

California Air Resources Board

**Public Hearing to Consider Amendments to the
Low Carbon Fuel Standard**

**Final Statement of Reasons for Rulemaking,
Including Summary of Comments and Agency
Response**

**Attachment 6 - Table 6
Board Hearing - Oral Testimony**

*Public Hearing Date: November 8, 2024
Agenda Item No.: 24-6-2*

MEETING
STATE OF CALIFORNIA
AIR RESOURCES BOARD

ZOOM PLATFORM

CALIFORNIA AIR RESOURCES BOARD
MARY D. NICHOLS CAMPUS
SOUTHERN CALIFORNIA HEADQUARTERS
HAAGEN-SMIT AUDITORIUM
4001 IOWA AVENUE
RIVERSIDE, CALIFORNIA

FRIDAY, NOVEMBER 8, 2024
9:04 A.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
LICENSE NUMBER 10063

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R O U G H D R A F T

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Hector De La Torre

John Eisenhut

Dean Florez (Remote)

Assemblymember Eduardo Garcia (Remote)

Eric Guerra

Davina Hurt

Gideon Kracov

Tania Pacheco-Werner, PhD

V. Manuel Perez (Remote)

Cliff Rechtschaffen

Susan Shaheen, PhD

Senator Henry Stern

Diane Takvorian

Nora Vargas (Remote)

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Courtney Smith, Principal Deputy Executive Officer

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Whitney Amaya, East Yard Communities for Environmental Justice

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ALSO PRESENT:

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Ashley Arax, Clean Air Task Force

Maria Arevalo, For Contaminations En Pixley

Molly Armus, Friends of the Earth

Alfredo Arredondo, Green Hydrogen Coalition

Thomas Ashley, Voltera

Jose Avalos, Comunidad

Christine Ball-Blakely, Animal Legal Defense Fund

William Barrett, American Lung Association

Jackie Birdsall, Toyota

Melodee Black, Southern California Edison

Roy Bleckert

Michael Boccadoro, Dairy Cares

Margaret Boelter, Zeem Solutions

Dan Bowerson, Alliance for Automotive Innovation

Shannon Broome, Highly Innovative Fuels

Adam Browning, Forum Mobility

Tony Brunello, US Energy

Teresa Bui, Pacific Environment

Todd Campbell, Clean Energy

Michael Caprio, Republic Services

Jennifer Cardenas, Sierra Club

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ALSO PRESENT:

Daniel Chandler, Climate Action California

Dan Chia, Port of Long Beach

Steve Compton, Sevana

Andrew Craig, California Bioenergy

Jesse Delacruz, Urbano Strategies

Dr. James Duffy, Former LCFS Branch Chief

Amanda Parsons DeRosier, Global Clean Energy

Fernando Marquez Duarte, People's Collective for
Environmental Justice

Steven Fenaroli, California Farm Bureau

Chad Frahm, Brightmark

Brandon Friend, GOpac

Quentin Foster, H Cycle, LLC

Laura Gallagher, Communities for a Better Environment

Noah Garcia, EVgo

Fernando Gaytan, Earthjustice

Don Gilstrap, Chevron

Asher Goldman, Generate Capital

Ambar Gomez

Macarmen Gonzalez, People's Collective for Environmental
Justice

Carlos Gutierrez, California Advanced Biofuels Alliance

Laura Rosenberger Haider, Fresnans Against Fracking

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APPEARANCES CONTINUED

ALSO PRESENT:

Jamie Hall, EV Realty

Kevin Hamilton, Central California Asthma Collaborative

Jonathan Harding, American Biogas Council

Frank Harris, California Municipal Utilities Association

Faizal Hassan, Anew Climate

Scott Hedderich, Nuseed America

Jack Hedge, The Pasha Group

Miles Heller, Air Products

Ethan Hendricks, AMP Americas

Paul Hernandez

Elisia Hoffman, Electrify America

Jovan Houston, Service Employees International Union,
United Service Workers West

Gary Hughes, BioFuelWatch

Chris Hunt, Socially Responsible Agriculture Project

Vanessa Hyslop

Maya Inigo-Anderson, Communities for a Better Environment

Joe Jawad, United Steelworkers, Local 326

Benjamin Juna

Erick Karlen, Pacific Gas and Electric

James Kast, Iwatani

Jamie Katz, Leadership Counsel for Justice and
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Ryan Kenny, Clean Energy

Greg Kester, California Association of Sanitation Agencies

Kasey Knoell, California Bioenergy

Neil Koehler, Renewable Fuels Association

Munni Krishna, Gage Zero

Dan Lashof, World Resources Institute

Alexandra Lavy, Agricultural Energy Consumers Association

Melanie Law, National Corn Growers Association

Emily Lemei, NorCal Power Agency

Alberto Leon, Comunidad

Steve Leshner, Shell

Julia Levin, Bioenergy Association of California

Tyler Lobdell, Food and Water Watch

Jose Lopez, CalBIO

Bill Magavern, Coalition for Clean Air

Alessandra Magnasco, California Fuels and Convenience Alliance

Dr. David J. Marrett, Sierra Club

Jeremy Martin, Union of Concerned Scientists

Adrian Martinez, Earthjustice

Alondra Mateo, People's Collective for Environmental Justice

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APPEARANCES CONTINUED

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Brian McDonald, Marathon Petroleum Corporation

Tim McRae, California Hydrogen Business Council

Lisa McGhee, Tom's Truck Center

Dr. Matt Miyasato, First Element Fuel

Adam Mohabbat, Los Angeles Clean Tech Incubator

Gracyna Mohabir, California Environmental Voters

Pete Montgomery Kern Energy

Jacqueline Moore, Pacific Merchant Shipping Association

Jodie Muller, Western States Petroleum Association

Armando Munoz, Service Employees International Union,
United Service Workers West

Colin Murphy, University of California, Davis, Institute
of Transportation Studies

Rita Nagle, Louis Dreyfus Company

Brent Newell, Leadership Counsel for Justice and
Accountability

Sean Newsum, Airlines for America

Chris Nevers, Rivian

Graham Noyes, Noyes Law Corporation

Yasmin Ochoa, California Bioenergy

Abigail Odoul

Erick Orellana, Community Water Center

Grecia Orozco, Center on Race, Poverty and the Environment

Robert Parkhurst, Sierra View Solutions

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APPEARANCES CONTINUED

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Roman Partida-Lopez, The Greenlining Institute

Kathy (Catalina) Pelayo

Michael Pimentel, California Transit Association

Cynthia Pinto-Cabrera

Audry Platt

Esther Portillo, Natural Resources Defense Council

Nicole Rice, California Renewable Transportation Alliance

Spencer Reeder, Audi

Laura Renger, California Electric Transportation Coalition

Faraz Rizvi, Asian Pacific Environmental Network

Nina Robertson, Earthjustice

David Rodriguez

Gordon Russell, Louis Dreyfus Company

Phoebe Seaton, Defensoras

Ravi Sekhon, Centerline Logistics

Bonney Shehadey, California Bioenergy

Chris Shimoda, California Trucking Association

Mikhael Skvarla, California Hydrogen Coalition

Mary Solekci, World Energy

Sarah Somorai, Hyundai

Jim Stewart

Josh Stoops, Sacramento Municipal Utility District

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Sarah Taheri, San Diego Gas and Electric, SoCalGas

Tim Taylor, National Federation of Independent Businesses

Bobby Thomas, Phillips66

Paul Townsend, POET

Ada Trujullo

Stefan Unnasch, Lifecycle Associates

James VandePutte, Raizen

Kathleen Van Osten, United Airline

Christina Velazquez

Robin Vercruse, Low Carbon Fuels Coalition

Matt Vespa, Earthjustice

Andrea Vidaurre, People's Collective for Environmental Justice

Andrea Villarin, Los Angeles Department of Water and Power

Sam Wade, Coalition for Renewable Natural Gas

Krysta Wanner, Western Propane Gas Association

Charles Watson, Mainspring Energy

John Wenger, National Oilseed Processors Association

Allison Willis, Ag Processing, Incorporated(AGP)

Dan Willis, San Francisco Public Utilities Department

Amanda Myers Wisser, Weave Grid

Christine Wolfe, Waste Management

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APPEARANCES CONTINUED

ALSO PRESENT:

Brandon Wong, Electrical Vehicle Charging Association

Peter Zonneveld, Neste

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PROCEEDINGS

CHAIR RANDOLPH: Good morning. The November 8, 2024, public meeting of the California Air Resources Board will come to order.

Board Clerk would you please call the roll.

BOARD CLERK LEVRINI: Dr. Balmes.

Mr. De La Torre.

BOARD MEMBER DE LA TORRE: Here.

BOARD CLERK LEVRINI: Mr. Eisenhut.

BOARD MEMBER EISENHUT: Here.

BOARD CLERK LEVRINI: Senator Florez.

Assemblymember Garcia.

Mr. Guerra.

BOARD MEMBER GUERRA: Guerra present.

BOARD CLERK LEVRINI: Ms. Hurt.

BOARD MEMBER HURT: Hurt present.

BOARD CLERK LEVRINI: Mr. Kracov.

BOARD MEMBER KRACOV: Here.

BOARD MEMBER FLOREZ: Florez here.

BOARD CLERK LEVRINI: Noted thank you.

BOARD MEMBER BALMES: And Balmes is here as well.

BOARD CLERK LEVRINI: Perfect.

Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Here.

BOARD CLERK LEVRINI: Supervisor Perez.

1 Dr. Shaheen.

2 BOARD MEMBER SHAHEEN: Here.

3 BOARD CLERK LEVRINI: Senator Stern.

4 Ms. Takvorian.

5 BOARD MEMBER TAKVORIAN: Here.

6 BOARD CLERK LEVRINI: Supervisor Vargas.

7 BOARD MEMBER VARGAS: Vargas here.

8 BOARD CLERK LEVRINI: Chair Randolph.

9 CHAIR RANDOLPH: Here.

10 BOARD CLERK LEVRINI: Madam Chair, we have a
11 quorum.

12 CHAIR RANDOLPH: I don't think you called Board
13 Member Rechtschaffen?

14 BOARD CLERK LEVRINI: My apologies. Mr.
15 Rechtschaffen.

16 BOARD MEMBER RECHTSCHAFFEN: How could you forget
17 me?

18 (Laughter).

19 BOARD CLERK LEVRINI: I know. Oh, my gosh.
20 That's crazy. I'm so sorry about that.

21 You're here.

22 CHAIR RANDOLPH: All right. Thank you. Okay.
23 We will begin with our housekeeping items, before we get
24 started.

25 We are conducting today's meeting in person as

1 Chair Randolph, back to you.

2 CHAIR RANDOLPH: All right. Thank you. Before
3 we begin, Board member questions and comments, we will
4 hear from the public who signed up to speak on this item
5 who submitted a request-to-speak card or a raised hand in
6 Zoom. So I will ask the Board clerks to begin calling our
7 public commenters.

8 BOARD CLERK LEVRINI: Thank you, Chair Randolph.

9 As you mentioned earlier, I will call in-person
10 commenters first and then we will hear from those who have
11 raised their hand in Zoom. We currently have 116 commenters
12 who have turned in a request-to-speak card and wish to
13 speak at this time.

14 We will be showing a list of the next several
15 commenters on the screen so you can be prepared to come to
16 the podium. The public sign-up closure will be at 10:55
17 a.m. I apologize in advance if I mispronounce your name.
18 I'm sorry, 11 a.m.

19 Excuse me, public sign-up closure will be at
20 10:55 a.m.

21 Starting with Erick Orellana.

22 ERICK ORELLANA: Hi. Good morning, Chair and
23 Board members. My name is Erick Orellana here on behalf
24 of Community Water Center urging in opposition of the
25 adoption of the LCFS. We've heard from community members

1 who live in Tulare County of the impacts on their health
2 of incentivizing polluting industries like the dairy
3 industry, and just want you to -- to urge you to consider
4 the health impacts that it will have on community members.
5 We primarily focus on clean drinking water. And in
6 California, about a million folks don't have access to
7 safe and clean drinking water. And one of the main causes
8 of that is the dairy industry. And what you're doing
9 today is continuing to incentivize an industry that does
10 more harm than good to the communities in California. And
11 what you're doing is ensuring that the communities who are
12 farmer communities, low-income communities, continue to
13 live with the impacts.

14 And so I just wanted to urge you all to consider
15 what that means to the Central Valley region that's often
16 forgotten and often faces the harsh health impacts. So
17 again, urging you to vote no on this measure and want you
18 to more closely consider the needs that have been
19 expressed in the Environmental Justice Committee --
20 Advisory Group.

21 I wanted to bring attention to that, because one
22 of the purposes of that is to get input from folks on
23 environmental justice side. But when you ignore them and
24 we don't consider their needs, it kind of just shows that
25 it's a check mark. It's just an empty gesture to

1 communities across the state of California. And so I just
2 wanted you to really consider, and having a voice at the
3 table means considering and implementing the
4 recommendations. So I urge you to include those
5 recommendations that environmental justice groups have
6 suggested today. Thank you for your time.

7 BOARD CLERK LEVRINI: Thank you.

8 Sam Wade.

9 SAM WADE: Hi, Madam Chair, members of the Board.
10 Sam Wade with the Coalition for Renewable Natural Gas here
11 in support of the proposal before you today.

12 This vote is critical. It is fundamentally about
13 continuing California's climate leadership and delivering
14 on the well-reasoned strategy that CARB has carefully
15 crafted over the last decade. Taking action to reduce
16 methane and other climate emissions is not free, but the
17 benefits outweigh the costs for the RNG projects and other
18 clean fuel actions that the LCFS incentivizes.

19 This year has also been a stark reminder that the
20 cost of inaction, intensifying storms, heat waves, and
21 health impacts from pollution are all growing.
22 Unfortunately, after four years of uncertainty in the LCFS
23 due to a few wrong turns in this extended rulemaking
24 process, many voices are questioning whether California is
25 serious about achieving our goals. Federal support is

1 also very uncertain moving forward. The clean tech
2 investment community is struggling to make a business case
3 for continued climate action, leaving green jobs, air
4 quality, and climate benefits all in jeopardy. The LCFS
5 is one of the most important tools that we have to
6 motivate private investment and it will be appropriately
7 strengthened by this update.

8 Now, more than ever, we need regulatory certainty
9 from CARB for any of these long-lived green assets to be
10 financeable. Simply put, a yes vote today is a vote for
11 taking the most cost effective path to a stable climate.
12 And at a time when the Paris agreement's 1.5 degree goal
13 is slipping out of reach and global emissions have yet to
14 peak, the world is relying on CARB to continue to
15 demonstrate unwavering commitment to the climate fight.

16 Thank you.

17 BOARD CLERK LEVRINI: Michael Boccadoro.

18 MICHAEL BOCCADORO: Madam Chair and members,
19 Michael Boccadoro on behalf Dairy Cares. I want to echo
20 many of the comments that you just heard from Mr. Wade. I
21 also want to echo the comments of Mr. Randolph from
22 earlier about the importance of this Program in light of
23 what took place earlier this week in terms of the national
24 electorate. This Program is going to become even more
25 critical and this program -- I think the other change that

1 we need to recognize that's going occur is now duct tape
2 on the federal cookie jar that has funded many of
3 California's programs, and so we're going to need private
4 investment. And I think your staff have done a good job
5 of making changes, but still providing enough incentive
6 for private investment to continue in California. And
7 that's going to be critical with these projects as we
8 continue to move forward.

3a

9 I also want to comment very briefly that we
10 welcome and are entirely open to a transparent and
11 fact-based process going forward. It's very important
12 that honesty be a big piece of that project.
13 Unfortunately, throughout this last three plus years,
14 we've heard a lot of misleading statements about the dairy
15 industry here in California, about the work we're doing to
16 reduce methane. I've been involved in it in the
17 beginning, and I can assure members that what we're
18 achieving is world leading. I sat through a presentation
19 the other day about New Zealand, where methane makes up
20 over 50 percent of their greenhouse gases and their target
21 is to reduce methane by 10 percent.

22 We're going to achieve a 40 percent reduction
23 here in California. And I think I don't need to tell any
24 of you how important that is. So please stay the course.
25 This is an important Program that Frankly is going to

1 become even more important over the next decade.

2 Thank you.

3 BOARD CLERK LEVRINI: Thank you.

4 Ambar Gomez

5 AMBAR GOMEZ: Hello. My name is Ambar. I am a
6 UCR public policy student and I'm here to tell you guys a
7 little bit about the Low Carbon Fuel Standard. It's a
8 policy that's supposed to mandate the reduction in carbon
9 emissions from the public transportation center. I'm glad
10 the points that you guys brought up. I'm here to tell you
11 to please revise the policy as it can be taken advantage
12 of. We've seen prior policies be taken advantage of by
13 companies that find loopholes to buy and sell credits with
14 other companies or they sometimes escape to other
15 countries that don't withstand our policies, like how some
16 companies were able to find a loophole in the Cap-and
17 Trade Policy by purchasing permits and from companies who
18 polluted less or having some facilities to operate
19 overseas.

20 You guys need some stricter regulations or
21 provide the necessary tools to properly monitor and report
22 the carbon intensity produced by the fuel types. I
23 understand that there's -- that every fuel type has its
24 own pros and cons, but think about the ones that don't
25 cause 80 percent of the people in the community to

4

1 health -- to have health problems that range from asthma
2 and heart conditions. The transparency that you guys
3 brought up, great, you guys are doing it. Just keep that
4 transparency. We do want those companies and city
5 officials' programs to give us that transparency, and give
6 the communities the power to refuse the -- any industrial
7 buildings that contribute to the air pollution that we
8 have in marginalized communities.

9 Again, we're not doing this out of spite. We
10 just don't want to watch factories being built next to our
11 schools, and kind of fear for our own health and being
12 able to breathe next -- with the people alongside of us.
13 So please continue doing your part to listen to everyone
14 in the community and take a look -- revise, take a look at
15 the policy and thank you.

16 BOARD CLERK LEVRINI: Thank you.

17 Alberto Leon.

18 If the next 10 so or folks -- or five folks could
19 please lineup.

20 ALBERTO LEON(through interpreter): Good morning.
21 I am hear from the community of San Bernardino. My name
22 is Alberto Leon and I'm here to ask you to please vote
23 against this regulation, because we're just getting out of
24 one problem to get into another one. This is just going
25 to create more pollution and it gravely affects our

1 communities. And that is the reason why we are all here
2 to ask you to make a responsible decision, so that our
3 communities will not continue to be impacted. And this 6
4 isn't just a local challenge. It is a challenge that
5 we're seeing worldwide, particularly in large cities where
6 we see all these impacts of huge pollution. And that's
7 why what we really want is to get to zero emissions,
8 instead of just getting out of this problem to create a
9 new one for our communities. So we ask that you act
10 responsibly. Thank you.

11 WILL BARRETT: Good morning, I'm Will Barrett
12 with the American Lung Association.

13 BOARD CLERK LEVRINI: Oh, go ahead.

14 WILL BARRETT: Okay. Hi. Will Barrett with the
15 Lung Association. We have a long history of supporting
16 the Low Carbon Fuel Standard. We saw many positives in
17 the original proposal from the staff, but we did grow more
18 concerned as the process went forward with several of the
19 key elements of the -- of the proposal. First off, the
20 shift away from the biofuel or the crop-based cap, that 7
21 was a major challenge. We wanted to see further
22 tightening of that. There is some good -- good to see
23 some good direction on that in the proposal, but more is
24 clearly needed on this front. We want to make sure that
25 the ILUC review kicks off quickly in 2025, so that we can 8

1 really address some of those challenges and continue to
2 focus on the need for tighter limits on the excess credit
3 gluts from that are -- that are flowing from that fuel
4 type.

5 The longer time frames for credit sunsets for
6 dairy, fossil fuel projects, fossil hydrogen, those are 9
7 all concerns as well that we address in some of our
8 letters, but really just wanted to raise those as ongoing
9 concerns. I want to voice support for -- by 2030 strong
10 regulations on dairy multi-pollutant standards on the 10
11 dairies. And again, I want to make sure that those
12 standards move forward more quickly than are planned. The
13 LCFS, as noted in the presentation, really a critical
14 driver for funding for medium- and heavy-duty 11
15 electrification. That has to be our main focus here. And
16 we want to voice support for the base credits reverting to
17 medium- and heavy-duty vehicle deployment in California.

18 And if there are going to be light-duty base 12
19 credits assigned to the OEMs, we're going to really make
20 sure that those are done in an equitable way with real
21 guardrails for spending those credits for low and moderate
22 income consumers really to make sure that we have an
23 equitable path forward, if those credits are going to be
24 used. So thank you very much. We look forward to working
25 with you as this goes forward. Thank you.

1 BOARD CLERK LEVRINI: Thank you. Alondra Mateo,
2 thank you for your patience. If Jose Avalos, Fernando
3 Marquez Duarte, and Benjamin Juna could please lineup at
4 the podium.

5 Alondra, you have go ahead.

6 ALONDRA MATEO: Good morning. My name is Alondra
7 Mateo. I'm a part of People's Collective for
8 Environmental Justice. First, I want to say, just because
9 someone is wearing a suit doesn't mean they're more
10 important than the community. I just want to highlight
11 that.

12 And, Board members, I'm here today to say that
13 there's still time to fix the LCFS, so that it works for
14 all of Californians. And today, we urge you to say no. 13
15 What you have -- what you have right now rewards polluters
16 and ignores the health impacts of dirty fuels on our
17 communities across the state and even the country. I
18 stand here today to acknowledge that lives are more
19 important than profit and that industry cares more about
20 their money.

21 To now fault of our own, our community's life is
22 continuing to be cut short because of air pollution. In
23 my community, I see families breaking down because of
24 terminal illnesses caused by daily pollution, our young
25 people struggling to go to school because of bad air

1 quality days, and our elders dying early, when they're
2 supposed to be enjoying retirement. You speak of public
3 engagement, but just because you show up doesn't mean that
4 you listen. I want to highlight that. Each day that
5 passes without meaningful regulation to ensure clean
6 energy resources reduces our life expectancy and raises
7 the survival of our communities.

8 Our future depends upon the strength and movement
9 of the regulations that you have the power to pass. This
10 body has a history of taking strong action against
11 pollution and the climate crisis. So why are we settling
12 when it comes to LCFS? Today is your opportunity to say
13 that it is not good enough. Put us on the right path
14 today by asking staff to incorporate EJC's 14
15 recommendations, put an effective limit on biofuel volumes
16 to help give air quality relief to our communities that
17 are living near refineries. And the practice of paying
18 industry dairies for livestock pollution, if we don't take 15
19 the time to get it right, the State will spend tons of
20 money in something that is not true clean energy.

21 Thank you.

22 BOARD CLERK LEVRINI: Thank you.

23 Jose Avalos.

24 JOSE AVALOS (throug interpreter): They say that
25 there's no one blinder than he who refuses to see and no

1 one deafer than he or she who refuses to hear. California
2 Air Resources Board, CARB, I am Jose Avalos and I am a
3 member of the San Bernardino community and a volunteer inn
4 the Collective for Environmental for Environmental
5 Justice. This isn't the first time that I come before you
6 to demand that you protect our community. We need clean
7 air.

8 The reason I come to you today is that you are
9 considering the proposed LCFS amendments, the Low Carbon
10 Fuel Standards that are produced using ethanol, biomass,
11 and others. Both you and I know that these fuels are
12 generating polluting emissions that lead to more people
13 suffering from asthma and cancer. CARB, you shouldn't
14 give credits or bonuses to corporations, because in
15 addition to being corrupt and criminal, they are merely
16 benefiting from the loopholes in this standard, and giving
17 these credits to companies that don't even move a finger
18 to actually reduce emissions. The only road to zero
19 emissions is electrification. That's why I'm here to
20 fight for clean energy and for you to vote no on these
21 LCFS amendments. You should rather give these credits to
22 people who are suffering from asthma and from cancer from
23 this pollution.

24 And finally, I am not the road to zero emissions.
25 Thank you.

1 BOARD CLERK LEVRINI: Thank you.

2 Fernando Marquez Duarte.

3 FERNANDO MARQUEZ DUARTE: My name is Fernando
4 Marquez Duarte. I'm with the People's Collective for
5 Environmental Justice. I'm also a professor at UC
6 Riverside, some of my students are giving public comment
7 today. And I want to highlight several things, but I want
8 you to focus your vote for health, not for profit. That's
9 a no vote.

10 Ethanol biomass, all these alternatives
11 quote/unquote fools -- fuels pollute, generate emissions.
12 They generate emissions such as particulate matter 2.5 and
13 10, carbon dioxide, nitrogen oxide, and all of those have
14 proven to damage the health of the communities, creating
15 cancer, asthma, and other respiratory diseases. We are 17
16 right now in the Inland Empire one of the most polluted
17 areas in the U.S. And if CARB approves this, companies
18 will keep polluting without any accountability. We need
19 community accountability. And this is based on the
20 information of the EPA. I'm not making this up. And this
21 is based in the information also on the side of CARB. All
22 these alternative fuels, as you call it, also increase
23 acetaldehyde - however you pronounce it - emissions, which
24 the National Institute of Health described as reasonably
25 anticipated to be a human carcinogen and it is reactive

1 for ground level ozone formation.

2 I'm looking here at a graph that you published on
3 site on CARB, and it shows that the amount of credits have
4 increased, but the amount of production of biofuel,
5 biodiesel, ethanol has not decreased at all. So the
6 credits are not really working. The Cap-and-Trade it's a
7 measure that only allows companies keep profiting without
8 really reducing emissions.

9 So, I call you to demand to end Cap-and-Trade, to
10 end the credits. I call you to instead focus all the
11 funds on electric vehicles, which are the only proven zero
12 emissions right now, both for health, not for profits.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you --

15 Benjamin Juna.

16 BENJAMIN JUNA(through interpreter): Good
17 morning, ladies and gentlemen of the jury. Maybe a couple
18 of years ago I went to Sacramento to a building much like
19 this one. And when I went into the building, I was
20 scared. And I remember that there was a person who
21 welcomed me in, who extended her hand, and even beyond
22 that she came to me and she gave me a hug and told me
23 welcome when I went into that Board meeting. And when I
24 came in here today, I saw her name, Diane Takvorian. I
25 remember that like it was today. And I remember the

1 historic decision that was made then, zero emissions.
2 News worldwide turned their eyes to California, because
3 the brave people -- of the brave people that decided to
4 vote for zero emissions made the historic decision that
5 would have impacts worldwide. What will we tell them
6 today? Back then, I got home, my kids, my mom, my wife
7 were all waiting for me. And they asked me what had
8 happened and we cried. We cried of joy knowing that a
9 zero-emission decision had been made.

10 Now, what will I tell them when I go back, that
11 you changed your mind, that they met your price? I feel
12 deceived. I feel abused. I feel disappointed knowing
13 that now you're proposing amending that law. That's not
14 possible. It's not possible. And it's -- you can't play
15 with people's lives. We're worth something. Our lives
16 are worth something and we love you. We respect you, but
17 we demand that you keep your word.

19

18 ANDREA VIDAURRE: Hello. Can you hear me?

19 Am I good to go?

20 BOARD CLERK LEVRINI: Yes.

21 ANDREA VIDAURRE: Okay. Hi, CARB. My name is
22 Andrea. I'm with the People's Collective for
23 Environmental Justice. Welcome to the Inland Empire, the
24 beautiful IE, where over a hundred days out of the year
25 it's unsafe to breathe outside, because every day we

1 breathe in the toxic air quality that we have from the
2 thousands and thousands of trucks that drive in and out of
3 our communities every single day.

4 We are normal people trying to live humane and
5 dignified lives here. No big houses or cars. Like I
6 heard one of the organizers that came in called us. We
7 are some of the families host impacted by this air quality
8 and by programs like this. CARB, yourself, you have said
9 there is no safe level of diesel to be breathing in. Yet,
10 you want to keep funding these false solutions, like
11 renewable diesel, that doesn't cut -- that does not cut 20
12 the impact so us. And yet, you want to take some of the
13 efforts away at the last minute from medium- and
14 heavy-duty electrification. Are our lives a joke to you?
15 Like are we so quickly to be dismissed here that we cannot
16 get those funds, so that we can actually electrify this
17 sector, because that's why you're here right now. You're
18 in Riverside. And if you spent more than two days here,
19 you would know that we needed all of that yesterday.

