so-called BACT and BARCT. You know, as it relates to the
20 State Implementation Planning work that we do, as well as
21 permitting, and under the Community Air Protection Program
22 as you mentioned. So we host a technology clearinghouse
23 here at CARB that was called for in AB 617 and we have,
24 you know, put a lot of effort into developing those kind
25 of best technologies that are available.

1 So the SIP revision that's before you today
2 includes the most stringent measures that are available
3 for boilers, and we, you know, continue to work with the
4 districts on developing requirements for the best
5 available control technologies that -- you know, that
6 would be available for other types of emission sources as
7 well.

8 BOARD MEMBER LIMÓN: Thank you. Yeah, that's
9 great. I saw the language regarding boilers and other
10 sources. You know, it would be helpful to, I think, have
11 standards for other sources and having guidance similar to
12 the clearinghouse, but I think more direct guidance that
13 supports the air districts, including and proactively
14 conducting review of older permits, you know, to evaluate
15 whether updated BACT or BARCT requirements should apply.

16 So would CARB consider developing -- would the
17 staff consider developing sort of suggested guidelines to
18 have consistent strategies across the state?

19 EXECUTIVE OFFICER CLIFF: I think the technology
20 clearinghouse helps with that, and, you know, that which
21 is defined as best available would be best available, you
22 know, across the state. You know, in terms of kind of
23 developing of future work, we certainly can take that back
24 and, you know, determine what makes the most sense and be
25 happy to follow up with you to talk a little bit more

1 about that.

2 BOARD MEMBER LIMÓN: Thank you. Yeah, I mean
3 certainly the air districts have the discretionary
4 authority to review older permits, but I think having
5 even -- you know, we can look at what sort of requirements
6 there can be for that action. It would certainly improve,
7 you know, the process and outcomes for the most
8 overburdened communities.

9 So finally, again I appreciate Dr.
10 Pacheco-Werner's leadership in pushing us toward
11 considering regulating off-road ag equipment, and Dr.
12 Balmes agreement -- you know, his stated position, which I
13 join.

14 So I'd like to move to amend Resolution 26-5 to
15 direct the Executive Officer to initiate a rulemaking
16 proceeding by January 2027 to phase out aging off-road
17 agricultural equipment with priority to the oldest and
18 highest emitting equipment operated by large-scale ag
19 operations, and to bring a plan to the Board for our
20 September meeting, and to include pathways for replacing
21 or repowering -- or replacing legacy equipment with the
22 cleanest feasible technologies, identifying funding,
23 financing technical assistance needs, particularly for
24 small and medium-sized operators, including a phased
25 compliance schedule and to assess the expected air

1 quality, public health, and economic impacts.

2 CHAIR SANCHEZ: Thank you, Board Member Limón,
3 for those comments and for that recommendation. I'm going
4 to continue to get feedback from Board members and come
5 back to your suggestion, as well as Dr. Pacheco-Werner's
6 recommendation, which I know we're working on language on
7 as well.

8 Dr. Shaheen, you have had your hand up for some
9 time. I apologize. Thank you for your patience.

10 BOARD MEMBER SHAHEEN: Thanks so much, Chair.
11 Really appreciate the conversation and gratitude to my
12 fellow Board members. Always grateful for Dr.
13 Pacheco-Werner's perspectives from the valley and
14 definitely the tireless work that Dr. Balmes has done in
15 this area.

16 I've had the pleasuring of spending time in the
17 valley with Dr. Balmes and him telling me about his
18 extensive research on ozone and other air pollutants, but
19 I'd like to just start with some opening remarks and then
20 I have a few questions for the CARB team. So, first, I
21 really wanted to just start by thanking the CARB staff. I
22 know this is an extremely stressful situation. I find it
23 stressful myself. It's an enormous amount of work that
24 has gone into this planning, the presentation. And I just
25 wanted to acknowledge that, along with all of the public

1 comment on this, in person, on Zoom, and also in the
2 docket, which I was able to review.

3 I'd like to echo my support for holding meetings
4 in the future in the valley, particularly as we speak to
5 issues concerning the public there. And I'd also like to
6 weigh in on Dr. Pacheco-Werner's suggestion to take very
7 proactive steps in planning for the future actions that we
8 have in front of us on PM2.5. So happy to support that
9 language.

10 I also wanted to just take a moment to talk about
11 the SIP, because I've been a scholar of transportation and
12 air quality for my entire career. And I'd like to just
13 take a moment and reiterate Dr. Cliff's earlier remarks.
14 If we fail to maintain and approvable SIP, the
15 consequences could be very significant. And I think
16 that's what's so stressful to me, as this comes before us,
17 and we had a similar item earlier this year, as was
18 mentioned.

19 Transportation conformity challenges and these
20 potential federal sanctions could delay major
21 transportation projects, increase overall costs of
22 delivering those projects and create tremendous
23 uncertainty for both our regional and our local partners
24 in terms of transportation. But I would add that this is
25 likely to worsen air quality. And so this is non-trivial

1 in terms of the situation that we face currently.

2 And so that leads me to a point about the
3 importance of incentives. And I've raised this in the
4 past. We need to have sustained incentives to reduce
5 these NOx emissions. And that's going to be critical,
6 because they are a primary driver to the creation of ozone
7 formation.

8 And so, the programs that we've heard about, like
9 FARMER and Moyer, are critical to that. We need more
10 funding not less for cleaner trucks, buses, freight, ag,
11 off-road equipment. These are the most effective emission
12 reduction strategies that we have in our arsenal. And so
13 I just wanted to weigh in on this. I heard you, Dr.
14 Balmes, really express your concern. I want to weigh in
15 on the importance of funding for these to protect our air
16 quality. I think if we can get these types of resources,
17 it will go a long way to protecting public health.

18 So next, I'd just like to move into a few
19 questions for the CARB team. And the first one is really
20 just a clarification, which I asked during my briefing on
21 the Section 182(e)(5) commitments. So I wanted to just
22 clarify for transparency for the public that the technical
23 assumptions and the modeling approaches that were used to
24 estimate these reductions that were part of the
25 presentation today are in the report that's featured in

1 slide nine, so that the public can actually look at the
2 technical aspects. And so that's the 2026 SIP revisions
3 for extreme ozone nonattainment areas that was released on
4 April 17th, is that correct?

5 AQPSD CHIEF LAKIN: Thank you, Dr. Shaheen. That
6 is correct.

7 BOARD MEMBER SHAHEEN: Wonderful. So I'm a --
8 I'm a big fan of science, and I know you are the pros at
9 this, but also full transparency with the public that that
10 work is documented there.

11 So to move on to my second question. So as the
12 CARB team is developing these future measures, right, that
13 we heard the public speak about that we're referring to in
14 the context of new technology advancements in Section
15 182(e)(5), what sectors or technologies do you think are
16 most promising today or appear to be most promising today?
17 In addition to that, how do you envision engaging
18 stakeholders, including our EJ organizations, local air
19 districts, the ag community and industry, in terms of
20 shaping those future measures?

21 Love to hear a little bit more about that,
22 because I don't feel like we've done into that discussion
23 as much as I would like.

24 EXECUTIVE OFFICER CLIFF: Thank you, Dr. Shaheen.
25 So in term of the opportunities, the vast majority of

1 nitrogen oxide emissions come from mobile sources. So
2 mobile sources are going to be the opportunities that
3 include on-road trucks in particular, off-road equipment
4 as we've discussed, as well as stationary ag engines
5 that -- or stationary sources of diesel emissions, as
6 we've discussed, that -- you know, that could be part of
7 the ag engine inventory that's like pumps and things like
8 that. So those are all the sources of emissions, so
9 that's the appropriate place to look in terms of
10 reductions.

11 Regarding engaging the public and, you know,
12 those who would be regulated, absolutely. That's a huge
13 part of our work in developing any regulation, not only
14 the kind of strategies that we're thinking about,
15 including this particular plan, but also when we're
16 developing any regulation, there's a lot of engagement
17 that has to take place there.

18 So you can see in slides -- oh, gosh, 11 through
19 18 -- sorry, 11 through 16, the, you know, various
20 allocation of the requirements that would -- that would go
21 into the advanced technology provision versus those that
22 would be, you know, as part of a specific commitment.
23 And, you know, that includes a lot of different types of
24 measures to reduce on-road and off-road emissions. So
25 that's the areas where we would be looking. And so

1 it's -- you know, the types of things that we're talking
2 about, you know, the regulations, such as our, you know,
3 something to replace Advanced Clean Trucks and the Omnibus
4 Regulation, and, you know, our -- the portion of Clean
5 Truck Check that relates to out-of-state trucks. Those
6 commitments are something that we still have to get with
7 something that ultimately could be approvable by U.S. EPA.

8 In the mean time, to the extent that we're able,
9 we're continuing to enforce and implement those
10 regulations, such as the Clean Truck Check Regulation.
11 That is being -- that is being implemented for
12 out-of-state trucks, even if it doesn't count towards
13 those reductions as part of this planning effort.

14 BOARD MEMBER SHAHEEN: Thank you for that, Dr.
15 Cliff. Yeah. I'm just noting these slides. It's quite
16 grim to see so many of these important tools crossed off.
17 That is not on you. It's on our federal administration,
18 but definitely noting that some of these measures or
19 strategies, right, we're still working on in terms of the
20 Drive Forward effort. So charge ahead. We really have to
21 do that. And any engagement is great to hear about. So
22 thank you for that, Dr. Cliff.

23 So finally, I am not expert in ag, but I am aware
24 that people in the valley are very interested on the
25 development of measures and how those measures might be

1 impacting small farms. So I wanted to ask the team at
2 CARB, are there opportunities for potential exemption,
3 phased compliance, incentive-based approaches that can
4 achieve these meaningful emission reductions, while also
5 recognizing the unique challenges that are faced by these
6 smaller agricultural operations. This was something that
7 came up in the docket and I believe in the comments today.
8 Is this something that you are currently looking at or you
9 could look at and report back to the Board?

10 EXECUTIVE OFFICER CLIFF: Thank you, Dr. Shaheen.
11 In terms of looking at -- I can't say that at this point,
12 this is something that we're actively engaged in. We, you
13 know, certainly have discussed, looked at the inventory.
14 You know, we've kicked around various, you know, kind of
15 discussion points internally on a lot of different
16 regulations. But with respect to ag in particular, this
17 is not an area that we've actively engaged in. So I think
18 it's premature at this time to suggest what sort of
19 exemptions or how a regulation such as that could work.
20 We're very focused on a number of activities, including
21 the Drive Forward, both light- and heavy-duty, Tier 5,
22 and, you know, the defense of our existing programs.

23 So it's not an area that we've, you know, had
24 well resourced or have taken up and, you know, it's a
25 little premature for me to suggest today exactly what that

1 might look like or how long it would take us to bring
2 something back for a discussion with the Board that would
3 be appropriate.

4 BOARD MEMBER SHAHEEN: But it's something we
5 could definitely consider exploring further and we can
6 follow up with you and the team on that obviously. All
7 right.

8 Well, as I wrap up my remarks, Chair, I just
9 wanted to state that we have to keep moving forward. And
10 even in the face of these federal actions, these illegal
11 federal actions, and this tremendous uncertainty, we, at
12 the Board, really need to maintain our commitment to
13 cleaner air and healthier communities, and equity. And we
14 have to remain constant on that. And so, this is a tough
15 vote. This is a tough situation to be in. So thank you
16 all for your time.

17 CHAIR SANCHEZ: Thank you, Dr. Shaheen, for your
18 comments. And, in particular, given your expertise,
19 appreciate the point you raised that the jeopardizing of
20 our federal transportation funds may also impact air
21 quality negatively for these communities. We know how
22 much of that funding goes to cleaner transportation
23 options, which Californians are desperately in need of.

24 Board Member Rechtschaffen, the floor is yours.

25 BOARD MEMBER RECHTSCHAFFEN: Thank you. You

1 know, there's an old academic saying that everything
2 that's been -- I've already -- was going to say has
3 already been said, but not by me. But fortunately, I
4 don't subscribe that. I don't follow that rule, so I
5 won't repeat everything.

6 I do agree with a lot of disparate opinions, I --
7 well, not disparate. I agree with CARB this is not a
8 retreat. This is a short-term solution. This is a
9 break-the-glass moment that's absolutely necessary. We've
10 got to get -- we're relying on an extraordinary measure.
11 We have short-term time frames to get off it, but it is
12 critical that we have a compliant SIP strategy given how
13 reckless and unpredictable the federal government is. So
14 we absolutely need to move forward with this approval.

15 I agree with many of the statements of the
16 advocates. I understand their frustration. We still
17 don't meet after years and years the health-based
18 standards of the Clean Air Act. There's a lot of local
19 suffering. They want to do more and faster and so do we.

20 And I want to underscore, I think you've heard
21 from everybody on the Board so far our very strong support
22 for moving more quickly, more strongly in this direction,
23 being as specific as possible, following time frames,
24 looking at things that don't require federal approval, so
25 we can move forward quickly. I agree with Dr. Balmes that

1 we should look at the retirement of our dirtiest diesel
2 trucks. I appreciate the colloquy with Dr. Cliff. I
3 agree with Board Member Limón that we should -- that staff
4 should focus and examine are there BACT and BARCT rules
5 that we can adopt, or suggest, or help the districts with
6 to get at the emission sources that haven't been
7 controlled.

8 And I agree and support Dr. Pacheco-Werner's
9 resolution and her directive that we be very specific
10 about timing. And as I understand her resolution
11 language, that would require staff to come back to us with
12 a plan for action about off-road ag equipment, regulation
13 or otherwise, or other approaches before we approve the
14 San Joaquin Valley's next PM2.5 attainment plan, which is
15 to be determined according to slide 22, but that's -- Dr.
16 Pacheco-Werner, is that gist of your resolution as -- have
17 I got it right?

18 BOARD MEMBER PACHECO-WERNER: Off-road period.
19 And only because I want to make sure that we note that the
20 San Joaquin Valley is not the only one region being
21 impacted today by the actions of the federal government,
22 that we also have South Coast and, you know, I want every
23 region to benefit from this.

24 BOARD MEMBER RECHTSCHAFFEN: Got it.

25 BOARD MEMBER PACHECO-WERNER: So, yeah.

1 BOARD MEMBER RECHTSCHAFFEN: Okay. We'll I
2 support that as you've directed.

3 I have two quick questions that were not
4 otherwise asked by my colleagues. One may have been
5 answered already. I understand the discussion about
6 pesticide use and how it doesn't impact NAAQS more
7 generally, but have we looked -- one of the commenters
8 talked about the impact of pesticide use on the ability of
9 soils to absorb carbon. Is that something that we've
10 looked at or is that on our radar?

11 EXECUTIVE OFFICER CLIFF: I'm not aware of any
12 particular work in that area that we're doing. We can
13 look.

14 BOARD MEMBER RECHTSCHAFFEN: Well, it was
15 interesting, I thought. It maybe worth taking a look at
16 that, because there's lots of reasons to regulate
17 pesticide use, whether or not they help us meet NAAQS and
18 obviously, we're not the only one in that arena. So
19 that -- I thought that was interesting.

20 And then the second question I have, this was
21 brought up by some of the advocate I met with during --
22 over the past week. One of their concerns about what's
23 happening in the San Joaquin valley is that there's no
24 understanding of quantification of the sources that are
25 exempted right now. Is that something that we've ever

1 looked at? Do we have a handle on any -- what quantity of
2 source are exempted from district rules?

3 EXECUTIVE OFFICER CLIFF: I'm not sure I'm
4 following, which sources that are exempted?

5 BOARD MEMBER RECHTSCHAFFEN: Unregulated sources
6 from district -- from local air -- local air quality rules
7 in the San Joaquin Valley.

8 AQPSD CHIEF LAKIN: Thank you, Board Member
9 Rechtschaffen. You know, we became recently aware of
10 these comments, so we are looking into them. My
11 understanding is there's nothing unique about the San
12 Joaquin district for this. It's similar across districts,
13 but again we're in the early stages of looking into this,
14 so we not aware of the quantif -- the advocates have been
15 asking for a quantification of how many emission -- how
16 many sources there are, how many emissions, and we're not
17 even sure that data exists. So we're going to have to get
18 back to you.

19 BOARD MEMBER RECHTSCHAFFEN: Okay.

20 AQPSD CHIEF LAKIN: We just don't have the
21 information.

22 BOARD MEMBER RECHTSCHAFFEN: Well, that would be
23 something I'd be interested in finding out as you inquire
24 further over time. Thank you, Chair.

25 EXECUTIVE OFFICER CLIFF: Mr. Rechtschaffen, if I

1 could, one of your comments I want to put a finer point
2 on. You said look at actions that don't require a federal
3 approval. By that, I think what you're saying is would
4 not require a waiver --

5 BOARD MEMBER RECHTSCHAFFEN: Yes.

6 EXECUTIVE OFFICER CLIFF: -- of preemption or
7 unauthorization. With regard to the SIP, however, it does
8 require federal approval. So for the purposes of looking
9 at reductions that U.S. EPA would approve into the SIP,
10 they still are going to look at that very carefully, in
11 particular because, it could be subject to citizen suits,
12 if not implemented. So the SIP has this extremely
13 important provision in terms of forcing the implementation
14 of rules, that once it's accepted by U.S. EPA that it
15 becomes, you know, enforceable -- federally enforceable,
16 including citizens who -- so that is one of the reasons
17 why U.S. EPA is looking very carefully at what is included
18 versus that which is allocated to the 182(e)(5).

19 So, yeah, Clean Truck Check is a great example of
20 that. They approved Clean Truck Check for that -- for the
21 trucks that are in California, but not for trucks that are
22 outside California, to kind of simplify that.

23 BOARD MEMBER RECHTSCHAFFEN: Okay. Well, this --
24 that's very helpful help. It's a discussion that will
25 delight all the clean air geeks, and legal scholars, and

1 so forth. I -- it's important though. And to your point,
2 I was referring to measures that are require federal -- a
3 waiver from the federal government, apart from whatever
4 approval is required under our SIP process. I just --
5 since we're in a stalemate with the federal government
6 about that now. There's other we can do and should move
7 forward with that do not require any kind of federal
8 waiver.

9 CHAIR SANCHEZ: Thank you, Board Member
10 Rechtschaffen.

11 On to Zoom, Dr. Stigler Granados and then over to
12 you, John.

13 BOARD MEMBER STIGLER GRANADOS: Hi. Making sure
14 you can hear me okay.

15 CHAIR SANCHEZ: We can.

16 BOARD MEMBER STIGLER GRANADOS: Okay. Great.
17 Thank you, Chair. I just have a few brief remarks and a
18 couple of questions, and also, you know, I'd like to echo
19 everybody's comments. Also, not repeat everything, as was
20 just stated earlier. But I do want to thank CARB staff
21 again for this tremendous amount of work that's gone into
22 this effort. Again, super challenging, lots of evolving
23 circumstances. This isn't easy for any of us. Definite
24 shout-out and thanks to Member Pacheco-Werner and Balmes
25 for their work, and advocacy over the years. And all the

1 community members, environmental justice advocates,
2 industry representatives, and local air district partners
3 who took the time to participate in this process today.

4 I want to say I do agree. I think we should be
5 holdings meetings in the communities that are being
6 affected by these decisions. So hopefully, we can do that
7 in the future. Also, reiterating something we heard from
8 Board members and the community members that we have to do
9 more. And so these concerns that have been raised about
10 other sources do deserve that continued attention and
11 future strategies as they're developed. I hope to hear
12 more about those.

13 I appreciate staff's commitment to investigating
14 some of those issues and look to have continued close
15 partnership with our affected communities and
16 disseminating information about different strategies going
17 forward. So I also agree with, you know, this concept
18 retiring old ag equipment and working closely with our air
19 districts to find other reductions that can occur, like
20 from stationary sources. I think that's extremely
21 important.

22 I want to build on Member Silva's comments
23 regarding public health, since that's more my area of
24 expertise. I think it's important that we look beyond
25 individual pollutants as already been stated. These

1 multiple environmental insults from not just the NAAQS
2 pollutants, but also things likes we're experiencing
3 extreme heat and other cumulative stressors. And so those
4 combined exposures are definitely what ultimately affect
5 health, particularly in communities that have carried
6 these burdens for generations. So our job is to protect
7 public health.

8 I just have two questions for staff. And the
9 first one is building on Member Silva's questions. As
10 these measures are developed and implemented over time
11 that we've been talking about, can you please explain how
12 CARB will evaluate whether they're resulting in meaningful
13 improvements in public health, particularly for those
14 communities experiencing the cumulative burdens and how
15 can we better communicate those health benefits back to
16 the public, so that the communities understand how these
17 actions are improving health and quality of life, in
18 addition to just not just reducing emissions?

19 EXECUTIVE OFFICER CLIFF: Thank you, Dr. Stigler
20 Granados. So in terms of the regulatory development, you
21 know, we would -- we are always monitoring our
22 regulations. So commitments made here are commitments for
23 regulations. And it's really the regulations that are,
24 you know, the enforcement of said regulations and the
25 continued implementation of regulations, or of incentive

1 programs where the reductions actually come from. So that
2 would be part of our kind of ongoing program development
3 and implementation, including enforcement.

4 The subsequent planning efforts would then
5 incorporate that, either as a -- as a change in the
6 baseline emissions from which reductions need to occur or
7 as commitments for future measures that would reduce
8 emissions. So what this plan does, however, is it, you
9 know, allocates certain commitments to various different
10 pots, and, you know, some of those are included in the --
11 in the 182(e)(5). That, in and of itself, doesn't change
12 the program implementation, the program development that
13 we've talked about, including for -- you know, for our
14 mobile source emission reductions, the Drive Forward work
15 that we're doing.

16 So there's a lot of different programs that we
17 are implementing. Drive Forward is just an example of a
18 future effort. We've talked a lot about Clean Truck Check
19 here. That is a, you know, kind of a bright spot in our
20 program development. It's a -- it's a regulation. To Mr.
21 Rechtschaffen's point, it does not require a waiver or
22 authorization, but gets a significant amount of emission
23 reductions compared with our understanding of what would
24 otherwise happen, because it requires that the emission
25 control systems for those on-road heavy-duty trucks remain

1 in good working order.

2 So that's a way that we can address emission
3 reductions. In reality, we're getting benefits from that
4 program. Some of it is accounted for in the SIP and some
5 of it is not. So that -- that's a type program that, you
6 know, we continue to show the benefits of and becomes part
7 of our kind of ongoing work. And then I'll just note
8 that, you know, we do have an annual update to the Board,
9 which would be coming up this fall to present all of our
10 overall kind of air quality work with an update on where
11 we are in the -- in the planning, as well as how it's
12 going in terms of getting emission reductions.

13 BOARD MEMBER STIGLER GRANADOS: Thank you for
14 that information. I just kind of want to circle back just
15 for a second to the question about tracking public health
16 impacts and just kind of again just asking if you could --
17 or somebody on the staff could just provide a little more
18 details about how specific public health impacts are
19 tracked, not just emissions, and how we will communicate
20 that back to the public.

21 AQPSD CHIEF LAKIN: Hi, Dr. Stigler Granados.
22 This is Matt Lakin. I don't want to speak for all of CARB
23 programs. I'll leave that to Steve. In general, there
24 aren't a lot of programs within CARB that track the public
25 health metrics -- the very important public health metrics

1 that you're talking about, though we are very aware of
2 those metrics and we do use those in a lot of
3 decision-making.

4 What I will say is we do have a number of ways
5 that we look at -- you know, look at cumulative burden.
6 And as you are well aware, it's a difficult topic,
7 especially for communities that are burdened by things
8 well beyond just air pollution, but things like, you know,
9 access to health care or food insecurity, other things
10 like that. We do try our best to look at cumulative
11 impacts within the sphere of what we do.

12 So, for example, we're putting together the next
13 round of the California Air Toxics Assessment. And as
14 part of that -- that will be later this year that we
15 release that. As part of that, we are looking at the most
16 impacted communities in California and how those
17 disproportionate impacts have changed over time. So we
18 are looking to the extent that we can for the data that we
19 have. I'll leave it to Dr. Cliff if he has other things
20 to add.

21 EXECUTIVE OFFICER CLIFF: Thanks, Dr. Lakin.
22 I -- We don't have all of our public experts here in the
23 room, but we could certainly be glad to follow up with you
24 to provide more information.

25 BOARD MEMBER STIGLER GRANADOS: Okay. Thank you.

1 I really appreciate that. I'm still trying to understand
2 CARB's process around public health metric tracking. And
3 I definitely think for what we can control in terms of
4 emissions reductions and understanding the modeling that
5 goes behind that, with cumulative impacts I think it's
6 great to really communicate that back to Board members and
7 the community, especially just, you know, kind of keeping
8 us understanding how the work that we do do, how important
9 it is for public health, because we've been hearing a lot
10 from community members today about public health impacts,
11 and asthma, and all of these things.

12 And so just kind of understanding how these rules
13 and things that we're implementing are being supportive of
14 improving public health, or if it's not improving, we can
15 understand how we can do it better.

16 And so one more -- thank you very much. One more
17 quick question here was, so as we've heard about a lot of
18 these future technologies that are under this black box
19 plan and some of these regulatory strategies, as they
20 continue to evolve through research, workshops, rulemaking
21 continued engagement, I'm just curious as being a new
22 Board member, how will the Board stay informed about that
23 progress and we will you all return periodically with
24 updates. I heard that you will, but like what does that
25 look like in terms of helping us to understand how some of

1 these anticipated technologies are developed being, and
2 when they become specific enforceable commitments, and
3 when do we as Board have ability to provide input along
4 the way?

5 EXECUTIVE OFFICER CLIFF: Thank you for that. So
6 as we develop the programs, you know, there's a lot of
7 engagement with the public that includes the workshops,
8 and I know we try and make sure that you're away when
9 those workshops are happening. We're always happy to
10 provide any briefings. We do informational items. And I
11 think most importantly, we -- any regulation would have to
12 come before this Board for consideration. So that is a --
13 you know, a specific opportunity to provide public input,
14 but it's -- and Board input, but we're -- as we develop
15 the regulations, we are trying to engage the Board in a
16 variety of different ways, including informational items,
17 including, you know, our updates to the Board. Sometimes
18 we do memos updating the Board.

19 But when it comes to any regulation, then that
20 would actually come before this Board for consideration,
21 so you would definitely be engaged at that point.

22 BOARD MEMBER STIGLER GRANADOS: Okay. Great.
23 Thank you very much.

24 CHAIR SANCHEZ: Thank you for those great
25 questions and comments.

1 Board Member Eisenhut.

2 BOARD MEMBER EISENHUT: Thank you, Chair. First,
3 I'd like to indicate my support for this action and
4 particularly with regard to the flexibility and direction
5 that it affords the Executive Officer to make adjustments
6 as we move forward in our discussion with U.S. EPA. And
7 I'm seeing signs of collaboration between the two
8 possible -- leading toward a possible amendment, which I'd
9 like to indicate my support and concept from the -- what I
10 expect will be the amendment. And the reason I rise to
11 this -- to bring this out, because as I'm sure as well
12 known, I've been a strong advocate for incentives for.
13 And this is an item to be not so relevant really to
14 today's discussion, but it has implications for our fall
15 discussion regarding the SIP planning.

16 And so I thought it was an appropriate time to
17 raise the issue. Historically, I have been very
18 supportive of incentives for two major reasons. One is,
19 as Dr. Pacheco-Werner indicated earlier, it provides
20 immediate reduction. And secondly, it has been -- it's
21 not so important I think to us, but it's -- well, it has
22 provided also very economically sound reductions. We get
23 a lot of reduction for our investment money.

24 I am -- the reason I'm going through this is that
25 I am open to and supporting the concept of regulation of

1 this ag equipment, which is somewhat of a personal
2 departure from my historical position. And I think, as I
3 looked at the metrics, first of all, we've been -- FARMER
4 has been unfunded for two years now. There is, by some
5 estimates, probably a \$2 billion turnover of equipment.
6 And even when we're funded at 50 million a year, we're not
7 going to get to where we need to go. And the way to
8 achieve that kind of a -- I would -- I would presuppose
9 the way to achieve those results are not going to be a
10 continued total reliance on incentives.

11 And I just wanted to just state publicly I accept
12 that position and that reality. So thank you.

13 CHAIR SANCHEZ: Thank you, Board Member Eisenhut.
14 I appreciate that perspective, especially as our
15 agricultural member on this Board, and would just note
16 that it was a great pleasure to join you and Dr.
17 Pacheco-Werner in the valley a number of months ago to
18 celebrate the success of FARMER together with our air
19 district partners and our agricultural partners, and
20 underscore -- and members of the Legislature, underscoring
21 the continued importance of funding for that program.

22 And you noted the cost effectiveness for
23 reductions. I would also note, our agricultural partners
24 emphasize the amount of private capital that they're able
25 to bring into that program as well. So the state dollars

1 go even further in terms of reductions. So thank you for
2 those comments.

3 Board Member Takvorian, the floor is yours.

4 BOARD MEMBER TAKVORIAN: Thank you, Chair, and
5 thanks to everyone who has commented. And I will strive
6 to not repeat as well, but I think it's important to say
7 that I feel like the -- it's been really well explained by
8 staff and I think very much understood by the public that
9 we are not in a black box, but we are in a different kind
10 of tough box right now that we are striving to work
11 through.

12 And I think the illegal actions by the federal
13 government make it really difficult for CARB and the
14 districts to accomplish the objectives that have been set
15 out in the ozone and in the other SIPs. And so I really
16 want to appreciate -- express my appreciation to staff for
17 revising the SIP in a way that conforms with the
18 requirements of the Federal Clean Air Act and increases
19 our potential for approval, which is critical to moving
20 forward. I have to -- I want to also appreciate the
21 decades-long work of the advocates -- the environmental
22 justice advocates from the San Joaquin Valley, and the
23 environmental advocates from across the state to fight for
24 meaningful SIPs and a real reduction of pollution.

25 And while we have made strides, and I think those

1 have been described, as Dr. Balmes said much more
2 eloquently than I will, the air is not healthy and does
3 not support a healthy quality of life. And I think we've
4 heard from residents and we've heard from the -- from
5 Tania -- Dr. Pacheco-Werner, sorry. It's after five
6 o'clock, right? And I can't turn away from those personal
7 stories as to how personal lives are impacted and how
8 children's future is being impacted here.

9 So we have to deal with this. We have to address
10 it. And I've also had the privilege and, in some ways,
11 the burden of being here for 10 years and hearing a very
12 similar story about the pollution in particularly the San
13 Joaquin Valley. So while we are in a particular
14 circumstance right now, we have had the opportunity to do
15 more. And while we've done some, we haven't done enough.
16 And so I think we really need to change that now and be
17 very specific about how we're going to move forward. And
18 I know that there's work that's occurring on that, but I
19 want to express my support for Dr. Pacheco-Werner's, what
20 I think will become a motion, change to the resolution
21 that will -- or addition to the resolution that will
22 address the development of a plan for all off-road
23 equipment in an effort to bring those into regulation, I
24 hope.

25 But I also believe that we need specifics about

1 off-road agricultural equipment as it remains one of the
2 largest sources of NOx pollution in the valley and is
3 almost entirely unregulated. So while the existing
4 incentive-based strategy has achieved some emission
5 reductions, as Mr. Eisenhut has just said, it's time to
6 really implement regulations. And so I do support Board
7 Member Limón's amendment to the resolution, or addition to
8 the resolution, that would set a date for the beginning of
9 rulemaking on off-road agricultural equipment, because we
10 know it's a problem and we need to address it.

11 So I would support that. And when it comes time,
12 I'll second that. And hopefully it's in that same kind of
13 shape to move forward into the -- into the regular -- into
14 the resolution.

15 I would also say that I would like to see in the
16 plan moving forward, and I don't know if it gets attached
17 to either of these or whether it's separate, that we would
18 see a plan in the early part of 2027 to phase out the
19 on-road heavy-duty vehicles that have met their useful
20 life. And I understand that we have -- we're doing that
21 under the Prop 1 -- yeah, Prop 1. Prop -- SB1, thank you.
22 And that -- but that we need to expand that. So I'd like
23 to see a report in the early part of 2027 about how that
24 will move forward and that we can begin to adopt a
25 regulation for that.