20 And it has been very clear from you all that we
21 have to head to zero emissions. And without the funding
22 to help this transition, our families will be most
23 impacted both by not being able to access the transition,
24 but also because you're delaying our health to us and that
25 relief. So please ground yourself in where you are and

1 please have respect for the neighborhoods that you are in
2 today. And given the moment we're in, we know it's more
3 important than ever to send a signal to the market that
4 electrification is going to be okay for the next four
5 years.

6 This Program doesn't do that right now. So
7 please, we urge a no vote. Let's fix the Program. And
8 for anyone here that claims that they're EJ or if you guys
9 are claiming to be equity, this isn't equity. Thank you.

10 BOARD CLERK LEVRINI: Thank you.

11 Macarmen Gonzalez.

12 MACARMEN GONZALEZ (through interpreter): I'm
13 Macarmen Gonzalez. I have been residing in San Bernardino
14 for 19 years. And I'm here with the People's Collective
15 for Environmental Justice. And I am here firmer than ever
16 today to fight for my health and the health of my family
17 and the health of my community. I'm also here to fight
18 for those who are no longer with us, who left without
19 being able to see any change, the people in my community
20 who have died. So far five people have died of cancer in
21 my community, so I'm here for them too.

22 I am here to ask that you vote no on this
23 proposed Low Carbon Fuel Standard. What we want and what
24 we need is a program that will help us electrify trucks, a
25 program that will help our community. In the Inland

1 Empire, diesel pollution is costing huge impacts on --
2 of -- on our community's health, my family's health.
3 There are so many trucks in Inland Empire on the roads
4 seven days a week, 24 hours a day, every day. And that
5 diesel we breathe in and it is a poison to our health.
6 That's why the best alternative is to electrify trucks.

21

7 When you talk about zero emissions, let's mean
8 zero emissions. Hydrogen, ethanol, biomass fuels are not
9 truly clean energies, nor zero emissions, because the
10 carbon dioxide and nitrogen oxide are still harmful
11 emissions that harm my community's health, a community
12 that's already overburdened. So when it comes to this
13 rule, it is obsolete, and it's a mockery for our
14 communities, but it is good business for all of the
15 businesses that can merely buy credits in their little
16 circle of corruption. Polluters have money. Don't give
17 them more money. Instead, invest in our communities and
18 listen to our communities.

19 Thank you.

20 BOARD CLERK LEVRINI: Thank you.

21 And this is just a reminder. It is now 10:55.
22 Public testimony closed -- public testimony for this item
23 has closed.

24 Our next speaker Jamie Katz.

25 JAMIE KATZ: After years of community advocacy,

1 the Board is finally acknowledging for the first time in
2 writing that California needs to move toward regulating
3 livestock methane emissions, a sector of emissions that
4 has to date been treated with deference and regulatory
5 exceptionalism. Yet, even in this moment of
6 acknowledgement, CARB staff is choosing to undermine
7 possible future regulation of livestock methane emissions
8 with a poison pill that staff snuck into a second round of
9 15-day changes. This poisoned pill would continue to
10 greenlight pollution and paying polluters for decades. It
11 would set up regulations for failure, where they would
12 burden small and sustainable dairies that produce the
13 least methane while paying the biggest polluters for years
14 to come.

22

15 Nothing in today's resolution prevents this
16 outcome. For that reason, and for the years of community
17 advocacy that CARB staff is so determined to undermine,
18 this Board must vote no.

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19 BOARD CLERK LEVRINI: Thank you.

20 Kasey Knoell.

21 KASEY KNOELL: Good morning. My name is Kasey
22 Knoell. I'm a Senior Director of Greenhouse Gas Programs
23 at California Bioenergy, speaking in support of the
24 proposed LCFS amendments.

25 I've dedicated my career to reducing greenhouse

1 gas emissions and mitigating global climate change. I'm
2 grateful for the opportunity to work in a state that
3 shares the same values and has positioned itself as a
4 strong leader in this effort to make quantifiable and
5 measurable change. Thank you for the opportunity to
6 express support of California's leadership in creating
7 LCFS as an important tool in addressing climate change and
8 reducing fossil fuel consumption.

23

9 At CalBio, our team is responsible for modeling
10 the carbon intensity of preparing and -- preparing LCFS
11 fuel pathways for our digester projects in California. We
12 assess the emissions occurring prior to the installation
13 of the project, as well as emissions after the project has
14 been implemented. In that effort, we collect and analyze
15 data from each of your projects to quantify and verify the
16 real, additional and permanent emissions reductions that
17 each project is achieving.

18 We measure biogas and energy production
19 continuously using high quality metering devices and can
20 quantify exactly the amount of methane that is captured
21 and prevented from being released into the atmosphere.
22 This is done in accordance with science-based greenhouse
23 gas accounting standards. We also adhere to strict
24 requirements outlined in the LCFS, including rigorous
25 third-party verification of every input used in the

1 pathway modeling. I'm proud of our team of carbon
2 accounting experts, the integrity with which they conduct
3 their work, and their rigor underwhich our work is subject
4 to.

5 I have confidence that the reductions our
6 projects and others like it are providing benefits to the 23a
7 state, and I urge the Board to adopt the proposed LCFS
8 amendments. Thank you.

9 BOARD CLERK LEVRINI: Thank you.

10 Ada Trujullo.

11 ADA TRUJULLO(through interpreter): Good morning.
12 My name is Ada Trujullo and I am from the San Bernardino
13 area. I'm here because our community is full of
14 pollution. You can't really say that we have an area that
15 is clean and my children have to breathe this air. So I
16 am here because we live in an area that is full of trucks.
17 It's full of cement kilns, trains, all sorts of pollution.
18 I would really like to invite you all to visit our
19 community, so that you can experience for yourselves the
20 pollution that we live every day. I'm asking you to vote
21 no on this, because it may look beautiful on paper, it may 24
22 seem like it's great, but it doesn't result in clean air.
23 And that's why I'm here today, I'm here to represent my
24 children, our elderly, our community, who all deserve
25 clean air.

1 So I'm here to ask you to please vote no on this
2 standard, because it seems like it helps, but it really
3 doesn't. It doesn't result in zero emissions. It's just
4 a legal way for the companies that pollute more to be able
5 to pay. And what I don't pollute what others don't
6 pollute, they now have legal permission to pollute and
7 feel like -- and feel good about it, because they're
8 paying for these credits, and it does not result in a
9 cleaner environment. And people are dying as a result of
10 this. You may not see it but, it's there. It's there in
11 the pollution, in the particulate matter. And I'm here
12 today to ask you to please take all of this into
13 consideration. That's why we're here today.

14 Thank you.

15 BOARD CLERK LEVRINI: Thank you.

16 Andrew Craig.

17 ANDREW CRAIG: Hi. My name is Andrew Craig, Vice
18 President of Greenhouse Gas Programs at California
19 Bioenergy. I'm here to support the adoption of the LCFS
20 proposal today. Thank you for the opportunity to comment
21 today on a monumental effort by CARB -- the CARB Board,
22 CARB staff, and the stakeholders have gone into this
23 rulemaking.

25

24 It's good to be back here in Riverside, where I
25 went to college just down the road at UCR, which is where

1 my interest in air quality and climate protection first
2 began. As a native Californian, I'm proud of the work the
3 State has done to lead the nation on climate action, which
4 is needed now more than ever.

5 For many years, CARB and the State recognized
6 that incentive-based programs were necessary to achieve
7 its climate and methane reduction goals specified in SB
8 1383. And as a result of the LCFS Program and the clear
9 signals that were set, CalBio now has over 60 operational
10 digesters which are on track to reduce approximately 1.5
11 million metric tons of CO2 equivalent per year. These
12 reductions are real, permanent, based in science and
13 meaningful. Adopting the proposed LCFS regulations are
14 important to protect the investments already made by the
15 State and to incentivize further investment in clean
16 energy technologies, which directly benefit disadvantaged
17 communities within the state.

25a

18 California now has more digesters than any other
19 state, a tremendous success, and evidence that the LCFS
20 Program is working exactly as intended. That is a fact
21 that the Board and all Californians should be proud of.
22 CARB's timely LCFS updates will provide investment
23 certainty for clean fuel projects essential to achieving
24 California's 2045 climate neutrality goal.

25 It would be a mistake to forego additional

1 emission reduction opportunities that are right in front
2 of us, and so therefore, I urge the Board to adopt the
3 LCFS proposal. Failing to do so would result in higher
4 emissions and worse health outcomes.

5 Thank you

6 BOARD CLERK LEVRINI: Thank you.

7 Maria Arevalo.

8 MARIA AREVALO(through interpreter): Good
9 morning. My name is Maria Arevalo. I'm here from the
10 community of Pixley. I have lived in Pixley for the last
11 53 years and I'm here to ask you to vote no. I want you
12 to vote no against -- and vote against these regulations,
13 because from what I understand, it doesn't place limits on
14 dairies, for example, that emit methane and other harmful
15 pollutants. On the contrary, I think that they're 26
16 offering incentives now. I know that they produce milk
17 and they produce gas that is supposedly better, but it's
18 not a clean gas.

19 And these gases, the methane and everything else
20 that this is generating, is making our people ill. Our
21 people are suffering from asthma, they're suffering from
22 chronic respiratory illnesses, sleep apnea. They tell us
23 that our children are slow learners. How are they not
24 going to have problems learning if their lungs are full of
25 these toxic gases. And they say that this is so that they

1 can produce hydrogen. And, of course, all of this has to
2 affect us. It also affects your memory. My memory, for
3 example, has been harmed by this. And all of these
4 pollutants -- I have a friend, for example, who had these
5 very, very strong headaches, and shortly after she was
6 mentioning these headaches, one morning, she no longer
7 woke up. She was dead.

8 And we need now to use machines to help us
9 breathe, machines that we have to put that substance,
10 albuterol, to help us breathe at night, because we stop
11 breathing. My doctor has told me that I stop breathing
12 several times at night.

13 Thank you very much. May God bless you and I
14 hope you make the right decision for the good of our
15 families, for the good of our children. Thank you.

16 BOARD CLERK LEVRINI: Thank you.

17 If Grecia Orozco, Cynthia Pinto-Cabrera, David
18 Rodriguez, and Christian[SIC] Velazquez, and Patricia
19 Anderson, could you please form a line.

20 And the next speaker is Don Gilstrap.

21 Thank you.

22 DON GILSTRAP: Good morning. My name is Don
23 Gilstrap. I'm a Fuels Regulations Manager at Chevron.
24 Thank you for the opportunity to speak today.

25 Chevron believes in the carbon reduction goals of

1 the LCFS and technology-neutral solutions to achieve those
2 goals. We are concerned however about several of the
3 amendments under consideration today that are putting up
4 artificial barriers to proven lower carbon fuels while we
5 are simultaneously accelerating targets. The proposals
6 restrict crediting for hydrogen and biogas, discourage
7 their use regardless of life cycle emission benefits.
8 These restrictions will discourage investment in hydrogen
9 and CNG stations, renewable hydrogen production and
10 vehicle adoption.

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11 We are especially concerned about the effect of
12 the proposed sustainability guardrails. The cap on
13 certain feedstocks is unnecessary, but the traceability
14 and certification requirements have a real chance of
15 reducing supply reliability for California fuels.
16 According to USDA data, there are over 300,000 farms in
17 the U.S. that produce corn with similar numbers for
18 soybean farms and 40,000 canola farms in Canada.

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19 These new requirements require biofuel producers
20 to start mapping tens of thousands of farms in the U.S.
21 and Canada to document their feedstock sources to no real
22 benefit. These farms and suppliers would also have to
23 undergo burdensome sustainability audits. There will be
24 suppliers that cannot or will not participate, and that is
25 a threat to supply reliability for California. It's also

1 important to recognize that land use for biofuel
2 feedstocks is already monitored under the Federal
3 Renewable Fuel Standard, making these additional
4 constraints unnecessary.

5 The imbalance between supply and in California is
6 a major concern today. And given that the Governor has
7 just directed CARB to accelerate the adoption of E15
8 introducing new measures that reduce biofuel supply is
9 especially counterproductive. The proposed guardrails
10 should be withdrawn.

11 Thank you for your time.

12 BOARD CLERK LEVRINI: Cynthia -- I'm sorry,
13 excuse me, Grecia Orozco.

14 GRECIA OROZCO: Good morning. My name is Grecia
15 Orozco. I'm here with the Center on Race, Poverty, and
16 the Environment, an organization -- a community-based
17 organization that works with communities in Kern and
18 Tulare counties. Today, we are here to urge CARB to vote
19 no on the LCFS as amended on behalf of our communities for
20 the following reasons.

21 First, we are very concerned that the current
22 regulations allow out-of-state projects to receive
23 subsidies for enhanced oil recovery. This is out of
24 alignment with the intent of CARB to reduce and phaseout
25 fossil fuel usage and as well as the intent to SB 905. We

29

30

1 must find other ways to reduce our reliance on fossil
2 fuels and not put the burden on other communities as well.

3 We are concerned that this Program incentivizes false
4 climate solutions, such as the use of biogas and allowing
5 methane emissions credits for livestock methane. The
6 science is not with us on this particular issue. Dairy 31
7 digesters only exacerbate the pollution that communities
8 that are already burdened what they will already be
9 facing. So we please urge you to reevaluate these
10 emissions credits that will only stand to benefit
11 corporations.

12 We are additionally concerned that this Program
13 will incentivize fossil-based hydrogen from fossil fuel 32
14 feedstocks. Again, this does not align with CARB's goals
15 to move away from fossil fuels. Many refineries are in
16 disadvantaged communities already and this will only
17 exacerbate the issues that concern the communities there.

18 Lastly, CARB's own Environmental Justice Advisory
19 Committee has been advising staff to revise and revisit 33
20 these types of standards for environmental justice and
21 that should not be ignored. For these reasons, we urge
22 CARB to go back to the drawing board, fix the LCFS to 33a
23 align with CARB's goals to phase out reliance on fossil
24 fuels and reduce emissions.

25 Thank you.

1 BOARD CLERK LEVRINI: Thank you.

2 Cynthia Pinto-Cabrera.

3 CYNTHIA PINTO-CABRERA: Good morning. Cynthia
4 Pinto-Cabrera with Central Valley Air Quality Coalition.
5 As an advocate in the San Joaquin Valley, I'm here 37
6 today to urge a no vote from the CARB Board. As proposed,
7 LC -- LCFS subsidizes some of the valley's largest
8 polluters and disregards necessary public health and
9 environmental justice protections. The Program must be
10 fixed to focus on a hundred percent truly zero-emission
11 technologies that prioritize environmental and climate
12 justice, as well as protect public health.

13 First, CARB's focus on biogas would worsen
14 public -- the public health crisis in the valley. Air 34
15 pollution from biogas processing exceeds those from fossil
16 fuel processing. Research has shown higher emissions on
17 carbon monoxide, sulfur dioxide, nitrogen oxides, and
18 ammonia. These pollutants are issues on their own, but
19 combined also contribute to the PM2.5 in the valley, a
20 pollutant that is so dangerous, that 1,200 residents in
21 the valley prematurely die each year.

22 Second, allowing enhanced oil recovery as an 35
23 eligible sequestration methane perpetrates fossil fuels
24 and puts communities like those in Kern County at further
25 risk for exposure to additional contaminants. Lastly, the

1 failure to eliminate avoided methane crediting will
2 continue to disproportionately impact environmental
3 justice communities, particularly in places like Tulare
4 County, home to one-third of California's dairy cows, the
5 highest concentration of the state.

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6 EJAC has raised these issues as well as other
7 issues, and proposed remedies, but were ultimately
8 ignored. As proposed, the LCFS puts public health at
9 risk, especially for EJ communities in the San Joaquin
10 Valley. I urge this Board to stand with environmental
11 justice communities, uphold public health by voting now on
12 the LCFS.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you.

15 David Rodriguez.

16 DAVID RODRIGUEZ: Greetings. My name is David
17 Rodriguez. I live in the Central Valley in a small town
18 called Planada, population 4,164 residents. It's in
19 Merced County. Merced County has designated it as a
20 severely disadvantaged community. My parents moved there
21 in 1960 and I still live there. In 2002, a dairy moved
22 in, not even a mile away from our town with over 3,000
23 cows. In 2012, they were out of compliance with Merced
24 County with over 8,000 cows. Evidently, the San Joaquin
25 Valley Pollution Control from Modesto granted them a PTO,

1 permit to operate, with over 8,000 cows. Once that permit
2 was over, they were out of compliance with Merced County.

3 They still have over 8,000 cows and they want to
4 increase with another 1,700 and build a digester. Dairy
5 digesters can cost between two million and nine million to
6 install. Dairy digesters will increase environmental
7 impacts in already overburdened communities. And the
8 biogas created from digesters emits pollutants like
9 particulate matter, carbon monoxide, sulfur dioxide, and
10 nitrogen dioxide. So I implore the committee to vote no
11 on this -- on this issue. I thank you for your time and
12 for allowing me to speak.

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13 BOARD CLERK LEVRINI: Thank you.

14 Christian[SIC] Velazquez.

15 CHRISTIAN VELAZQUEZ: It's Christina Velazquez

16 BOARD CLERK LEVRINI: Oh, my apologies.

17 Christina Velazquez.

18 CHRISTINA VELAZQUEZ: It's okay.

19 I'm from Pixley and this my neighbor Beverly
20 Whitfield. I've come here today, because I'm hoping I can
21 get a vote of no from you guys. It seems like the dairies
22 are more important and -- than the communities. I'm
23 fighting for my children. I'm fighting for their -- for
24 their children, and my community, and the communities
25 around us. Let me see. What happened to fighting for

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1 people and not the dollar. I'm hoping that you will vote
2 no.

3 I've got something to read here that I found
4 today and I would really like everyone to listen to it.
5 It's a study that was made by some scientists. Manure to
6 the energy project has a direct negative impact on
7 front-line communities, in a recent study, the composition
8 and toxicity of the biogas product from different
9 feedstocks in California. Scientists have found that the
10 concentrations of minor chemicals and biological
11 components in biogas have the potential to be toxic to
12 humans and the environment.

13 And Maria mentioned a lady who died in Pixley,
14 that was my sister. So I'm here fighting for what she
15 started to fight for and for my children, like I said, and
16 for the community. And I'm hoping, really hoping and
17 praying that you will vote no.

18 Thank you.

19 BEVERLY WHITFIELD: I would also like to ask that
20 you please vote no on this. Thank you. 40

21 BOARD CLERK LEVRINI: Thank you.

22 And with that, we will actually be taking a
23 10-minute break. At 12:30, we will be taking a 40-minute
24 break. Thank you.

25 (Off record: 11:19 a.m.)

1 (Thereupon a recess was taken.)

2 (On record: 11:30 a.m.)

3 CHAIR RANDOLPH: Okay. It's time to start public
4 comment again. I'm going to turn it over to the clerk to
5 call the next commenter.

6 CHAIR RANDOLPH: Make sure the button is on.

7 BOARD CLERK LEVRINI: Okay. Patricia Anderson.

8 PATRICIA ANDERSON: Hello. My name is Patricia
9 Ramos Anderson. I've come from Santa Nella. My first
10 engagement with this group was five years ago at a public
11 meeting that I was asked to attend by phone. That's when
12 I discovered about digesters. I said what the heck is
13 that. I finally realized what it was is that it was going
14 to impact drinking water in the communities and the air
15 quality. But for me, what was important is that how could
16 you be meeting for 20 years with these communities without
17 no translators. There was no translation for the
18 Commissioners likewise for the residents.

19 We need to make sure we have meaningful community
20 engagement, but also we have to have zoning for the
21 digesters. We need to keep them at least 10 miles away
22 from the communities and towns. We also need to address
23 the cleanup of the drinking water. These long-term
24 subsidies should stop, only be used for a startup, not
25 multi-millionaires continuing to get subsidies off the

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1 backs of the poor of these communities that are being
2 impact. Also, address the quality of the digesters in our
3 local areas, what impacts are they doing with
4 contamination of the air and water and the quality of
5 life, including those big flies, okay. That's what
6 happens. Okay. That's a reality.

7 Public health, there has to be accountability for
8 air, water in the communities and their quality of life
9 versus the profit of these businesses that don't even
10 reside next to or live by a digester. No, we can no
11 longer continue with this.

12 In closing, what's so important for us is that we
13 have been here for generations in our healthy communities,
14 but now the friends we're losing are due to illnesses
15 related to these digesters, long-term illnesses. No more
16 credits. They could stand on their own. They're a
17 private business. But more importantly, vote no. Vote
18 no. Protect our lives, our communities, that's what we
19 expect for you. Why do we continue to give the rich
20 money?

21 BOARD CLERK LEVRINI: Thank you.

22 And I just wanted to let everyone know that both
23 podiums are now live. You are welcome to line up on
24 either side of the auditorium to speak.

25 Next speaker is Erick Karlen.

1 ERICK KARLEN: Thank you. Good morning, Chair
2 Randolph, Board members. My name is Erick Karlen,
3 speaking on behalf of Pacific Gas and Electric Company
4 today.

5 PG&E continues to support California's ambitious
6 climate and air quality goals and adopting amendments here
7 today that revive a robust and resilient LCFS market is a
8 critical step in achieving them. While the recent changes
9 make improvements upon earlier draft amendments, PG&E
10 acknowledges that not all stakeholder concerns can or will
11 be addressed, PG&E's included.

12 However, further delay of the approval of these
13 critical amendments will be devastating for the Program,
14 risk significant market uncertainty and disruption, and
15 harm CARB and California's pioneering reputation in this 42
16 space. For these reasons, PG&E strongly encourages the
17 Board to finalize this rulemaking and improve these
18 critically important amendments here today.

19 This will enable and accelerate PG&E's
20 participation in the Low Carbon Fuel Standard's Program on
21 behalf of our customers with revenue going back to them,
22 not the utility, and subject to many levels of regulatory
23 oversight and reporting. In our service area, this is
24 helping to accelerate transportation electrification
25 through rebates for used EVs and home charging stations,

1 also, at multi-family and small businesses. And we
2 propose to add further incentives for public charging and
3 home panel upgrades, and accelerated grid connections for
4 charging infrastructure amongst other programs, with a
5 vast majority of those benefits going to equity customers
6 and communities.

7 And as staff noted earlier, this is indeed a big
8 deal. With these changes, with all these offerings being
9 off-bill and not ratepayer funded, this is also maximizing
10 their downward rate pressure impact benefiting all
11 customers, whether they drive and EV or not. So for these
12 various reasons, PG&E reiterates its support of the LCFS
13 program and recommended approval of the amendment package.

14 And we look forward to continuing to work closely with
15 staff on clarifications as needed and appreciate staff's
16 commitment to doing so.

17 Thank you.

18 BOARD CLERK LEVRINI: Thank you.

19 Jamie Hall.

20 JAMIE HALL: Thank you. Good afternoon, Chair
21 Randolph and Board members and thank you for the
22 opportunity to comment today and for the work that's gone
23 into this. It's been a lot of work. So my name is Jamie
24 Hall. I'm Director of policy for EV Realty. We are a
25 California-based developer, owner, and operator

1 multi-fleet truck charging hubs. So I'm coming at this
2 from the perspective of how can we electrify heavy-duty.
3 We agree with a lot of the speakers today that see that as
4 the ultimate goal and where we need to be.

5 The LCFS, from our perspective, is an essential
6 enabler for this transition. Biofuels definitely still a
7 big part of the Program. But in recent years, LCFS has
8 started to play a transformative role in supporting
9 electrification. It's helping deploy charging. It's
10 helping bring down costs, and it's even helping to deploy
11 vehicles directly.

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12 This set of amendments is especially important
13 for us in the medium/heavy-duty space because the
14 infrastructure provision that staff walked through earlier
15 de-risks the investments that we're making. This will
16 help attract more private capital to this space,
17 accelerate truck charging infrastructure deployment. This
18 really is sort of a must have for our sector, especially
19 at this critical moment in time.

20 LCFS is not perfect. There's always room to do
21 more. And I think respectfully that's been how I felt
22 about every regulation that I've worked on in California
23 for the past 15 years. That's kind of how it goes. So
24 we're happy to see discussion in the resolution about next
25 steps on important issues that stakeholders have raised

1 around dairy regulation and biofuel sustainability, and
2 things like that.

3 On balance, however, what you have before you
4 today is a proposal that will support a wide range of
5 climate and clean air goals in California. I think more
6 than ever, we need to use every tool we have at our
7 disposal right now, and this is one of those tools. So we
8 urge you to move forward.

9 Thank you.

10 BOARD CLERK LEVRINI: Thank you.

11 Michael Caprio.

12 MICHAEL CAPRIO: Good morning, Chair Randolph,
13 Board members, staff. Michael Caprio with Republic
14 Services here in support. We appreciate the efforts put
15 forth by all of you in getting us to this point, but most
16 importantly appreciate the time spent listening to the
17 many stakeholders with diverse set of views on this topic.
18 The primary issue from our standpoint is how to transition
19 in a responsible manner from where we are today to the
20 zero-emission future. This has to be done in a way that
21 is re -- that is feasible from an implementation,
22 logistics, and resources standpoint, but also asked to
23 take into account the investments that have been made in
24 low-emission vehicles and fueling infrastructure so far.

25 As many of you are aware, Republic Services has

1 been involved in a journey to convert our fleet of nearly
2 2,700 heavy-duty vehicles to zero emissions over the last
3 four years. And while we've made significant progress, we
4 have a long way to go and many implementation challenges
5 that lay ahead for us. The timeline needs to take into
6 account these challenges, while being respectful of the
7 fleet conversion cost impacts to our ratepayers. The
8 transition also has to be completed without introducing
9 negative impacts to rates by prematurely eliminating the
10 support provided by the LCF Program for low -- the
11 low-emission fleet investments we've made so far.

12 So the question is how to transition to the
13 zero-emission future while supporting usage of
14 low-emission fuel vehicles during the interim -- with the
15 lowest emission fuels in the interim. Our view is that
16 staff and Board have threaded this needle quite 44
17 effectively with the proposed amendments to the LCFS
18 regulations, and we urge the Board to approve the
19 regulation as it stands today. And appreciate the
20 opportunity to address you. Thank you.

21 BOARD CLERK LEVRINI: Thank you.

22 Adam Browning.

23 ADAM BROWNING: Hello, Board and Chair. I'm Adam
24 Browning with Forum Mobility. We are a company dedicated
25 to the transition to zero-emission freight through

1 electric trucks. We build large charging depots in ports
2 and along freight routes to common freight destinations.
3 And we offer truck fleets charging or a truck -- an
4 electric truck plus charging together. The bulk of our
5 customers are the small fleets that make up the bulk of
6 the overall state drayage fleet. And success for us in
7 this is cleaner air for port our communities, a safer
8 climate. And for that to happen, we need to provide a
9 lower cost for truckers.

10 Simply put, I don't see how we can make this
11 transition away from diesel to zero emission without this
12 program. These are the stakes and I urge a yes vote on
13 this amendments.

14 There are two major elements to the amendments
15 here that will benefit electric trucking. First, the
16 Program provides crucial revenue for electric truck
17 operators. Every hundred dollars in credits -- for every
18 hundred dollar in credit, that translates to about a
19 thousand dollars a month for a typical electric truck
20 drayage driver. That is transformative in terms of being
21 able to compete with diesel. Simply put, if we cannot
22 offer a program that competes with diesel, they will not
23 make the transition.

24 And there is no other program that I know of that
25 can really complete that cost gap and can take the place

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1 of this Program. Secondly, the capacity crediting program
2 is transformative in terms of allowing us to deploy 46
3 charging infrastructure in advancement of the truck
4 availability and will really accelerate our transition. I
5 would also say that a yes vote is even more important in
6 light of Trump's recent election. I think we can expect a
7 pull of the waivers for ACT and ACF. We need -- we
8 absolutely need this tool in our toolbox to make --
9 effectuate a transition in the heavy-duty fleets.

10 Thank you for your time.

11 BOARD CLERK LEVRINI: Thank you.

12 Margaret Boelter.

13 MARGARET BOELTER: Yeah. Hello, everybody. My
14 name is Margaret Boelter and I'm with Zeem Solutions,
15 who's a shared charging infrastructure company that's
16 based in California. And we work every day with
17 commercial fleet owners and tailor our services to make
18 sure California's zero-emission transition is successful.
19 I wanted to take a moment to thank you for your actions to
20 advance California's zero-emission transition in the
21 commercial sector and urge you to support the amendments
22 before you today, which will improve the Program and lead 47
23 to more charging infrastructure and vehicles in the
24 commercial sector in the coming years.