1 Secondly, I'd like to see a plan for a statewide
2 ISR development with prioritized implementation in -- to
3 start in the extreme non -- ozone noncompliance areas. We
4 can -- I understand that the Legislature has discussed
5 ISR, but I think CARB has the authority to move forward
6 with it. And I'd like to also see a plan for that, that
7 can be focused on the -- on the most impacted areas.

8 And lastly, and I -- there's a question about
9 whether we need a new plan or whether we can -- you can
10 update us for a plan for prioritizing incentives for the
11 areas that are in extreme noncompliance, and whether it
12 would be useful to consider changes to the incentive
13 programs that would assist those areas, that are in
14 extreme noncompliance.

15 So those are the areas. I feel that we really
16 need to take action that will be felt soon, as Dr.
17 Pacheco-Werner has expressed, and we need to get started
18 on those plans that can come into implementation as we're
19 able to do that. And it often takes at least two years to
20 do a regulation, so we should get started now.

21 Those are my comments.

22 CHAIR SANCHEZ: Dr. Cliff, did you want to
23 respond to those suggestions and comments from Board
24 Member Takvorian.

25 EXECUTIVE OFFICER CLIFF: I think in terms of

1 getting specific about dates, we would certainly have to
2 look at that. I don't think that -- you know, that is not
3 in our planning right now. And, you know, in terms of
4 resourcing such an effort, that I think would be
5 challenging, given all that's on our plate today, but, you
6 know, we're certainly -- we can certainly look at
7 something like that.

8 It's also a little unclear to me exactly, you
9 know, what these actions might look like. So, again, I
10 think it's more internal work that we have to do to better
11 understand, you know, what those opportunities might be.
12 It's not something that we've developed so far, so we
13 don't really have anything that's on the shelf that we
14 can -- that we can, you know present to the Board in the
15 near term. But that will be part of our ongoing work.

16 And that's, you know, as I've said before, that
17 nothing is off the table. We are trying to find every
18 opportunity to reduce emissions, and, you know, taking
19 every step forward that we possibly can. It's, you know,
20 a challenging landscape that we operate in and it -- as
21 you say, it does take time to develop regulations. We've
22 laid out the agenda of those regs that we're developing
23 now, the other programs that we're trying to implement,
24 including some voluntary programs. But, you know, I don't
25 know that I could respond today exactly on the timing

1 aspect of when we could be bringing things forward or, you
2 know, what the appropriate time would be for that.

3 BOARD MEMBER TAKVORIAN: But I really appreciate
4 that. And I feel like we're in this very -- it's tough,
5 because we know what the -- we know what the pressures
6 are. We know how much the staff and this agency is doing
7 to move forward, and we're hearing from, and some of us
8 are feeling the health effects and environmental effects
9 of what the -- our own lack of action honestly, over the
10 years, and now the restrictions from the federal
11 government.

12 So I'm trying to walk that line, but I feel
13 strongly that we need, at a minimum, on the items other
14 than the off-road agricultural, a plan and a report back
15 in early 2027, and I'd say in the first quarter. And I
16 understand that you'll have what you have, but I feel like
17 if we don't put a time frame on it, then we -- we're just
18 back here in another year and hearing the same stories
19 from community, and that means another year of bad health,
20 which probably means several years of lost longevity
21 honestly. So I just can't sit with that. I think we need
22 to move as quickly as we can.

23 CHAIR SANCHEZ: Thank you, Board Member Takvorian
24 for sharing those comments.

25 Are there any additional Board members looking to

1 make comments on this item?

2 We're going to take a brief five minute stretch
3 break. For all those involved, please stay in the room
4 and we will resume in five minutes. Thank you.

5 (Off record: 5:55 p.m.)

6 (Thereupon a recess was taken.)

7 (On record: 6:07 p.m.)

8 CHAIR SANCHEZ: Thank you all for your patience.
9 Appreciate that brief break. We are going to resume our
10 meeting now. Pick up with Board discussion.

11 I want to give the floor to Dr. Pacheco-Werner,
12 the origin of the first recommendation, Dr.
13 Pacheco-Werner, and just based on the Board's comments,
14 reflections, feedback on your proposal. I want to give
15 you the floor to reflect on those. Thank you.

16 BOARD MEMBER PACHECO-WERNER: Yeah. Thank you.
17 Thank you so much to everybody again, because I do feel
18 like, you know, these thoughtful conversations are so
19 needed. And I'm so -- I feel so privileged to be so
20 backed by all of our fellow Board members around wanting
21 and the commitment to reduce air pollution in the San
22 Joaquin Valley. And I think that, you know, it is not
23 lost on any of us as Board members how critical this
24 particular item is and the effect that the resolution will
25 have on not just like our commitments from years from now,

1 but active negotiations with the EPA.

2 And I think that that's really critical to
3 protect. And at the same time, as it is critical, and we
4 have heard loud and clear from all of my fellow Board
5 members that we are all very committed to seeing
6 reductions in the off-road space for all Californians, not
7 just the San Joaquin Valley, not just in the ag space, but
8 in the off-road space and anywhere else that we learn in
9 the emissions inventory -- through the emissions inventory
10 modeling that we have opportunities, you know, not just --
11 again, not just the San Joaquin Valley. I also -- and I
12 appreciate all the San Joaquin Valley representation, but
13 I also want to reiterate that we -- you know, in South
14 Coast, you know, there are people there that need help as
15 well.

16 And so I think that, you know, coming in the --
17 when we hear the SIP update to have much more concrete
18 paths forward in keeping this process clean for what it
19 needs to be right now. I think this is probably the
20 best -- the better more wiser Board direction to ensure
21 that we have SIP approval for these very important
22 commitments that we have.

23 Again, for the things that we have not given up
24 on, right, I want to reiterate that, you know, we have
25 things in the black box, for example, that we just had in

1 the news. Wonderful commitments by OEMs around cars, you
2 know, and so -- you know, the light-duty space. So we
3 continue to make strides in all of these spaces, as Dr.
4 Lakin said.

5 So I do look forward to when we have the SIP
6 update to have some more very specific resolution language
7 around how we move forward in the regulatory process on
8 this -- in this particular space that we have heard loud
9 and clear. It is time to move on with -- and that I want
10 to move on with the science behind us to do so in a way
11 that doesn't set us up for failure at the EPA, so that --
12 you know, we can't lose the plot, right? We -- the plot
13 is emissions reductions. And in this process, it also
14 requires EPA approval, right.

15 And so we keep moving forward on all of our
16 policy and incentive things that we are moving forward in
17 right now and know that we have heard loud and clear
18 around and are committing to some resolution language
19 around how we move forward in the off-road space when we
20 have our more comprehensive SIP update later on this fall.

21 CHAIR SANCHEZ: Thank you very much, Dr.
22 Pacheco-Werner. I appreciate your reflections on the
23 comments and your updated proposal and really targeting
24 that SIP update, which is the comprehensive Planning. To
25 you point, there's been a lot of discussion on the valley

1 thanks to your leadership and also the impacts that our
2 communities are feeling, but the federal interference
3 affects so many communities across the state. And it's
4 clear that, as the Board has expressed, we need to look at
5 off-road equipment, but also additional measures and the
6 role of incentives, and doing that as a part of the SIP
7 update as it comes to the Board sounds great to me.

8 I want to -- I'm seeing some nods. I'm looking
9 for feedback on Dr. Pacheco-Werner's updated proposal.

10 Yes, Board Member Limón, I see you on the
11 microphone.

12 BOARD MEMBER LIMÓN: Thank you, Chair Sanchez.
13 So given the discussion and clarity that we achieved on
14 the path forward, that doesn't risk completing the issues.
15 We identified some next steps that will allow a focused
16 process. So I will withdraw my motion. I appreciate
17 Board Member Takvorian's second and Dr. Pacheco-Werner's
18 support advancing the conversation.

19 CHAIR SANCHEZ: Great. Thank you. Appreciate
20 that, Board Member Limón.

21 Looking to see if any other Board members want to
22 comment.

23 No.

24 Okay. Yes, Board Member Takvorian.

25 BOARD MEMBER TAKVORIAN: I ask that -- I know

1 fall -- I know that fall is not a specific month, the last
2 I looked. And so -- and I know -- what I was going to say
3 was September is pretty full, as I understand it. So
4 could we make a determination that it's October or
5 November? I know we've been try to build out our calendar
6 and feel like it's helpful to do that.

7 CHAIR SANCHEZ: Yeah. Appreciate that. That is
8 something that I will talk to our Executive Officer about
9 and make sure the Board has clarity on which fall month,
10 knowing that we have a busy fall calendar ahead of us.

11 Great. With that, I am going to move us forward
12 to a vote with the resolution that is in front of the
13 Board, Number 26-5. Do I have motion and a second?

14 BOARD MEMBER SANTIAGO: So moved.

15 CHAIR SANCHEZ: Thank you, Assemblymember
16 Santiago.

17 BOARD MEMBER BALMES: Second.

18 CHAIR SANCHEZ: Seconded by Dr. Balmes.

19 Board clerk, would you please call the roll.

20 BOARD CLERK: Dr. Balmes?

21 BOARD MEMBER BALMES: Yes.

22 BOARD CLERK: Mr. Eisenhut?

23 BOARD MEMBER EISENHUT: Yes.

24 BOARD CLERK: Ms. Limón?

25 BOARD MEMBER LIMÓN: Yes.

1 BOARD CLERK: Dr. Pacheco-Werner?

2 BOARD MEMBER PACHECO-WERNER: Yes.

3 BOARD CLERK: 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: 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 very much. And thank
19 you to the Board for the thoughtful discussion on that
20 item and all of our public commenters who joined us today.
21 Look forward to staff's continued engagement with our
22 federal partners as well as the air district and community
23 members that are deeply integral to this work. We are now
24 going to move to take a 30-minute break for our court
25 reporter. I apologize for the late hour, at which we will

1 begin our last item on the agenda, including to our
2 presenters who I see have joined us. We're really looking
3 forward to hearing from you all.

4 If I can ask everyone to be very punctual about
5 this 30-minute break and we will get started right at 6:45
6 p.m. Thank you much.

7 (Off record: 6:14 p.m.)

8 (Thereupon a recess was taken.)

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E V E N I N G S E S S I O N

(On record: 6:48 p.m.)

CHAIR SANCHEZ: All right. Hello. Hello.
Hello. Good evening. Welcome back, everyone. Thank you
all for sticking with us.

The last item on the agenda today is Item number
26-5-3, public meeting to hear Community Air Protection
Program annual progress update. If you are here with us
in the room and wish to comment on this item, please fill
out a request-to-speak card as soon as possible and submit
it to a Board assistant. If you are joining us remotely
and wish to comment on this item, please click the "Raise
Hand" button or dial star nine now.

The Community Air Protection Program remains one
of the most essential tools for improving air quality in
our most vulnerable and heavily impacted communities. At
a time of federal retreat from air pollution reductions,
California's community-driven air protection program
serves as a model for targeted emission reductions in our
host overburdened communities.

CARB remains fully committed to protecting the
health of those who breathe the most polluted air through
continued support and implementation of Assembly Bill 617.
This year's Budget Act reinforces that with \$150 million
general fund appropriation for the program, as well as

1 ongoing discussions on the GGRF funding throughout August
2 when the Legislature returns. Between the two of those,
3 it's clear that AB 617 remains a high priority.

4 Tonight, staff will share updates on how the
5 Program is delivering on Blueprint 2.0's most ambitious
6 commitments, including the conclusion of a statewide
7 mobile monitoring initiative data collection efforts,
8 community focused enforcement, and continued
9 implementation of Community Emission Reduction Plans, or
10 CERPs, across the State.

11 The recent months mark a significant milestone as
12 two communities selected by this Board in 2022 and 2024
13 have adopted their CERPs. Tonight, we are joined by
14 community members from South Sacramento and East Oakland
15 to hear more about their experiences developing and
16 putting their CERPs into action. We will also hear from
17 the San Joaquin Valley Air Pollution Control District
18 about the significant results achieved through the
19 Community Air Protection Program in partnership with
20 communities.

21 I want to extend our gratitude to today's
22 co-presenters and again apologies for the late start. We
23 really appreciate (inaudible).

24 From the start, the strength of this program has
25 been its partnership, as we discussed earlier in our Board

1 meeting, with communities and with air districts. The
2 progress we will discuss and celebrate tonight reflects
3 that partnership and share commitment to delivering
4 cleaner air for those who deserve it most.

5 With that, Dr. Cliff, would you please introduce
6 the item?

7 EXECUTIVE OFFICER CLIFF: Thank you, Chair
8 Sanchez going. Tonight, we will hear about the ongoing
9 commitment of community leaders, air districts and other
10 key stakeholders who continue to drive the success of the
11 Community Air Protection Program under AB 617. This year
12 has shown once again that community-led clean air
13 solutions not only bring transparency and accountability
14 into our work, they continue to deliver real results.
15 Today, I am proud to share the collective progress of air
16 districts and community members and highlight how
17 Blueprint 2.0 continues to strengthen that work.

18 The AB 617 -- the 19 AB 617 communities, along
19 were other consistently nominated communities, represent
20 over half of the state's disadvantaged population. This
21 places the Community Air Protection Program in a unique
22 position to deliver tangible, community-prioritized
23 benefits, and improve air quality at the community scale.
24 We're excited to share that this -- that just this spring
25 two new Community Emission Reduction Plans were adopted,

1 South Sacramento-Florin and East Oakland. This means that
2 of the 19 communities are implementing their Community
3 Emission Reduction Programs.

4 Against the backdrop of unprecedented federal
5 challenges to California's clean air authorities,
6 community air protection is more essential than ever. The
7 numbers tell one story the air districts have invested
8 \$837 million in CAPP incentives statewide, including \$780
9 million in disadvantaged communities. Of that, \$342
10 million directly supports the 19 selected funding more
11 than 13,840 projects that are reducing emissions and
12 improving local air quality.

13 What centers this work and makes it unique is
14 that the community voices inform those investments. We
15 will hear directly from community leaders, air districts
16 and the local Board Chair of the Sacramento Metropolitan
17 Air Quality Management District with their stories of how
18 they are advancing progress across the state. Our shared
19 progress is remarkable and I look forward to building on
20 this momentum in the years ahead. I'm now going to turn
21 it over to Kevin Olp of the Office of Community Air
22 Protection here at CARB to begin staff presentation

23 Kevin.

24 (Slide presentation).

25 OCAP BRANCH CHIEF OLP: Thank you, Dr. Cliff --

1 oh. Dr. Cliff.

2 Good evening, Chair Sanchez and Members of the
3 Board. My name is Kevin Olp and I'm a Branch Chief in the
4 Office of Community Air Protection.

5 What you'll hear tonight represents the
6 persistence and ingenuity of community members across the
7 state, air districts, staff across CARB, many State and
8 local agencies, and industry stakeholders. The lessons
9 from this success are clear, when communities and agencies
10 work together, plans become actions that result in cleaner
11 air for neighborhoods that need it most.

12 [SLIDE CHANGE]

13 OCAP BRANCH CHIEF OLP: Across the country, the
14 federal government is rolling back the protections that
15 overburdened communities depend on. Environmental justice
16 programs are being dismantled

17 California has chosen a different path, making
18 historical investments in the Community Air Protection
19 Program. AB 617 is a unique bill that requires agencies
20 to sit down with residents in the most polluted
21 neighborhoods, plan together, and aim resources street by
22 street at the pollution sources nearest to where residents
23 breathe. This is equity in action. Data and history make
24 clear the connection between racism and air pollution.
25 People of color are exposed disproportionately to high

1 levels of ambient fine particulate air pollution, which is
2 the largest environmental cause of human mortality, and
3 means that race is a factor contributing to the systemic
4 PM2.5 exposure disparity.

5 That's why racial equity is rooted in CARB's
6 vision for the Community Air Protection Program. This
7 drives the direction of the Program and the statewide
8 strategy, known as Blueprint 2.0. It is also one of the
9 guiding principles, along with building trust,
10 transparency, an equity lens, and intentional, creative
11 power-sharing with communities.

12 [SLIDE CHANGE]

13 OCAP BRANCH CHIEF OLP: This Program reaches
14 across California and they are in the neighborhoods with
15 the most traffic, heavy industry, and agricultural
16 activities nearby, often withy the highest rates of asthma
17 and cardiovascular disease.

18 Tonight, you'll hear about the impressive results
19 from the 19 communities that this Board selected to
20 develop Community Emission Reduction Programs,
21 representing almost four million Californians. You'll
22 also hear how air grants are a powerful tool for building
23 capacity in communities across the state. These grants
24 support communities and tribes in over 27 counties.

25 The 64 consistently nominated communities

1 represent areas where the future investment is needed to
2 build on efforts like the Statewide Mobile Monitoring
3 Initiative. We gathered 10 billion air quality
4 measurements over the last year in these communities to
5 show us where pollution concentrates, so we can better
6 understand and act on communities' concerns.

7 [SLIDE CHANGE]

8 OCAP BRANCH CHIEF OLP: The way the Program works
9 is transformational. Districts partner with communities,
10 drawing on their expertise, their history and their
11 priorities. We use monitoring data, enforcement history
12 and emissions inventories to target neighborhoods most at
13 risk of exposure to air pollution. Along with community
14 input, this helps air districts select projects that make
15 a real measurable difference in air quality in
16 neighborhoods.

17 The results show it. Of the 122 California
18 Climate Investment funded programs, CAP incentives ranks
19 first in total NOx reductions and fifth in total PM2.5
20 reductions. Per dollar spent, CAP incentives are third in
21 NOx and sixth in PM2.5 for cost efficiency. These are
22 substantial, cost-effective reductions targeting the
23 places with the dirtiest air where people live, work and
24 play.

25 You can see why it's important to have

1 communities and air districts work together to choose what
2 to fund. Many incentive projects retire some of the
3 oldest, dirtiest sources of pollution, and every year more
4 funding goes to community-identified projects that also
5 prioritize direct exposure reduction.

6 Air districts have responded. For example, free
7 air purifiers are currently going out to homes affected by
8 the warehouse fire in Boyle Heights, and nearly 6,000
9 purifiers have already reached residents near the Tijuana
10 River to help improve indoor air quality for those
11 impacted by the horrible odors and air quality caused by
12 the sewage flows from the Tijuana River. Residents shared
13 that the air purifiers vastly improved indoor air quality,
14 respiratory comfort, and sleep.

15 Incentive funding supports critical lifelines for
16 communities. A cleaner school bus protects a neighborhood
17 for fifteen years. Air purifier protects a family
18 tonight. CAP incentives give communities the flexibility
19 to prioritize what matters most to them, including in
20 times of emergency.

21 [SLIDE CHANGE]

22 OCAP BRANCH CHIEF OLP: Community air protection
23 is also driving real organizational tried -- change inside
24 air districts, reshaping not just projects on the ground,
25 but how districts operate, engage, and prioritize

1 environmental justice.

2 The Bay Area Air District elevated environmental
3 justice as a core goal from its 2024-2029 Strategic Plan,
4 and as Dr. Phil Fine shared at a previous annual progress
5 update, this was driven by AB 617 investments. The
6 District also created a new Community Investments Office
7 in 2025 focused on reinvesting \$100 million of enforcement
8 penalties back into communities through community-based
9 grants.

10 San Diego Air Pollution Control District
11 established a dedicated Office of Environmental Justice
12 and adopted an environmental justice framework,
13 participation -- Public Participation Plan, and Equity
14 Statement. The Valley Air District was one of the first
15 districts to create an office to support community-driven
16 strategies.

17 Imperial is a leader at getting work done with
18 local governments through partnering with schools and
19 other agencies to leverage funding for air quality
20 improvements around children.

21 Sacramento Air Quality Management District just
22 this month established the Office of Community Air
23 Protection and Monitoring, including its Communications
24 Office, which supports all district programs. South Coast
25 is invested in helping their staff develop capacity to

1 engage with communities and they've led to build
2 connections across communities.

3 These durable shifts that strengthen every part
4 of our shared work to protect air quality. To sustain and
5 deepen these organizational changes, funding must be
6 stable and continuous to support long-term planning that
7 will allow districts to select more communities for the
8 program while meeting their existing commitments.

9 [SLIDE CHANGE]

10 OCAP BRANCH CHIEF OLP: Historically, annual
11 funding for the Program's three essential needs hovers
12 around \$250 million annually. Most recently, SB 111 from
13 the Budget Act of 2026 secured \$150 million from the
14 General Fund for community air grants, CAP incentives, and
15 air district implementation. GGRF funding allocation
16 decisions are ongoing at the Legislature.

17 Community air grants help build capacity, support
18 local community-based air monitoring and lead
19 community-driven strategies that meaningfully support AB
20 617. Community Air Protection Program Incentives, or CAPP
21 incentives, historically average around \$195 million
22 dollars a year. Districts rely on these essential funds
23 for strategies included in CERPs for the 19 selected
24 communities and for other disadvantaged and low-income
25 communities across the state. For fiscal year '26-'27, SB

1 111 provided \$92.5 million, about half of the historical
2 average amount.

3 And the air district implementation funding
4 remains at \$50 million per year, supporting air districts
5 who work directly with community steering committees,
6 develop and implement CERPs, operate air monitoring
7 networks, provide facilitation, language access, and
8 community compensation. This funding also helps 29 air
9 districts across the state without selected communities to
10 implement the requirements of AB 617. For example,
11 engineering support for expanded criteria and toxic
12 reporting for facilities.

13 As you'll hear more from Air Pollution Specialist
14 Nicole Bruns about the Program we've made and from our
15 invited speakers and Program partners, we hope the path
16 forward becomes clearer. We have come too far to let
17 short-term challenges derail our shared commitments to
18 California's impacted communities.

19 Nicole.

20 [SLIDE CHANGE]

21 OCAP AIR POLLUTION SPECIALIST BRUNS: Thank you,
22 Kevin.

23 Good evening, Chair Sanchez and members of the
24 Board. My name is Nicole Bruns and I also work in the
25 Office of Community Air Protection. I feel deeply

1 connected to this work because much of my career has
2 centered on advancing clean air and environmental equity.
3 I continue to be inspired by the communities whose lived
4 experiences and leadership shape this work, and it
5 motivates me to support these efforts and mission.

6 Our mission, as called for in AB 617, is to
7 reduce emissions at the community scale, and we'll show
8 how CERP implementation delivers on that in the selected
9 communities. You will hear about our expanding efforts to
10 support the 64 consistently nominated communities. We
11 will also hear directly from Program partners and leaders.
12 We will conclude by sharing updates on progress towards
13 the Blueprint 2.0 goals and a snapshot for the upcoming
14 year.

15 [SLIDE CHANGE]

16 OCAP AIR POLLUTION SPECIALIST BRUNS: CAPP
17 incentives are relied on by every air district in
18 California. Let's start with the six districts that have
19 selected communities and CERPs, then look at how the other
20 29 districts use incentives to serve disadvantaged
21 populations throughout their air basins.

22 The total emission reductions shown here reflect
23 dollars spent as of November 2025. They are specific to
24 the selected communities in each district, and it's
25 important to note that some districts have more selected

1 communities than others.

2 The most popular project types in each district's
3 communities are shown in bullets, where clear patterns
4 emerge. Port communities, for example, often prioritize
5 cleaning up marine vessels and port infrastructure.

6 CARB's CAPP incentives guidelines support the
7 tailoring of projects and creating new ones by the
8 districts and CSCs, which has resulted in truck traffic
9 studies, air filtration in homes, and paving projects and
10 urban greening. As more tailored projects become popular
11 across communities, CARB updates the incentive guidelines
12 to allow districts to use these projects in other
13 communities without additional review.

14 [SLIDE CHANGE]

15 OCAP AIR POLLUTION SPECIALIST BRUNS: The 29
16 districts without CERPs are a big part of this work:
17 collectively, they direct 94 percent of these funds to
18 benefit disadvantaged and low-income communities by
19 replacing dirty off-road ag equipment, replacing diesel
20 school buses with cleaner ones, increasing infrastructure
21 for zero-emission vehicles, and putting cleaner lawn and
22 garden equipment in households.

23 In just one example, Butte County helped create
24 healthier air for children, teachers and workers in the
25 bus yard through a paving project to reduce dust exposure

1 at the Thermalito Union Elementary School. This project
2 was built on prior investments in electric buses and
3 MERV-14 classroom filtration. Incentives are essential,
4 but they are only one tool. AB 617 also calls on both
5 CARB and air districts to use regulatory authorities and
6 enhanced enforcement to reduce air quality disparities.

7 [SLIDE CHANGE]

8 OCAP AIR POLLUTION SPECIALIST BRUNS: District
9 rules committed to in CERPs, when fully implemented, are
10 projected to collectively reduce approximately 27,600 tons
11 of NOx, 19,000 tons of reactive organic gasses, and 3,400
12 tons of PM2.5 over the next decade in AB 617 communities
13 and across multiple air basins.

14 For example, the Imperial District recently
15 established a regulation for agricultural burning that has
16 reduced burning in the county by 10,000 acres annually, a
17 50 percent reduction. San Joaquin Valley Air District's
18 Solid Fuel Combustion Furnace and Glass Furnace
19 regulations will significantly reduce PM and NOx in Fresno
20 and other valley communities.

21 These reductions represent real public health
22 gains, fewer premature deaths, lower rates of asthma and
23 cardiovascular disease and progress toward correcting
24 long-standing environmental injustices.

25 [SLIDE CHANGE]

1 OCAP AIR POLLUTION SPECIALIST BRUNS: CARB
2 regulatory actions committed to in CERPs provide
3 additional emissions benefits, but recent federal attacks
4 on CARB's authorities have reduced anticipated emission
5 benefits for several statewide measures.

6 This slide focus on -- focuses on the 16 CSCs
7 that provided an annual report last year. These are draft
8 preliminary modeled estimates. The green portion of each
9 column shows the emissions benefit we expect to see as a
10 result of statewide regulatory actions. The dashed gray
11 in each bar represents the estimated emissions benefit
12 lost due to the federal attacks on our authority to take
13 those actions.

14 For example, absent of federal attacks, CARB's
15 regulatory actions would deliver about 35 tons per year of
16 diesel particulate matter reductions, but we now expect
17 about 25 tons per year, a loss of roughly 28 percent.

18 This makes the work we're doing at the community
19 scale even more necessary, including a renewed focus on
20 building capacity in communities for stewardship of clean
21 air.

22 [SLIDE CHANGE]

23 OCAP AIR POLLUTION SPECIALIST BRUNS: AB 617
24 calls on CARB to support community-based organizations and
25 California Native American tribes with technical

1 assistance, through community air grants to broaden
2 participation in community air protection. To date, 187
3 grants have been awarded in 27 counties in California and
4 48 in consistently nominated communities.

5 [SLIDE CHANGE]

6 OCAP AIR POLLUTION SPECIALIST BRUNS: Our cycle
7 four grant to Brightline Defense, a community-based
8 organization in San Francisco shows how focusing on
9 quality of life and health helps residents learn about air
10 quality. Brightline built a coalition of nonprofits,
11 tenants, and youth groups to shape where air monitoring is
12 needed in the historically excluded neighborhoods like
13 Chinatown, the Tenderloin, SoMa, and Bayview Hunters
14 Point.

15 Working with UC Berkeley, they deployed monitors
16 to measure black carbon and turned that real-time data
17 into action: tools for advocacy, resident education, a
18 better picture of traffic-related pollution, and air
19 purifiers secured for tenants, reaching nearly a thousand
20 residents.

21 In May, Brightline hosted Chair Sanchez on a
22 community tour highlighting both the neighborhoods' rich
23 history and their unique air challenges, from dense
24 multifamily housing and single resident occupancy rooms to
25 poor indoor air quality. This story is just one of 187

1 funded projects over the life of the community air grants.

2 [SLIDE CHANGE]

3 OCAP AIR POLLUTION SPECIALIST BRUNS: Please skip
4 the next slide.

5 [SLIDE CHANGE]

6 OCAP AIR POLLUTION SPECIALIST BRUNS: Skip to the
7 next slide.

8 [SLIDE CHANGE]

9 OCAP AIR POLLUTION SPECIALIST BRUNS: Of the 19
10 formally selected communities, eight are close to THE
11 completion of CERP commitments, five are in the middle of
12 implementation, five have just adopted their CERPs or are
13 in their first years of implementation, and one is
14 actively developing its CERP.

15 Let's now take a deeper dive into the communities
16 that have been implementing CERPs for the longest.

17 [SLIDE CHANGE]

18 OCAP AIR POLLUTION SPECIALIST BRUNS: Results
19 from early selected communities prove that funding this
20 work pays off with big results. Here are just a few
21 highlights.

22 In the Bay Area, as a result of CERP actions,
23 West Oakland has achieved an estimated 56 percent
24 reduction in average residential exposure to diesel
25 particulate matter from 2017 to 2024. For the 30,000

1 residents in the West Oakland community boundary, that
2 means the air coming through the window today carries
3 roughly half the diesel -- the diesel pollution it did
4 seven years ago.

5 In San Joaquin Valley, the 2021 to 2022 State
6 budget funded the Department of Pesticide Regulation, in
7 direct response to the Shafter CERP, to develop SprayDays,
8 a community pesticide notification system that now gives
9 all residents across California advanced awareness of
10 nearby applications. Residents can use the mobile app to
11 get a heads-up if pesticides will be applied in nearby
12 fields.

13 And in Southern California, the Wilmington,
14 Carson, West Long Beach's CERP prioritized rules to reduce
15 emissions from combustion sources from refineries. SOUTH
16 Coast AQMD adopted refinery regulations which are expected
17 to deliver more than 2,800 tons per year of NOx emissions
18 reductions, primarily from combustion sources, marking a
19 major step forward in improving local air quality.

20 [SLIDE CHANGE]

21 OCAP AIR POLLUTION SPECIALIST BRUNS: Our newer
22 communities continue to turn plans into results over the
23 last year as well. The San Joaquin Valley District
24 provided \$2.6 million to local growers for ag equipment.

25 In Eastern Coachella Valley, paving projects were

1 aimed at reducing wind-blown dust near homes and schools
2 and increasing public safety.

3 More than 2,000 trees have been planted, helping
4 improve long-term air quality while providing tree equity,
5 and shade, and heat reduction co-benefits in the Portside
6 environmental justice neighborhoods.

7 About \$1.3 million has also been invested in
8 high-efficiency air filtration retrofits and five years of
9 filter replacements for 14 schools, supporting cleaner air
10 inside classrooms and improving the learning environment
11 for students across Richmond, North Richmond, and San
12 Pablo.

13 Together, these highlights show how investments
14 directly respond to local priorities and deliver real,
15 measurable air-quality improvements or reduce sensitive
16 populations exposure with filters.

17 Many other stories of success and achievements
18 are available on the Community Air Protection Progress
19 StoryMaps, as well as past videos featuring community
20 voices from Stockton, Imperial Valley, and Portside in San
21 Diego.

22 [SLIDE CHANGE]

23 OCAP AIR POLLUTION SPECIALIST BRUNS: Now, let's
24 take a moment to celebrate two newly launched CERPs that
25 mark exciting progress across the state. In the Bay Area,

1 the East Oakland's Right to Breathe Air Quality Justice
2 Plan was adopted in February of this year, just approved
3 by Executive Officer, and the South Sacramento-Florin CERP
4 was adopted just two months ago. Developing a CERP
5 requires tremendous dedication and collaboration. That
6 momentum and trust will support the CSCs in CERP
7 implementation and problem solving.

8 [SLIDE CHANGE]

9 OCAP AIR POLLUTION SPECIALIST BRUNS: In the
10 coming weeks, the South Sacramento-Florin CERP will be
11 considered by CARB's Executive Officer for formal
12 approval. To celebrate how far this community has come,
13 we'll play a brief video highlighting the South
14 Sacramento-Florin community and their journey.

15 (Thereupon a video was played.)

16 (Applause).

17 OCAP AIR POLLUTION SPECIALIST BRUNS: Now, in a
18 moment, let's hear directly from individuals who are
19 pivotal in the development of the CERP and Sacramento's
20 commitment to clean air.

21 Let's first welcome Tido Hoang, who is the
22 Co-Chair of the South Sacramento-Florin Steering
23 Committee.

24 Tido.

25 TIDO HOANG: All right. Thank you so much.

1 First of all, thank you so much for allowing us to be here
2 today. Before I start, it's just the deepest
3 appreciation. I know you guys had two days of having to
4 listen to people. Our story is different. I know
5 whatever needs to be said that's important has already
6 been said, but I'm hoping that this time is different.
7 And I hope that we -- our stories can resonate with you
8 for the last time that we end this meeting.