25 I also want to echo some of the comments provided

1 by EV Realty and Forum Mobility, and just reiterate, you
2 know, on the ground, because of LCFS credits, Zeem has
3 been able to open the largest commercial EV charging depot
4 in the U.S. based outside of LAX in Inglewood. This site
5 is providing over a thousand charging sessions per day,
6 and we're rapidly increasing utilization month over month
7 for a variety of public and private commercial fleet
8 vehicles and, yeah, demand continues to grow.

9 LCFS is also leading to the nation's largest
10 drayage truck charging station at the Port of Long Beach.
11 This site that Zeem broke ground on earlier this year will
12 become operational in 2025 and provide over 80 EV charging
13 ports for zero-emission drayage trucks that serve the port
14 region. LCFS is a critical tool for advancing
15 zero-emission freight. The LCFS program supports
16 transportation electrification by facilitating
17 infrastructure deployment. And the proposed amendments
18 significantly enhance this, especially the heavy-duty FCI
19 program, as mentioned by others before. So I urge you to
20 vote yes to support the zero-emission commercial
21 transportation sector.

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 If we could have the next five speakers, please
25 for a line at either one of the podiums. Thank you and

1 we'll go ahead. Mr. Miyasato. Matt Miyasato.

2 DR. MATT MIYASATO: Great. Thank you. Thank
3 you, Madam Chair, members of the Board. Dr. Matt
4 Miyasato. I'm the Chief Public Policy Officer at First
5 Element Fuel. We are the largest retail hydrogen station
6 provider in California with 40 stations up and down the
7 state, which by default makes us the largest in the U.S.,
8 in not the world, if you look at daily hydrogen throughput
9 into vehicles.

10 And we also just opened the first ever fast fill
11 heavy-duty hydrogen truck stop at the Port of Oakland. So
12 many of you were there and appreciate your support. But
13 the only reason we exist is because of the aggressive
14 climate and air quality policies by the State of
15 California enacted by this Board. So thank you. And in
16 particular, it's the hydrogen refueling infrastructure, or
17 HRI, capacity credit that enabled us to build stations
18 ahead of vehicle ramp-up.

19 And so we were concerned when the initial staff
20 proposal came out, the 45-day and the subsequent two
21 15-days. But to staff's credit, they listened to our
22 industry. They worked with us. They made thoughtful and
23 reasonable changes to the HRI. And we think it is now
24 workable, except for one modest change. It is the
25 cumulative 1.5 times the capital expenditure limit on HRI.

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1 We think this is actually a disincentive to control 49
2 station costs, and it also is counter to the intent of the
3 HRI, which provides an incentive do build stations before
4 vehicle ramp-up. However, we are encouraged by the 48
5 resolution language. And it -- with a modest change to
6 make the CapEx and the capacity limits explicit in the
7 resolution, we're happy to fully support staff's proposal.

8 We urge you to adopt the LCFS Regulation before
9 you, and we look forward to working with you and your
10 staff to make zero-emission transportation a reality.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 Gordon Russell.

14 GORDON RUSSELL: Good morning. My name is Gordon
15 Russell. And I work for Louis Dreyfus Company, a global
16 soil seeds processor and producer of biofuels. LDC wants
17 to thank CARB for its innovation and leadership in driving
18 U.S. toward a cleaner fuel economy. In discussions with
19 CARB staff, it was explained to us that the goal of the
20 proposed vegetable oil cap was to limit inclusion of veg
21 oils to 2023 share of the renewable diesel feedstock. LDC
22 is not opposed to a veg oil cap, but we want to make it
23 clear that the proposed 20 percent does not represent the 50
24 2023 share CARB staff has referenced.

25 In 2023 roughly 32 percent of California's RD was

1 produced from soy and canola oil, not 20 percent. CARB's
2 estimation of vegetable oil inclusion ignores 279 million
3 gallons of canola oil used to produce RD in 2023. We
4 believe an artificially low cap will have negative and
5 unintended consequences for the climate, California
6 taxpayers, and American farmers. USDA data suggests that
7 the U.S.'s market is fully utilizing domestic sources of
8 used cooking oil and tallow. Limiting the use of veg oil
9 simply results in greater imports of tallow and used
10 cooking oil from Latin America, China, and Southeast Asia
11 to fill the vegetable -- the feedstock gap created by a
12 cap.

13 Biofuel producers in Latin America and Southeast
14 Asia respond to increased competition for these waste
15 feedstocks by increasing the reliance on locally produced
16 palm and soy to meet their own biofuel mandates. This
17 substitution effect will result in continued land
18 conversion and deforestation in these areas of
19 environmental concern. The proposed changes also place
20 unwarranted burden on U.S. farmers creating impractically
21 stringent traceability requirements that are not imposed
22 on foreign feedstocks.

23 In summary, a Board Member vote for a 20 percent
24 cap under the proposed amendment is a vote for
25 deforestation and a vote for higher fuel prices in

1 California. Should a cap on soy and canola be deemed
2 necessary, we propose that CARB cap inclusion at levels
3 closer to current use. Thank you.

4 BOARD CLERK LEVRINI: Thank you.

5 Armando Munoz.

6 ARMANDO MUNOZ: Hi. My name is Armando Munoz.
7 I've been working at the airport for the past 14 years.
8 I'm also a proud member of SEIU local USWW. We are
9 committed to continue to work with our environmental
10 justice allies and raising issues that haven't been 51
11 effectively addressed by these LCFS changes, including the
12 impact of factory dairy farms and oil refineries in the
13 surrounding communities. We look forward to working with
14 CARB Board members and staff in the months and years ahead
15 of all these critical issues that impact predominantly
16 Black and Brown workers and communities across the state
17 of California.

18 Make no mistake, the Trump administration will
19 dismantle the environmental protections that have been put
20 in place nationally. So it will once again be up to
21 California to be the progressive leaders and pass more
22 environmental policies that other states can model after.
23 Clearly, this will be a fight and the Trump administration
24 will find ways to push back. But when we're talking about
25 the air we breathe, it's worth fighting for.

1 Environmental racism is literally killing us. We
2 are the front-line workers that will fight with you to
3 protect our air. Now, that the threat of fascism looks
4 over us, I ask you, CARB, to lead boldly, to perfect -- to
5 protect the most precious thing that we have, which is to
6 breathe clean air.

7 Thank you.

8 BOARD CLERK LEVRINI: Thank you.

9 Allison Willis.

10 ALLISON WILLIS: Thank you for the opportunity to
11 speak today. My name is Allison Willis. I'm here on
12 behalf of AGP, a farmer-owned cooperative representing
13 over 200,000 farmers who produce sustainable feedstock for
14 food, feed, and renewable fuels. We appreciate CARB's
15 commitment to greenhouse gas reductions through the LCFS.
16 The LCFS has been the most effective solution for reducing
17 greenhouse gas emissions, displacing 25 billion gallons of
18 petroleum with renewable fuels. We do have concerns about
19 the approach of this rule and would like to address three
20 areas that need reevaluation.

21 One, the cap on vegetable oil feedstock should be
22 reassessed, due to its potential unintended impacts. As
23 it stands, U.S. grown soybean oil would likely be pushed
24 out of the market, replaced by imported waste feedstocks,
25 many from areas with high rates of deforestation.

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1 Two, implementation of the new sustainability
2 guardrails should be delayed by at least a year to allow
3 companies sufficient time to inform farmers and gather the
4 necessary attestations. With 2026 crops being planted in
5 2025, the current timeline is insufficient for compliance.

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6 Three, when CARB updates its land use change
7 model next year, we urge the Board to implement the most
8 recent scientific data for all feedstocks. The current
9 model, nearly a decade old, buys land use scores that are
10 about 60 percent higher than the most recent updates. We
11 are concerned about all the significant challenges
12 replacing 10 percent of current feedstocks in just three
13 years, while also rebuilding on the exist -- while also
14 building on the existing 72 percent displacement of fossil
15 fuel demand.

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16 These changes may restrict renewable fuel
17 supplies, increase fossil fuel use, lead to higher fuels
18 costs, and worsen air quality. We strongly encourage the
19 Board to update its data, reconsider the veg oil cap, and
20 collaborate with industry on a more achievable timeline
21 for sustainability.

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 Munni Krishna.

25 MUNNI KRISHNA: Thanks, Shelby.

1 Good morning, Chair Randolph and members of the
2 Board. My name is Munni Krishna and I am the Director of
3 Policy and Incentives at Gage Zero. Gage Zero is a women
4 founded and women led charging infrastructure team who
5 develop, own and operate reliable shared multi-fleet
6 charging hubs nationwide to support the electrification of
7 medium- -and heavy-duty vehicles, including six active
8 sites in development in California.

9 I want to take a moment today to first start by
10 thanking CARB staff for their collaboration, transparency,
11 and Frankly their patience over the past three years as
12 our team has provided extensive feedback to the
13 regulations at hand today.

14 The LCFS program has always been fundamental to
15 California's efforts to decarbonize transportation and we
16 strongly support a yes vote to drive even greater progress
17 and to meet our State's zero-emission goals. Especially 55
18 given the events of this week, passing the amendments to
19 the LCFS Program will be one of the most important tools
20 we have to accelerate the transition to free
21 electrification in this generation. It's not dependent on
22 fluctuating State budgets, neither is it dependent on the
23 federal administration.

24 Most importantly, the amendments inclusion of the
25 heavy-duty FCI provision will significantly bring economic

1 support to freight electrification by addressing
2 utilization risks in the early market phases, helping
3 solve the phrase we hear all the time, the chicken and egg
4 dilemma that's currently hindering a bit of infrastructure
5 deployment, especially as it comes to private sector
6 investment. Not only will the proliferation of medium-
7 and heavy-duty charging stations improve air quality
8 statewide, but it's important to note that these charging
9 hubs are most often built in underserved and disadvantaged
10 communities, bringing thousands of jobs, permitting
11 dollars, and sales tax to where they have the most
12 positive effect and impact.

13 In fact, the LCFS Program is estimated to bring
14 approximately \$4.8 billion to disadvantaged communities in
15 the state. I want to thank you so much for your time
16 today and Happy Veterans Day weekend.

17 BOARD CLERK LEVRINI: Thank you. I just want to
18 make a quick note to please state your name clearly for
19 the record, speak slowly for our interpreter, and you are
20 welcome to adjust the mic to your height comfort.

21 With that, we will move onto Jovan Houston.

22 JOVAN HOUSTON: Hello. My name is Jovan Houston
23 and I'm a worker at LAX airport. I worked at LAX for
24 approximately eight years where I work as a customer
25 service agent. I'm also a member and an executive member

1 of SEIU USWW. As you know, USWW airport workers and
2 members started engaging with CARB almost a year and a
3 half ago to have jet fuel regulated under the LCFSS[SIC].
4 Since the summer of 2023, we have had a hundred airport
5 workers show up and testify and submit their stories to
6 CARB.

7 While our policy was pulled out in the staff
8 recommendations, we have worked with CARB staff over a few
9 weeks to include in their resolutions today and commit to
10 keep on going with this conversation to discuss again the
11 next time the LCFS is open for -- up for change. Trump
12 administration has no interest in environmental justice 56
13 regulations. California needs to be bold and protect
14 itself from the airlines. This will go on by polluting
15 unregulated under the administration. CARB take task in
16 protecting our air -- California's air that we breathe,
17 and now move more.

18 We need to go on and fight till the end in smart
19 environmental and regulation. We need to fight at the end
20 of environmental racism and start here now. We must start
21 today.

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 Jonathan Harding.

25 JONATHAN HARDING: Chair Randolph and members of

1 the Board. Thank you for the opportunity to speak before
2 you today in support of the adoption of the draft
3 amendments of the LCFS. My name is Jonathan Harding with
4 the American Biogas Council, ABC. We would like to
5 comment on the following.

6 The ABC strongly supports strengthening the CI
7 targets of the program as well as the proposed nine
8 percent stepdown and the inclusion of the auto
9 acceleration mechanism. We would like to reiterate our
10 opposition to the phaseout of avoided methane emission
11 crediting and reduction in crediting periods for
12 biomethane projects. Changes to this system places these
13 projects at a significant disadvantage, could potentially
14 lead to shutdowns, and will certainly stifle investments
15 in these -- as these new pro -- in these new projects
16 going forward, undermining the key role that the
17 agricultural community has been playing to meet
18 California's GHG reduction targets.

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19 Avoided methane emissions are a critical part of
20 science-based life cycle assessments, and their inclusion
21 in CI scores is consistent with internationally recognized
22 standards of carbon accounting. It is scientifically
23 proven that methane is 30 times more potent than CO2.
24 California needs to ensure that their climate policies are
25 adequately addressing short-lived climate pollutants and

1 building on the beneficial results that the agricultural
2 community is delivering. Scaling back successful programs
3 will prevent us from meeting our GHG reduction targets.

4 Regarding the Board resolution, ABC strongly
5 encourages that future regulation on livestock methane --
6 livestock methane appropriately recognizes the methane 59
7 reduction achievements from dairy digesters and the dairy
8 sector as a whole. Regulating dairy methane emissions
9 outside of the LCFS is a mistake and would increase the
10 abatement cost for California farmers, thus increasing the
11 price of food for Californians.

12 Lastly, we strongly encourage the Board to adopt
13 the new amendments today. Any further delay into the
14 rulemaking diminishes the clear signal that the market 59a
15 needs to facilitate and encourage continued investments in
16 clean fuels. Without a strong policy signal, the State
17 risks missing opportunities for future GHG emissions --
18 excuse me, reduce GHG emissions from transportation fuels.

19 Thank you for your time.

20 BOARD CLERK LEVRINI: Thank you.

21 Asher Goldman.

22 ASHER GOLDMAN: Chair Randolph and the Board.

23 Thank you for being here and thank you for all of the hard
24 work. I'm Asher Goldman at Generate Capital, a San
25 Francisco Based investment firm. We invest in renewable

1 energy, sustainable infrastructure, and climate solutions
2 across the board.

3 We support the approval of the proposed rule.
4 We're certainly not getting everything that we want, but
5 hey, that's compromise. If we want the market to motivate
6 private capital, this -- approving this rule is absolutely
7 vital. I have invested hundreds of millions of dollars
8 into LCFS-linked projects. And my ability to continue to
9 do that relies on trust with CARB to be a steward of this
10 Program. And, for example, to take corrective action the
11 price of credits drops 80 percent over two years, that is
12 exactly what this proposed rule would do.

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13 Further, there will always be a temptation to put
14 our thumbs on the scale and to pick winners and losers.
15 And my advise, don't. If you champion one technology at
16 the expense of others, it undermines the faith and credit
17 that I have in this Board as a steward of the program

18 I can't then believe that the current rules are
19 reliable and I just won't invest in new projects. I don't
20 have to do that. I won't invest in LCFS -- in EV charging
21 and EV deployment things that we currently do, because we
22 do believe in this Board to be a steward of the Program.
23 This package is good as it is necessary. It's not clear
24 to me that you guys this directly, but the flow of capital
25 that was a torrent several years ago, has completely dried

1 up. No one is making new investment decisions on climate
2 projects supporting the LCFS, because the price is not
3 sufficient to justify the new (technical difficulties),
4 where it drives investment and drives decarbonization.

5 We endorse the proposed package. With Donald
6 Trump as President, with full GOP control of every part of
7 government, we absolutely need CARB to be a force for
8 climate action.

9 Thank you.

10 BOARD CLERK LEVRINI: Thank you.

11 Jodie Muller.

12 JODIE MULLER: Good afternoon, Chair Randolph --
13 (Technical difficulties.)

14 BOARD CLERK ESTABROOK: It unfortunately is going
15 to take a few minutes longer to fix our technical
16 difficulties, so we're unfortunately going to need to take
17 a ten minute break.

18 (Off record: 12:00 p.m.)

19 (Thereupon a lunch break was taken.)
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AFTERNOON SESSION

(On record: 12:45 p.m.)

CHAIR RANDOLPH: Okay. It is now 12:45, time to come back from lunch. If the next few commenters on the comment list could come forward, we can get started.

Clerk, I will have you take over from here.

BOARD CLERK LEVRINI: Thank you.

Jodie Muller.

JODIE MULLER: Thank you very much. Take two. Jodie Muller with WSPA. Going back to our statement from earlier. While we support the overall intent of the LCFS, we have made several recommendations to ensure cost effectiveness and technological feasibility. First, imposing a biofuel cap would compromise the availability of lower carbon fuels that are already contributing to significant emission reductions.

Number two, imposing guardrails may limit the supply of crop-based feedstocks used to produce those biofuels. And this would likely increase costs and could compromise access to ethanol.

Three, super accelerating the CI step down in 2025 could increase consumer cost impacts and disincentivize longer term advancements in developing lower CI fuels.

Four, limiting crediting for hydrogen will limit

1 cost effective decarbonization options and create market
2 uncertainty.

3 And five, CARB needs to properly account for
4 reduced land use changes given evolving market and
5 technology advancements to produce more affordable lower
6 carbon fuels. 66

7 Considering a more cost effective, technology
8 neutral, and lest burdensome program will better allow
9 CARB balance programs or the ability to balance Program
10 costs with emission reduction efforts.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 Shannon Broome.

14 SHANNON BROOME: Hi. Good afternoon. Happy
15 Friday, everybody. I just wanted to acknowledge Friday.
16 I'm with Hunton Andrews Kurth and I'm here today on behalf
17 of Highly Innovative Fuels, which is an eFuels company.
18 And I wanted to appreciate CARB and the staff for the hard
19 work on the amendments that they've done and their
20 engagement with stakeholders.

21 We are requesting today that CARB take an
22 important step to encourage a diverse low CI marine
23 transportation fuel mix. And specifically, we would like
24 for low CI methanol used in marine and specialty
25 transportation applications to be able to opt in and 67

1 generate LCFS credits. These are hard to decarbonize
2 sectors and they present a real opportunity to get
3 immediate carbon reductions and also air toxics and
4 criteria pollutant reductions from the marine sector. And
5 we've all seen the maps of the ports with the hotspots
6 there. And so it's a real opportunity.

7 Many stakeholders in the marine sector have
8 already met with CARB staff and you'll hear from them
9 later today. And they are supporting this notion and we
10 hope that we'll be able to move forward with this sooner
11 rather than later, and not just wait for the next big
12 round of LCFS amendments.

13 Then finally, I would like to just mention that
14 we were disappointed to see the change in the book and
15 claim accounting for low CI electricity for producing
16 hydrogen as an eFuels input. We think that this is 68
17 misguided and misunderstanding. It was intended to
18 incentivize hydrogen as a primary transportation fuel, but
19 it assumes that transportation and electrolytic fuel are
20 competing with each other and they aren't. So we ask you
21 to reconsider that. With that, I want to thank you all
22 and hope you have a good weekend.

23 BOARD CLERK LEVRINI: Thank you.

24 Roman Partida-Lopez.

25 ROMAN PARTIDA-LOPEZ: Good afternoon. Buenas

1 tardes. Chair Randolph, Board members, I'm Roman
2 Partida-Lopez with the Greenlining Institute and I'm here
3 today in opposition.

4 What you have in front of you falls short of
5 addressing the environmental justice and equity concerns
6 brought up by previous -- by previous members here of the
7 community and other stakeholders, but you still have time
8 to course correct. The LCFS should really be focused on
9 expanding ZEV adoption to provide direct and meaningful
10 benefits to communities most affected by pollution. CARB
11 has been urged by advocates today and previously,
12 including its own advisory committee to use LCFS funds in
13 a manner that equitably transitions our leads to zero
14 emission and benefits are most disadvantaged. 69

15 However, the proposed changes redirecting funds
16 away from electrifying medium- to heavy-duty trucks for
17 passenger vehicles. Stripping up to \$12 billion from
18 freight-impacted communities. By backtracking on the
19 original December proposal, the LCFS removes valuable
20 rebates to help improve the public health and air quality
21 of impacted communities in lieu of OEMs for light -- and
22 in support of light-duty for limited -- with limited
23 guardrails to benefit low-income and disadvantaged
24 communities.

25 This undermines CARB's stated goals and weakens

1 support for the infrastructure needed to make ZEVs
2 accessible to all. The bottom line is that the current
3 proposal fails on EJ and on equity. And this is a setback
4 for communities that bear the brunt of transportation
5 pollution. We ask you to prioritize environmental justice
6 communities over the polluting industries and ask you for
7 a vote no and ask for the LCFS to go back and fix the
8 concerns raised by our partners.

9 Thank you.

10 BOARD CLERK LEVRINI: Thank you.

11 If we could please have the next five speakers
12 form a line at each one of the podiums. Thank you.

13 Next, Peter Zonneveld.

14 PETER ZONNEVELD: Yes. Good afternoon. My name
15 is Peter Zonneveld. I'm the President of Neste U.S.

16 I'm speaking today in support of the proposed
17 LCFS rule and urge its adoption today. Neste is the
18 world's leading producer of renewable diesel and
19 sustainable aviation fuel. We exist to create a healthier
20 planet for our children. We have been a long-time vocal
21 supporting of the LCFS Program, which has an outstanding
22 record of success, in reducing emissions from the
23 transportation sector in California, and is a testament to
24 the State's climate leadership.

25 We own 50 percent of the Martinez renewables

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1 facility, which is a success story for transitioning to
2 the green economy, saving hundreds of permanent jobs and
3 creating thousands of building trades jobs. This is
4 largely due to the LCFS Program and demonstrates our
5 commitment to the community. This proposal has been
6 thoughtfully crafted. It will refresh the Program and
7 rebalance the market, which has been struggling, so that
8 it continues to deliver results on the path towards zero
9 emissions for Californians.

10 While there's always room for future improvement,
11 in our view, there's no reason to delay adoption of this
12 proposal today. There is no time to waste. Also, we
13 agree with CARB's comment in the October FAQ. Retail gas
14 prices have been at historic highs, steadily climbing 71
15 since 2020, while LCFS credit prices actually have been on
16 a steady decline during that same time. There are also
17 external studies that agree on this point. There is no
18 direct link.

19 We would like to thank CARB for its extensive
20 work on this rulemaking and we urge you as a Board to
21 approve this proposal today.

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 Jeremy Martin.

25 JEREMY MARTIN: Yes. Thank you. My name is

1 Jeremy Martin from the Union of Concerned Scientists. UCS
2 has been deeply involved in the development and
3 implementation of the LCFS since its inception and we
4 value the support it provides for transportation
5 electrification and reducing the carbon intensity of
6 fuels.

7 I'm disappointed with several elements of this
8 final amendment package and with the process that brought
9 us here. The last year has been one of the least
10 collaborative in my 15 years working on this regulation
11 with CARB. This was a lost opportunity and has weakened
12 support for the policy in California and across the United
13 States.

14 On bio-based diesel, I appreciate that CARB has
15 recognized that increasing the use of food for fuel is a
16 problem that the State has a responsibility to address.
17 Consumption of vegetable oil-based fuels already exceeds
18 sustainable levels and continues to rise. Limiting their
19 use is necessary, but unfortunately the poorly designed
20 safeguards implemented in these amendments are too little
21 too late. They will not prevent California fuel use from
22 contributing to global food price shocks, agricultural
23 expansion, and deforestation. I ask the Board to
24 strengthen the existing safeguards by the assigning the
25 carbon intensity of fossil diesel to fuels above the 20

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1 percent limit. I also urge the Board to instruct staff to
2 continue to work towards durable and effective safeguards
3 after these amendments go into effect.

4 On manure biomethane, I urge the Board to strip
5 changes to subsections 95488.9(f)(3)(A) and (B) that
6 extend crediting periods for avoided methane and introduce
7 a last minute grandfathering provision for manure digester
8 projects that break ground before 2030, reverting to the
9 version of the sections in the existing regulation.

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10 CARB missed an important opportunity to fix the
11 LCFS, but the policy is too important to abandon. We must
12 commit to the longer term work of getting the LCFS back in
13 shape to steer California towards a clean transportation
14 future. Learning from experience and improving the LCFS
15 over time will serve California well and set an example
16 that other jurisdictions can adapt to their own
17 circumstances, which is ultimately how California policies
18 can have the greatest impact.

19 Thank you.

20 BOARD CLERK LEVRINI: Thank you.

21 Gracyna Mohabir.

22 GRACYNA MOHABIR: Good afternoon, Chair and Board
23 members. Gracyna Mohabir with California Environmental
24 Voters. I'm asking the Board to fix the LCFS and vote no
25 today on the proposed amendments. This Program is

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1 something we can all agree crucial tool in California's
2 climate strategy. It must be modernized and needs to
3 support critical health and environmental outcomes to
4 communities in California. Yet, with where we're at
5 today, the amended rule falls short of the LCFS's role in
6 thoroughly and equitably decarbonizing transportation.

7 We've seen robust conversation from stakeholders
8 and hard work from staff, as seen by the two rounds of
9 15-day changes. Ultimately though, the asks of enviros
10 and EJ aren't thoroughly reflected. We're concerned that
11 passing the amendments would come at the expense of
12 legitimate climate benefits and community protections.
13 We'd like to see the Program accomplish several things
14 including limiting the volume of lipid biofuels, phasing
15 out harmful avoided methane crediting, and properly
16 investing in electrifying trucks.

17 During this process, there's been meaningful
18 testimonies from impacted community members, which we've
19 seen a lot of today, as well as several recommendations
20 shared from the EJAC. The asks of these groups must be
21 addressed. It's concerning that we're hearing from
22 experts who are saying that these amendments don't resolve
23 equity issues that the Program overincentivizes solutions
24 with known environmental harms and that we're not making
25 ambitious progress towards our zero-emission future. We

1 need an LCFS that champions the best interests of
2 Californians especially those who are most impacted by
3 climate and air quality issues. For these reasons, we
4 need to fix the LCFS and I urge the Board's no vote today.

5 Thank you.

6 BOARD CLERK LEVRINI: Thank you.

7 Kathy Pelayo.

8 KATHY PELAYO(through interpreter): Hi. I am
9 Catalina Pelayo. I am a resident of San Bernardino and I
10 am here to speak about the Low Carbon Fuel Standard. And
11 the rule is not about zero emissions. What you are
12 proposing does not achieve zero emissions. What we had
13 asked for did achieve zero emissions. So your plan is not
14 the correct plan. So we want you to vote no.

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15 You continue to just burden us with endless
16 pollution harming our existence, physically, bodily,
17 mentally, emotionally. There are so many respiratory
18 ailments, people with asthma, lung issues, kidney issues,
19 cancer affected all throughout our bodies. When it's not
20 one part of our body, It's another part of our body being
21 hit. Killing us with these endless pains and suffering,
22 killing our babies, kids, young people, older adults, and
23 lying to us, sending us to just chemotherapy after
24 chemotherapy and telling us this one is going to make you
25 better, sure, quote/unquote better, while more and more

1 people die. And all these businesses are just lining
2 their pockets and they get -- and the doctors do the same,
3 they're getting dollars and more dollars, as well as are
4 the pharmacies, while we continue to suffer.

5 Again, all they seem to care about is lining
6 their own pockets, their bank accounts continue to grow
7 and they laugh at this. They have the luxury of having
8 mansions, trips, yachts, parties, throwing the house out
9 the window. By God, even you are being mislead. You are
10 being deceived. So our request is to please actually
11 achieve zero emissions. Thank you and God bless you.

12 BOARD CLERK LEVRINI: Thank you.

13 Lucia Aguilar.

14 LUCIA AGUILAR(through interpreter): I am Lucia
15 Aguilar and I live in San Bernardino. And all I hear is
16 money, and money, and money. And I see that all of you
17 have it, but you don't seem to think about those of us,
18 those of us who are low-income communities. So I am here,
19 because I'm very worried about my health, the health of my
20 family, and the health of my community. San Bernardino is
21 a highly polluted city. We have a lot of trains and
22 trucks and none of them are electric yet. And this
23 continues to impact a lot of people, my husband included.
24 My husband's lungs have been impacted by this pollution.
25 I brought a picture with me where you can see him

1 connected to an oxygen machine, because of all the
2 pollution in San Bernardino. He has to use a CPAP machine
3 just to be able to sleep.

4 It's not possible to give so much money to the
5 polluters. We instead need programs that will help us
6 electrify the truck fleet. We don't want false solutions.
7 What I'm asking for is for you to vote no on this Low 76
8 Carbon Fuel Standard amendments, and for you to create a
9 program that will be fair and that will follow the
10 recommendations of the environmental justice community.

11 I ask that you please reach into your heart for
12 everyone who is suffering from these illnesses. We don't
13 enjoy watching our family members having to use inhalers
14 or having to use oxygen machines like my husband has had
15 to. So again, reach into your heart for our community.

16 Thank you.

17 BOARD CLERK LEVRINI: Thank you. If we could
18 please please have the next five speakers after James
19 VandePutte come up to either one of the podiums. Both
20 podiums are open. Thank you.