9 My name is Tido Hoang. I'm the President of
10 Vietnamese American Community of Sacramento. We helped
11 start Little Saigon of Sacramento. I started this project
12 seven and a half years ago. Dr. Ayala and Janice came and
13 asked me to be a part of the project. And honestly, I
14 hated them since then and --

15 (Laughter).

16 TIDO HOANG: -- you know, my kid, Thalia is nine
17 years old now. She was two years old when we started this
18 and Kharlo was not born yet. So we have several
19 businesses. I'm an accountant and financial advisor, but
20 this really is a side gig when your heart belongs to the
21 community.

22 Thank you for allowing us to come in today.
23 Well, in the past seven and a half years, I've been a part
24 of this process and I've seen our community care so much
25 about air quality. They come to our meetings, even after

1 long days -- long, long days at the restaurant wanting to
2 be engaged, wanting for us to listen to their stories.
3 The residents have shared their concerns about the
4 children, the elders, the businesses, and their health.
5 I've seen the community organizations help do the hard
6 work, translate technical concepts into something simple
7 in a language that people can understand.

8 This work matters, because air pollution is not
9 just the numbers on the chart. It is what people breathe
10 when they walk outside. It is what workers are exposed
11 during the day. And it is also choosing breathe near
12 schools and business -- busy roads. It is what elders
13 with asthma and other health conditions worry about. It
14 is also part of daily life, for the family members in the
15 South Sacramento-Florin area.

16 AB 617 gives our communities a chance to be
17 heard. They give us a place to bring our lived
18 experiences, combined with air quality data, technical
19 knowledge and policy solutions together. The CAMP,
20 Community Air Monitoring Program, has been very important
21 in this process. CAMP give us a better understanding of
22 local air quality conditions. It helps us see where there
23 height be concerns, whether more information is needed,
24 and how pollution might affect different parts of the
25 community.

1 But monitoring is just the beginning and it's not
2 enough. The community does not participate in AB 617 just
3 to monitor. We participate because we want healthier
4 communities and neighborhoods. We want cleaner air. We
5 want protection for residents, workers children, elders
6 and families. That is why Community Emission Reduction
7 Program, CERP, is so important to us. The CERP must be
8 the bridge that connects between what we know, what we do.
9 It is a bridge between what we know and what we do. It
10 must be turned -- it must turn monitoring results,
11 community stories and local priorities into real action.

12 CAMP and CERP come together as a cycle. CAMP
13 helps identify the problem. CERP creates response.
14 Implementations put the response into action. Continued
15 monitoring and community feedback tells us whether the
16 response is working or not. That cycle is how AB 617
17 become more than a planning process. It has become a real
18 tool for environmental justice. I ask CARB, all the
19 members, all our friends and people who are an advocate
20 for our community, to support us, to get us to the next
21 level. Seven and a half years is a long time and really
22 felt like we turned the corner. Let's help us bring it
23 hope.

24 It means keeping the steering committee involved
25 after the planning is adopted. It means people who help

1 identify the problems should be engaged and should help to
2 evaluate whether the solutions are working or not. It
3 also means we need to speak to our small business
4 community as well. In our community many small businesses
5 are owned by refugees, immigrants, first generation,
6 restaurants, salon owners, auto shops, landscapers, and
7 neighborhood businesses that are part of the fabric of
8 South Sacramento-Florin area.

9 They should be left out -- they should not be
10 left out and treated as part of the -- part of the
11 pollution. They need to be engaged as partners with
12 education, incentives, culturally appropriate support.
13 Small businesses can be a part of cleaner air solution.
14 After seven and a half years, I believe the strongest part
15 of AB 617 community is the community itself. We know that
16 this is the underserved, marginalized and often, a lot of
17 time, neglected communities. And it takes a lot of effort
18 and time -- time being like this, leaving our kids to
19 daycare that I have to go pick them up soon.

20 Businesses that often take a second step, because
21 we have to be involved in something like this. I don't
22 any involvement in my life as a 54 year old man that take
23 this long, but I believe that this is some -- the right
24 thing to do. And I appreciate your time for listening to
25 me and I hope that we can help get this to the next level,

1 as Thalia and Kharlo are depending on that and the next
2 generation as well.

3 Thank you.

4 (Applause).

5 OCAP AIR POLLUTION SPECIALIST BRUNS: Thank you.
6 Thanks, Tido.

7 Next, please welcome Sarah Aquino, who serves as
8 Board Chair of Sacramento Metro AQMD.

9 Sarah.

10 SARAH AQUINO: Well, good evening, Chair Sanchez,
11 Board members and staff. As was mentioned, I am proud to
12 serve as the Board Chair for the Sac Metro Air District.
13 I also am Council Member in the City of Folsom. Thank you
14 for the opportunity to speak today in support of the South
15 Sacramento-Florin Community Emissions Reduction Plan and
16 the continued importance of the AB 617 Program.

17 As a local elected official, I have seen
18 firsthand the value of bringing communities, local
19 governments and public agencies together to address air
20 quality challenges. AB 617 has created a meaningful
21 framework for that collaboration. The South
22 Sacramento-Florin Community Emissions Reduction Plan
23 reflects years of commitment from community members like
24 Tido, local leaders and our air district to show how
25 community-driven planning can lead to thoughtful,

1 locally-informed strategies for improving air quality and
2 public health.

3 I'd like to recognize some of my fellow air
4 districts Board members, any elected officials who
5 represent constituents within the South Sacramento-Florin
6 community for their support of the CERP and its goals.

7 Sacramento County supervisors Patrick Kennedy,
8 Phil Serna, and Patrick Hume, Sacramento City Council
9 Members Caity Maple, Mai Vang, and Eric Guerra, and Elk
10 Grove City Council Member Darren Suen.

11 Their support reflects the fact that this program
12 is not abstract. It matters to real neighborhoods, real
13 families and real communities that deserve cleaner air and
14 healthier futures. What makes AB 617 especially valuable
15 is that it creates a more transparent, inclusive and
16 accountable way to address air pollution in communities
17 that have too often carried a larger share of the air
18 pollution burden.

19 The adoption of this Plan is an important
20 milestone, but it is only the beginning. Fulfilling the
21 commitments made through this process will require
22 continued partnership and sustained investment in the AB
23 617 Program.

24 South Sacramento-Florin has done the work, the
25 community has shown up, local leaders have shown up, and

1 strong partnerships have been built. I'm proud to support
2 this work and proud to stand with the South
3 Sacramento-Florin community. We appreciate CARB's support
4 during the development of the South Sacramento-Florin
5 CERP, and your continued support for the resources needed
6 to successfully implement it.

7 Thank you.

8 (Applause).

9 OCAP AIR POLLUTION SPECIALIST BRUNS: Thanks,
10 Sarah.

11 And now, let's welcome Dr. Alberto Ayala,
12 Executive Officer of Sacramento Metro AQMD who will
13 provide his insights.

14 Dr. Ayala.

15 DR. ALBERTO AYALA: Thank you very much. And
16 Madam Sanchez and members of the Boards, thank you for
17 having us. And I want to be respectful of the excellent
18 comments that have already been provided and the time.
19 And I'm going to go and make very brief remarks and
20 actually go off script.

21 I want to reflect on two things. First of all, I
22 want to thank ARB staff for the tremendous support that
23 they've given us walking side by side through the process
24 of not only implementing the beginning of AB 617, but the
25 CERP process that has taken us two years and has brought

1 us here.

2 We are tremendously appreciative of the support.
3 As Mr. Hoang alluded to, we want your support. We
4 continue to keep an eye on the ball. And implementation
5 of the CERP is really where it's at, so that we can turn
6 the plan into actual benefits to the community. And for
7 that, as my Board Chair alluded to funding, is going to be
8 absolutely critical.

9 But the two remarks that I want to make for you
10 that I think are worth pointing out is that was a
11 wonderful video. And I hope that you appreciate the
12 essence of it. It really reflects what AB 617 has done to
13 air agencies. It has fundamentally reshaped how we carry
14 our mission for air quality. Not only are we better at
15 air quality management, but what is most important is what
16 Mr. Hoang alluded to. It has really taught us and
17 challenged us to be better community partners, to be
18 better at sitting at the table, and design, and plan, and
19 implement the solutions that are really community centric
20 and community driven.

21 Many of us have been in this business for many
22 years. And if it wasn't for AB 617, we would not have
23 reshaped the way that air quality managed -- management is
24 done. And I think that is remarkable and that's really
25 where the real change is going to come from.

1 The second thing is I want to point out something
2 that hasn't been said before. The real power of AB 617 is
3 the potential that it has to leverage actions by others.
4 We are working very closely with all of our jurisdictions,
5 cities, counties, other entities, other agencies, NGOs,
6 community partners. And what AB 617 has really allowed us
7 to is once you have a plan, you can walk into a
8 conversation and say we, as the air agency, may not be
9 able to do what is needed, but you city, you county, you
10 electric utility, you NPO, you transit agency can help us,
11 and hear is why.

12 And I hope that you have an appreciation for how
13 expansive and effective the power of AB 617 really has
14 been for communities like Sacramento. We are grateful
15 that we are part of this program and we're here to
16 continue the work, because as Mr. Hoang alluded to, this
17 is just the beginning.

18 Thank you for your support.

19 (Applause).

20 OCAP AIR POLLUTION SPECIALIST BRUNS: Thanks, Dr.
21 Ayala.

22 [SLIDE CHANGE]

23 OCAP AIR POLLUTION SPECIALIST BRUNS: We have two
24 key contributors, who will share how they have influenced
25 CERP development in the East Oakland community. Please

1 welcome, Mykela Patton, who is Co-Chair of -- for the East
2 Oakland Steering Committee.

3 Ms. Patton.

4 MYKELA PATTON: Yes. Hi, everyone. Hello, CARB
5 Board. Thank you for having me. And yes, I'll specify I
6 was the Youth Co-Chair for East Oakland. So always love
7 to rep that. I'm 26. I'm from Oakland, California and
8 I've been doing environmental justice work since I was 16
9 in Oakland. I started with New Voices Are Rising, which
10 is a youth program that I'm now actually the Program
11 Director of. So lots of full circle moments.

12 And I went out of state to college to a liberal
13 arts school on the east coast Colby College and majored in
14 environmental policy with a concentration in justice, but
15 always knew I wanted to really come back to my high home
16 to facilitate like the solutions that I wanted to see when
17 I was like in high school.

18 I grew up in North Oakland. I moved to East
19 Oakland when I was in high school. And the differences
20 honestly were pretty much night and day. The differences
21 in terms of the overall infrastructure, the presence of
22 parks, gardens and other green spaces, the urban tree
23 canopy, the walkability, the access to public transit and
24 so many other things.

25 And honestly, I took this all for granted growing

1 up. And now, I realize that these resources are not the
2 norm for most people of color and low-income folks across
3 my own city and even across the entire state. When I
4 moved to East Oakland, I knew that elementary schoolers,
5 like Acorn Woodland Elementary shouldn't, be breathing in
6 toxic cancerous fumes from local refiner -- or local
7 foundries, local factories. I knew communities in East
8 Oakland should not be faced next to auto body shops, and
9 truck routes, and truck shops, and gas stations, and a lot
10 of other different like environmental concerns.

11 People in East Oakland shouldn't want to go on a
12 nice walk and suffer heat exhaustion, because there's no
13 trees, there's no urban canopy, and there's no urban
14 shade.

15 These lived experiences of East Oakland residents
16 are not normal life for people. And additionally, these
17 challenges are not just mere uncomfortabilities or
18 annoyances for residents. These are tangible societal
19 challenges that are impacting people's actual lives.
20 People are dying every single day from cancer, heart
21 disease, asthma, COPD stroke, diabetes, and many other
22 health concerns that honestly are kind of normalized in
23 our communities and many other marginalized communities.

24 The catch is, is that we know this is not a
25 citywide issue. Only about a half a mile away in the

1 Oakland Hills or where I grew up, even in North Oakland,
2 these environmental and health concerns are honestly
3 nonexistent. Where you live determines everything about
4 your life and it's nearly impossible to escape.

5 Throughout my last few years of college, I
6 interned with Communities for a Better Environment East
7 Oakland which was the co-lead for this process. I
8 remember being an intern and not really knowing exactly
9 what to do, but I know I needed to focus on these issues
10 that my peers in East Oakland were experiencing.

11 Through conversation with community leaders in
12 West Oakland who was one of the first communities in this
13 process, AB 617 was uplifted as a community solution and
14 not only a path forward for communities, but a path that
15 recognized the amount of historical harm local governments
16 and air districts have caused communities in the name of
17 progress.

18 As an intern and community organizer, I helped
19 bring the AB 617 process to East Oakland, and when the
20 process began, I was very fortunate enough to be elected
21 as the youth Co-Chair to bring that voice and perspective.
22 This was a very defining feature of the East Oakland
23 process, because even throughout other AB 617 plans and
24 other environmental processes, we see that youth are left
25 out of the conversations and the important decisions that

1 they're going to be inheriting in five, ten, 15, 20 years.

2 Our steering committee had four other youth we
3 engaged throughout the entire process, while also still
4 going to school, being in college, managing jobs and all
5 the other things. And we also held separate youth spaces
6 for youth to be able to decompress, plan and also debrief
7 meetings.

8 Youth in these spaces were also able to
9 facilitate intergenerational breakout rooms and activities
10 with adult peers and mentors in the AB 617 space. And I
11 truly believe that that was a very powerful tool
12 throughout our process. Of course, the process has had
13 many ups and downs. I will say for our community, I
14 believe there can be more improvement in terms of aligning
15 planning more with active implementation. And although,
16 we understand this is a planning process, that doesn't
17 mean we have to wait until the plan is finalized to begin
18 working on some of the tangible strategies that we see
19 right now.

20 One strategy I'll highlight that I'm very excited
21 about is the Urban Greening and Workforce Development
22 piece. That's very prevalent for East Oakland to increase
23 the amount of green spaces and vegetative buffers, but do
24 this with intentionality, and understanding that these are
25 pathways for communities and residents to get jobs, and

1 internships, and other expertise.

2 We understand that environmental justice is not
3 just improving the environment, but environmental justice
4 is racial justice. It's economic justice and it's truly
5 everything.

6 I'll just close out to say that our Plan is
7 titled the Right to Breathe, East Oakland Community Air
8 Quality Justice Plan, because we're not asking for
9 handouts or for favors. We're demanding that our rights
10 are recognizing and uplifted. I'll just echo that for the
11 future of this Plan, I really want to see interagency
12 collaboration. And love AB 617, because like was
13 mentioned earlier, it gets agencies to stop working in
14 silos. A lot of the issues that we've talked about are
15 related heavily to zoning, which, of course, cities are
16 more in charge of that. So I really urge CARB and the
17 local Bay Area Air District to really call on Alameda
18 County, the City of Oakland, the Port of Oakland, and
19 other bodies to facilitate the strategies and solutions
20 that we've spent the last couple of years creating.

21 I'm super excited for this Plan and thank you
22 again for the time. This Plan is really a step in the
23 right direction and we need to continue to hold
24 decision-makers accountable to see our dreams come to
25 fruition.

1 Thank you so much.

2 (Applause)

3 OCAP AIR POLLUTION SPECIALIST BRUNS: Thank you,
4 Mykela. And now, please welcome Anna Lee from the Bay
5 Area District to hear the District's perspective.

6 Anna

7 ANNA LEE: Thank you. Thank you, Chair Sanchez,
8 and Board members, and members of the public. We
9 appreciate the opportunity and the support.

10 My name is Anna Lee and I'm one of the managers
11 in the Environmental Justice at the Bay Area Air District.
12 I'm honored to join Co-Chair Mykela Patton to share
13 insights into the East Oakland CERP process, including the
14 Air District's community engagement efforts and emphasize
15 our commitment to implementing East Oakland's CERP and --
16 after CARB's adoption.

17 Since the first Community Steering Committee
18 meeting in 2022, the Air District and Communities for a
19 Better Environment have worked side by side to develop
20 this plan. Together, we held more than 30 Community
21 Steering Committee meetings. And what made this process
22 so valuable was the opportunity to learn from one another.
23 CSC members shared their lived experiences. Agency and
24 technical experts provided policy and data analysis, and
25 together we built a shared understanding of East Oakland's

1 air quality challenges that ultimately shaped the final
2 CERP right to breathe.