21 James -- or Graham Noyes.

22 GRAHAM NOYES: Thank you. Madam Chair and
23 members of the Board. My name is Graham Noyes. I'd like
24 to speak in strong support of passage of the resolution
25 and the proposed amendments. And personally, on behalf

1 of -- and on behalf of my clients, I'd like to thank the
2 Air Resources Board and California for doing some of the
3 most difficult work in the world in terms of both air
4 quality and greenhouse gas -- air quality improvement and
5 greenhouse gas reduction. I'd also like to recognize
6 CARB's dedication to its work for air quality to the
7 pursuit of sound science, and to public process, which it
8 holds as difficult as it may be.

9 I represent clients who are working on some of
10 the cutting edge clean fuels and technologies out there,
11 including sustainable aviation fuel, hydrogen, 77
12 electrofuels, second generation ethanol, carbon capture
13 and sequestration and direct air capture, and landfill gas
14 capture. And these clients highly value the LCFS and many
15 of them rely on the LCFS as of one of the revenue streams
16 that will make their projects pencil out and enable them
17 to expand their projects.

18 Support the specific portions of the Board
19 resolution that recognize the need for continued work on
20 some of the most difficult areas that really require a lot
21 of attention and stakeholder involvement, the development
22 of a electrofuels and how they fit into the California 78
23 picture for the Scoping Plan, the expansion of hydrogen
24 supply and infrastructure, and also the land use change
25 work as well as the sustainable aviation fuel work.

1 Given the new federal administration, climate
2 policy is going to be more difficult, but there's also
3 some opportunity there specific to hydrogen and bio and
4 claim with 45V and specific to clean fuels with 45Z, and
5 climate smart agriculture.

6 Also, really encourage international engagement,
7 given what our federal government will not be doing.
8 California should take a leadership role and I really hope
9 there will be a strong CARB contingent at the COP30 in
10 Brazil next year.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 James VandePutte. Again, I apologize if I
14 mispronounce anybody's name.

15 JAMES VANDEPUTTE: That's Okay. It's a tough
16 one.

17 Hi, everyone. My name is Jim VandePutte. Head
18 of policy and advocacy for Raizen, the Brazilian
19 bioethanol company. Raizen appreciates the current and
20 historic efforts by CARB to reduce greenhouse gases -- gas
21 emissions from transportation through the implementation
22 of the State's LCFS. We commend the Board's continuous
23 leadership in shaping policies that advance the adoption
24 of cleaner sustainable fuels. This program sets a global
25 standard and we are grateful for the opportunity to

1 contribute. Raizen supports CARB's proposed changes 79
2 particularly the emphasis on advanced biofuels and clear
3 guidance on sustainability certifications. We encourage
4 CARB to align its regulations with global standards to 80
5 encourage the inclusion of sustainable feedstocks from
6 around the world.

7 Raizen submitted a detailed comment recommending 81
8 that CARB recognize and integrate the benefits of climate
9 smart agriculture into the LCFS Program. Regarding 82
10 indirect land use change, we urge CARB to be open to the
11 possibility of lowering scores when the evidence supports
12 it, not just increasing them.

13 Due to the substantial importance of climate
14 smart agriculture and ILUC, we would recommend that the
15 resolution that approves the LCFS revisions also direct
16 CARB staff to study these practices over the next 18
17 months and report back to the governing board in July of
18 2026 with findings and recommendations.

19 Since the LCFS is a technology-neutral
20 science-based program, it is our position that if non-U.S.
21 Fuels demonstrate lower land use change impacts, those
22 fuels should be recognized and incentivized with more
23 favorable carbon intensity scores. Thank you for your
24 consideration of these comments.

25 BOARD CLERK LEVRINI: Thank you.

1 Carlos Gutierrez.

2 CARLOS GUTIERREZ: Good afternoon, Madam Chair,
3 members of the Board, and staff. Carlos Gutierrez here on
4 behalf of the California Advanced Biofuels Alliance,
5 representing producers, transporters and retailers of
6 biodiesel and renewable diesel in California. Also here
7 to speak for Clean Fuels Alliance America, representing
8 the nation's biodiesel, renewable diesel, and sustainable
9 aviation fuels.

10 We wanted to express our support for the proposed
11 amendments to the LCFS and ask that you vote yes today. A 83
12 lot of work has been put into this over the last three
13 years, and today we have the opportunity to vote yes and
14 to signal to the rest of the country and to the world that
15 California is still the climate leader, and especially in
16 climate action.

17 We recognize that no rulemaking package is ever
18 perfect, but this proposal represents a significant step
19 forward that is desperately needed for industry to
20 continue down the road to decarbonization. Notably, we
21 strongly support the nine percent step down in 2025 and 84
22 the 30 percent CI target in 2030 that together provides
23 the regulatory certainty that is needed to rebalance the
24 market. We also recognize that even with these amendments
25 being adopted, there's still a lot of work to do and CABA

1 Clean Fuels stand ready to assist in that effort. Again,
2 thank you for the opportunity and we hope you vote aye.

3 Thank you.

4 BOARD CLERK LEVRINI: Thank you.

5 Mikhael Skvarla.

6 MIKHAEL SKVARLA: Yeah. Chair and Board members,
7 Mikhael Skvarla here on behalf of California Hydrogen
8 Coalition. I want to extend my deep appreciation to staff
9 and the Board for taking time over the past three years to
10 work with us in the development of heavy-duty HRI, the
11 extension of the light- and medium-duty HRI and all the
12 necessary pieces to get us to this point.

13 This regulation does hold hydrogen to a high
14 standard. It holds it to a higher standard than the grid
15 at a faster timeline. So let's not -- we need to work
16 diligently then to send the appropriate policy and
17 economics signals for the decarbonization and deployment
18 of hydrogen and the refueling of infrastructure necessary
19 to get the zero-emission trucks, buses, forklifts, cars,
20 and off-road equipment out there and deployed to meet the
21 goals and standards that you guys have set on that side of
22 the equation.

23 This update has some technical fixes that are
24 still necessary and I think a lot of people are going to
25 express that over the course of today. We think that the

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1 resolution goes a long way to ensuring that staff will
2 continue to work with the stakeholders here to make sure
3 that that happens. We think that there might be some
4 nuanced fixes in the resolution to get us a little bit
5 closer to that in sending the appropriate economic signal
6 to our members, and to the investors in this space, so
7 that we can get the zero-emission infrastructure deployed
8 on time.

9 Carbon neutrality is the law of the state, voted
10 on by the Legislature, signed by the Governor. Cost
11 effectiveness is embodied across our climate policies. If
12 a ton is reduced below the social cost of carbon, it is a
13 cost savings to the public. This policy does that. The
14 LCFS is one of the strongest carbon markets in the world.
15 We need to continue to perpetuate that and show
16 California's leadership. Every day lost adds expenses to
17 the next day, so we urge you to adopt.

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18 Thank you.

19 BOARD CLERK LEVRINI: Thank you.

20 Keona Winkler.

21 All right. We'll go ahead. John Wenger.

22 JOHN WENGER: Thank you, Board members. John
23 Wenger here on behalf of the National Oilseed Processors
24 Association, proudly providing essential food and feed in
25 America. Our oil waste by-product is a clean renewable

1 alternative to fossil diesel and has helped displaced 70
2 percent of fossil diesel in the state. The LCFS has been
3 the most successful and cost-effective solution to
4 reducing methane and CO2 emissions in the state. While we
5 strongly support the Program, we are concerned with some
6 of the direction that this LCFS is headed. Particularly, 87
7 we are concerned that the cap on biodiesel crediting will
8 reduce production in the state and result in more fossil
9 diesel use, and more reliance on foreign imports that come
10 from deforested regions.

11 We're also concerned with the 2026 timeline for
12 the sustainability guardrails. Those crop decisions
13 happen a year in advance, making it impossible to obtain
14 attestations from farmers in that timeline. As the Board
15 updates the land use change model next year, we would 88
16 encourage the use of the most recent science for all
17 feedstocks. CARB's most recent modeling was done almost a
18 decade ago and is using land use scores there are nearly
19 60 percent higher than all recent modeling updates. So I
20 believe the notion that biofuels and renewable diesel are
21 exacerbating pollution and slowing down electrification is
22 a false narrative and not based on science. Displacing
23 fossil diesel disproportionately benefits low-income
24 communities and should be supported.

25 So we look forward to working with CARB and

1 continuing to update the modeling and the data. And we
2 would appreciate a relook at the cap and the unintended
3 consequences there in the future. But today, I do urge an
4 aye vote.

5 Thanks.

6 BOARD CLERK LEVRINI: Thank you. We'll try Keona
7 Winkler one more time. If you are with us in the room and
8 would like to still make your comment, please approach the
9 podium.

10 All right. We'll move on to Chad Frahm.

11 CHAD FRAHM: Thank you to CARB Board and staff
12 for the opportunity to comment and facil -- and for
13 facilitating a thorough rulemaking process. My name is
14 Chad Frahm with Brightmark. We're a California-based
15 company committed to solving environmental challenges. We
16 invest in, develop, own, operate over 30 biomethane
17 renewable natural gas facilities across the country with
18 our largest here in California.

19 While Brightmark supports the adoption of the
20 LCFS amendments, we have some concerns for the future of
21 the Program. The goal of the LCFS is to reduce the carbon
22 intensity of transportation fuels for greenhouse gas
23 emission reductions. The LCFS is currently the primary
24 market for economic -- to economically incentivize and
25 develop carbon-negative projects like dairy biomethane.

1 While some may question the science of climate change or
2 the science of certain mechanisms like avoided methane, we
3 appreciate CARB's leadership in developing a thorough and
4 science-based program. The LCFS program is the best
5 example of market-based fuel-agnostic solutions that
6 incentivize private investment to drive GHG reductions and
7 solve climate change. The success and market certainty of
8 the LCFS Program should be based on increasing the demand
9 for credits not limiting fuels and credit generation.

10 We're concerned that carbon intensity targets and
11 auto-acceleration mechanism included in the rule do not go
12 far enough to address the extreme credit oversupply in the
13 market. The ability of the Program to function properly
14 and drive more private investment is something we
15 encourage CARB Board and staff to monitor closely and
16 prepare to address should depressed uncertain market
17 conditions continue.

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18 We believe the Board should give the Executive
19 Officer the authority to make adjustments or trigger the
20 auto-acceleration mechanism earlier if necessary.
21 Brightmark supports the updates to the LCFS because it
22 will provide some certainty for stakeholders considering
23 investments in carbon-negative projects. And a delay
24 would only drag out uncertainty delaying the private
25 investments needed for California to achieve carbon

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1 neutrality by 2045.

2 Thank you for your time and the opportunity to
3 comment.

4 BOARD CLERK LEVRINI: Thank you.

5 Lauren Gallagher.

6 LAUREN GALLAGHER: My name is Lauren Gallagher
7 and I am here on behalf of Communities for a Better
8 Environment. Chair Randolph and members of the Board, I
9 call on you to vote no on the LCFS so that you can fix the
10 LCFS. Communities for a Better Environment organizes in
11 the Bay Area and Southeast LA. Our communities are
12 heavily impacted by refining. In Paramount and Martinez,
13 we have seen how lucrative biofuels take over shuttered
14 refineries, opening new pathways for air, water, and soil
15 pollution. In particular, we see dangerous increases in
16 flaring and biofuels production. The biofuels incentives
17 in this program will continue to grow biofuels refining
18 and reinvestment in refinery infrastructure.

19 The flimsy attempt at a limitation on biofuels
20 oversaturation in the Program comes after EJ has long been
21 advocating for a meaningful volume limit on biofuels. I
22 implore you to correct course and meaningfully limit
23 biofuels to cover all lipid biofuel feedstocks and treat
24 overusages as ultra low sulfur diesel.

25 The Program is also outright failing on

1 biomethane and fossil-base hydrogen. Allowing these 92
2 incentives to go on will cause harm for decades,
3 generations. Failing to curb dirty fossil hydrogen will
4 send a bad signal to a developing hydrogen market and will
5 keep hydrogen production polluting the communities that
6 have long borne the brunt of fossil fuel refining. Now,
7 more than ever, we need a program that stands with
8 environmental justice communities. We have been calling
9 on you to correct the LCFS and limit biofuels volumes,
10 stop subsidizing dairy methane, invest in electrification,
11 and cut dirty hydrogen. Vote no, so you can make these 92a
12 changes.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you.

15 Sarah Taheri.

16 SARAH TAHERI: Good afternoon, Madam Chair and
17 members of the Board. I am Sarah Taheri here today on
18 behalf of San Diego Gas and Electric Company and Southern
19 California Gas Company.

20 I'm here in support of the adoption of the
21 proposed regulation today and the resolution. This is a 93
22 step in the right direction and will help address the
23 urgent need to act to maintain the integrity of the LCFS
24 and continue making progress on our climate goals.

25 Meeting these goals will require affordable

1 energy. The LCFS provides needed funding to support
2 zero-emission vehicles and zero-emission vehicle
3 infrastructure. And it importantly does so without adding
4 cost to our customer's bills. For SDG&E specifically, I'd
5 like to underscore the importance of the utility hold back
6 credits and the value that they bring directly to our
7 customers. As an example, over a four-year period, we
8 were able to use these credits to provide approximately
9 \$27 million back to customers via ZEV bill credits.

10 Earlier this year, we launched a pre-owned EV
11 rebate program to make owning an EV more accessible for
12 our customers, including additional support for income
13 qualified customers.

14 And with the hopeful passage of this amendments
15 today, we hope to expand our ZEV offerings. We're
16 considering a variety of proposal for that, including
17 rebates for EV charging and infrastructure to serve our
18 residential customers and, as needed, the medium- and
19 heavy-duty sectors.

20 Finally, SDG&E and SoCalGas further appreciate
21 the LCFS continued support for clean fuels like renewable
22 natural gas to support short- and mid-term needs and
23 hydrogen to support the longer term transition to carbon
24 neutrality. As the Scoping Plan established, clean fuels
25 will be important to both complement and support

1 electrification, facilitating progress toward carbon
2 neutrality. With affordability as a top priority for our
3 companies, LCFS is as important now as it ever has been
4 and we urge your aye vote.

5 Thank you very much.

6 BOARD CLERK LEVRINI: Thank you.

7 Miles Heller

8 MILES HELLER: Yes. Good afternoon, Chair
9 Randolph and Board members. Miles Heller with Air
10 Products, the only U.S. based global industrial gas
11 company and the largest producer of hydrogen in California
12 nationally and globally. We have been producing hydrogen
13 for over 60 years and deploying hydrogen transportation
14 for over 30 years, including in California. Air Products
15 is very supportive of the LCFS and the many amendments
16 proposed by staff that recognize the important role of
17 hydrogen, including a simplified hydrogen carbon intensity
18 calculator, hydrogen refueling infrastructure crediting to
19 support the medium- and heavy-duty zero-emission vehicle
20 market, and carbon intensity tracking when hydrogen in
21 varying carbon intensities is blended in pipelines.

22 We strongly support adoption of the amendment
23 package today. Adoption today will send the needed market
24 signal to encourage cleaner fuel use in California and
25 meet the state's zero-emission vehicle air quality and

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1 climate goals. We appreciate the inclusion of reports to
2 the Board on hydrogen fuel availability, as directed in
3 the resolution and we look forward to working with staff
4 on these reports. In fact, we propose further review on
5 the recognition for lower carbon intensity fossil 95
6 hydrogen, when applying renewable attributes, and the
7 impact of the limitation for hydrogen conveyed in
8 out-of-state pipelines.

9 With this direction and careful monitoring, we
10 are confident that California's ambition to significantly
11 ramp up clean fuels and clean hydrogen production and use
12 can be realized. Thanks for allowing me to provide this
13 feedback.

14 BOARD CLERK LEVRINI: Thank you.

15 Nicole rice.

16 NICOLE RICE: Good afternoon, Madam Chair and
17 Board members. Nicole Rice, President of the California
18 Renewable Transportation Alliance. It has been a long
19 road for us to get here and we appreciate the hard work by
20 both you as Board members and CARB staff during this
21 multi-year process to examine the science and get us to
22 the point we are here today. The LCFS has a long history
23 of success that has already been modeled by some states
24 and will undoubtedly be adopted by many others.

25 While the final proposal before you today does

1 not resolve all the concerns of our industry, we believe
2 the proposed amendments are supportable and we urge the 96
3 Board to vote in favor of them today. Their enactment
4 will reinvigorate investment in low-carbon fuels, support
5 ongoing and future project development, and continue the
6 prioritization of dairy methane emission reductions, which
7 is a critical piece to achieving California's methane
8 abatement mandates and maintaining the State's leadership
9 on this important climate issue.

10 While we had hoped to reach resolution on some of
11 our outstanding issues, such as the reduced crediting
12 period, the RNG deliverability trigger and the 4 to 1
13 penalty, we look forward to continuing those discussions
14 with you in the future.

15 Additionally, we welcome the chance to
16 participate in the process that's outlined in the
17 resolution to evaluate the merit for additional
18 regulations on dairies and we look forward to receiving
19 more clarity on the language also in the resolution
20 pertaining to projects initiated before 2030. But with
21 all of that said, again we believe that this proposal
22 before you is supportable and we urge your adoption today.

23 Thank you.

24 BOARD CLERK LEVRINI: Thank you.

25 If we could please have the next few folks after

1 Steve Compton please make your way to either one of the
2 podiums. And Steve will go ahead and take it away.

3 STEVE COMPTON: Yeah. Good afternoon. Steve
4 Compton here, President of Sevana Bioenergy. We've been
5 involved in the LCFS Program since 2010. I have a strong
6 message of support for you today, in regards to the 97
7 proposed LCFS amendments. My company designs, builds, and
8 operates dairy and other renewable natural gas projects.
9 We've invested over \$350 million on the basis of the LCFS
10 markets. We have seen the LCFS withstand multiple
11 challenges and has now matured into California -- one of
12 California's strongest decarbonization programs. It's a
13 success that's been adopted across the states and
14 provinces. We're eager to see it continue here within
15 California, and it's driving an unprecedented displacement
16 of petroleum in a shorter time than anyone could have
17 imagined.

18 One interesting thing to offer is we've just
19 recently acquired the Rialto Bioenergy Rialto facility.
20 It's about 15 minutes from here. It's one of the largest
21 organic waste processing facilities into natural gas in
22 the country. It depends on programs like the LCFS and
23 sustain support from the Board.

24 If you'd like a tour, we can show how it's one of
25 the programs at one of the facilities that's causing the

1 reduction of over 86 percent of California's methane
2 emissions, which are coming from organic wastes, whether
3 it's agricultural or human generated. And our projects
4 are critical to the state to efficiently recycle those
5 organic wastes and transform them into valuable renewable
6 energy.

7 Thank you.

8 BOARD CLERK LEVRINI: Thank you.

9 Quentin Foster.

10 QUENTIN FOSTER: Good afternoon, Madam Chair,
11 members of the Board and staff. Quentin Foster with H
12 Cycle. H Cycle is supportive of the package and 98
13 encourages this Board to adopt it. However, I would like
14 to comment on discussions we've had regarding what types
15 of hydrogen should be eligible for the book and claim
16 accounting. In this final version of the proposed
17 regulatory changes, the LCFS will no longer allow the use
18 of book and claim accounting for hydrogen use as an input
19 to make other transportation fuels as it is authorized by
20 the current regulation. Instead, the proposed LCFS
21 regulation will allow book and claim accounting only for
22 hydrogen used as a transportation fuel, i.e. used in the
23 case of fuel cell vehicles.

24 We're concerned that for a nascent industry that
25 needs a broad pathway to accelerate adoption and

1 scalability efforts, this approach may constrict the
2 addressable market for hydrogen and thereby dampen 99
3 investor willingness to invest in new hydrogen production
4 facilities that utilize the book and claim accounting as
5 one method to reduce carbon intensity. We, therefore,
6 would like to recommend to the Board to have staff look at
7 how to expand the hydrogen supply via the LCFS Program via
8 a study.

9 Finally, as has been articulated, this Program is
10 a step in the right direction to advance towards the green 98
11 economy, and clean air benefits advocated by many of those
12 who you heard from today.

13 It's why this is so important to get right, and
14 although difficult, important to continue moving forward.
15 The right incentive structure is necessary and it is a
16 foundation for our ability to build out developing
17 renewable hydrogen infrastructure, which includes
18 hydrogen.

19 H Cycle is committed to advancing our collective
20 energy and decarbonization goals. We ask for your support
21 of this package.

22 Thank you.

23 BOARD CLERK LEVRINI: Alfredo Arredondo.

24 ALFREDO ARREDONDO: Good afternoon. My name is
25 Alfredo Arredondo and I'm providing comments on behalf of

1 the Green Hydrogen Coalition today in support of adoption
2 of the LCFS amendments.

3 The GHC appreciates CARB's leadership in
4 advancing clean fuels that transition us from a fossil
5 fuel based transportation economy to a de-fossilized
6 renewable transportation economy. So let me be clear, the
7 task before us is to transition our society from Fossil
8 Fuels, and the GHC applauds CARB's work thus far through
9 the LCFS to keep us on track to achieve de-fossilization
10 of transportation quickly, efficiently, and cost
11 effectively. I'll linger on that one one bit to also 100
12 remind us that fuel prices at the pump are a reflection of
13 the prices of barrels of oil that are set in a global
14 market that is controlled by a cartel OPEC and OPEC+. So
15 I think we need to remind ourselves that, you know, when
16 we do see those fluctuations, they aren't being driven by
17 LCFS

18 In the consideration of alternative fuels,
19 specifically non-fossil fuels, the GHC does implore, as
20 Quentin was just alluding to, a focus on developing strong
21 supply and demand signals. This should be a key driver
22 rather than compartmentalizing fuels into specific usage
23 categories and designations. So under the current
24 proposed rules, there is a prioritization on renewable 101
25 hydrogen used as finished fuel for road transportation

1 within the LCFS and not for renewable hydrogen that's used
2 in the production of other low-carbon fuels.

3 Allowing its use for the production of these
4 derivative fuels will help scale renewable hydrogen
5 production and drive down costs for all applications,
6 including within renewable ammonia, E-methanol, renewable
7 diesel, and sustainable aviation fuel. And here I'll also
8 linger and remind that the recent commitment and
9 partnership that was announced on SAF will require copious
10 amounts of renewable hydrogen. So we need to be prepared
11 to send those right signals for the supply side to develop
12 that renewable hydrogen here in California.

13 We'd know that today is only the next step -- and
14 thank you for your time.

15 BOARD CLERK LEVRINI: Thank you.

16 Gary Hughes.

17 GARY HUGHES: Thank you. I have some slides.

18 (Slide presentation).

19 GARY HUGHES: Hello, Chair Randolph, members of
20 the Board. My name is Gary Hughes and I work with
21 international organization Biofuelwatch. Our engagement
22 today on the Low Carbon Fuel Standard is directly informed
23 by our tracking the conversion of refineries in the San
24 Francisco Bay Area to making high emissions liquid biofuel
25 products, like so-called renewable diesel and sustainable

1 aviation fuel.

2 Next slide, please.

3 [SLIDE CHANGE]

4 GARY HUGHES: There are good reasons why so many
5 expert stakeholders are raising alarm about the impacts
6 that the mad California pivot to liquid biofuels will have
7 on global forests. We have provided comment on several
8 occasions that the proposed safeguards in the LCFS 102
9 amendments regarding biofuel feedstocks are totally
10 inadequate to meet the threat. California climate policy
11 is now irrefutably a driver of global deforestation and
12 liquid biofuels are a case study in faux decarbonization.

13 Next slide, please.

14 [SLIDE CHANGE]

15 GARY HUGHES: But it's not just deforestation 103
16 driving commodities, like soy, that are the problem. We
17 are having recently published briefing exposing the global
18 fat grab underpinning the California push for biofuels.
19 California is soaking up constrained feedstock commodities
20 from around the world, but CARB is ignoring the social and
21 environmental harms associated with this global fat grab.

22 Next slide, please.

23 [SLIDE CHANGE]

24 GARY HUGHES: At the same time, a dynamic that
25 has simply not gotten the attention that it deserves is 104

1 what it means ethically and morally that California is
2 celebrating making fuel from food. This is a trend that's
3 particularly disturbing with all the evidence about how
4 these produces are not a climate solution.

5 Next slide, please.

6 [SLIDE CHANGE]

7 GARY HUGHES: The impacts on global food security
8 that arise from the explosion in the manufacture and use
9 of liquid biofuels facilitated by the LCFS are dramatic,
10 and they have not been adequately addressed.

11 Next slide, please.

12 [SLIDE CHANGE]

13 GARY HUGHES: So making fuel from food is only
14 one of the many problems with the LCFS. Unfortunately,
15 despite some good elements, there are numerous
16 technologies promoted by the LCFS that are making the
17 climate situation worse faster. Thus, we ask that the
18 Board vote no on the amendments package.

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19 Thank you for your time and attention to our
20 engagement on this important issue.

21 BOARD CLERK LEVRINI: Thank you.

22 Steve Leshner.

23 STEVE LESHNER: Good afternoon, Chair Randolph and
24 members. Steve Leshner from Shell U.S.A. Thank you for
25 the opportunity to comment.

1 As you probably know, Shell has been in business
2 in California for over a century and we hope to be part of
3 the bright energy transition future in California. Shell
4 is really leaning in to the energy transition. We have
5 our own goal zero targets just as the State does. We're
6 heavily invested in California in EV charging. In fact,
7 the last government body I addressed was plan -- local
8 planning commission to permit our first EV hub in
9 California. We're heavily invested in hydrogen,
10 sustainable aviation fuels, biofuels, solar, and wind all
11 in California.

12 And we really rely on the regulatory construct
13 set up by the State, and Shell, and others, as you know as
14 you've heard today, have made significant investments to
15 support California's low carbon journey. And we really
16 see the Low Carbon Fuel Standard as the heartbeat of that
17 journey. Shell's investment decisions are made three to
18 five years before projects are completed and before any
19 return is realized on investment. The return on those
20 investments is predicated on the LCFS program language in
21 effect at the time that it's adopted.

22 To us, the LCFS plays two important roles, one as
23 a predicate for reducing emissions, and two, as being an
24 investment attractor. And so we hope that as you look to
25 renew the program, which we hope you do, as written with

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1 the amendments today, that you do so with an eye for those
2 two things.

3 The impact of unexpected changes to the LCFS can
4 mean that large investments are at risk of being stranded
5 and the State being underserved in its energy transition
6 objectives. If a state is to meet its climate goals and
7 investors are to meet their business objectives, we need
8 to move forward with the language as proposed.

9 We, therefore, encourage the Board to adopt the
10 language being considered today and allow the market to
11 provide California with low carbon energy that is
12 accessible for all Californians and reliable for those
13 same consumers. CARB should continue to incentivize clean
14 energy investments by doing what we know works and
15 maintaining a stable technology-neutral program.

16 Thank you very much.

17 BOARD CLERK LEVRINI: Thank you.

18 We are at our halfway mark with our in-person
19 commenters. If you see your name on the projector, please
20 make your way to either one of the podiums. And with
21 that, Tom Campbell, you may go ahead.

22 TODD CAMPBELL: Thank you. Good afternoon. Todd
23 Campbell representing Clean Energy. And Clean Energy is 106
24 very happy to support today's LCF amendments. The Program
25 is working. It's a model for other states and around the

1 world.

2 Since its inception the LCFS has cost effectively
3 reduced the most carbon emissions in California's
4 transportation section. In 2002 alone, vehicles powered
5 by low-carbon fuels reduced greenhouse gas emissions
6 equivalent to 14 trillion miles driven, reduced CO2
7 emissions equal to 633 billion gallons of gasoline,
8 sequestered carbon equivalent to 93 million trees. The
9 LCFS has attracted billions of dollars of investment in
10 low-carbon fuels in California green jobs. According to
11 CARB's own analysis, the amended program would spur
12 development and use -- use of sustainable aviation fuels,
13 cover the costs of infrastructure needed to support our
14 zero-emission truck goals, and inject over a hundred
15 billion into the EV market alone.

16 We are proud to be a part of the solution that
17 was laid out by this body. California's leadership with
18 the LCFS has demonstrated to clean tech markets that the
19 state is a reliable partner and they should feel confident
20 in their investment here to reduce greenhouse gases. For
21 the State to retreat now would undermine not only this
22 Program but the certainty required to attract investment
23 in critical climate programs in the future, especially now
24 when the eyes of the country are upon us.