3 The meetings were deeply engaging and
4 collaborative. Residents, community organizations,
5 technical experts and staff worked together to identify
6 the community's priority air quality concerns, brainstorm
7 solutions, and refine strategies over multiple iterations.
8 We hosted community tours with CSC members where staff
9 could breathe in, see, smell, hear and feel firsthand the
10 experiences of living there and working at the air
11 pollution sources.

12 And we discussed what could be done to address
13 air pollution. These experiences directly informed the
14 final CERP. Beyond the CSC process, we conducted
15 extensive outreach to engage the broader East Oakland
16 community and it was really beneficial to the final plan.
17 We attended over 20 outreach and tabling events in East
18 Oakland. They included environmental justice summits,
19 neighborhood empowerment days, resource fairs and more.
20 They gave us an opportunity to share information about the
21 CERP, answer questions and connect those residents to
22 ongoing opportunities to participate.

23 The air district also invested in community
24 participation by distributing \$80,000 in community grants
25 to support community mapping and engagement during CERP

1 development. These efforts help to ensure the Plan
2 reflected local knowledge, lived experience, and community
3 priorities. Now, that CARB has approved the East Oakland
4 CERP, the Air District is preparing to reconvene the CSC
5 to begin implementation.

6 Staff are developing an implementation framework,
7 action tracking tools, and updates to the CSC charter to
8 support the CSC's role in overseeing implementation. The
9 East Oakland CERP reflects years of collaboration with the
10 residents, the community organizations, and the agencies.
11 We look forward to continuing those partnerships as we
12 implement the CERP and improve air quality and advance
13 healthier outcomes for East Oakland residents.

14 Thank you again for this opportunity and for your
15 support, Chair Sanchez and Board members. I appreciate
16 the time.

17 (Applause).

18 OCAP AIR POLLUTION SPECIALIST BRUNS: Thanks,
19 Anna. We want to acknowledge and thank our invited
20 speakers for taking time out of their busy schedules to
21 join us today.

22 You are welcome to stay through the rest of the
23 item or you may take off at this time.

24 [SLIDE CHANGE]

25 OCAP AIR POLLUTION SPECIALIST BRUNS: Let's turn

1 now to focus on the 64 consistently nominated communities.

2 [SLIDE CHANGE]

3 OCAP AIR POLLUTION SPECIALIST BRUNS: Please skip
4 this slide.

5 [SLIDE CHANGE]

6 OCAP AIR POLLUTION SPECIALIST BRUNS: In 2025,
7 CARB enforcement advanced three major efforts to designed
8 to strengthen community-focused enforcement and improve
9 how residents engage with air quality protection. In One
10 example, in southeast LA, two years of work between CARB
11 enforcement, South Coast AQMD, and the Community Steering
12 Committee produced something residents asked for directly,
13 a complaint resources guide that let's anyone search by
14 zip code and issue to find the right agency contact. It
15 is live now on Community Hub 2.0 and the Enforcement team
16 plans to expand it to other communities recently adding
17 South Los Angeles.

18 [SLIDE CHANGE]

19 OCAP AIR POLLUTION SPECIALIST BRUNS: CARB's
20 Supplemental Environmental Projects, or SEPs, direct --
21 Program directs a portion of enforcement penalty funds to
22 community-driven projects. In 2025, SEPs supported 19 new
23 community projects totaling \$2.3 million statewide. As
24 shown on this slide, SEPs have funded almost \$2 million in
25 15 AB 617 communities, helping ensure resources reach

1 areas with the greatest need. Examples on this slide
2 range from cleaner air greener schools in South Coast to
3 native tree reforestation here in Sacramento.

4 [SLIDE CHANGE]

5 OCAP AIR POLLUTION SPECIALIST BRUNS: CARB is
6 continuing to expand community air monitoring statewide by
7 fostering partnerships, expanding monitoring capacity, and
8 improving public access to quality data, which help inform
9 health risk assessments and guide pollution reduction
10 actions in vulnerable communities. The biggest monitoring
11 effort this year is the Statewide Mobile Monitoring
12 Initiative, or SMMI.

13 CARB contracted Aclima on the SMMI to conduct
14 mobile monitoring in 64 communities. CARB worked with
15 Aclima and over 40 community-based organizations to
16 conduct a public community air monitoring planning process
17 to develop robust Community Air Monitoring Plans prior to
18 monitoring. SMMI collected nearly 10 billion air quality
19 measurements across California between 2025 and 2026. The
20 contract concluded last month, and staff are now
21 conducting independent review of the final data to ensure
22 the information we share is accurate, reliable, and
23 accessible. CARB intends to release results in phases
24 beginning later this summer so people can access
25 information as soon as it is available.

1 Beyond SMMI, with U.S. EPA grant support, CARB
2 partnered with community organizations to monitor metals
3 in Maywood-Vernon-Bell-East Commerce, pesticides in La
4 Viña, and traffic and cross-border emissions in San
5 Ysidro.

6 Through the Study of Neighborhood Air Near
7 Petroleum Sources, also known as SNAPS, we concluded over
8 a year of monitoring for more than 200 pollutants near the
9 Inglewood oil field and released the Lost Hills final
10 report in October 2025 and met with the community just
11 this week to discuss its implications.

12 And in Arvin-Lamont, CARB, the San Joaquin Valley
13 APCD, and DPR conducted pesticide monitoring in support of
14 CERP commitments with data to be shared publicly soon.

15 [SLIDE CHANGE]

16 OCAP AIR POLLUTION SPECIALIST BRUNS: Please skip
17 this slide.

18 [SLIDE CHANGE]

19 OCAP AIR POLLUTION SPECIALIST BRUNS: Community
20 air grants support community innovation. In cycle 3, in
21 2021, community-based organizations in Stanislaus, Madera,
22 and Tulare counties came up with a new project as part of
23 their grant, the Local Community Emissions Reduction Plan
24 or L-CERP.

25 Today, community air grantees have developed or

1 are working on a total of 15 L-CERPs. CARB provides these
2 grantees technical assistance, engages as appropriate to
3 address mobile source enforcement priorities, and, where
4 needed, facilitates connections to air districts or other
5 partner agencies.

6 One of the first L-CERP grants focused on the
7 community of Terra Bella last year -- focused on the
8 community of Terra Bella. Last year, this Board heard
9 directly from Ms. Nayamin Martinez of the Central CA EJ
10 Network, who shared how the Terra Bella L-CERP has
11 delivered meaningful benefits to the community.

12 One of the strategies in the L-CERP helped secure
13 funding for a Cooling Center and Resilience Hub, a
14 dedicated space offering clean-air resources and emergency
15 support, especially critical during wildfire smoke
16 episodes and extreme heat events. This project is a
17 powerful example of how L-CERP planning can deliver
18 multi-benefit infrastructure that improves air quality,
19 strengthens community resilience, and supports long-term
20 well-being.

21 [SLIDE CHANGE]

22 OCAP AIR POLLUTION SPECIALIST BRUNS: We now
23 welcome Stephanie Ng, Director of Community Strategies and
24 Resources at the San Joaquin Valley Air Pollution Control
25 District, who will expand our discussion about how this

1 program is helping communities in the San Joaquin Valley
2 reduce their air pollution burden.

3 STEPHANIE NG: Thank you, Nicole.

4 I think we've entered the evening. So good
5 evening, Chair and members of the Board. It's a huge
6 honor to be here today and huge congratulations to all of
7 my colleagues here from South Sacramento-Florin and East
8 Oakland on hitting such an important milestone. I wanted
9 to start off by thanking CARB staff and leadership,
10 especially the OCAP team for all of their commitment and
11 support to this program, and especially huge thank you to
12 all of the CSC members and community members that we've
13 worked with who tirelessly support clean air efforts in
14 the valley. All the things I'm going to highlight today
15 are really only possible due to their commitment to this
16 process and their communities.

17 Next slide, please.

18 [SLIDE CHANGE]

19 STEPHANIE NG: As you've heard throughout this
20 update, AB 617 has truly changed how local air districts
21 work with communities to significantly improve local air
22 quality bringing unprecedented clean air investments with
23 community members being the ones to drive solutions.

24 Next slide.

25 [SLIDE CHANGE]

1 STEPHANIE NG: CARB staff has touched on it, but
2 really a significant outcome of the AB 617 Program is the
3 lasting institutional capacity it's created to support
4 community priorities. We've established a dedicated
5 division to really support not just these community
6 engagement efforts, but truly figuring out ways to take
7 these lessons that we've learned from the Program and
8 embed them into everything that we do as a district.
9 We've expanded our use of bilingual staff to meet
10 community needs, and also technical staff to fulfill
11 community priorities, such as enhanced enforcement.

12 Next slide, please.

13 [SLIDE CHANGE]

14 STEPHANIE NG: These community priorities have
15 hugely translated into substantial clean air investments
16 across the valley. More than \$146 million are committed
17 to the four AB 617 communities alone. But even -- in
18 addition to that over \$245 million have been invested in
19 other low-income and disadvantaged communities across the
20 valley through the Community Air Protection Program, as
21 you can see here. I won't go through all of the numbers,
22 but a whole variety of projects have led to a huge amount
23 of emissions reductions bringing significant air quality
24 improvements.

25 And what those numbers don't truly capture are

1 also all of the mitigation strategies that community
2 members have really prioritized, such as, you know,
3 indoor -- improving indoor air quality through air
4 purifiers, and so really significant air quality
5 improvements through this CAPP Program.

6 Next slide, please.

7 [SLIDE CHANGE]

8 STEPHANIE NG: All of these investments are
9 producing benefits that residents can see and experience
10 in their own neighborhoods. This is a really exciting
11 slide for me, because there's so many projects that have
12 come about that are such a cool, unique thing we've got to
13 do through 617. In southwest Stockton, we're replacing
14 two Tier 0 locomotives with electric units and installing
15 the associated infrastructure, at the Port of Stockton.
16 In Fresno, we're replacing 50 diesel trucks with new
17 battery electric vehicles at a local produce company.
18 These projects are leadership projects, not just in the
19 state, but really the whole nation that are really crucial
20 for the broader adoption of electric technology. And it's
21 so great that we get to do that -- this kind of work
22 through the AB 617 Program.

23 In Shafter and Arvin-Lamont, we're working with
24 community members and local governments to implement road
25 and sidewalk improvement projects. Just a little while

1 ago we were out in the La Colonia neighborhood in Shafter
2 celebrating the ribbon cutting for a project out there.
3 And there's so much pride in the community for their
4 neighborhood. And it's so great that community members
5 get to be the ones at advocating for these projects and
6 out there celebrating with each other, and with, you know,
7 partners and making this happen.

8 Another exciting project that we worked on is
9 getting to replace diesel school buses. That last picture
10 that you're seeing there is an electric school because
11 that we brought out to a community meeting in partnership
12 with Fresno Unified. A lot of the community members
13 are -- they all hopped onto the buses and just made
14 comments about how quiet the buses were, how clean they
15 were, and how different it was from when they were on
16 buses in school. And the best thing about it also was
17 that the bus driver told us about how much that he loved
18 driving that electric school bus around.

19 So these are just a few examples of really great
20 things that we get to do. And I think has been touched on
21 is I think through the CERP development process one of the
22 coolest things that we get to do and really at the heart
23 of this program is seeing these projects put into place in
24 a way that residents get to take advantage of them. And
25 so I think, I'm looking forward to seeing all of you all

1 enter this, you know, implementation phase and getting to
2 put, you know, these projects out in the community.

3 Next slide, please.

4 [SLIDE CHANGE]

5 STEPHANIE NG: Through the CERP-development
6 process, we've heard from community members not just the
7 desire to reduce emissions, but also to mitigate and
8 reduce exposure, to help provide immediate protection and
9 quality of life benefits while, we are implementing these
10 longer term projects. And that -- this input has led to a
11 variety of project types that balance desire -- these
12 desires that include things like equipment replacements,
13 but also really novel projects like vegetative barriers
14 that aren't our usual district programs and really were
15 only possible through community input.

16 Next slide.

17 [SLIDE CHANGE]

18 STEPHANIE NG: Beyond incentives, there are a
19 whole variety of other pathways through which community
20 priorities have brought about clean air efforts through
21 617. Throughout the CERP development process, community
22 members helped develop enhanced enforcement measures,
23 including anti-idling enforcement of diesel trucks,
24 enhanced stationary source inspections. All of these
25 activities are reported back to community members to help

1 support community interests and land use topics. The
2 District has coordinated with cities and counties on
3 projects that are occurring within the AB 617 boundary.
4 And through AB 617 we also provided expanded efforts -- or
5 expanded opportunities for public engagement on permitting
6 topics through subcommittee meetings and various other
7 community meetings, and also expedited facility risk
8 assessment and reduction work under the State's Air Toxics
9 Hot Spots Program in these communities.

10 Next slide.

11 [SLIDE CHANGE]

12 STEPHANIE NG: A few folks have touched on it
13 already, but I think a really key aspect that I want to
14 highlight that comes out of AB 617 is the strength in
15 interagency coordination that's developed to address
16 really complex multi-jurisdictional challenges that we
17 know community members are really interested in.

18 You know, these topics do come up in meetings.
19 And AB 617 has truly created a space in which we can forge
20 these stronger collaborative relationships with agencies
21 that do have the correct jurisdictions. So an example I
22 know it was already touched on, but a really great example
23 out of our Shafter community is that feedback really early
24 on in that community led to the development of the
25 Department of Pesticide Regulation's spray days. It's a

1 really first-of-a-kind novel system that was developed to
2 benefit the whole state that came out of the Shafter
3 community.

4 Another example is through the methane task
5 force, which we had a really cool opportunity to work with
6 Courtney during her time at CalGEM, but we -- where we
7 supported State's efforts and conducted joint inspections
8 with CalGEM and CARB near Arvin-Lamont and Shafter
9 communities across -- and kind of based on that process of
10 working with communities to prioritize wells, leaking
11 wells were identified and repaired. Many of those were
12 found to be orphaned which led to a process to abandon
13 them, which is really great in that -- in both those
14 communities, among others across the state.

15 Next slide, please.

16 [SLIDE CHANGE]

17 STEPHANIE NG: Through this process, we've
18 learned so much about what needs to happen to allow for
19 real and meaningful community engagement. I know I've
20 heard this across, you know, all of the other district
21 partners we work with. But, you know, a lot goes into
22 meetings, including, you know, stipends, real-time
23 interpretation, translated materials, technology support,
24 all of which would help reduce barriers to participation.

25 And we've also learned a lot about the tools and

1 the processes that we can help support to help maintain
2 transparency and build trust with communities, including
3 setting up tracking processes that hold us, as a district,
4 and other agencies that we work with accountable for the
5 work.

6 Next slide, please.

7 [SLIDE CHANGE]

8 STEPHANIE NG: As our first AB 617 communities
9 are moving beyond their five-year -- their initial
10 five-year CERP period, our focus does truly remain on
11 successfully completing out the commitments made to each
12 of those communities, a huge and important tool that we've
13 utilized through this process to make this happen is the
14 participa -- is through participatory budgeting. You
15 know, some of the measures that we initially had worked on
16 with CSC members in the CERP -- to include in the CERPs
17 have continued to -- have experienced Challenges in their
18 implementation. And we are working closely with each
19 steering committee to identify alternatives, again,
20 through that participatory budgeting process.

21 Based on steering committee priorities and
22 demand, we've-- more than 53 million has been reallocated
23 to measures to make sure that we are expeditiously
24 implementing these CERPs and making sure that these
25 benefits are getting out to communities as soon as

1 possible.

2 Next slide, please.

3 [SLIDE CHANGE]

4 STEPHANIE NG: To close, the AB 617 Program has
5 changed how we operate and really offered crucial pathways
6 for communities to engage and really be the leaders in
7 clean air efforts. We've learned so much from the
8 implementation thus far and really these lessons are
9 informing how we work with low-income and disadvantaged
10 communities throughout the whole San Joaquin Valley,
11 including engaging with L-CERP communities to help and
12 understand their priorities, and identify how the District
13 can support these efforts.