25 California's retreat from cali -- from climate

1 policies will be read by naysayers as a confirmation of
2 their cynicism. I implore you to adopt these amendments
3 today. This is a incredibly cost effective and powerful
4 program that we need.

5 Thank you.

6 BOARD CLERK LEVRINI: Thank you.

7 Melodee Black.

8 MELODEE BLACK: Madam Chair and CARB Board
9 members. My name is Melodee Black and I represent
10 Southern California Edison, or SCE. SCE supports the 107
11 proposed amendments for the LCFS Regulation, because we
12 believe that LCFS is or has and continues to be a critical
13 component of California's advancement towards a
14 decarbonized economy. As a recipient of utility-based
15 credits, we believe that the LCFS credit proceeds -- or
16 not we believe, we are utilizing the LCFS credit proceeds
17 to incentivize both EVs and also to fund what is referred
18 to as our hold-back programs services. And those are
19 services that are supporting the installation of EV
20 charging specifically.

21 We expect to spend approximately \$375 million on
22 hold-back programs and services through 2027, between
23 what's authorized already by the CPUC and what's pending
24 before them.

25 Eighty percent of this funding is for programs

1 and services that benefit equity communities directly, and
2 that includes our pre-owned EV rebate program, as well as
3 a charge ready home program that provides a rebate for
4 low-income customers who need a panel upgrade in order to
5 support EV charging. We're also utilizing a portion of
6 our hold-back funds on programs that help accelerate the
7 adoption of medium- and heavy-duty vehicles, including --
8 and specifically electric vehicles, including providing a
9 drayage truck rebate and also a zero-emission truck, bus,
10 and infrastructure finance program this aims to unlock
11 more than 80 million in low cost loans for fleets
12 electrified in SCE's service area.

13 The LCFS regulation has played an instrumental
14 role in accelerating the electric vehicles. And although
15 the amended version of the LCFS Regulation is not perfect,
16 it builds upon and strengthens the current regulation and
17 should be adopted.

18 Thank you.

19 BOARD CLERK LEVRINI: Thank you.

20 Laura Renger.

21 LAURA RENGGER: Hi. Good afternoon. Thank you.
22 I first just want to -- well, I'll introduce myself. I'm
23 Laura Renger. I'm Chair -- I'm the Executive Director of
24 the California Electric Transportation Coalition and I
25 first just want to thank Chair Randolph and the Board for

1 your leadership on this issue. CalETC has worked with and
2 with staff for a number of years. We know it's been
3 difficult. We know it's been a lot of work. And I'd also
4 just like to thank staff for all their work, because this
5 is really a critically important program for
6 electrification in California.

7 You've heard from some of our members at CalETC.
8 We represent the electric utilities that provide services
9 to enable electric vehicles. We also work with the
10 automakers that are committed to electric vehicles, and
11 the EV service providers who you've heard from today.

12 This LCFS Program will bring critical funding that in the
13 wake of what happened this week in the federal level, we 108
14 know California needs in order to achieve our goals. And
15 we need this funding, especially for important programs,
16 such as the ones that were mentioned earlier today,
17 including EV rebate programs for used EV -- electric
18 vehicles, chargers for multi-family residences, rebates
19 for drayage truck purchases, incentives for commercial,
20 city, and non-profit chargers.

21 We estimate that depending on the credit prices
22 and the speed of adoption, about \$10 billion over the next
23 10 years will go to these programs that will enable the
24 transition to electric vehicle for all Californians.

25 And I think it's also just really important to

1 note that a hundred percent of the LCF credits that the
2 electric utilities receive go directly back to customers
3 in equity communities for these programs. So thank you
4 again for your leadership and for your time today.

5 BOARD CLERK LEVRINI: Mary Solecki.

6 MARY SOLECKI: Hi there. I'm Mary Solecki. I'm
7 here on behalf of World Energy to voice support for the
8 Low Carbon Fuel Standard and urge you to adopt the package
9 before you today. World Energy is the world's first
10 producer of sustainable aviation fuel right here in the LA
11 basin at the Paramount plant. World Energy's products, in
12 addition to reducing carbon intensity by 80 percent or
13 more, also eliminate fuel carcinogenic compounds and SOx.
14 Their products reduce NOx by at least 10 percent and
15 reduce particulate matter by 50 percent or more.

16 World Energy makes continuous investments in
17 reducing the carbon intensity of its fuels and extends its
18 commitment to reduce emissions through \$4 billion in
19 manufacturing and new technologies. Once the Paramount
20 plant, which is currently under a conversion to move from
21 fossil infrastructure to sustainable aviation fuel is at
22 full capacity, the SAF will be able to displace 17 percent
23 of the fossil jet fuel at LAX. World Energy's goal is to
24 supply one billion gallons of SAF annually by 2030. Thank
25 you to the staff for a year's long effort to integrate

1 stakeholder feedback. We do appreciate that.

2 The LCFS is crucial to California and an
3 essential tool to further drive carbon intensity
4 reductions. We urge your support of the Program today.

5 Thank you for your time.

6 BOARD CLERK LEVRINI: Thank you.

7 Melanie Law.

8 MELANIE LAW. Good afternoon, Board members.

9 Thank you for the opportunity to provide comments today.

10 I am Melanie Law here on behalf the National Corn Growers
11 Association, who work to represent and advance the
12 interests of corn growers and farmers. NCGA would like to

13 voice our support for the LCFS and urge Board members to
14 approve the proposed amendments during today's hearing. 110

15 The finalization of this rulemaking is crucial, so that
16 the proposed amendments can take effect immediately and
17 ensure that the Program can capture the maximum emissions
18 reductions.

19 While we are supportive of the LCFS and feel that
20 it is imperative that the rulemaking is finalized today,
21 our concerns around the proposed sustainability 111
22 requirements remain. For future consideration, we urge
23 CARB staff to evaluate alternative options, such as farm
24 level crediting. Farmers are continuing to integrate new
25 technologies an innovations to increase their yields using

1 less land and resources.

2 Incentivizing these farm-level practices can be
3 more effective and lead to overall CI reductions for a
4 fuel pathway. NCGA also asks CARB to consider approving 112
5 E15 as it is readily available and can support additional
6 CI reductions for the LCFS Program. California is the
7 only state which has not approved E15.

8 NCGA appreciates CARB staff's work throughout
9 this rulemaking process. We are supportive of the LCFS
10 and hope to see the rulemaking finalized today.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 Asmin -- Yasmin Ochoa.

14 YASMIN OCHOA: Hi. My name is Yasmin Ochoa. I
15 lost my voice today, so my colleague Akil Nakar will read
16 the speech.

17 AKIL NAKAR: Thank you. I'm a long-time resident
18 of California and I'd like to express my gratitude to the
19 California leadership involved in creating LCFS as an
20 important tool to addressing climate change. I have
21 sought to always do good for the better of the world. And
22 as a Senior Data Manager at California Bioenergy with over
23 14 years of data management experience, I'm proud that I'm
24 currently in a role where my contributions can have a
25 great impact for a better future by reducing

1 emissions and creating renewable energy derived by dairy
2 manure.

3 I strive to lead a team that quantifies the
4 emission reductions from our projects with integrity and
5 detail. And as I Senior Data Manager, I can personally
6 attest to the vigor and transparency behind the carbon
7 reduction calculation used for the Low Carbon Fuel
8 Standard. And also, our projects rely on the integrity of
9 our well maintained metering devices, allowing accurate
10 and reputable data and transcribed into an accurate
11 reporting for greenhouse gas reductions.

12 And we measure gas produced from our 60 plus
13 operational projects on a 15 minute integral basis. And
14 we know exactly how much methane is being reduced with
15 these accurate meters

16 And without these digester, the methane would be
17 released into the atmosphere harming our climate and the
18 most -- this will be impacting the most vulnerable
19 Californians. Our calculations are subject to third-party
20 verification ensuring that every ton of methane reduction
21 is accountable for full transparency and accountability.

22 Adopting the proposed LCFS amendments will ensure
23 that we continue to have a diverse range of fuel options,
24 especially RNG, which delivers some of the most
25 significant greenhouse gas reductions available today.

1 to the presence of key opportunity to reduce
2 methane emissions and don't waste into climate.

3 BOARD CLERK LEVRINI: Thank you. That --

4 AKIL NAKAR: I support LCFS on this --

5 BOARD CLERK LEVRINI: Thank you.

6 Bobby Thomas.

7 BOBBY THOMAS: Okay. Thank you to the CARB Board
8 and staff for the opportunity to speak today. My name is
9 Bobby Thomas. I'm the General Manager of what was once
10 the San Francisco refinery and what is now Rodeo Renewable
11 Energy Complex. Our facility has been providing
12 California's energy needs for over 128 years. We continue
13 to evolve to make sure we're supporting the State's goals.

14 My colleagues from the United Steel Workers and I
15 wanted to be here and participate today, because we want
16 you to hear firsthand from folks on the ground. The Rodeo
17 Renewable Energy Complex positions us as a leader in
18 renewable fuels production and advances our strategy to
19 lower our carbon footprint. The conversion significantly
20 reduced our emissions, 80 percent reduction in SOx, 33
21 percent reduction in NOx, 20 percent reduction in PM10,
22 and 8 million metric tons per year of life cycle carbon
23 emission reductions. This is equivalent to 1.3 million
24 cars being taken off the road.

25 The Rodeo Renewable Energy Complex is fueling the

1 future with the next generation of cutting edge liquid
2 fuels. This conversion was, by and large, driven by the
3 State's policy direction to embrace and promote the
4 production of lower carbon fuels in California.

5 LCFS plays a central role in the State's climate
6 plan. And with your support, it will continue to foster
7 the production of renewable fuels. While we may recommend
8 tweaks around the edges that could be made, overall we
9 knew it was important for us to be here today to share
10 with you that we support the direction of the Program.
11 That's because it serves to support jobs and investments
12 in the clean energy economy. We believe that the process
13 CARB has gone through to provide a review of the Program
14 is important to keep the regulation current and working
15 towards incentivizing low-carbon fuel production in the
16 State. We ask that you support the package before you
17 today. Thank you.

18 CHAIR RANDOLPH: Thank you.

19 Joe Jawad.

20 JOE JAWAD: Good afternoon. Thank you, CARB
21 Board and staff for the opportunity to speak to you today.
22 My name is Joe Jawad and I'm the President of United Steel
23 Workers, Local 326. To my right here is Felix Luna, USW
24 Health and Safety Rep Chair. We represent roughly 300
25 operations, maintenance, and laboratory personnel at the

1 Rodeo Renewable Energy Complex. I am the USW health and
2 safety representative on-site and I've worked at Rodeo for
3 10 years.

4 We come to Riverside today to participate in
5 person so that you can hear firsthand from the people on
6 the ground who are benefiting from the conversion of our
7 facility to a renewables fuels facility. To us, this is
8 the model of how to do this right. This is what just
9 transition should look like. The Rodeo Energy Complex
10 advances our strategy to expand renewable fuels
11 production. It is the fueling future of the next
12 generation of cutting edge liquid fuels production and
13 beyond. This conversion was driven by policies such as
14 the Low Carbon Fuel Standard.

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15 Converting the facility meant saving 500 jobs,
16 including almost 300 union represented jobs. Therefore,
17 on behalf of the USW Local 326, we ask that this Board
18 support the package that is before you today, because it
19 serves to support jobs, the environment, our community,
20 and investments in the clean energy economy.

21 Thank you again for today and our opportunity to
22 come up here.

23 BOARD CLERK LEVRINI: Thank you.

24 Robin Vercruse.

25 ROBIN VERCRUSE: Hi, Madam Chair and Boar

1 members. I'm Robin Vercurse, the Executive Director of
2 the Low Carbon Fuels Coalition. We urge you to support
3 the proposed LCFS amendments. The LCFS has significantly
4 beat carbon reduction targets at lower than predicted cost
5 thanks to tech neutrality and crediting carbon reductions
6 in transportation from whatever source. Despite our
7 members concerns for the proposal that selectively 116
8 disadvantaged certain feedstocks and fuel pathways to
9 nudge the Program away from the tech neutrality that has
10 been a hallmark of the LCFS success, our primary concern
11 has been to rebalance the credit market and restore
12 investor confidence.

13 This proposal achieves these goals sending the
14 long-term signal needed to reach California's ambitious
15 climate goals at a pivotal moment for our state. There 117
16 have also been a lot of claims about the cost of the LCFS
17 Program and the price that consumers pay. Previous fuel
18 price production -- projections have way overshoot the
19 markup to \$1.80 a gallon. The actual number is 8 to 10
20 cents at the moment, even while carbon intensity
21 reductions are more than three years ahead of schedule.

22 Californians also benefit from fuel market
23 competition. A big reason 70 percent of our diesel is now
24 from renewables or waste sources is that it is regularly
25 cheaper than conventional diesel and can be used in

1 existing vehicles. Some oppose the package want to
2 further limit credit opportunities to favor particular
3 fuels and technologies. From realities of supply and
4 demand, more credit generation brings down cost and
5 conversely fewer credits available points to higher costs.

6 It is safe to say that the higher LCFS cost would
7 increase both the likelihood and potential magnitude of
8 consumer price impacts. This package strikes a balance to
9 accelerate progress on climate goals while reducing health
10 impacts, decreasing pollution exposure disparities,
11 fostering electrification, and promoting fuel competition.
12 For these reasons, we urge a yay vote on the amendments
13 before you today.

14 BOARD CLERK LEVRINI: Thank you.

15 Robert Parkhurst.

16 ROBERT PARKHURST: Good afternoon. I know it's
17 been a long day. Thank you, Chair Rudolph -- Randolph and
18 members of the Board for the opportunity to speak today.
19 My name is Robert Parkhurst and I run a consulting company
20 Sierra view Solutions. I work with companies and
21 organizations to help them generate revenue through
22 environmental markets by implementing practices that
23 decrease greenhouse gas emissions and sequester carbon in
24 the soil. Today, I'm here to support the sustainability
25 requirements for biomass in Section 954889(g) of the

1 proposed amendments.

2 For more than a decade farmers and ranchers have
3 sought to have their climate smart agricultural practices
4 recognized through the LCFS. Today's amendments lay out
5 an initial pathway for that crediting. The agricultural
6 community has been hard at work developing tools and
7 processes to measure, monitor, report and verify the
8 greenhouse gas benefits of climate smart agricultural
9 practices through biogeochemical models, remote sensing,
10 and chain of custody -- chain of custody tracking tools.
11 These tools can both track grain from the field to ethanol
12 plants, as well as measure the GHG benefits touch
13 practices -- of such practices, including cover crops,
14 reduced tillage, crop rotations, and nitrogen management.

15 These companies and organizations are able to
16 meet the current requirements of the regulation and are
17 excited about the current and future opportunities to
18 track and eventually credit these practices through the
19 LCFS and other sustainability programs. As staff 119
20 implements these amendments, I encourage you to support
21 the review and approval of additional certification
22 systems beyond those of the European Union's Renewable
23 Energy Directive. There are multiple programs in the U.S.
24 that can demonstrate reductions in GHG emissions by more
25 than 40 grams per megajoule and they should be considered

1 as part of the implementation of the regulations.

2 I also encourage the Board to direct staff to
3 study what climate smart practices should be credited in
4 the LCFS when they report back to the Board in July of 120
5 2026 with their findings And recommendations. Thank you
6 very much for the opportunity to speak today and for your
7 leadership in improving these amendments that supports
8 climate smart agricultural practices.

9 BOARD CLERK LEVRINI: Thank you.

10 Noah Garcia.

11 NOAH GARCIA: All right. Madam Chair and Board
12 members, thank you for the opportunity to provide comments
13 today. I'm Noah Garcia speaking on behalf of EVgo. And I
14 want to express strong support for the proposed LCFS
15 amendments before you today. My comments also reflect the
16 views of our EV and EV charging coalition partners,
17 ChargePoint, Rivian, and SWITCH. 121

18 The LCFS remains fundamental to California's
19 transportation decarbonization efforts and we commend CARB
20 for updating the regulation to more closely align with the
21 State's goals for zero-emission vehicle deployment and
22 overall climate policies, which include the goal of
23 deploying over one million non-residential EV chargers by
24 2030 to support CARB's signature ACC II regulations.

25 The final LCFS package is instrumental to

1 accelerate the installation of EV charging infrastructure
2 and adoption of EVs, and ultimately will provide
3 Californians with more opportunities to ride and drive
4 electric with confidence.

5 Finally, we'd like to thank staff and the Board
6 for their time and dedication to this rulemaking. CARB's
7 leadership is essential in achieving our State and
8 national climate commitments and we look forward to
9 continuing to support California's zero-emission future
10 with a strong strengthened LCFS. With that in mind, we
11 respectfully urge the Board to adopt the proposal before
12 you today.

13 Thank you.

14 BOARD CLERK LEVRINI: Thank you.

15 Elisia Hoffman.

16 ELISIA HOFFMAN: Thank you. Good afternoon,
17 Chair and Board members. My name is Elisia Hoffman and
18 I'm the Western States Lead for Electrify America.
19 Electrify America is a the nation's largest open network
20 of public DC fast chargers for electric vehicles. In
21 California alone, we have over 1,100 chargers across more
22 than 260 locations open to the public.

23 Electrify America strongly supports the Low
24 Carbon Fuel Standard and proposed amendments. The LCFS is
25 absolutely essential to deploying EV charging in

1 California and achieving California's transportation
2 electrification goals. The program has achieved
3 significant economic and environmental benefits for
4 Californians. It is single-handedly responsible for
5 creating \$4 billion market to support that transition,
6 with an estimated one billion in credits generated for a
7 robust in-state EV charging network.

8 Support for EVs, electric vehicles, will only
9 grow under the program's amendments. We sincerely
10 appreciate the efforts of CARB staff and Board members
11 over the past several months and years to get us to this
12 point today. We also support and appreciate clarification
13 in the resolution to continue to monitor verification
14 requirements for electric vehicle charging. EV charging
15 stations are not like the other fuel production facilities
16 and deserve a separate process for verification that is
17 more appropriate for EV charging pathways.

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18 Electrify America urges your approval of the
19 amendments today and we look forward to continuing to work
20 with staff to effectively implement this critically
21 important program. Thank you for the opportunity to
22 provide public comment today.

23 BOARD CLERK LEVRINI: Thank you.

24 James Kast.

25 JAMES KAST: Thank you very much, Chair

1 Randolph, members of the Board. I just want to first
2 acknowledge first that -- I'm sorry. My name is James
3 Kast with Iwatani. And I want to acknowledge the efforts
4 of the Board to really listen to many diverse perspectives
5 here. I know it is very difficult. It's hard to meet
6 everybody's needs. But I just appreciate everything
7 you've done listening to everybody here and understanding
8 how we can push forward towards zero emission and what is
9 needed even today to help us get there, because it will
10 take time.

11 Also, I'd like to really talk about the effort
12 required to get to hydrogen infrastructure and
13 zero-emission infrastructure is imperative and enabled by
14 the LCFS program. Without that, we as a company that
15 operates hydrogen stations, and 10 of them now in the
16 ground and more in the pipeline, would not be able to meet
17 the investment, and more importantly would not be able to
18 reduce the cost of this lower carbon fuel to the end user,
19 which I think is really the key point of this program to
20 enable that lower cost fuel.

21 And so really, what we've seen is how important
22 this Program can work as long as it is balanced
23 appropriately, like it was a few years ago. Investment
24 was booming and we actually had very competitive pricing
25 out in the market of zero-emission fuels. And I think

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1 we've all seen there's been a challenge the last couple
2 years. Prices have come down in the market and that
3 slowed investment and really increased the cost to
4 consumers because we are passing that through.

5 So I actually am very, very strongly supportive
6 of the proposals today as it helps to address these
7 issues, namely things like running -- getting the carbon
8 intensity target down to really drive the prices back up
9 and move the right direction, increasing the light-duty
10 and expanding to medium- and heavy-duty support for
11 zero-emission infrastructure credits, so we can make the
12 strong investments needed, and, of course, extending the
13 Program beyond 2030, so we have more longer term certainty
14 in this Program to help justify here.

15 So again, thank you very much, even just the last
16 couple months. You've really heard us and I think made
17 this program more effective and really heard the community
18 here. And I really urge you to adopt these changes.

19 Thank you very much.

20 BOARD CLERK LEVRINI: Thank you.

21 Brandon Wong.

22 BRANDON WONG: Good afternoon, Madam Chair and
23 members of the Board. My name is Brandon Wong. And on
24 behalf of the Electric Vehicle Charging Association, we'd
25 like to express our strong support for the proposed

1 amendments to the Low Carbon Fuel Standard. EVCA is a
2 trade association comprised of roughly two dozen leasing
3 companies within the EV charging ecosystem and we'd like 125
4 to wholeheartedly echo the Chair's comments and many of
5 the other comments made by other commenters today about
6 how critical LCFS is in providing a sustained market-based
7 mechanism to encourage private sector investment in
8 California's clean energy economy.

9 We know that public charging availability is one
10 of the leading barriers to EV adoption. And as staff
11 noted during their presentation, LCFS has a proven track
12 record of getting thousands of chargers into the ground.
13 It should not be understated how critical LCFS has been in
14 attracting in our members to invest in California. This
15 success has allowed California to be -- have the largest
16 EV fleet and EV charging network in the nation.

17 To put it simply, a strengthened LCFS paves the
18 way for Californians to participate in the EV transition,
19 saving over a thousand dollars in gasoline expenses
20 annually and cleaning the air we breathe. We really want
21 to thank staff for holding a thorough and transparent
22 stakeholder process over the past few years. And today's
23 amendments are essential to correcting recent trends
24 within the Program that have adversely impacted charger
25 deployment. We urge the Board to adopt today's amendments

1 and we thank you for your time.

2 BOARD CLERK LEVRINI: Thank you.

3 Sean Newsum.

4 SEAN NEWSUM: Good afternoon. I'm Sean Newsum
5 from Airlines for American, the principal trade
6 association for the major U.S. airlines. I'm here to
7 speak in strong support of the proposal.

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8 We were pleased to announce with CARB on October
9 30th, the joint agreement for a new collaborative effort
10 to address the challenges of increasing SAF availability
11 for use in California. U.S. airlines are committed to
12 reducing the climate impacts of aviation and achieving net
13 zero carbon emissions by 2050.

14 Transitioning to sustainable aviation fuel, or
15 SAF, is core to this commitment and we have pledged to
16 work with governments and other stakeholders around the
17 world to make three billion gallons of affordable SAF
18 available to the United States by 2030. SAF is costly at
19 two to three times the price of conventional jet fuel and
20 it hasn't yet attracted the type of investment needed to
21 dramatically increase the level of production needed.

22 And where the capacity to produce SAF exists,
23 producers have greater incentive to produce other fuels,
24 such as renewable diesel, and thus SAF is produced and
25 used at levels below its potential.

1 The agreement between CARB and A4A not only sets
2 a goal for accelerating SAF availability for use in
3 California, but will establish a sustainable aviation fuel
4 working group of government, industry, and other key
5 stakeholders to identify new and innovative policy
6 approaches to accelerate the transition away from
7 petroleum fuels towards sustainable aviation fuels and
8 will provide the benefits of lower carbon emissions and
9 improved air quality in California.

10 California was first to implement the opt-in
11 mechanism for SAF under the LCF Program and we support the
12 continuation of the opt-in mechanism along with other
13 enhancements to the Program. The proposed amendments 126 cont'd
14 complement the new SAF partnership between CARB and the
15 airlines, and we look forward to working together with
16 CARB and other stakeholders to explore the policy and
17 non-policy interventions that have the potential to
18 achieve our mutual objective of increased SAF availability
19 for use in California.

20 Thank you.

21 BOARD CLERK LEVRINI: Thank you.

22 Athena Tan.

23 All right. Bill Magavern.

24 BILL MAGAVERN: Bill Magavern with the Coalition
25 for Clean Air. And now more than ever, it's essential

1 that we use our clean transportation dollars wisely, so
2 when it comes to spending the credits that are accrued
3 from residential EV charging, we think that money should
4 mostly go to medium- and heavy-duty vehicles, particularly
5 in the disadvantaged communities that are most burdened by
6 toxic diesel exhaust. If any of that money goes to
7 light-duty incentives, we don't recommend that it is spent
8 that way, but if it is, we think that that should only be
9 targeted to the low- and moderate-income Californians who
10 need assistance in making that transition to ZEVs. And if
11 we can't bring everybody along, it will not be a
12 successful transition.

13 Moving to a separate issue. We really appreciate
14 the inclusion in the resolution of a very clear direction
15 to planning for a regulation on dairy methane. I've 128
16 supported measures to regulate methane from landfills, and
17 that one needs to be strengthened and updated by the way,
18 as well as methane from oil and gas. It's long past time
19 that we do the same for our methane emissions from
20 dairies.

21 We also appreciate that there is a mention of 129
22 possibly developing a zero-emission airport ground
23 operations regulation. We would suggest that be made more
24 explicit and to state that you will, in fact, move forward
25 with such a regulation, so that we can clean up that part

1 of the aviation sector that is clearly within the State's
2 jurisdiction.

3 And finally, we share the concerns of many over
4 the use of crops -- food crops for fuel. And if the 130
5 guardrails in this proposal are not successful, it may be
6 necessary to, I hate to say it, amend this rule again
7 sooner rather than later. So we hope the scientific work
8 continues. Thank you.

9 BOARD CLERK LEVRINI: Thank you.

10 Athena Tan, if you are in the room with us and
11 would still like to make your comment, please make your
12 way to the podium.

13 We'll move on. Jacqueline Moore.

14 JACQUELINE MOORE: Hello. Good afternoon.
15 Jacqueline Moore from PMSA. And we are the single largest
16 fuel supplying equipment registrant in the entire state at
17 over 50 percent and as such we are here in support of the
18 incredibly effective LCFS Program.

19 First, we're highly appreciative that the Board
20 has signaled interest in alternative fuels for ocean-going
21 vessels and to assess how LCFS can support this endeavor
22 for future rulemaking. LCFS is an opportunity to spur 131
23 investment and production in green maritime fuels and to
24 partner with us, partner with industry, as we seek to
25 decarbonize shipping.

1 We're also very, very appreciative that the Board
2 has set the path for staff to engage with those of us that
3 have invested in Zero-emissions equipment and 132
4 infrastructure and finds an alternative to the third-party
5 verification proposal. We very much support transparency
6 in a cost effective manner.

7 However, the resolution language for such a 133
8 timeline to workshop this is a bit unclear and so I
9 respectfully request for you to prioritize the assessment
10 of the third-party verification alternatives to next year,
11 so in 2025. And this is because it would be prior to the
12 2026 verification requirements. As currently written, it
13 is tied to the Scoping Plan, which I believe is scheduled
14 for 2027. And that unfortunately is just too late as
15 those requirements would be implemented at that time.

16 So making this small administrative adjustment to
17 timeline it's 2025 allows us to work together and allows
18 for Board consideration ahead of the 2026 requirements.

19 We very much welcome working with CARB on an alternative
20 and have also very much been appreciative of our fruitful
21 engagement over the last few months and that concludes my
22 comments.

23 Thank you.

24 BOARD CLERK LEVRINI: Thank you.

25 If we could please have commenters 81 through 85

1 form a line at either one of the podiums.

2 Next speaker Jackie Birdsall.

3 JACKIE BIRDSALL: Thank you. Chair Randolph,
4 Board members, and staff, my name is Jackie Birdsall. I'm
5 Senior Program Manager of Environmental Regulations at
6 Toyota Motor North America. I am pleased to offer
7 Toyota's support of the LCFS Program and our shared 134
8 mission towards decarbonization. We believe this Program
9 is necessary to drive California towards cost effective
10 lower carbon alternative fuels. As such, we support the
11 adoption of these amendments without delay.

12 Toyota continues to pursue a portfolio approach
13 of electrified vehicle options across the heavy-duty and
14 light-duty sectors. We believe that policies of CARB
15 should ensure that fueling and charging also reflect a
16 multi-pathway zero-emission and low carbon approach.

17 In addition to our support, we have three
18 requests today. First, as to hydrogen and fuel cell 135
19 development, we continue to urge CARB to ensure that the
20 LCFS drive investment in hydrogen infrastructure. Toyota
21 agrees with our hydrogen fueling partners that the
22 proposed 1.5 times cap on CapEx will chill investment in
23 necessary hydrogen station development, particularly in
24 these critical early years of infrastructure build-out.

25 Second, the current proposal includes a 50

1 percent D rate and 10-year crediting window of hydrogen
2 fueling stations that will post significant financial
3 challenges for our station developers. We support the
4 California Hydrogen Coalition's proposal of a lower D rate
5 of 37.5 percent and a 15-year credit window. We also
6 support the amendment that allows up to 45 percent of the
7 base credit generation by light-duty ZEV residential 137
8 charging. Such regulatory provisions would be
9 complementary in advancing ZEV markets.

10 Third, on the battery EV site, we support the 138
11 expansion of capacity crediting to medium-duty and
12 heavy-duty stations and the second round of 15-day changes
13 regarding verification provisions.

14 In closing, Toyota recognizes the efforts of CARB
15 to meet our decarbonization goals and supports the
16 adoption of the LCFS amendments without delay.

17 Thank you.

18 BOARD CLERK LEVRINI: Thank you.

19 Next speaker, Ryan Kenny.

20 RYAN KENNY: Hi. Good afternoon, Chair Randolph,
21 members of the Board, and staff. My name is Ryan Kenny
22 with Clean Energy. We urge strong support today for 139
23 adoption. It's not everything that the industry had
24 requested and needed, but after three years, it's time to
25 adopt the update.

1 This Program has been around for years. Adoption
2 today will increase decarbonization of transportation 139
3 displace fossil fuels, incentivize the removal of diesel
4 from our roads, provide market certainty and investor
5 confidence, help meet climate and clean air goals, and
6 provide economic benefits from projects, including green
7 jobs.

8 It's important to note that this -- that this
9 update is based on the three-year process using empirical
10 data, quantitative research, science, and been through a
11 very long public process. If you're looking for a
12 comparable policy, especially on dairy biogas, the
13 Legislature this year actually considered two bills that
14 would have either curbed or eliminated dairy biogas
15 crediting in the LCFS. And both bills died in Committee
16 in the house of origin. The LCFS is a cost-effective way
17 to meet our climate targets.

18 In fact, a Senate Appropriations Committee
19 analysis identified that the cost to the State would be
20 3.2 to 4 billion dollars if these incentive credits were
21 eliminated. The State would have to come up with that
22 money on its own to meet these same climate targets. We
23 don't believe delay is an option. Market certainty and
24 investor confidence is the foundation to project
25 development. The LCFS is working. We urge support to

1 reach our State's climate goals.

2 Thank you.

3 BOARD CLERK LEVRINI: Thank you.

4 Nina Robertson.

5 NINA ROBERTSON: Good afternoon, Chair and
6 members of the Board. My name is Nina Robertson and I'm
7 an attorney at Earthjustice. I urge the Board to reject
8 the flawed proposal before you today and to direct staff
9 to make the fixes that you asked for over a year ago. The
10 proposal is simply not worthy of your vote. It is not
11 based on science and it will undermine environmental
12 justice and the rapid transition to zero emissions that we
13 need more than ever today.

14 It represents a grab bag of giveaways to
15 polluting special interests that have turned what once was
16 a program for climate progress into a piggy bank for their
17 false climate solutions. The science could not be
18 clearer. It is time to focus all of our resources on
19 zero-emissions transportation. It is time to phase out 140
20 distortionary, expensive and harmful avoided methane
21 crediting. It is time to put an effective limit on 141
22 biofuels volumes. It is time to close the harmful
23 loophole that allows dirty hydrogen to paper over its 142
24 pollution with bogus credits. These dirty fuels are
25 wolves in sheep's clothing and CARB must seem them for

1 what they really are, a harmful delay tactic used to
2 thwart progress towards clean climate solutions.

3 I want to emphasize the grave errors that this
4 proposal commits on hydrogen. California is holding
5 itself out as a clean hydrogen hub and CARB is an agency
6 that prides itself in science-based decision-making that
7 protects our air. Yet, this proposal entrenches decades
8 of expensive and unjustified subsidies for dirty hydrogen
9 that will actively undermine clean hydrogen development in
10 this state. This will mean not only delayed climate 142
11 progress, but also heightened and prolonged exposure to
12 toxic emissions in California's front-line refinery
13 communities. CARB must do better.

14 The incoming Trump administration has promised to
15 undermine California's climate progress and this agency's
16 authority. This will be a fight for the very survival of
17 our bedrock environmental protections. At this critical
18 moment, we need CARB to muster every resource for zero
19 climate transportation.

20 Thank you.

21 BOARD CLERK LEVRINI: Thank you.

22 Matt Vespa.

23 MATT VESPA: Thank you. Chair Randolph, members
24 of the Board, Matt Vespa with Earthjustice. I ask for
25 your no vote.

1 Before you is a deeply flawed proposal that
2 continues to funnel billions to polluting biofuels without
3 effective limits. Using agricultural land for biofuels
4 has a host of serious consequences. The one I'm going to
5 focus on, in part because it has not gotten enough
6 attention, is increased food insecurity. As CARB stated
7 in its 2014 analysis of indirect land use change from 143
8 crop-based biofuels, which it still relies on today, "The
9 diversion of agricultural land to biofuel production will
10 exert an upward pressure on food commodity prices and
11 potentially lead to food shortages increasing food price
12 volatility and inability of the world's poorest people to
13 purchase adequate quantities of food." CARB went on to
14 say that, "GTAP...", which is the model you rely on,
15 "...predicts that price increases resulting from the
16 additional demand for biofuels will result in reduced crop
17 production leading to lower food consumption."

18 Put plainly, the climate benefits CARB is
19 claiming from biofuels under the LCFS come from making
20 food unaffordable to the world's most vulnerable people.
21 It is a consequence embedded in CARB's analysis. This is
22 the climate strategy you are being asked to vote for
23 today, reducing greenhouse gases by increasing hunger.
24 And for this and a host of other reasons, scientists,
25 academics, former CARB staff intimately familiar with this

1 Program have asked you to put an effective limit on
2 biofuels, and that means assigning the excess surplus
3 fossil diesel carbon intensity. Many of you have asked
4 for that same thing. It is not in here.

5 Instead, with no effective limits, the proposal
6 before you will result in \$20 billion wealth transfer from
7 California drivers to biofuels and oil refinery
8 industries. Vote no on this proposal. There is still 143a
9 time to fix it.

10 Thank you

11 BOARD CLERK LEVRINI: Thank you.

12 Elizabeth Szulc. Pardon me. Szulc.

13 ELIZABETH SZULC: Szulc.

14 BOARD CLERK LEVRINI: I'm so sorry.

15 ELIZABETH SZULC: It's totally fine.

16 Thank you, Chair and members of the Board. My
17 name is Elizabeth Szulc. And on behalf of CALSTART, I'd
18 like to express our gratitude for CARB in addressing our
19 previous concerns about the proposed amendments to the Low
20 Carbon Fuel Standard. The LCFS Program is a crucial part
21 of California's strategy to improve air quality, advance
22 climate goals, and support electrification.

23 CARB's 2022 Scoping Plan outlines the State's
24 carbon neutrality goals. And it's clear that the LCFS
25 Program is essential to achieving them. Since 2011, the

1 LCFS has successfully reduced carbon in California's fuel
2 pool and accelerated the adoption of zero-emission fuels
3 and technologies, and has also served as a powerful
4 incentive for new companies and innovative technologies in
5 the State's fuel market. CALSTART particularly
6 appreciates the amendments that extend capacity credits
7 for fast charging infrastructure and hydrogen refueling
8 infrastructure to the medium- and heavy-duty
9 transportation sector. These sectors account for a
10 disproportionate share of harmful emissions, so CARB's
11 focus here is an important step.

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12 Expanding credit pathways for medium- and
13 heavy-duty vehicles not only addresses high emission
14 sources, but also incentivizes essential funding for
15 charging and refueling infrastructure. This
16 infrastructure is critical for enabling fleets to
17 transition to zero-emission vehicles, especially as we
18 move toward a potential full fleet transition. Thank you
19 for your commitment to a cleaner, healthier California.

20 BOARD CLERK LEVRINI: Thank you.

21 Priscilla Monrue.

22 Okay. We're going to go ahead and move on to
23 Amanda Parsons DeRosier.

24 AMANDA PARSONS DEROSIER: Thank you. And please
25 forgive the hoarseness of my voice. I'm the tail end of a

1 cold. Thank you, Chair Randolph and Board members for the
2 opportunity to provide comments on the proposed LCFS
3 amendments and their importance to improving air quality
4 in California. My name is Amanda DeRosier and I'm the
5 Vice President of Government Affairs for Global Clean
6 Energy. Global Clean Energy is renewable fuels innovator
7 headquartered in California that has been proudly
8 operating in the State for nearly two decades.

9 In 2020, we acquired a former oil refinery in
10 Bakersfield and have invested over \$1 billion to transform
11 that old oil site into a state of the art renewable fuels
12 production facility to provide California produced ultra
13 low carbon renewable fuel under the LCFS Program. We are
14 nearly producing at the revamped site ready to supply
15 sustainable fuels to the Central Valley and throughout
16 California.

17 Our facility will provide renewable fuels with
18 ultra low carbon intensity utilizing both traditional
19 biofuel feed -- biofuel feedstocks and camelina, a
20 climate smart oil seed crop that thrives on fallow land
21 and does not displace food production or contribute to
22 land use change. Our Bakersfield facility will produce
23 renewable fuels to serve California, supporting the
24 State's emission reduction goals. The LCFS program is
25 crucial to support operations at the Bakersfield facility

1 creating hundreds of clean energy jobs, attracting further
2 private investment and decarbonizing the transportation
3 sector. We appreciate the opportunity to have met with
4 each of you and share our company's story. And we are --
5 also appreciate the robust collaboration with CARB staff
6 during the amendment process and look forward to 145
7 continuing to work together to meet the requirements in
8 the timeline outlined within the proposed amendments.

9 We respectfully request an aye vote on the LCFS
10 Program. Thank you for all the hard work you've done.
11 Thank you very much.

12 BOARD CLERK LEVRINI: Thank you.

13 Dr. David J. Marrett.

14 DR. DAVID MARRETT: Hello. I'm here speaking
15 primarily for myself, but I've been heavily influenced by
16 the Sierra Club, especially Sierra Club California's
17 Energy and Climate Committee and the analysis of the
18 Energy and Climate Committee, which is to vote no on this
19 set of amendments.

20 We support the overall Program, but we think this
21 set of amendments are misguided. I'm also a 36-year 146
22 resident of Riverside, or neighborhoods around Riverside.
23 I raised a family here, so I've breathed my share of dirty
24 diesel air, and I'm not sure that biodiesel air is much
25 healthier.

1 There's several reasons that I personally am
2 against this. And I take this from Sierra Club and other
3 groups that I'm in. There are conservation reasons --
4 land conservation reasons that work against this set of
5 amendments. Okay. There are most importantly
6 environmental justice issues and we wouldn't see so many
7 of our environmental justice allies here if it worked in
8 favor of their communities. And there are also technical
9 scientific arguments against it. 146

10 Now, you've heard most of these and time is
11 short, so I'm going to say thank you for your time.

12 BOARD CLERK LEVRINI: Thank you.

13 Jessie Parks.

14 Jennifer Cardenas.

15 JENNIFER CARDENAS: Good afternoon, Board. My
16 name is Jennifer Cardenas. And I am with the Sierra Club.
17 We're here today because like you've heard many of our
18 community members tell you we're saying no. You have 147
19 time. There is this idea that you don't have time to make
20 this intentional, to make the correct choices. That's not
21 true. We've seen you. You have a history of ensuring
22 that things are done correctly. You have the opportunity
23 to do just by all these communities, environmental
24 communities that are facing the brunt of this. We have
25 told you this time and time again.

1 Rewarding polluters is not something that we do
2 in California, and you know that. This is something that
3 you can prevent. I work for the Sierra Club, but I'm also
4 from here. I clock in. I clock out. I breathe this air.
5 My community, the people that I represent they breathe
6 this air. How many of the people that are telling you,
7 yes, this is amazing, have to carry this around?

8 This is the reality of the people that you're
9 advocating for. This is what we want. We want you to be
10 intentional. Revise this. There's committee that you can
11 talk to. Industry can show up in their really nice suits,
12 but they're not from here. They're not going to advocate
13 for the people here. You can make that happen. You have
14 that kind of power. We've seen it before, right?

15 Today, when you all drive home, you're going to
16 see all the trucks that impact us. You're going to see
17 why we want electrification. You I want -- you are going
18 to see why we want you to be so intentional, and that's
19 all I'm going to say.

20 Thank you.

21 BOARD CLERK LEVRINI: Thank you. We will now be
22 hearing from Assemblymember Lackey.

23 ASSEMBLYMEMBER LACKEY: Well, good afternoon,
24 Chair and Board members. I am Tom Lackey and I am
25 Assemblyman from the 34th Assembly District. I'm here to

1 speak on behalf of the hundreds of thousands of residents
2 of Palmdale, Lancaster, and San Bernardino County. We're
3 the hard working men and women here in the state of
4 California. We build homes, we fix roads, and we serve
5 you when you dine out. To do this we must drive hours
6 each day to work to put food on the table for our 148
7 families. This measure before you will cause us financial
8 pain. The Governor has pushed us to drive electric
9 vehicles. Electric vehicles are simply very expensive.

10 We're a diverse working class community with over
11 50 percent of our residents being Latinos and about 15
12 percent African American. Per capita income is
13 approximately 28,000 compared to the state's average of
14 77,000. Many of us drive older cars, because that's what
15 we can afford. The Nissan Leaf, for example, starts at
16 approximately \$30,000. It has a driving range of about
17 168 miles. Even if we can afford this sticker price, the
18 battery range doesn't work for us. Residents in my
19 community drive on average a hundred miles a day. Add
20 weather conditions, the use of an air conditioner or
21 heater, or a trip to pick up the kids, and the battery
22 will drain very quickly. This causes us a undue range
23 anxiety.

24 The infrastructure is not quite ready. We have
25 desert roads. And even if there were enough chargers off

1 the side of the freeway, who among us can afford to sit in
2 the car for another 30 minutes during our daily commute,
3 especially when it starts between 4 and 4:30 in the
4 morning.

5 We care about the environment also. We also want
6 clean air. We want our children, our grandkids to have
7 the same resources that Mother Nature gave all of us, but
8 this is also about survival, financial survival. With the
9 implementation of this policy, it's going to be
10 approximately \$0.65 to be added to each gallon of gas. We
11 are currently paying about \$1.40 gallon more than other
12 drives throughout the country. If you approve this 148
13 measure, California drivers will pay over \$2 more a gallon
14 than other drivers throughout the country.

15 If this retired -- I'm sorry. If the retired
16 Branch Chief of this Department is correct, then
17 California can look forward to ultimately paying nearly
18 three more -- \$3 more a gallon. We simply cannot afford
19 that. Our finances are stretched very thin. Many of us
20 are already charging basic necessities on credit cards.
21 Please don't drive us into bankruptcy.

22 On behalf of the people of the 34th Assembly
23 District, I ask you to not approve this rulemaking and 148
24 find other alternatives that won't cost us quite that
25 much.

1 Thank you for your time.

2 BOARD CLERK LEVRINI: Thank you.

3 Jessie Parks, if you are in the room with us and
4 would like to make your comment, please make your way to
5 the podium.

6 All right. We will proceed with Yassi Kavezade.
7 Again, apologies if I mispronounce any names.

8 Okay. We're going to continue you Joaquin
9 Castillejos.

10 Whitney Amaya.

11 WHITNEY AMAYA: Hello. Thank you. Good
12 afternoon, Board members. My name is Whitney Amaya. I'm
13 a community member with East Yard Communities for
14 Environmental Justice and a resident of West Long Beach.
15 I'm also here to speak for many of the reasons that
16 community members from here and the IE, and from other
17 parts of the state have come. My community is
18 predominantly low income community of color and we're
19 oversaturated with polluters. A lot of diesel trucks,
20 natural gas, or whatever dirty fuel they're running on
21 coming to and from the ports, the railyards, the
22 refineries. And in all honesty, enough is enough.

23 I think right now we're at a time where you have
24 the opportunity to revisit and amend this rule, so that it
25 actually works for our communities. And I also just want

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1 to remind you that our communities have been advocating
2 for electric zero emissions for a really, really long time
3 now. And I think that if our communities were actually
4 heard and prioritized, we would be in a completely
5 different scenario than what we are in now. And what
6 we're seeing is that our voices are continuously pushed
7 aside. And like you're just -- you're delaying the
8 solutions that are actually going to lead to cleaner air
9 and improve public health outcomes. And I just want to
10 remind you what your role as a public agency is, is to
11 protect our communities, is to regulate polluters, and to
12 ensure that there's clean air for us all, right? Because
13 we're -- now it's our community.

14 But as I have been driving various years to
15 agency meetings, now I'm seeing a lot more trucks in other
16 communities, right? Before it used to be just majorly on
17 the 710 and now that's expanded to other freeways as well.
18 And there's actually recommendations before you from the
19 Environmental Justice Advisory Committee. And so I urge
20 you, one, to vote no and please take the recommendations
21 and prioritize electric zero emissions.

22 Thank you.

23 BOARD CLERK LEVRINI: Okay.

24 Real quick. Jessie Parks, Yassi Kavezade, or
25 Joaquin Castillejos. If any of you are in the room,

1 please make your way to the podium, if you would like to
2 still make your comments. And with that, we will pick up
3 with Abigail Odoul.

4 ABIGAIL ODOUL: I'm Abigail.

5 BOARD CLERK LEVRINI: Go for it.

6 ABIGAIL ODOUL: Good afternoon, all. My name is
7 Abigail Odoul and I live here in Riverside, but I'm from
8 the Central Valley. I'm also representing my neighbors
9 who were here earlier, but they could not stay. They had
10 to head back to work. I'm asking you to vote no on LCFS
11 and focus on our future, focus on the future of our kids 150
12 and their health, please.

13 My kids and their friends have asthma. The
14 pediatrician just shrugs every time I ask her saying that
15 this is normal in this area. And this is something I'm
16 really familiar with also, because when I was growing up
17 in Patterson, California, an area that's surrounded by
18 dairy farms and four biogas digesters, we would have a lot
19 of days where school was canceled, because the air was so
20 bad. We're not in 2009 anymore, when this was first
21 passed, like our choices aren't just gas or biofuels. We
22 have other solutions now. We can fix our pollution
23 problems by just doing what I tell my kid. We can stay
24 focused on what we said we were going to do, we cannot
25 stop just half way at biofuels, but go all the way to full

1 electrification.

2 I really was disappointed to see that companies
3 were going to get some long-term profits for polluting
4 livestock gas. And so it's like companies are going to
5 get paid for me to be in the ER with my kids during flu
6 season. I don't like that.

7 So, we're California and we're known for our
8 innovation and we're known for being leaders, and we're
9 also known for bad air. Is there anything that we can do
10 about this? And I think there is. I think it's a no on
11 LCFS, a no to repeating our past mistakes, because our
12 children's futures depend on it.

13 Thank you so much.

14 BOARD CLERK LEVRINI: Thank you.

15 Yassi Kavezade.

16 YASSI KAVEZADE: Hi. My name is Yassi Kavezade.
17 Good afternoon CARB Board members. I'm a Senior Advisor
18 for Sierra Club National. I work on the western region
19 for Clean Transportation For All and I want to uplift many
20 of the comments that came before me in voting no on the
21 LCFS. At Sierra Club, we believe in climate solutions and
22 environmental justice can go hand in hand. Biofuels, and
23 ethanol, and renewable natural gas from digestion isn't
24 going to cut it and perpetuating these false solutions is
25 giving a clear signal for other states to do the same.

1 We're seeing the same manufacturers, the same
2 companies attack legendary laws and policies you all have
3 passed, like Advanced Clean Trucks, out here supporting
4 this rule, because they know it's going to delay and
5 continue the usage of fossil fuels. So please I urge you
6 on behalf of 3.5 million members and supporters, I know
7 we're in scary times with the federal government and
8 they're priorities to take down environmental laws in
9 California, Sierra Club is hoping to be a partner. We
10 sued the last administration 300 times alongside states
11 like California, and we're ready to do it again. So
12 please don't set us backwards here and we encourage you to
13 work with the EJAC and the environmental justice groups
14 that have basically painted a new alternative away from
15 supporting internal combustion engines and fuels.

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16 Thank you so much.

17 BOARD CLERK LEVRINI: Thank you. We will now
18 hear from Fernando Gaytan.

19 FERNANDO GAYTAN: Good afternoon. Fernando
20 Gaytan with Earthjustice.

21 I am many here today to urge you to vote no on
22 the current version of the Low Carbon Fuel Standard. You
23 already heard many of the powerful reasons to reject this
24 proposal, but I want to focus on what is an incredibly
25 missed opportunity when it comes to California's policy to

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1 reach zero-emission goals, and that is the transportation
2 sector.

3 We have known for decades that emissions
4 generated from the state's large freight hubs creates
5 serious health problems like asthma, heart disease, and
6 cancer, and disproportionately harm the state's most
7 under-resourced communities. Transitioning to -- freight
8 trucks to zero emissions is a must, if we're going to
9 address these injustices.

10 The revisions before you today are not worth your
11 yes vote. The Program will funnel a majority of its funds
12 to polluting biofuels and biogas, rather than investing in
13 common sense solutions that are California's north star
14 goal of full-scale electrification. And even within the
15 funding for electrification, we are especially
16 disappointed to see CARB's cannibalization of funds to
17 electrify medium- and heavy-duty vehicles, some of the
18 dirtiest on Californias' roads, for light-duty vehicles
19 that are already heavily subsidized.

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20 The current proposal would unnecessarily
21 prioritize light-duty vehicles by shifting funds that
22 would otherwise have helped electrify up to a hundred
23 thousand Class 8 trucks in the next decade. This is a
24 financial and environmental cost to California that it
25 cannot afford at this time. California must maintain its

1 commitment to electrify its dirtiest vehicles on our
2 roads. These last-minute amendments would thwart these
3 efforts and represent a significant setback to the state
4 at a worst possible moment, just as California girds
5 itself to defend its clean air goals.

6 Taking the time to get the standard right is
7 critical. And we can still build a Low Carbon Fuel
8 Standard that actually works for California. I urge you
9 to have the courage to vote no today. The statements for
10 our clean air and our climate are too high.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 We will now hear from Esther Portillo.

14 ESTHER PORTILLO: Good afternoon, Board members.
15 My name is Esther Portillo. I'm the Senior Western
16 Advocate for the Natural Resource Defense Council, NRDC.

17 Today, you have an opportunity to ensure the LCFS
18 program becomes a golden standard for the state of
19 California and an example for the rest of the country. If
20 we settle for less, the program will result in continued
21 poor air quality and water quality, and exacerbate
22 inequities in the environmental justice communities by
23 over-incentivizing livestock biomethane and other
24 problematic combustion fuels. We acknowledge CARB staff
25 efforts to improve the Program including the adoption of

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1 several of our EV provision recommendations, but these
2 changes don't go far enough to sustain our progress on
3 climate. And it comes at a significant detriment to the
4 food system and the environment.

5 We ask the Board to provide staff with clear
6 collection to the fix -- to fix the following issues. We
7 ask that you set a cap to include all vegetable oils and 155
8 fuel types and base them on the absolute volume limits,
9 stop the flood of credits for livestock-based biomethane. 156
10 The LCFS should not be used for subsidizing the capture of
11 methane from dairies. A staff proposal to grandfather the
12 next five years or more of new projects is unacceptable. 156a
13 Stop incentivizing municipal solid waste to fuel. 157
14 Currently the MSW to fuel facility gets credits for the
15 organic waste and plastic that is prevalent in MSW.

16 The staff proposal grants the Executive Officer
17 unilateral authority to ship electricity based credits to
18 OEMs. We recommend the EO develop guardrails and 158
19 requirements for OEMs to ensure equity projects continue,
20 including establishing a clean fuel reward for medium- and
21 heavy-duty trucks. The LCFS must support truly green
22 electrolytic hydrogen by requiring that it be produced 159
23 only with zero carbon electricity adhering to the three
24 pillars of additionality, deliverability, and hourly
25 matching.

1 We also provide recommended resolutions to
2 address these issues. At this time, we take a neutral
3 position.

4 Thank you.

5 BOARD CLERK LEVRINI: Thank you.

6 Rachel Perez.

7 Maya Inigo-Anderson.

8 MAYA INIGO-ANDERSON: Thank you, Chair Randolph
9 and Board members. I'm also with Communities for a Better
10 Environment, a statewide environmental justice
11 organization. I'm also here to urge you to vote no on the
12 LCFS given the negative impacts on environmental justice
13 communities.

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14 I'm a former resident of the community of South
15 Gate, a high polluted community in Southeast Los Angeles.
16 I would like to echo my colleagues' concerns regarding
17 refineries. Biofuel factories are nearly as polluting as
18 refineries and endanger our communities. Another major
19 concern, as you have heard with LCFS, is the continued
20 practice of avoided methane crediting. Staff has proposed
21 shortening the timeline of the Program, which is a small
22 step in the right direction, environmental justice
23 communities have called on this practice to be eliminated
24 entirely.

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25 Avoided methane crediting creates an incentive

1 for dairy farms to acquire larger and larger herds,
2 increasingly polluting San Joaquin Valley communities,
3 especially low-income communities, communities of color
4 and farmworker communities. As you know, these are
5 already heavily pollution burdened communities.

6 Another concern with the LCFS is the impact of
7 using lipid based biofuels, which drives up food prices
8 and causes deforestation as other have laid out. We
9 further encourage CARB staff to work closely with the
10 EJAC, which has done a lot of important analysis on the
11 Low Carbon Fuel Standard.

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12 Thank you.

13 BOARD CLERK LEVRINI: Thank you.

14 Denzel Cardenas.

15 Faizal Hassan.

16 FAIZAL HASSAN: Good afternoon and thank you
17 Madam Chair and the Board. My name is Faizal Hassan and
18 I'm a Vice President with Anew Climate, one of the largest
19 climate solution providers in North America and I'm also a
20 proud resident of California. We would like to thank CARB
21 staff for its diligent work associated with the proposed
22 amendments to the LCFS Program. Anew shares CARB's
23 dedication to ensuring that the LCFS continues to play a
24 significant role in decarbonizing California's
25 transportation sector and helping California achieve its

1 ambitious climate goals. We support many of the key
2 features in the proposed LCFS revisions and we ask the
3 Board today to adopt these proposed revisions.

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4 The LCFS Program has been a successful and
5 cost-effective tool to decarbonize California's
6 transportation sector and California has committed to
7 ambitious climate targets, specifically regarding methane
8 emissions. Methane is such a powerful greenhouse gas that
9 cutting these emissions is one of our fastest
10 opportunities to immediate slowing down the rate of global
11 warming. The LCFS Program has also been an overwhelming
12 success in a relatively short amount of time proving that
13 market-based programs supported by private investments
14 work. Over 70 percent of on-road diesel fuels have been
15 replaced by renewable diesel and over 250 dairy farms
16 today that are developing or have developed methane
17 capturing projects, but that's not enough. We need more
18 and adopting these proposed revisions just gets us one
19 step closer.

20 With respect to treatment of renewable natural
21 gas and avoided methane crediting, we urge CARB to
22 continue to remain true to the principles of fuel
23 neutrality and to base LCFS crediting on science and
24 carbon intensity scoring. In the future, we urge CARB to
25 reconsider arbitrary end dates for avoided methane

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1 crediting, flow direction requirements for RNG delivery,
2 and the overly punitive 4X penalty for CI exceedances. 165

3 Thank you.

4 BOARD CLERK LEVRINI: Thank you.

5 William Graham.

6 Mauren Norman.

7 If you see your name on the projector, please
8 make your way to the podium.

9 Oscar Garcia?

10 Spencer Reeder. I'm sorry, excuse me, Ethan
11 Hendricks.

12 ETHAN HENDRICKS: Hi. I'm Ethan Hendricks and I
13 am here with AMP Americas and I'm here to support the
14 LCFS. AMP thanks CARB staff leadership and Board members
15 for the work you all have done over the last couple years
16 on this process. AMP is a methane abatement company. We
17 partner with farmers to develop projects that convert
18 methane in emissions into renewable natural gas and
19 zero-emissions vehicle fuels like hydrogen and
20 electricity. AMP projects have prevented over two million
21 metric tons of CO2 equivalent over their lifetime and we
22 plan to significantly increase our impacts in coming
23 years. Our projects, in addition to reducing emissions,
24 they improve air quality, they create great paying jobs in
25 rural communities, and they help make food more affordable

1 for everyone.