14 We're really excited about the recent news about
15 this year's funding, and really, really appreciate the
16 Legislature and Governor's office for prioritizing funding
17 for this Program, because really the sustained funding is
18 critical to preserving that community trust that we've
19 been building and help expand clean air efforts. We
20 appreciate CARB's continued partnership and support, as we
21 build on this process. And I just want to again thank you
22 all so much for the -- you know, thank everyone on this
23 panel that has contributed to the work across the state
24 and to your Board for having me provide this update on the
25 San Joaquin Valley.

1 Thank you.

2 (Applause).

3 [SLIDE CHANGE]

4 OCAP AIR POLLUTION SPECIALIST BRUNS: Thank you,
5 Stephanie, for taking time out of your busy schedule and
6 traveling to Sacramento to be here with us today.

7 We want to express our gratitude again for all
8 our speakers' tremendous efforts and partnerships shown
9 within their communities. Your work has and will continue
10 to shape the continued evolution of community air
11 protection. We've shared so much program growth tonight.
12 We want to now focus on how this work and what we've
13 learned should shape the next version of the Program
14 Blueprint, which is due to this Board in October of 2028.
15 We are now well past the halfway mark of implementation of
16 Blueprint 2.0, approved by this Board in 2023.

17 Of the 45 actions outlined in the Blueprint, 30
18 are currently in progress and 12 have been completed.
19 Blueprint 2.0 Goals and Actions Progress Tracker,
20 available on CARB's website, provides detailed
21 action-by-action progress. Let's highlight a few of those
22 commitments.

23 [SLIDE CHANGE]

24 OCAP AIR POLLUTION SPECIALIST BRUNS: Blueprint
25 2.0, Goal 5, Action 2 commits CARB to co-design with air

1 districts and representatives of the community steering
2 committees a peer-to-peer learning series. The series
3 elevates CSC member voices, expertise and experience
4 through their years of leadership in community air
5 protection.

6 Findings and lessons learned through this series
7 can help other CSCs and grantees across California. The
8 most recent session held on June 30th highlighted the
9 importance of sustaining strong engagement, fostering
10 cross-learning and better coordination on land use issues
11 and enforcement. Future sessions are in the works thanks
12 to the efforts of seven design team members from CSCs
13 across the state and CARB staff.

14 Our own third-party evaluation, led by
15 researchers from UC Berkeley, USC, San Diego State, UC
16 Santa Cruz, and Occidental College, and guided by CSC
17 members from some of the longest-implementing communities,
18 has completed its interviews, with the final report due
19 early next year. We're eager to share the findings with
20 the Consultation Group to inform Blueprint 3.0.

21 And lastly, I'm happy to share Technology
22 Clearinghouse launched publicly at the end of May 2026.
23 This provides a centralized resource to help communities
24 access information on clean-air technologies and
25 solutions.

1 [SLIDE CHANGE]

2 OCAP AIR POLLUTION SPECIALIST BRUNS: On behalf
3 of the entire Office of Community Air Protection, we'd
4 like to thank the former and current members of the
5 Consultation Group for their past and future service and
6 in particular, Board Members Balmes and Takvorian who
7 serve as co-chairs for the group. This group will
8 continue to play an important role in advising CARB on the
9 next statewide strategy and supporting transparent
10 implementation.

11 Last month, the Board approved the draft charter
12 marking another milestone in this ongoing effort. And
13 just yesterday, the Consultation Group met to discuss the
14 status of Program funding, results from member surveys, as
15 well as how to prepare for Blueprint 3.0.

16 [SLIDE CHANGE]

17 OCAP AIR POLLUTION SPECIALIST BRUNS: Here are
18 some of the key priorities that will guide OCAP's work for
19 the rest of 2026 and 2027.

20 Together, with air districts, we will meet
21 commitments in CERPs, closely reviewing completion and
22 partnering with air districts to ensure they have funding
23 to carry out remaining CERP commitments. We will help
24 facilitate sharing of lessons learned about implementation
25 to other communities in earlier phases of the work,

1 including CERP development for the Bayview Hunters Point
2 southeast San Francisco community.

3 Closing out the large cohort of Cycle 5 Community
4 Air Grant projects, while also launching the Cycle 6
5 request for applications will be a big priority. The
6 legal framework for community air protection expanded
7 through last year's passage of SB 352, sponsored by
8 Senator Reyes. SB 352 requires annual reporting to the
9 Legislature, and, as resources are available, calls on
10 CARB to update the statewide monitoring plan every five
11 years and bring that plan to the Board for approval.

12 This effort, again when resources are available,
13 will be led by MLD and supported by OCAP. We'll continue
14 to evolve the Program through the peer-to-peer learning
15 series, findings from the programmatic evaluation,
16 engagement with the Consultation Group and continued
17 partnership with air districts. That shared learning will
18 prepare us for the next version of the Blueprint and the
19 next phase of the Program.

20 [SLIDE CHANGE]

21 OCAP AIR POLLUTION SPECIALIST BRUNS: We give our
22 deepest thanks to our guest speakers, community partners
23 and Air District colleagues for their leadership and
24 collaboration.

25 (Applause)

1 OCAP AIR POLLUTION SPECIALIST BRUNS: Thank you,
2 Chair Sanchez and members of the Board.

3 CHAIR SANCHEZ: Thank you so much to the OCAP
4 team for that incredible presentation. It's so important
5 for the Board to hear from you all on this program's
6 progress, as well as the priorities for the rest of the
7 year, so thank you. And let me echo gratitude for our
8 incredible presenters that joined us staying late through
9 the evening. Another round of applause for you all.

10 (Applause).

11 CHAIR SANCHEZ: The -- I know many of the Board
12 members support this Program and believe in this Program
13 and it is just so powerful to hear from you all directly
14 from community members and our air district partners on
15 implementation and what's ahead. So thank you so much for
16 lending your voice, your service, your time, your
17 partnership.

18 With that, before we move into Board discussion,
19 do we have any public -- we do. We have a few members of
20 the public. I will now turn to commenters who have
21 requested to speak on this item.

22 Board clerk, will you please begin calling on
23 those members. Thank you.

24 BOARD CLERK: Thank you, Chair Sanchez. We
25 currently three members of the public signed up to speak

1 in person. First is Gustavo Aguirre Jr.

2 GUSTAVO AGUIRRE JR.: Oh, it's on this time.
3 How's it going everyone. Good evening. I was making
4 sure, because I've got quick ride back to Bakersfield.

5 Gustavo Aguirre Jr., Director of Environmental
6 justice with CCAC, or Central California Asthma
7 Collaborative. And as a previous member of the
8 Consultation Group, I am deeply embedded in the success of
9 this Program, having to work with CARB, with the Valley
10 Air District, with many other divisions at EPA has been a
11 true pleasure. I have had the privilege of being part of
12 the Arvin and Lamont, Delano, Terra Bella, Los Banos, Lost
13 Hills, Madera, McFarland, Shafter, South Central Fresno
14 and Stanislaus County, L-CERPs and CERP developments with
15 a lot of -- with all the CBO organizations that, you know,
16 do great work in this.

17 And although AB 617 has been, you know,
18 tremendously transformative in the way government agencies
19 work with community members, and we've seen an advancement
20 of how government relations and community relations could
21 be held. You know, there is -- I think we're setting
22 standards here on how to do things better, right?

23 And I think in this conversation of like the
24 graduation or the honoring of what happens after a CERP, I
25 think part of the discussion also -- should be also like

1 what happens to L-CERPs once, you know, organizations and
2 communities invest 24 months of their time to develop a
3 Local Emission Community Reduction Plan, or L-CERP, part
4 of the 64 consistently nominated communities.

5 And I think, you know, there should be an
6 endeavor on like what happens after an L-CERP is developed
7 from a community perspective. Like what is the obligation
8 of CARB? What is the obligation of the air districts?
9 And I think that conversation there needs to be held.

10 Like at the graduation, you know, hopefully then
11 residents and organizations don't have to start from the
12 beginning again. We have a document that was created for
13 and by the community, and that document hopefully could be
14 something that agencies look forward to implementing in
15 the near future.

16 Thank you all and have a good night.

17 BOARD CLERK: Thank you, Gustavo.

18 Next, we have Sheng Su.

19 And next is Laurel Smith.

20 LAUREL SMITH: Good evening, everyone. My name
21 is Laurel Smith and I'm a Project Coordinator at Valley
22 Vision, working in our clean air and climate projects in
23 Sacramento. And I'm here on behalf of Valley Vision to
24 voice our full support for AB 617 South Sacramento-Florin
25 Community Emissions Reductions Plan. And I urge CARB to

1 continue investing in the CERP, as we move forward in the
2 implementation of the Plan.

3 Valley Vision and many community leaders have
4 been a part of AB 617 program for nearly a decade. We
5 were in the room in 2018, alongside a bunch of other
6 advocates to support the successful designation of South
7 Sacramento-Florin as an AB 617 Round 1 community. Through
8 three CARB community funded air grants, we've also been
9 able to work alongside the South Sac-Florin Community
10 Steering Committee to build and strengthen the CERP,
11 bringing air monitoring, education to residents who have
12 had little access to resources, capturing community
13 priorities and piloting community air projects.

14 And this Plan reflects years of dedicated work by
15 a diverse coalition of residents, local businesses,
16 environmental justice and community-based organizations.

17 Sacramento -- South Sacramento is
18 disproportionately burdened by poor air quality with
19 limited tree canopy, industrial activity, heavy-duty truck
20 traffic, and major highways. Community members have
21 already done the work of identifying the strategies and
22 they want to see these strategies implemented over the
23 next five years.

24 What we need now is sustained CARB investment to
25 put these strategies into action. And some of the

1 strategies include increasing tree canopy, creating safer
2 streets for biking and walking, and reducing idling near
3 schools.

4 Producing a plan is only half the job. Funding
5 its implementation is how we deliver real measurable
6 improvement for South Sacramento residents, and we want to
7 continue working with CARB and the Air District to do
8 that.

9 Thank you.

10 BOARD CLERK: Moving to Zoom. We have first
11 Natalie Delgado, followed by Christian Bisher, and then
12 and Cesar A.

13 Natalie, I have activated your microphone. You
14 can go ahead and unmute and begin.

15 NATAL DELGADO: Hi. Good afternoon, everybody.
16 My name is Natalie Delgado and I'm a Policy Associate with
17 the Central California Environmental Justice Network.
18 CCEJN works primarily in both CERP and L-CERP communities
19 of South Central Fresno, Arvin-Lamont, Shafter, McFarland
20 and Delano. We know that the AB 617 -- AB 617 Program
21 represented an opportunity for different agencies to work
22 collaboratively with the host pollution-burdened
23 communities within the state to reduce emissions and
24 improve air quality.

25 Though we appreciate the work that has gone into

1 the implementation of both CERPs and L-CERPs, many of
2 these communities are still not breathing healthy air and
3 continue to be the targets of industrial siting by local
4 jurisdictions.

5 In order to further protect these communities, we
6 ask in future Blueprint updates that CARB addresses how
7 air districts will be held accountable for achieving the
8 goals specified in the CERPs, and to make sure emissions
9 are reduced in the most impacted communities, there must
10 be accountability and transparency in how air districts
11 spent -- the air districts spend resources related to AB
12 617 and ensure that every decision is rooted in the
13 community's priorities.

14 CARB -- we also recommend that CARB establish
15 clear guidance on what AB 617 funding can and cannot be
16 used for. CARB should establish criteria that determines
17 when a CERP is unsuccessful and warrants the transfer of
18 funding from one CERP to another. This should include a
19 detailed public explanation of what steps were taken to
20 achieve the CERP and to publicly notify the CSC via email
21 and in a meeting.

22 For example, in South Central Fresno, the Air
23 District proposed moving funding to replace ag tractors
24 when agriculture is not a main source of pollution within
25 the area. Despite federal constraints, it is important to

1 continue honoring the direct emission reductions that were
2 promised for AB 617 communities. Before proposals to
3 shift CERP funding, that decision must be analyzed to see
4 how it will affect our air quality and health outcomes for
5 the community over time.

6 Lastly, we know that a lot of (inaudible) and we
7 need a clear plan on what it means to end as a AB 617
8 community and still get protection.

9 Thank you.

10 BOARD CLERK: Thank you.

11 Christian Bisher.

12 CHRISTIAN BISHER: Hi. Good evening. My name is
13 Christian Bisher. I live in Fresno. Also work with
14 CCEJN.

15 So your presentation on the program is great.
16 But when you look at the enforcement of it, especially in
17 the San Joaquin Valley, there is a lot lacking.

18 So the Arvin-Lamont CERP has enhanced inspection
19 frequency as Stephanie mentioned. But when they issued a
20 recent permit, those enhanced inspections were not on
21 there. So the air district may or may not do more
22 inspections, but there is no requirement for them to do
23 inspections, and it's not enforceable.

24 Also in that permit that was issued, it talks
25 about that the CERP has quantifiable emission reductions.

1 The District in its evaluation did not even mention the
2 CERP and the requirement -- or the commitment to
3 Arvin-Lamont to reduce emissions. The District, from
4 leaks, calculated 483 pounds of VOCs over the course of
5 the year. That's not that much.

6 If we follow the process that a 1992 CARB and
7 CAPCOA joint document that the Air District says they
8 followed, the their policy says they'll follow, and the
9 permit says they'll follow, it comes to 140,000 pounds of
10 leaks. We submitted a comment. The District issued it
11 with no changes. We're trying to challenge -- or the
12 residents that live in Arvin Lamont and near the refinery
13 are trying to challenge it.

14 The Air District is inserting additional legal
15 steps trying to get the AB 617 CERP aspect removed from
16 challenge. And if they succeed, then these residents
17 have -- they can't get it enforced at all. And so I would
18 ask someone from CARB to come down and look at the Arvin
19 lament CERP, because they could use your support.

20 BOARD CLERK: Thank you.

21 Our last Zoom commenter is Cesar A.

22 CESAR AGUIRRE: Yes. Hello. My name is Cesar
23 Aguirre: I work with the Central California Environmental
24 Justice Network.

25 Again, I want to thank all of the effort that

1 went in, not just to the presentations, but also in these
2 last five plus years of creating the CERP and also
3 working, not just as an Air District and CARB, but creating
4 branches in between different agencies in order to make
5 things happen, like the inspections with CalGEM that
6 Stephanie mentioned, collaboration with the Methane Task
7 Force, with DPR, with several different agencies. And AB
8 617 has really given community members and community
9 leaders a reason and a pathway to have ownership over the
10 decision of millions of dollars and how these millions of
11 dollars are going to benefit their neighborhoods.

12 This has also come with growing pains that has
13 evolved and fundamentally changed the DNA of air districts
14 and how they interact with community members. And so, AB
15 617 right now is a model that can include community
16 members and increase the benefits in places where they are
17 needed most. AB 617 exists because these communities are
18 already overburdened, and more strict rules, more
19 community-focused solutions definitely is the answer.

20 And so I'd like to thank all of you all for the
21 effort that's gone into AB 617 and for adapting to be able
22 to learn how to work with and foster relationships with
23 community members. There are things that we can do to
24 improve the program, to continue building that bridge in
25 between community, and air districts, and CARB.

1 And so I'd like to support for not just this
2 program, but also for the folks like Stephanie that have
3 been stewarding this and reaching out to community
4 members, advocates, and everyone in the CSC alike to make
5 sure that these priorities get focused.

6 So again, hope that we can work to continue
7 improving the Program.

8 BOARD CLERK: Thank you. Madam Chair, that
9 concludes commenters for this item.

10 CHAIR SANCHEZ: Thank you very much to the
11 members of the public that shared their comments and
12 reflections. This is an informational item only. So
13 there's no need to close the record, but I would like to
14 now transition us into Board member discussion and
15 questions, if there are any, for the OCAP team.

16 Dr. Balmes, I saw you jump up about five minutes
17 ago ready to -- ready to get in. So please do. And then
18 fellow Co-Chair of the Consultation Group will be next.
19 Thank you.

20 BOARD MEMBER BALMES: Well, it's late and so I'll
21 try to be short. It's hard for me to be short about
22 program, but I'll start with a story. When I was up for
23 reappointment, I was vetted by Lauren Sanchez, when she
24 was working in the Governor's Office. And she wanted to
25 know why I wanted to get reappointed. And I went on and

1 on about AB 617. I wanted to see this potentially
2 transformative program get implemented, because back then,
3 we had a long way to go.

4 And after 15 minutes of me saying how great AB
5 617 was, she said Dr. Balmes what about climate? But
6 anyway, I should have read the room or -- by I'm really
7 happy to say six years after that, you know, discussion
8 with Chair Sanchez, I feel nothing but pride.

9 And as usual, I'll get choked up. You guys know
10 me well, but, I mean we have made so much progress. And
11 those of you that are here telling us about that progress,
12 it just, you know, fills my heart with joy actually that
13 we're doing something positive for disadvantaged
14 communities, you know, throughout the State.

15 And, you know, we have a long way to go, as we
16 all know, but we have made so much progress and that's
17 what I feel, you know, pride about. And I feel, you know,
18 that this agency has really done a great job under the
19 leadership of Chanell, Deldi, the leadership in general
20 supporting AB 617 and OCAP is a great team. And I'm again
21 proud to be working with them. And I'm also proud to be
22 working with -- oh -- oh, there she is. I just couldn't
23 see her from there. Diane Takvorian is -- you know, she's
24 is been an environmental justice advocate for -- you know,
25 forever.

1 (Laughter).

2 BOARD MEMBER BALMES: And to have her as a
3 partner as Co-Chair of the Consultation Group has been
4 nothing but a joy. So, thank you.

5 BOARD MEMBER TAKVORIAN: I should just say thank
6 you and stop talking, but that's not going to happen,
7 so --

8 (Laughter).

9 BOARD MEMBER TAKVORIAN: -- I just want to
10 express my huge appreciation to -- back at you Dr. Balmes
11 for all of the inspiring richness that you've given to all
12 us, but particularly to this project and for believing in
13 it when there were big doubts, and for talking it up with
14 our Chair, who I'm sure received it very well. I just --
15 I think that all of you deserve huge appreciation from all
16 of us, because of the incredible work that you do every
17 day in all of your respective positions. And I think
18 that's what's really remarkable about the way that you've
19 not only put this panel together for tonight, but the way
20 in which you've put together the AB 617 OCAP, Community
21 Air Protection Program.

22 It is a layered approach that's really remarkable
23 and really needed for systemic social change, and systemic
24 environmental justice change, I think. And that's not
25 something that happens over night, but this is a -- I just

1 want to say that this report was pretty overwhelming I
2 think for all of us. I mean, we're all a little tired,
3 but it's a lot, because you're working in communities that
4 are challenged by a lot, so it has to be multi-layered.
5 It has to be systemic. And you've figured that out. And
6 I want to say that AB 617 came along at a point on the
7 trajectory of the environmental justice timeline at a time
8 when it could take advantage of people like Deldi and
9 Kevin who worked at EPA -- at U.S. EPA, who embraced
10 environmental justice 10 years before California figured
11 it out honestly. And I know that's kind of bizarre to
12 think about today, but it's actually very true. And they
13 brought those lessons of people who have a huge amount of
14 expertise in this area from across the country, and
15 actually across the world, and brought it to California,
16 and are using it in a way that is really exceptional and
17 really not happening anywhere else in the world.

18 And so I just want to thank you both for bringing
19 that learning and sharing it with everyone here. And I
20 also want to thank the air districts who you really
21 brought your technical expertise, but then you opened your
22 hearts and your minds to listen to community residents and
23 really change the way you do business. And I think that
24 that has really changed this program and really is
25 changing communities, because you've really invited them

1 to be partners with you.

2 And last, but certainly not least, and very
3 inspiring for me are the community members who are
4 represented today by Tido and Mykela who are the trusted
5 messengers into your communities. I mean, you're here
6 talking with us today, but you're representing so many
7 people in your communities who are trusting you to figure
8 it out and get this work done. And you've brought all of
9 your experience living in communities. And so that
10 combination that you all have put together, I think, is
11 pretty remarkable. So congratulations.

12 And I -- to the point that the -- one of the
13 callers made, I do see 617 and this program evolving and
14 maturing in a way that starts to address the
15 enforceability of the CERPs. The CSCs need more
16 authority. We need to be sure these things happen in our
17 communities. And we've built the platform for it to
18 happen in an authentic way, but we need to join together
19 and truly empower community members, with districts and
20 with CARB, to really engage them in rulemaking, and in
21 implementation, and enforcement of the CERPs, I think, in
22 a way that is -- will really be ground breaking and I
23 think will really benefit our state. So thank you all
24 very much.

25 CHAIR SANCHEZ: Thank you so much, Board Member

1 Takvorian, for those comments and remarks. And I have to
2 say it's such a privilege to see you in action on the dais
3 once a month. It was really a privilege to see you in
4 action in your community down in San Diego to together
5 last fall learning about AB 617 and all of your work with
6 it. So thank you. And, of course, to Dr. Balmes who
7 needs no more kind remarks, because we give you all of
8 them.

9 (Laughter).

10 CHAIR SANCHEZ: Dr. Pacheco-Werner, please.

11 BOARD MEMBER PACHECO-WERNER: Thank you. And
12 thank you to everyone that's seen and spoken. So inspired
13 by you. And one of the things I told the Legislature in
14 my most recent confirmation is just seeing the people I
15 feel like is the most important part of 617 for me. And
16 the most important part of the Community Air Program as a
17 whole, not just the leadership as -- you know, Mr. Ayala
18 talked about the changing of the organization that is so
19 key. That takes real leadership and vision to adopt, and
20 so I really thank you and all the air districts in terms
21 of, you know, it doesn't have to be that way. You could
22 just say, nope, don't want do it, pack it up, right? And
23 you didn't. You leaned in. And I really -- that is not
24 lost on me. And I really appreciate that.

25 And also to all the -- all the people that have

1 risen up as leaders, and now, you know, serve on more
2 things, or have bright futures ahead of them as, you know,
3 some of the speakers I see -- I see tonight.

4 And I want to clarify some points, Chair, if I my
5 from the commenters and just, you know, for clarity.

6 I -- anytime any funding change has come to our
7 Board at the Air District -- and please, Deldi or
8 Stephanie correct if I'm wrong here, but we've always only
9 heard things when the CSC has recommended the change. So
10 we've never approved any funding change that wasn't
11 already approved by the Consultation Group itself. That's
12 correct -- I hear -- I see a nod.

13 STEPHANIE NG: Yes. Thanks, Dr. Pacheco-Wenrer.
14 Yeah, for the questions. I'm happy to, yeah, help provide
15 some more information. That's totally correct.

16 As per all the charters that we for each
17 individual community, the charter does kind of state that,
18 you know, we want to go and work through a public process
19 and make sure that there's, you know, consensus built
20 among a majority of those CSC members. So that's always
21 been the case that, you know, we don't ever take any
22 action especially to move any funding without that support
23 that's happened in a public process, which is essentially
24 are CS -- you know, any of our CSC meetings that we
25 have -- yeah. Public -- you know, we have public

1 participation. We have our members attend. We do a
2 process with our facilitation members to ensure that it's
3 something that abides by our charters.

4 BOARD MEMBER PACHECO-WERNER: Yeah. Thank you.
5 And I recently went to a ribbon cutting in Shafter that
6 had -- for some electric school buses that had been part
7 of this process of a change in funding and people were
8 thrilled about. So I know that there's thought and vision
9 in all of that from those CSCs, which is so, so important.

10 And I do also want to clarify around the clean
11 energy project that was -- that was mentioned around -- in
12 the permitting issue that -- I want to clarify that CARB
13 had also reviewed this permit as well. And so there has
14 already been an oversight on that matter as well. That
15 was mentioned in the comments, and for A -- I believe it's
16 a -- it's a hydrogen fuel cell project. So I just want
17 to -- wanted to clarify that as well, that there has
18 already been CARB engagement on that issue.

19 So thank you all so much for this leadership and
20 just the vision to dig in and to your communities, and
21 especially Sacramento -- this has been such a long time.
22 And I genuinely celebrate with you on this, genuinely.
23 Thank you.

24 (Applause).

25 CHAIR SANCHEZ: I've loving all the applause this

1 evening.

2 Board Member Limón, yes, over to you.

3 BOARD MEMBER LIMÓN: Thank you, Chair. I want to
4 join in the congratulations to OCAP's leadership and
5 staff, and to Chanell, the Consultation Group and all the
6 community steering committees.

7 As Dr. Balmes has reminded me numerous times,
8 years ago when I was wearing a different hat, I
9 represented organizations that took a position that was
10 grounded in analysis at a time that this was not a model,
11 you know, based on some real challenges. And as Cesar
12 pointed out and others, you know, there have been growing
13 pains and this program has really evolved, and, you know,
14 to the point where Cesar said there's community ownership,
15 and modify the DNA of air districts. You know, and we've
16 seen the results of emissions reductions, all of which is,
17 you know, very powerful.

18 And it's only because of leaders in the
19 communities, leaders at the Air District, like Deldi
20 Reyes, and at the air districts do this collaboration and
21 coordination, and the shared commitment really of
22 fulfilling the promise of AB 617.

23 I also want to express my gratitude to the guests
24 who are here before us, who took the time to present. I
25 was really moved by Mr. Tido's remarks, in which he shared

1 about the seven plus year long journey and those efforts
2 by community members to arrive just to this stage, you
3 know, all before implementation. And as I was listening
4 to your testimony, I was reflecting on the full range of
5 costs that a borne by community members, both on the side
6 of when they experience the polluting impacts, but then
7 also on the side of working towards solutions.

8 Because, you know, for too long, the narrative
9 when it came to talking about limitations and, you know,
10 restrictions on pollution, on regulating, it was focused
11 on costs and feasibility to the industry. And, you
12 though, research, empirical data, and leadership and
13 government, and communities, you know, we've expanded our
14 lens, right, on that cost-benefit analysis. And so, we're
15 also unfortunately seeing efforts to backslide on that
16 lens.

17 And, you know, earlier we were reminded on a
18 different agenda item again of the cost to health, but
19 also to the economics of households impacted by pollution.
20 And, Tido, your remarks just elevated these long-term
21 costs and investments that are made by residents that are
22 just seeking to improve, you know, our public health and
23 environmental policies, and taking on these part-time
24 volunteer positions essentially to do so.

25 So, you know, it just reminded me of just like

1 the imperative for us as a Board, you know, that we
2 maintain this expanded cost-benefit lens, you know, in our
3 decision-making, you know, in thinking about both, you
4 know, the costs and feasibility, not just to industry, but
5 to community.

6 You know, one of the needs that community
7 representatives continue to raise, which other Board
8 member has also commented on is the question of CERP
9 enforcement mechanisms, as well as accountability for
10 funding. So, you know, as the staff moves forward with
11 the development of the blueprint for 3.0, I respectfully
12 encourage you to evaluate opportunities to incorporate
13 clear compliance expectations for the districts and
14 enforcement provisions to ensure that the commitments that
15 are made in CERPs translate into the actual, measurable
16 actions that meet the goals, and then also guidance on
17 allowable uses of funds, consistent reporting
18 requirements, and transparency measures. I think those
19 would -- as Board Member Takvorian indicated, would really
20 strengthen the CERPs and provide greater confidence that
21 the goals that are set are being achieved and really take
22 this is to the next level of success.

23 So thank you again.

24 CHAIR SANCHEZ: Thank you, Board Member Limón.

25 Board Member Rechtschaffen.

1 Oh, I didn't -- said everything already.

2 BOARD MEMBER RECHTSCHAFFEN: Everything has been
3 said.

4 CHAIR SANCHEZ: Everything has been said. All
5 the applause have been given.

6 Well, one -- I don't see any additional Board
7 member comments. I would just ask maybe one last round of
8 applause and gratitude and congratulations.

9 (Applause).

10 CHAIR SANCHEZ: Thank you very, very much.

11 And we will now move to the open comment portion
12 of your public meeting. For those of which -- those who
13 wish to provide comment regarding an item of interest that
14 is not -- those within the jurisdiction of the Board, but
15 not on today's agenda.

16 Clerk, has anyone submitted a request-to-speak
17 card?

18 BOARD CLERK: We do not have any in-person
19 commenters. We do have one on Zoom.

20 CHAIR SANCHEZ: Great.

21 BOARD CLERK: Christina Bisher.

22 CHRISTIAN BISHER: Hi, everyone. Thank you.
23 I'll be quick. It's been a along day.

24 They brought up the fall SIP annual review for
25 the San Joaquin valley. As you're planning on doing that,

1 all CARB Board -- CARB Board members, we would encourage
2 you to choose to attend that meeting in one of the three
3 regional San Joaquin Valley Air District offices. They
4 have their own Board meetings, their VTC rooms. Or if you
5 would like, we would be happy to set up a community space,
6 if there was as specific community that you would like to
7 hear that meeting in. And then outside of the CARB Board
8 meetings, if you'd ever like to come down to the San
9 Joaquin Valley and see firsthand what we are always
10 complaining about and have to deal with when we engage
11 with the San Joaquin Valley Air District and air
12 pollution, we would happy --

13 BOARD CLERK: Christian, I'm so sorry. Can you
14 please hold?

15 Can you lease hold.

16 Thank you so much for holding, Christina. We
17 have paused your time and you can go ahead and resume your
18 comment. We apologize. Thank you.

19 CHRISTIAN BISHER: Okay. We'd be happy to bring
20 you out to one of the numerous sites that has consistent
21 fugitive PM dust emissions that go unenforced. We have an
22 infrared camera, where we capture oil and gas methane
23 leaks. And when we submit those, those are almost always
24 no action. And then we would like to bring you to the
25 facility that you used to be or is still permitted as a

1 refinery, but now it's designated as a asphalt storage
2 facility that has ejected black material under the nearby
3 community twice in the last year with no enforcement
4 action. And when you talk with the community members that
5 live there, they no long smell the crude oil smell that is
6 always in the air.

7 But again, any visit that you would like to have
8 down the San Joaquin Valley to see anything we would -- we
9 or any -- I'm sure any San Joaquin Valley environmental
10 organization would be happy to coordinate that with you

11 Thank you.

12 BOARD CLERK: Thank you, Christian.

13 And last we Cesar A.

14 CESAR AGUIRRE: Hi. Thank you. This is Cesar
15 Aguirre with the Central California Environmental Justice
16 Network.

17 First off, I just want start off with a thank
18 you. I know it's been -- you all have been here since 1
19 p.m. for the meeting. So just a big thank you and a very
20 quick flag on three processes that are happening that
21 CCEJN is trying to figure out how they interplay with each
22 other, so that we can communicate with CARB staff and the
23 CARB Board about what the best way to go about the
24 interaction what those things are. And one of those is
25 the California Oil and Gas Rule updates, which includes

1 getting rid of the heavy oil exemption amongst other
2 things, a process that is going to have a public workshop
3 hopefully soon sometime. We'll be in contact with CARB
4 staff about that.

5 The other one is SB 1137 implementation, which
6 has some source testing and fenceline monitoring plans,
7 which, at the moment, do not include acrolein, which is
8 the third part that we're trying to weave together, in
9 that CARB and OEHHA right now are trying to designate the
10 risk threshold for acrolein. And that's something that
11 fits into the SB 1137 workshops and plans, as well as the
12 California Oil and Gas Rule health risk assessments. And
13 so CCEJN just attended public workshops on the 16th for SB
14 1137 and on the 20th with CARB and OEHHA around acrolein
15 and the SNAPS study. And so we're working on putting some
16 comments together about how those three things are
17 interacting and how CARB can stay on top of all those
18 things to best use the resources and work with community
19 partners.

20 Thank you again for your time. Thank you for the
21 long day and I hope you have a good evening.

22 BOARD CLERK: Thank you.

23 Madam Chair, that concludes our commenters.

24 CHAIR SANCHEZ: Thank you very much.

25 It is with deep gratitude to my fellow Board

1 members, to CARB staff and to all of our partners that
2 joined us here today that the -- that I'm now closing the
3 meeting. The July 23rd 2026 meeting of the California Air
4 Resources Board is now adjourned.

5 Thank you very much.

6 (Thereupon the California Air Resources Board
7 meeting adjourned at 8:37 p.m.)
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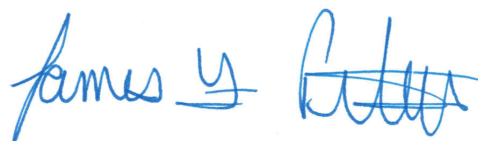
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I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of August, 2026.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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