2 Operating our existing projects, let alone
3 increasing our impact, depends on the LCFS maintaining
4 stable policy for methane reduction and RNG pathways. We
5 are disappointed with some of the proposed amendments that
6 arbitrarily restrict RNG pathways, but we appreciate 166
7 amendments that attempt to avoid retroactively changing
8 the rules on projects that have already been developed.

9 California's climate leadership is more important
10 now than ever. I'll underscore this point with a quote
11 from Mary Nichols whose name is on this building. In her
12 statement in support of these amendments she wrote, "The
13 future of California's climate leadership and the
14 durability of climate policy in this world at all is on
15 the line." We urge CARB Board to approve the amendments,
16 so that the LCFS Program and other climate policy can 167
17 continue to drive climate impact and emissions reductions.

18 Thank you.

19 BOARD CLERK LEVRINI: Thank you.

20 Thomas Ashley.

21 THOMAS ASHLEY: Good afternoon. I'm Tom Ashley,
22 Vice President of Government and Utility Relations for
23 Voltera Power. Voltera invests in, develops, owns, and
24 operates charging facilities for fleets and branded
25 charging networks. Earlier this year, we announced the

1 opening of our first scale truck charging facility in
2 Lynwood, and have subsequently announced plans to develop
3 facilities in Wilmington and West Sacramento.

4 The Low Carbon Fuel Standard has been a critical
5 enabler for the zero-emission vehicle transition, and the
6 revisions before you will help enable the ZEV transition
7 for drayage truck fleets and other heavy-duty fleets. 168

8 This is the type of market-based policy that helps enable
9 the economics necessary to fuel the zero-emission vehicle
10 transition that is so critical to achieving California's
11 and society's climate goals.

12 Significantly, these policies help unlock private
13 investment from companies such as Voltera in
14 infrastructure build-out and our customers in acquiring
15 zero-emission vehicles and accessing charging. We wish to
16 thank staff for their thoughtful development of
17 amendments, notably the capacity credit that will help
18 enable the needed economic bridge for the HEV vehicle ZEV
19 transition. We wish to thank the Board for your
20 consideration and urge the Board to approve the proposed
21 amendments. 168a

22 Thank you.

23 BOARD CLERK LEVRINI: Thank you.

24 And we will go to Jesse Delacruz.

25 JESSE DELACRUZ: Hello, CARB members. My name is

1 Jesse Delacruz, the founder and Executive Director of
2 Urbano Strategies. On behalf of our community of Watts
3 and South Central, we're here representing our
4 neighborhoods. About 50 of us, we plan to all do public
5 comments. Unfortunately, as working class families that
6 we are, we have to, you know, pick up our kids and we have
7 other commitments.

8 So I want to start by thanking Madam Chair and
9 the ranking members of the Board for your public service.
10 We really appreciate the Cap-and-Trade investments that
11 has happened in the Jordan Downs community in the South
12 Los Angeles community. It really means a lot for us to
13 have nature-based solutions to offset carbon. And so, you
14 know, I think we're all trying to breathe clean air. And
15 I think that's one thing we can agree on, is that clean
16 air is a right, not a privilege, but how we achieve that
17 is important.

18 So California's climate policies are threatened
19 by some groups who want to rush and all electric
20 transformation. I know it and you know it that we are
21 nowhere near ready for this. California hasn't even
22 figured out yet how to ensure we have clean, affordable,
23 safe water in all parts of our state. So how can we move
24 faster on electric than water, right, which is essential
25 for humans, lives, and our plants.

1 So one proposal you're hearing is to narrowly
2 support only electric vehicles with investment, which 169
3 would ignore the health and environmental benefits that
4 other views can provide -- clean fuels that is. A policy
5 that ignores the benefits of clean fuels will lead to the
6 displacement of thousands of jobs. And without proper
7 transition strategies, it would increase economic
8 inequalities. And a big yes on LCFS.

9 Thank you. Appreciate it.

10 BOARD CLERK LEVRINI: Thank you.

11 We will now hear from Spencer Reeder.

12 SPENCER REEDER: So I get to follow that.

13 Good afternoon, Chair Randolph and Board members.

14 I'm Spencer Reeder with Audi and lead our sustainability
15 work in the United States, which is centered on the full
16 transition eventually, as we heard, to all electric
17 vehicles, all electric zero-emission vehicles. We joined
18 others in support of the proposed updates to the LCFS 170
19 Program. We agree with the stakeholders who recognize
20 that the LCFS Program is a vital policy tool. We assess
21 that the Program is significantly strengthened by the
22 staff's proposed changes and will deliver increased
23 reductions of greenhouse gas emissions that are
24 foundational to the State's climate goals. In particular,
25 the Program revisions will serve to accelerate the

1 transition to electric vehicles that is central to the
2 State's climate strategy.

3 The revisions proposed -- the revisions proposed
4 by staff to California's Program will bring together key
5 actors in the electric transportation value chain and will
6 better support the transition to plug-in battery electric
7 vehicles including those in the light-duty segment, which
8 dominate the state's roadways.

9 LCFS Program is, in fact, unique. It is unique
10 in its ability to incentivize the utilization of
11 zero-emission battery electric vehicles generating more
12 eVMT and thus more emission reductions and better air
13 quality. CARB's proposed changes amplify and strengthen
14 this important incentive. We recognize that there's a
15 shared responsibility and a shared opportunity alongside
16 our colleagues at the electric utilities EV charging
17 companies to deliver on the promise of electrifying the
18 state's transportation system for all users in a
19 cost-efficient way.

20 What CARB staff have proposed indeed recognizes
21 the joint effort that is required to successfully reach
22 the targets. Thank you again for the opportunity to
23 comment on this latest round of proposed Program
24 improvements

25 BOARD CLERK LEVRINI: Thank you.

1 Laide Lopez.

2 Faraz Rizvi

3 FARAZ RIZVI: Hello. Chair Randolph, Board
4 member, good afternoon. My name is Faraz Rizvi and I'm
5 from the Asian Pacific Environmental Network. We
6 represent front-line communities who live in refinery
7 corridors such as Richmond and Wilmington, communities who
8 pay for our addiction to fossil fuels with their health.

9 Through this entire process, our community
10 members have raised concerns around the overreliance on
11 methane-based hydrogen in the LCFS Program. At a moment
12 when we need to be thinking about a managed phasedown of
13 oil refining, CARB is doubling down to give the oil
14 industry a line of credits to pollute from the leaking,
15 flaring, and pollution-ridden hydrogen SMRs in our
16 communities.

17 The recent 15-day changes extended credit
18 generation pathways for hydrogen from refineries until
19 2035. After 2035, it requires refineries to purchase 171
20 biomethane credits doubling down on harms to both dairy
21 and refinery communities. This new proposal is even worse
22 than the last.

23 In 2018, when the Chevron refinery expanded it's
24 hydrogen production units, Richmond residents saw massive
25 increases in flaring. Since then, flaring has dumped 52

1 to 63 tons of sulfur dioxide into the air annually, a
2 pollutant that stinks rotten eggs and exacerbates
3 respiratory issues for people living nearby. I also want
4 to raise immense frustration with the entire process. I
5 find it deeply cynical to hold this vote three days after
6 the most momentous election of our time capitalizing on
7 the chaos of the moment to sneak in approval of this 172
8 program, waiting until the very last moment so that you
9 can wash your hands of this mess and say it's too late to
10 make any changes.

11 Right now, California needs to lead when it comes
12 to electrification and defending Californians from
13 corporate industry greed. Handing out lush subsidies to
14 big ag and big oil is not leadership. It's reneging on
15 our commitments when we need them the most. We urge you
16 to vote no on the staff proposal today. There's a
17 universe where this program works for the working people
18 of California, not for polluters and we urge you to return
19 to the to the alternative scenario EJ, environmental and
20 labor advocates have proposed instead.

21 Thank you.

22 BOARD CLERK LEVRINI: Thank you.

23 We'll try Laide Lopez one more time.

24 Okay. We're going to move to Tony Brunello

25 TONY BRUNELLO: Hi. My name is Tony Brunello. I

1 would have a pulled my name, but I was still up there with
2 that last group. That's really how you should have ended.
3 I'm today here representing U.S. Energy. Most important
4 just a couple quick things. The first thing to staff,
5 really it's amazing, Jordan, Jacob, Matt, Rajinder, Steve
6 really the amount of time that staff has spent on this is
7 amazing. Also, the amount of work on compromises, things
8 to try and work with industry and stakeholders really has
9 been amazing running over four years. So as compromise
10 goes, U.S. Energy isn't ecstatic about all the changes
11 that were made. I think we were hoping that RNG avoided
12 methane crediting can have another look, as we look to the
13 next rulemaking.

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14 And finally, we really supported the RNG to
15 electricity pathway that was inserted at the end. We hope
16 that there are other opportunities to expand that in the
17 future. Thank you guys so much. Appreciate it.

18 BOARD CLERK LEVRINI: Thank you.

19 Roy Bleckert.

20 Phoebe Seaton.

21 PHOEBE SEATON: Good afternoon. I'm Phoebe
22 Seaton with Leadership Counsel for Justice and
23 Accountability. And on behalf of Defensoras, who were
24 here earlier. I'm going to violate two of my basic
25 tenet -- comment-making tenets. One, don't use limited

1 time with thank yous and don't talk too much about process
2 when our substantive arguments carry the day as they do
3 today, and have during the entire course of this
4 rulemaking.

5 We are deeply appreciative of the Chair and Board
6 members who have met with us time and again and listened
7 to us and grappled with the complexities of the Low Carbon
8 Fuel Standard and tangled web of agricultural
9 exceptionalism that the LCFS unfortunately inhabits.
10 Unfortunately, we're not so appreciative of the process.

11 The last minute change that allows dairies to enjoy 176
12 avoided methane crediting far into the future, even if a
13 regulation exists that mandates livestock methane emission
14 reductions will have harmful short- and long-term impacts
15 on the environment and in particular the San Joaquin
16 Valley. This 11th hour change is also an unfortunate call
17 back to a similar process in 2016 when last minute
18 amendments to Senate Bill 1383 tilted in favor of the
19 dairy industry and against environmental justice, science,
20 and sound policy. Then, like now, decision-makers were
21 presented with a policy that was not good enough, but told
22 it was too late to make changes necessary to make it so.

23 Then, like now, decision-makers could have taken
24 a stand for good policy and rejected the measure. We hope
25 that now, unlike then, you will take the opportunity to

1 stand for good policy and fix the Low Carbon Fuel
2 Standard, so that it can fulfill its lofty promises.

3 Thank you.

4 BOARD CLERK LEVRINI: Thank you.

5 And that concludes our in-person commenters. We
6 will now take a 10-minute break.

7 (Off record: 2:58 p.m.)

8 (Thereupon a recess was taken.)

9 (On record: 3:12 p.m.)

10 CHAIR RANDOLPH: Okay. We are ready to come back
11 from our break and we will be hearing the Zoom commenters,
12 so I will ask the Board Clerk to call the commenters on
13 Zoom.

14 BOARD CLERK LEVRINI: Thank you, Madam Chair. We
15 actually have one last in-person commenter who's come back
16 to speak. That is Roy Bleckert.

17 ROY BLECKERT: So let's go back to 2007 at the
18 bogus Tran report that CARB was presented that we were all
19 going to die from diesel smoke. Mary Nichols, whose name
20 on this building, said that was a very annoying
21 distraction. This whole agency, these whole hearings have
22 been built on a sham. I'm going to blow your electricity
23 deal right out of the water and I challenge anybody to
24 prove me wrong.

25 If we -- if the electric powered everything was

1 going to work, we would have continued and would still be
2 building nuclear power plants from San Diego to Eureka,
3 because that's the only clean, 24/7, reliable power that
4 we know of that could possibly power anything we've got
5 that we know of. What you're doing is killing the 177
6 economic ability of the lower income people to rise up to
7 the level that they can afford this stuff, because you're
8 hurting them the worst with this. More of their
9 percentage of their income is going to go to all these
10 taxes and everything, and rules and regulations you
11 propose. Please stop it.

12 If you're really concerned about everyone in
13 California, you'll stop the madness. Let's start putting
14 some sane policies that are going to fix energy, housing,
15 and everything else, because if we don't, it's going to
16 get worse, mark my words. History has a way of repeating
17 itself and we keep doing the insanity thing over and over
18 again.

19 BOARD CLERK LEVRINI: Thank you.

20 We will now hear from our Zoom commenters.

21 BOARD CLERK GARCIA: Thank you.

22 So we currently have 52 commenters with their
23 hands raised in Zoom. I apologize in advance if I
24 mispronounce your name. I would like to remind everyone
25 to speak slowly and clearly for our interpreters. And

1 just a reminder that speaker sign-ups have closed for this
2 item.

3 The first five speakers we'll hear from are Dan
4 Lashof, Bonney Shehadey, Jim Stewart, Frank Harris, and
5 Christine Ball-Blakely.

6 So, Dan I have activated your microphone. Please
7 unmute and you can begin.

8 DAN LASHOF: Thank you. I'm Dan Lashof, U.S.
9 Director of the World Resources Institute. And I've been
10 a strong supporter of the LCFS program for many years, but
11 today I'm profoundly conflicted.

12 CHAIR RANDOLPH: Dan -- Dan, could you hold on
13 one second. We're getting an echo in the room, so I want
14 them to fix it and then you can restart your comments.

15 DAN LASHOF: Okay.

16 (Technical difficulties).

17 BOARD CLERK GARCIA: Okay. Dan, go ahead.

18 DAN LASHOF: Okay. Thank you. Again, I'm Dan
19 Lashof, U.S. Director of the World Resources Institute.
20 And I have been a strong supporter of the LCFS Program for
21 many years, but today, I'm profoundly conflicted.

22 Chair Randolph made a compelling case for the
23 LCFS and its benefits for transportation electrification
24 in her opening comments. But at the same time, I'm
25 alarmed by the rapid increase in the use of crop-based

1 renewable diesel in the last several years. The record
2 for this rulemaking is chock-full of detailed comments
3 showing that crop-based biofuels are worse for the climate
4 than petroleum fumes when the opportunity cost of using
5 prime farmland for fuel production is accounted for.
6 These comments include a devastating critique of the GTAP
7 model currently use by CARB to calculate ILUC written by
8 the Chief -- the Chair of the Yale Economics Department.

9 Debate on ILUC can seem esoteric, but it comes
10 down to a very simple question. Does it make any sense to
11 turn food crops into fuel? The answer to that question is
12 clearly no, given the impact of dedicating millions of
13 acres of prime farmland to fuel production on food prices
14 and global deforestation. The proposed rule nominally
15 includes a 20 percent credit limit on some virgin 179
16 vegetable oils, but its impact is highly questionable,
17 given the way it's written.

18 The proposed resolution also calls for a workshop
19 on ILUC modeling. Given all the workshops CARB has
20 already hosted and the detailed comments in the record,
21 this frankly looks like a box-checking exercise. I urge
22 the Board to adopt a resolution that specifically calls on
23 staff to replace its current approach to calculating ILUC
24 with one that is empirically grounded and scientifically
25 sound. I also urge the Board to call for an effective cap 179

1 on crop-based fuels followed by a phaseout by 2030.

2 As noted, what CARB does has enormous influence
3 on other states and countries. Please send a clear
4 message that turning food into fuel is not an effective or
5 acceptable climate policy.

6 Thank you.

7 BOARD CLERK GARCIA: Thank you.

8 Bonney.

9 BOARD MEMBER KRACOV: The Chair stepped out. I'm
10 in control now.

11 (Laughter).

12 BOARD CLERK GARCIA: Bonney, you can unmute and
13 begin.

14 BONNEY SHEHADEY: Hello. Can you hear me?

15 BOARD CLERK GARCIA: Yes, we can.

16 BONNEY SHEHADEY: All right. Hi, everyone. My
17 name is Bonney Shehadey. I'm a Greenhouse Gas Analyst for
18 California Bioenergy. And I'm also part of the fourth
19 generation of Fresno family dairy farm, the Bar 20 Dairy.
20 I'm here today to encourage CARB to support the motion to
21 adopt LCFS Regulation as drafted.

22 Being from a dairy farming family, working on
23 farm, and even studying dairy science in college, I'm very
24 proud of my agricultural background and community.
25 Throughout my experiences on farm, I have been able to see

1 the many benefits programs like LCFS have had on family
2 dairy farms and their surrounding communities. In the
3 future, I'm hoping to continue my family's business, and
4 like my family before me, I value and look forward to
5 being part of taking care of the land and the resources.

6 I'm incredibly thankful for California's
7 leadership in creating LCFS as an important tool for
8 creating real environmental and clean energy benefits for
9 our state and aiding people like me to be a part of that.

10 I believe that the LCFS Program has been very beneficial
11 in helping both my family and many others implement more
12 sustainable practices on our farm. And without it, I do
13 not think that the same kind of emission reductions and 180
14 improvements in agricultural sustainability would be
15 possible.

16 Increasing sustainable practices in agriculture
17 will require collaboration in retaining access to programs
18 that help farmers like LCFS. We should be supporting
19 farmers' efforts towards cleaner renewable energy sources
20 and trying to work in ways that make high-tech climate
21 solutions more accessible to them.

22 If we want to continue to be climate leaders,
23 LCFS and programs that complement it are vital to
24 supporting farmers and their investments in effective, 180
25 climate-smart technologies. So again, I encourage CARB to

1 support the motion to adopt LCFS regulations as draft.

2 Thank you for your time.

3 BOARD CLERK GARCIA: Thank you.

4 Jim Stewart. Please unmute and you can begin.

5 JIM STEWART: All right. I'm Jim Stewart and I'm
6 representing the hundreds and thousands of people that
7 read Senator Dean Florez's op-ed in the CalMatters saying
8 that this is not an economic, environmental, or social
9 justice proposal that you have before you. You heard from
10 the people who are suffering in the Central Valley and 181
11 elsewhere from these fossil fuel -- excuse me -- biofuels
12 because you know that biodiesel produces just as much NOx,
13 and therefore as much as pollution, and asthma, and other
14 kinds of diseases as regular diesel.

15 So why are you going to vote to continue the
16 suffering of these people in the Central Valley? Are you
17 going to listen to these mostly well-heeled, many of them
18 probably live on the coast, lobbyists for the biofuel
19 industry?

20 No.

21 I know that you Board members really care about
22 the health of people, so I know that you're going to
23 reject this horrible proposal that is before you now, send
24 it back to staff, and come back with no more of these
25 liquid biofuels that are killing people every day in the

1 Central Valley and elsewhere.

2 Thank you for caring for the people.

3 BOARD CLERK GARCIA: Thank you.

4 Frank Harris, go ahead and unmute and begin.

5 FRANK HARRIS: Hello, Chair Randolph and
6 Honorable Board members. My name is Frank Harris. I'm
7 with the California Municipal Utility Association and I'm
8 here to speak in support of this item. CMUA is a
9 statewide organization of non-profit, local public
10 agencies that provide electricity and water service for
11 California consumers. CMUA membership includes
12 public-owned electric utilities that serve approximately
13 25 percent of the state's electric load. Our member
14 agencies provide cleaner transportation fuels and programs
15 for our communities, including programs and incentives to
16 promote vehicle charging. CMUA is pleased to support the
17 LCFS.

18 In particular, we support many of the changes 182
19 presented in the second 15-day package, which we
20 addressed, which addressed concerns that CMUA had
21 previously submitted. We've provided more detail in
22 written comments which were submitted earlier today.
23 California's electric sector has provided a significant
24 share of emission reductions in the state, but the
25 transportation sector still lags in supporting the State's

1 efforts to reduce GHG emissions.

2 California's POUs utilize LCFS credit value to
3 develop programs to further promote transportation
4 electrification consistent with the needs of the 182
5 communities they serve. The LCFS Program is key to
6 reducing GHG emissions from the transportation sector.
7 But alone, California cannot solve the climate crisis. To
8 that point, California's LCFS Program serves as an example
9 of a successful approach to reduce emissions that can be
10 adopted in other regions.

11 Again, CMUA appreciates the opportunity to
12 provide these comments on the LCFs proposed amendments and
13 we encourage the Board to vote in favor of these proposed
14 changes.

15 Thank you very much.

16 BOARD CLERK GARCIA: Thank you.

17 After Christine, we'll hear from Julia Levin,
18 Lawrence Navin, Chris Shimoda, Emily Lemei, James Duffy,
19 Paul Townsend, and Pete Montgomery. So Christine, I have
20 activated your microphone. Please unmute and begin.

21 CHRISTINE BALL-BLAKELY: Good afternoon, Board
22 members. Christine Ball-Blakely with the Animal Legal
23 Defense Fund. Environmental justice communities across
24 California and the entire country are counting on you
25 today. I echo the many previous calls for you to vote no 183

1 on these unacceptable changes to the LCFS. For many 183a
2 years, residents of environmental justice communities and
3 advocates for those communities have urged you to regulate
4 factory farm methane. Accordingly, we appreciate that you
5 properly directed staff to shift to a regulatory approach.
6 But as others have noted, in response to your proper
7 direction, staff immediately moved to undermine any such
8 future regulation.

9 Specifically, staff inserted a poison pill 183b
10 sentence into Section 95488.9 of the LCFS Regulation in
11 the second round of 15-day changes. This poison pill
12 would shelter factor farms with digester projects that
13 break ground before 2030 from the existing rule, which
14 says that avoided methane crediting is only available for
15 the remainder of a pathway holder's ten-year crediting
16 period in the event the CARB adopts regulations mandating
17 reductions of livestock methane.

18 This poison pill would lock in a bogus baseline
19 for large dairies that is wholly incompatible with CARB's
20 obligations under AB 32 and SB 1383. At the same time, it
21 would create two classes of California dairies, small
22 dairies that would be subject to regulation and large
23 dairies that would not. In this way, it would ensure that
24 the LCFS continues operating as cash cow for large dairies
25 for decades by lavishly rewarding their intentional

1 creation of manure and methane.

2 This scheme is unjust and ineffective and would
3 fan the flames of factory farm consolidation and
4 expansion, as well as the climate crisis. With all due
5 respect to one of the recent commenters, the point of the
6 LCFS is not to subsidize factory farms, but that is
7 exactly what they thanks you for doing.

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8 In sum, staff has attempted to undermine future
9 regulation of factory farm methane. I respectfully urge
10 you not to let them. Emissions from large dairies are an
11 existential threat and CARB must act like it.

12 Please vote no, fix the LCFS, and insist on
13 effective and equitable regulation of factory methane.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Julia, please unmute and begin.

17 JULIA LEVIN: Good afternoon. Julia Levin with
18 the Bioenergy Association of California.

19 We strongly support the proposed regulation and 184
20 urge the Board to adopt it today. It is very clear from
21 the data that the benefits of the Program far outweigh the
22 costs. And that is especially true when you're talking
23 about low-carbon fuels that are produced from organic
24 waste. That -- those fuels not only reduce pollution from
25 fossil fuels, but they also reduce pollution upstream from

1 landfills, dairies, wildfires, and open burning of forest
2 an ag waste.

3 Speaking of forest and ag waste, California
4 voters spoke very clearly on Tuesday in our election in
5 passing Proposition 4, the climate bond. That proposition
6 includes tens of millions of dollars to convert forest and
7 ag waste to biofuels, advanced carbon negative biofuels.
8 In order to implement the voters clear direction, we urge
9 the Air Board not just to adopt the regulation today, but
10 to clarify the definition of eligible forest waste.

11 There are two areas that need clarification. One
12 is the exclusion of clear-cutting, which, in general, we
13 support, but clear-cutting should be allowed when it is
14 done to create defensible space around homes, communities,
15 power lines, et cetera, or to create a large fire break to
16 stop a catastrophic wildfire.

17 The second clarification is around the exclusion
18 of forest waste that can be used for any other wood
19 products. Wood products aren't defined. And if they are
20 defined in the future to include biochar or mulch, that
21 would effectively exclude all forest waste, which would
22 really go against the voters' clear intentions in passing
23 Prop 4.

24 So we urge you to make these two clarifications
25 and in addition going forward to adopt a design-based

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1 pathway for forest waste-based biofuels and to recognize
2 biochar as a form of carbon capture and sequestration.

3 Thank you for your leadership and please move
4 forward on the regulation today.

5 BOARD CLERK GARCIA: Thank you.

6 Lawrence, please unmute and begin?

7 Lawrence Navin, if you'd like to comment, please
8 unmute and begin.

9 Okay. We'll move on. Chris, I've activated your
10 microphone. Please unmute and you can begin.

11 CHRIS SHIMODA: Madam Chair and Board members,
12 Chris Shimoda with the California Trucking Association.

13 I first would like to thank staff for meeting 186
14 with us electricity transaction verification and further
15 direction in the resolution to engage stakeholders on this
16 issue moving forward. We urge the Board to direct that
17 this work take place well ahead of the start date for
18 verification in 2026. We join with our coalition partners
19 at the Pacific Merchant Shipping Association, the
20 California Manufacturers and Technology Association, and
21 the California Transit Association in committing to work
22 together with your staff to explore ways to reduce burdens
23 for fleets making the transition to zero emissions, while
24 also maintaining the integrity of the LCFS Program. Thank
25 you for the time.

1 BOARD CLERK GARCIA: Thank you.

2 Emily, please unmute and begin.

3 EMILY LEMEI: Hi. Good afternoon, Board members.

4 I'm Emily Lemei with the Northern California Power Agency,
5 or NCPA, representing 16 public power utilities throughout
6 Northern California. We support the amendments to the
7 LCFS Program as presented today. LCFS funds are vital for
8 public utility programs that support transportation 187
9 electrification and the needed infrastructure buildout.

10 For POUs, program priorities and program design
11 are driven by community, regional, and utility needs.
12 NCPA members represent a wide range of EV adoption and
13 customer needs. For example, I represent several
14 utilities in more rural areas and in areas with lower EV
15 adoption, and there's a significant need for this funding
16 to support programs in these communities. Public
17 utilities provide a range of programs to meet their
18 community needs, such as funding for city-owned EV
19 infrastructure, multi-family charging support, medium- and
20 heavy-duty vehicle rebates, technical assistance programs,
21 pre-owned EV programs, and fleet advisory support.

22 These programs and more have only been possible
23 due to the LCFS program and LCFS funding is invested back
24 into our communities. We urge your approval of the LCFS
25 amendments today. Thank you so much.

1 BOARD CLERK GARCIA: Thank you.

2 James Duffy, please unmute and you can begin.

3 DR. JAMES DUFFY: My name is Dr. James Duffy,
4 former LCFS Branch Chief. I am urging the Board to vote
5 no on these amendments and direct staff to start over next
6 year with a proposal that addresses Board member and 188
7 environmental community concerns about biofuels and
8 includes a robust discussion of strategies for reducing
9 Program costs for lower income consumers of gasoline.

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10 If, however, you intend to approve these
11 amendments, I ask you to make one key change as part of a
12 post-approval 15-day notice and then come back with
13 further amendments as soon as possible. For those volumes
14 of renewable diesel exceeding the 20 percent threshold, I
15 ask you to assign the fossil diesel carbon intensity
16 instead of the benchmark CI. This simple change, which is
17 sufficiently related to the proposed amendments, will put
18 some real teeth into that provision.

19 As I said to the Board over a year ago, CARB's
20 own land use change modeling shows that the diversion of
21 food crops to produce biofuels results in tropical
22 deforestation and less food consumption by the most
23 food-insecure populations. And this reduced food
24 consumption is part of the emission reductions being
25 counted by the Program.

1 The fact that California is making the choice -
2 and I repeat, is making the choice - to mitigate the
3 climate problem by reducing the amount of food consumed by
4 the poorest people in the world very much troubled me as a
5 CARB employee and continues to keep me awake at night
6 today. It is long past time for California to stop
7 contributing to tropical deforestation and world hunger
8 and say no to further increases of crop-based and lipid
9 biofuels.

10 BOARD CLERK GARCIA: Thank you.

11 Paul, I have activated your microphone. Please
12 unmute and begin.

13 PAUL TOWNSEND: Hi. This is Paul Townsend on
14 behalf of POET. POET is the world's largest producer of
15 biofuel and a leading supplier of ethanol to the
16 California market. The company has been actively engaged
17 in this rulemaking over the course of the last year and we
18 appreciate the opportunity to provide further comments
19 today.

20 POET supports CARB's LCFS Program and has made
21 strategic investments to lower the carbon intensity of its
22 fuel in alignment with California's program goals. And
23 POET is also encouraged by Governor Newsom's recent
24 directive urging CARB to approve E15, which will lower
25 gasoline prices as well as advancing the State of

1 California's climate goals.

2 Unfortunately, the proposed rulemaking adopts
3 policy features that seriously undermine POET's incentives
4 to ship lower carbon ethanol to the California market and
5 fail to address the possibility of higher ethanol blends.

6 As POET has explained in its engagements with the Board
7 and staff and through several written public comments,
8 CARB's proposed sustainability requirements will not
9 incentivize further decarbonization of ethanol production
10 and will operate only to constrain the supply and raise 190
11 the cost of ethanol in California.

12 POET must also express its disappointment that
13 CARB did not seek serious dialogue or engagement with
14 biofuel stakeholders before drafting a set of
15 sustainability requirements that reach deep into the
16 domestic agricultural supply chain and seek to regulate
17 matters that are already the province of existing State
18 and federal environmental law.

19 For these reasons, and those expressed in prior
20 comments, POET opposes CARB's proposed LCFS amendments and
21 urges the Board to reconsider the proposed sustainability
22 requirements as part of a future rulemaking that includes
23 substantial consultation with the biofuels industry.

24 Thank you for your time today.

25 BOARD CLERK GARCIA: Thank you.

1 After Pete, we'll hear from Dan Bowerson, Daniel
2 Gage, Jack Hedge, Ravi Sekhon, Sarah Somorai, Alessandra
3 Magnasco, and Jacob DeFant.

4 So Pete, I have activated your microphone.
5 Please unmute and begin.

6 Pete Montgomery.

7 PETE MONTGOMERY: Hi. Pete Montgomery on behalf
8 of Kern Energy, California's last remaining small
9 refinery, producing CARB gasoline diesel and renewable
10 fuels. We are an independent, family-owned and operated
11 transportation fuel provider located in Bakersfield. And
12 we've been operating in continuous existence for 90 years.

13 Kern Energy embraced the challenge presented by
14 the LCFS becoming just the second refinery in the U.S. to
15 produce renewable diesel, becoming the first small
16 refinery in California to blend biodiesel.

17 And to date, Kern Energy has produced more than
18 58 million gallons of renewable diesel since 2009, blended
19 more than 74 million gallons of biodiesel in the last 12
20 years. We've been an active participant in the LCFS.
21 We've worked closely with CARB staff over the years to
22 help provide an understanding of what it means to operate
23 a small refinery in California and the uniqueness a
24 facility like Kern's.

25 I'm here today to emphasize the challenges we

1 face and the real scenario where continuing to reliably
2 produce transportation fuels to our neighbors, local
3 businesses, and communities is jeopardized. You may have
4 heard public comments from major refiners indicate that
5 the industry is in a prolonged period of negative margins.
6 Layering on the significant costs the Kern will incur with
7 these amendments, combined with the additional cost from 191
8 Cap-and-Trade, it will be very difficult to bear for Kern
9 as a small independent refinery. We cannot ignore the
10 established reality that Californians will rely on
11 conventional transportation fuels for decades.

12 Continuing to drive out small refineries that
13 provide those fuels will only increase costs for consumers
14 and increase the burden on those who can afford it least.
15 I urge you to consider when implementing the LCFS the
16 immediate impact it has on a small California business. 192
17 The Governor, the Legislature, and the CEC have all
18 recently put increasing emphasis on retail gasoline
19 prices. Now, is not the time to jeopardize the continued
20 operation of current local fuel providers.

21 Thank you.

22 BOARD CLERK GARCIA: Thank you.

23 Dan Bowerson, please unmute and begin.

24 DAN BOWERSON: Thank you. Madam Chair and Board
25 members, I am Dan Bowerson, Vice President of Energy and

1 Environment Policy at the Alliance for Automotive
2 Innovation, or Auto Innovators. We are a trade
3 association representing manufacturers and value chain
4 partners who together produce nearly every light-duty
5 vehicle sold in the U.S. Auto Innovators has long
6 supported the LCFS and continue to do so, including the
7 proposed modifications in the 15-day notice that would
8 allow automakers to generate base residential EV charging
9 credits.

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10 At this formative point in the EV transition, the
11 LCFS is a critically important policy designed to support
12 the transition, while reducing the carbon intensity of
13 those vehicles that are not yet electrified. Automakers
14 remain committed to the electrification of light-duty
15 vehicle sales, but the transition is far from complete.
16 Despite a 25 percent market share for new light-duty EV
17 sales in 2023, substantial additional progress is needed
18 to meet the ACC II requirements of 50 percent sales in
19 2028 through a hundred percent EV sales in 2035.

20 The LCFS Program should promote EVs and expand
21 the market to all communities. However, this will not be
22 the case if the LCFS proceeds from light-duty EVs are used
23 to fund medium- and heavy-duty EV projects. We support
24 providing up to 45 percent of the base credits generated
25 by light-duty EV residential charging to the automakers

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1 producing those vehicles, since automakers are best
2 positioned to promote EV sales.

3 But regardless of who receives the funding, LCFS 194
4 credit revenue generated by light-duty EVs should be used
5 to promote the light-duty EV market. We have seen ups and
6 downs with market acceptance of EVs. And the most common
7 reasons consumers don't choose them are up-front vehicle
8 costs and charging infrastructure. The LCFS can greatly
9 assist in resolving both of those issues which is why Auto
10 Innovators strongly supports the LCFS and has continued to
11 engage with CARB on advancing and evolving this policy so
12 that it supports the EV transformation that underpins
13 California's climate goals.

14 We thank California for its continued leadership
15 on LCFS policy and specifically CARB staff are developing
16 this proposal in front of the Board today.

17 Thank you.

18 BOARD CLERK GARCIA: Thank you.

19 Daniel Gage, please unmute and begin.

20 Daniel Gage.

21 Okay. Let's try Jack, please unmute and begin.

22 JACK HEDGE: Hello. Can you hear me?

23 BOARD CLERK GARCIA: Yes, we can.

24 JACK HEDGE: Good. Good evening, Chair Randolph,
25 and Board members. Thank you for the opportunity to

1 provide comments today. My name is Jack Hedge and I'm the
2 VP of Commercial and External Affairs at The Pasha Group.
3 Pasha is a global transportation company most likely known
4 for our fleet of vessels that provide timely and necessary
5 ocean transport of goods between the west coast and
6 Hawaii. We're proud to have a team of over 1,200 people
7 working across California with a corporate office in San
8 Rafael in the Bay Area and terminal operations in San
9 Francisco, Oakland, Los Angeles, Long Beach, and San
10 Diego.

11 We support the LCFS Program. Within CARB's
12 resolution that was released earlier this week, we 195
13 appreciate the inclusion of an evaluation for
14 incorporating ocean-going vessels into the future LCFS
15 rulemaking. Incorporating maritime fuels into the LCF
16 Program would create a vital incentive to overcome
17 barriers and transition legacy fleets to lower carbon
18 technologies.

19 Most of the ships today run on traditional marine
20 diesel. However, a significant percentage of new build
21 orders are incorporating LNG capability and recent trends
22 show that LNG is quickly becoming the alternative fuel of
23 choice for all new builds. The timing is right to
24 incentivize more ships to be LNG capable and encourage the
25 use of bio-LNG or significantly decrease emissions in the

1 ocean-going sector. We look forward to continuing to work
2 with CARB and other stakeholders to support the inclusion
3 of ocean-going fuels in the next LCFS rulemaking and urge 195a
4 approval of the current proposed amendments.

5 Thank you.

6 BOARD CLERK GARCIA: Thank you.

7 Ravi, please unmute and begin.

8 RAVI SEKHON: Good afternoon. My name is Ravi
9 Sekhon and I'm the Director of Engineering and
10 Sustainability at Centerline Logistics. I appreciate the
11 opportunity to provide these brief comments remotely.

12 Centerline Logistics is a leading marine
13 transportation company operating along the U.S. west coast
14 in the east and Gulf coast, as well as Alaska, Hawaii and
15 Puerto Rico. We specialize in transporting and storing
16 petroleum products providing ship assist and escort
17 services and conducting general cargo and rescue tailing.
18 We are passionate about our work and are committed to the
19 opportunities for decarbonizing the marine transportation
20 sector. We believe methanol can serve as an effective
21 marine fuel. In fact, we recently introduced an 196
22 innovative solution called Clean Harbor Alternative Mobile
23 Power, or CHAMP. This platform will use methanol-fueled
24 generators to supply clean power and thereby reduce
25 emissions from vessels such as container ships, cruise

1 ships, and tankers by up to 93 percent while they are
2 idling at port.

3 Offering LCFS credits or initiatives like the
4 CHAMP would significantly accelerate the adoption of
5 methanol in the marine industry. Additionally, we believe
6 our existing bunkering operations, which involves
7 delivering marine fuels to other vessels, can support
8 methanol with minimal infrastructure adjustments compared
9 to the other options being contemplated. We urge the
10 Board to act swiftly to enable opt-in credits for
11 alternative fuels like methanol within the marine sector.

12 We support a resolution that initiates and
13 expedites these necessary amendments.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Sarah Somorai, please unmute and begin.

17 SARAH SOMORAI: Good afternoon. My name is Sarah
18 Somorai. I'm Manager of Eco-Strategy at Hyundai Motor
19 North America speaking in support of the Low Carbon Fuel
20 Standard amendments. I want to thank CARB staff for their
21 hard work and dedication in the proposed revisions to the
22 rule. Specifically, we want to show our appreciation for
23 the inclusion of automakers to earn a portion of base
24 credits for residential charging.

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25 These changes, as proposed, align well with

1 California's other electrification initiatives, such as
2 Advanced Clean Cars II, ZEV requirements and related EV
3 investments. Automakers are California's most vested
4 stakeholders in delivering a hundred percent zero-emission
5 vehicle sales by 2035. We are therefore in the best
6 market position to efficiently and effectively use these
7 credit proceeds to help California achieve this historic
8 accomplishment.

9 Hyundai has made significant investments into
10 designing and manufacturing EVs, building a brand new EV
11 production facility in the U.S., entering into multiple
12 battery plant joint ventures. We are also a proud member
13 of IONNA, a partnership among eight OEMs to build out a
14 network of ultra fast chargers, as well as many other
15 efforts Hyundai has made to ease and accelerate the
16 transition.

17 Hyundai is all in on electrification. And for
18 these reasons, we are highly motivated to utilize the base
19 credit proceeds to increase EVD -- EV adoption bolstering
20 our efforts in achieving California's emission reduction
21 goals. We strongly urge the Board today for a speedy
22 approval of the LCFS proposal as written.

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23 Thank you very much for your time.

24 BOARD CLERK GARCIA: Thank you.

25 Alessandra, please unmute and begin.

1 ALESSANDRA MAGNASCO: Good afternoon, Chair and
2 members of the Board. Alessandra Magnasco on behalf of
3 the California Fuels and Convenience Alliance. Our
4 organization represents about 300 members including nearly
5 90 percent of all independent marketers and over half of
6 the State's convenience retailers, many of which are
7 small, family, and minority-owned businesses. We are here
8 to express our opposition to the proposed amendments to
9 the Low Carbon Fuel Standard. While we support
10 California's climate goals, these amendments present
11 severe concerns for fuel supply, affordability, and
12 overall market stability.

13 First, the proposed nine percent increase to a 25
14 percent CI reduction by 2025 represents an abrupt and 198
15 stringent change that is not aligned with technological
16 readiness. Many technologies needed to meet these
17 targets, like next generation biofuels and carbon capture,
18 are still in early stages. A rapid escalation of
19 standards without a viable path to compliance risks
20 significant supply shortages and infrastructure strain
21 leading to higher costs at the pump, especially for
22 working families and disadvantaged communities.

23 Price volatility is already a significant concern 199
24 and these changes could make gasoline and other essential
25 fuels even more expensive for Californians. Additionally,

1 introducing a 20 percent cap on credits for biomass-based 200
2 diesel from certain feedstocks could skew the market. By
3 restricting eligible feedstocks, this cap creates
4 artificial barriers to competition, potentially reducing
5 innovation and driving up costs for biofuels that would
6 otherwise contribute to California's clean energy
7 transition.

8 Moreover, the exclusion of hydrogen produced from
9 fossil fuels will likely disrupt the hydrogen market. As
10 renewable hydrogen production remains limited, this change
11 could lead to higher hydrogen prices affecting both 201
12 consumers and industries investing in hydrogen to
13 decarbonize.

14 In short, these changes could undermine LCFS
15 Program goals by reducing the availability and
16 affordability of low-carbon fuels. We urge CARB to
17 consider a more balanced inclusive strategy that fosters
18 innovation without sacrificing market stability or placing
19 an undue burden on Californians.

20 Thank you.

21 BOARD CLERK GARCIA: Thank you.

22 Next, we'll hear from Charles Watson, Andrea
23 Villarin, Josh Stoops, Adam Mohabbat, Amanda Myers Wisser,
24 a Brian McDonald.

25 So Charles, I have activated your microphone.

1 Please unmute and begin.

2 CHARLES WATSON: Good afternoon. Charles Watson
3 on behalf of Mainspring Energy a leading California
4 headquartered manufacturer of linear generators, which
5 deliver local, non-combustion power that is dispatchable
6 and renewable fuel flexible.

7 Cleaner generators are playing an important role
8 in advancing California's zero-emission vehicle goals,
9 including accelerating the deployment of charging
10 infrastructure, to support all electric -- all electric
11 drayage trucks at the Port of Long Beach. We appreciate
12 the inclusion in the resolution of the need for new
13 provisions that accelerate the deployment of new
14 technologies that support low-carbon electricity for EV
15 charging in the near term, such as linear generator.

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16 Thank you to the Board and staff for the past and
17 future work to ensure a level playing field for fuel cells
18 of linear generators within the LCFS Program, including
19 book and claim accounting for new technologies, such as
20 linear generators. We look forward to continuing to work
21 together.

22 Thank you.

23 BOARD CLERK GARCIA: Thank you.

24 Andrea, please unmute and begin.

25 ANDREA VILLARIN: Can you hear me?

1 BOARD CLERK GARCIA: Just barely. If you could
2 speak up

3 ANDREA VILLARIN: Is that better?

4 BOARD CLERK GARCIA: Not really. It's very
5 faint.

6 ANDREA VILLARIN: Okay. Just a second let me
7 just fix my settings here.

8 Okay. Is that better?

9 BOARD CLERK GARCIA: That's better.

10 ANDREA VILLARIN: Okay. Thank you.

11 Good afternoon Madam Chair and members of the
12 Board. I'm Andrea Villarin representing the Los Angeles
13 Department of Water and Power, or LADWP. I'm here to 203
14 reaffirm our support for the LCFS Program and to propose
15 amendments that will help utilities continue our
16 transportation electrification programs and expand our
17 equity programs for priority populations. Proceeds from
18 our hold-back credits have funded our EV infrastructure
19 installations and EV rebate programs, significantly
20 reducing, if not eliminating, the costs of infrastructure
21 upgrades passed through to the ratepayers, and also
22 allowing LADWP to provide rebate incentives to low-income
23 and disadvantaged communities.

24 Through LCFS funds, we've been able to promote
25 the electrification of medium-duty and heavy-duty

1 municipal fleets through MOUs with other Los Angeles City
2 departments. We've also been able to promote
3 transportation electrification in communities that are
4 disproportionately burdened by pollution through our
5 Community Emission Reduction Grants Program. To date, we
6 have invested over \$90 million of our LCFS funds on
7 various transportation electrification efforts that have
8 benefited our ratepayers, including the low-income and
9 disadvantaged communities that we serve.

10 LADWP supports the Board's adoption of the 203
11 proposed modifications to the LCFS regulation. We
12 appreciate CARB staff's efforts to address our concerns
13 and we look forward to working with them in ensuring a
14 smooth implementation of the new provisions.

15 Thank you.

16 BOARD CLERK GARCIA: Thank you.

17 Josh, please unmute and begin.

18 JOSH STOOPS: Good afternoon. Josh Stoops for
19 the Sacramento Municipal Utility District or SMUD. First,
20 we wanted to express our appreciation to CARB staff for
21 the thought and effort put into this rulemaking and for
22 staff's robust engagement with stakeholders. We support 204
23 the LCFS Program and urge the Board to adopt the proposed
24 amendments. Utility programs funded through LCFS provide
25 benefits to all ratepayers through downward pressure on

1 electric utility rates, and lower rates enable ratepayers
2 to electrify.

3 We anticipate that SMUD's largest single LCFS
4 investment in the next few years will be EV charging
5 infrastructure incentives specifically within
6 under-resourced communities. Consistent with the
7 Sacramento Region ZEV Deployment Strategy, SMUD also
8 expects to invest LCFS funding in additional E-mobility
9 hubs, programs aimed at developing the workforce needed to
10 support our electrification plans and other high-value
11 programs that benefit both under-resourced communities and
12 ratepayers in general.

13 These LCFS amendments are critical to enable SMUD
14 to continue to offer these programs while also keeping 204
15 rates affordable. Again, we support the adoption of the
16 proposed amendments and appreciate the careful
17 consideration that CARB staff, stakeholders, and the Board
18 have devoted to the rulemaking.

19 Thank you.

20 BOARD CLERK GARCIA: Thank you.

21 Adam, please unmute and begin.

22 ADAM MOHABBAT: Hello. Can you hear me?

23 BOARD CLERK GARCIA: Yes, we can.

24 ADAM MOHABBAT: Good afternoon, Chair Randolph,
25 Board members, and staff. Thank you for the opportunity

1 to speak today in support of the Low Carbon Fuel Standard
2 Regulation. My name is Adam Mohabbat and I'm Director of
3 the Transportation Electrification at the LA Cleantech
4 Incubator, also known as LACI.

5 For context, LACI convenes the Transportation
6 Electrification Partnership, a public-private partnership
7 made up of more than 25 members committed to rapidly
8 accelerating transportation electrification in the greater
9 LA region by 2028, when the world turns its attention to
10 the LA region for the Olympic and Paralympic games.

11 CARB's landmark LCFs program has been
12 instrumental in advancing our state's transition to
13 zero-emission vehicles. Since its inception, the LCFS has
14 played a key role in advancing State and regional climate
15 goals by reducing GHG emissions and other air pollutants.
16 It has also provided a stable funding source and
17 regulatory certainty fostering the growth of the green
18 economy in LA and beyond.

19 Importantly, the LCFS Program has sent a clear
20 market signal that has spurred billions of dollars in
21 investment in zero-emission vehicles and infrastructure
22 and it continues to attract significant private capital to
23 the state. To keep LA and the State on track to meet our
24 climate and transportation targets, while ensuring 205
25 equitable access to ZEVs for all communities, CARB should

1 approve today's amendments, preserving and continually
2 improving program rules that support charging
3 infrastructure and finding new ways to use LCF revenues to
4 grow the light-, medium- and heavy-duty EV market as
5 quickly as possible.

6 Thank you so much.

7 BOARD CLERK GARCIA: Thank you.

8 Amanda, please unmute and begin.

9 AMANDA MYERS WISSER: Good afternoon, Chair
10 Randolph, Honorable Board members and staff. Amanda Myers
11 Wisser speaking on behalf of WeaveGrid. WeaveGrid is a
12 California-based software company focused on electric
13 vehicle charging optimization to enable cleaner and
14 cheaper charging. LCFS plays an essential role in
15 supporting California's ambitious transportation 206
16 electrification and climate goals. WeaveGrid strongly
17 supports the LCFS Program and urges the Board to adopt the
18 proposed amendments.

19 In particular, we are supportive of proposed
20 amendments related to increasing program stringency and
21 streamlining regulatory language, and broadening spending
22 categories regarding electrical distribution utility
23 hold-back credits. This includes opening up opportunities
24 for utilities to invest in vehicle grid integration and EV
25 load management technology, as well as clarifying language

1 around hold-back credit equity project requirements.

2 These proposed amendments can accommodate a 206
3 growing number of EVs on California's roads and lower the
4 carbon intensity and cost of EV charging by more readily
5 integrating renewable energy and shifting EV charging to
6 when and where there is less electric grid congestion.

7 We applaud California's strong climate
8 leadership, particularly at this time. LCFS is a
9 fundamental piece of the transportation electrification
10 support system in California. WeaveGrid appreciates the
11 ample opportunity staff has provided for stakeholders to
12 participate in the rulemaking process. Thank you for the
13 opportunity to provide these comments today.

14 BOARD CLERK GARCIA: Thank you.

15 After Brian, we will hear from Brandon Friend,
16 Tim Taylor, Molly Armus, Greg Kester, Michael Pimentel,
17 Neil Koehler, and Steven Fenaroli.

18 So Brian, I have activated your microphone.
19 Please unmute and begin.

20 BRIAN MCDONALD: Good afternoon. Can you hear me
21 okay?

22 BOARD CLERK GARCIA: Yes, we can.

23 BRIAN McDONALD: Okay. Thank you. Good
24 afternoon Chair Randolph, members of the CARB Board and
25 CARB staff, my name is Brian McDonald. I'm with Marathon

1 Petroleum Corporation. Marathon supports an
2 all-of-the-above market-based approach to reduce carbon
3 emissions.

4 Under the proposed LCFS amendments, CARB has
5 again chosen to place its finger on the scale by limiting
6 opportunities for liquid fuels to compete. Marathon is
7 appreciative of the time CARB staff has put into this
8 rulemaking, but Marathon continues to have concerns with 207
9 the proposal. The first is the inclusion of an arbitrary
10 credit limit on soybean, canola, and sunflower oils that
11 will unfortunately only limit innovation in crop-based
12 feedstocks. The second is the implementation schedule of 208
13 CARB's proposed sustainability guardrails.

14 Marathon does not support a credit limit on any 207
15 feedstock used to produce renewable diesel. We recommend
16 one not be included in the adopted regulation.
17 Additionally, Marathon has provided CARB information that
18 shows U.S. acreage for crops used to produce feedstocks 208
19 for fuels has declined over time. This information
20 supports a decision by the Board and staff to delay the
21 implementation of the sustainability criteria by two
22 years.

23 With additional time, Marathon recommends CARB 209
24 hold a series of workshops aimed at ensuring all
25 stakeholders are prepared to provide the information CARB

1 seeks. Doing this will ensure there is no disruption to
2 the feedstock supply chain resulting petroleum fuels
3 replacing crop-based feedstocks that just a few short
4 years ago replaced petroleum fuels.

5 Thank you for your time and the opportunity to
6 provide comments.

7 BOARD CLERK GARCIA: Thank you.

8 Brandon, please unmute and begin.

9 BRANDON FRIEND: Good afternoon. Can you hear
10 me.

11 BOARD CLERK GARCIA: Yes, we can

12 BRANDON FRIEND: Great. Thank you. My name is
13 Brandon Friend and I'm a site director of GOpac. GOpac
14 provides storage and infrastructure solutions at ports all
15 around the world. We operate at several ports in 210
16 California and we respectfully urge the Board to adopt a
17 resolution that would involve amending the LCFS
18 regulations to allow for credit generation of methanol as
19 a marine fuel.

20 There are significant opportunities to generate
21 low-carbon methanol and we believe that existing
22 infrastructure, such as ours, could quickly support
23 methanol as a marine fuel. Providing LCFs credits would
24 at least be implementation of this opportunity to reduce
25 greenhouse gas emissions as well as emissions Of

1 traditional pollutants.

2 We hope the Board will take this important step
3 today and that any amendments can be adopted in a timely
4 manner. Thank you for allowing me to provide these brief
5 comments remotely.

6 BOARD CLERK GARCIA: Thank you.

7 Tim, please unmute and begin.

8 Tim Taylor.

9 Okay. Let's try Molly. Molly, please unmute and
10 begin

11 TIM TAYLOR: Hello.

12 BOARD CLERK GARCIA: Okay. Tim, go ahead.

13 TIM TAYLOR: Yeah, my apologies. Good afternoon.

14 Tim Taylor with the National Federation of Independent
15 Business. First of all, I'd like to thank Judy Nottoli
16 with CARB who's done a great job in her role reaching out
17 and engaging with the business community, including NFIB.

18 California's economic engine is fueled in large
19 part by small businesses. Over 90 percent of all
20 businesses are small businesses and they generate about
21 half of the countries GDP. I want to be clear that we're
22 not opposed to the greenhouse gas initiative goals of the
23 State, but the choice today is not one of endorsing a zero
24 emissions electrification of the state. It's one of
25 subsidizing biofuels. When we speak with our small

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1 business members throughout California, they express great
2 concerns about the cost of the increases associated with
3 these LCFS proposed amendments, specifically they cite the
4 potentially massive gasoline price hikes and the adverse
5 impacts those increases will have on their businesses, and
6 the rippling effect it will have on all Californians
7 without actually improving the air quality of the state.

8 Originally, CARB had indicated these amendments
9 could increase prices at the pump by some \$0.47 a gallon.
10 Later, CARB revised that number, which seems to have been
11 confirmed today, and indicated the cost increases may be
12 negligible. What changed? What's the new methodology or
13 inputs that account for that massive revision? None were
14 proffered.

15 Currently, California pays the highest prices for
16 gasoline at the pump, about \$1.69 over the national
17 average. Taking on additional \$0.50 to that number would
18 be crushing to small businesses. Employees and employers
19 who already face inflationary hardships and soaring rents
20 would find their already expensive commutes even more
21 economically challenging.

22 Additionally, the downstream economic impact and
23 the entire supply chain could be staggering, further
24 driving up the costs of goods and services throughout
25 California. NFIB believes these amendments will not

1 improve our air quality, but will certainly exacerbate the
2 economic woes of our small business owners --

3 BOARD CLERK GARCIA: Thank you.

4 TIM TAYLOR: -- and their employees.

5 Thank you very much.

6 BOARD CLERK GARCIA: Molly, please unmute and you
7 can being.

8 MOLLY ARMUS: Thank you. Good afternoon. My
9 name is Molly Armus. I'm am the Animal Agriculture Policy
10 Program Manager with Friends of the Earth. Friends of the
11 Earth is a national organization that fights to create a
12 health and just world. I'd like to echo the call that San
13 Joaquin Valley residents, community advocates, and other
14 organizations here today and ask you to reject the 212
15 proposal, particularly reject the extension of the
16 timeline for avoided Methane crediting under Low Carbon
17 Fuel Standard.

18 Maintaining the avoided methane credits for
19 decades to come for dairy biomethane rather than phasing
20 it out immediately will simply entrench this highly
21 polluting unsustainable system that is devastating nearby
22 communities. Your heard from them today. The dairy
23 industry will not make the changes we desperately need to
24 mitigate the climate crisis, if the State continues to
25 incentivize the creation of its primary greenhouse gas.

1 California can absolutely remain a leader in the
2 climate movement by looking beyond digesters and
3 considering more effective climate solutions for the dairy
4 industry that does not exacerbate environmental justice --
5 injustice and results in actual methane reductions,
6 including direct regulation of livestock methane
7 emissions. Digesters are not a substitution for
8 regulation.

9 Again, as it stands, the State's current approach
10 tilts the playing field in favor of the largest livestock
11 operators that are positioned to capitalize on the 212
12 policies and incentives rewarding methane -- biomethane
13 production, as digesters are really only economically
14 feasible for the largest farms. Pasture-based producers,
15 who are using the best least methane producing manure
16 management strategies in the first place. They are not
17 able to produce and sell manure biogas. They did not
18 collect waste in lagoons making it even harder for them to
19 compete with industrial scale dairies.

20 We urge this Board to prioritize the health of
21 communities and true climate solutions over short-term
22 acquiescence and special interest, and encourage you to 212a
23 reject the current proposal. Thank you.

24 BOARD CLERK GARCIA: Thank you.

25 Greg, please unmute and begin.

1 GREG KESTER: Thank you.

2 I'm Greg Kester, the Director of Renewable
3 Resource Programs for the California Association of
4 Sanitation Agencies, or CASA. CASA appreciates this
5 opportunity to provide comments on the proposed revisions
6 to the LCFS standard and we represent more than 90 percent
7 of the sewerred population of the state as nonprofit
8 providers of the essential public service of wastewater
9 treatment.

10 The wastewater sector is aligned with the LCFS
11 Program goals in order to deliver transportation fuels
12 away from fossil fuel-based sources and achieve carbon
13 neutrality. The biogas we generate provides a reliable
14 low-carbon fuel to replace diesel fuel in vehicles.

15 The wastewater sector is seen as critical for
16 successful implementation of SB 1383 by utilizing our
17 existing digesters to co-digest diverted food waste from
18 landfills. This, however, will exponentially increase the
19 biogas we produce and will only be viable if all markets
20 for the biomethane are available and support for
21 demonstrating wastewater biogas to hydrogen is provided.

22 CASA continues to disagree with the proposed 213
23 phaseout of avoided methane crediting for both biomethane
24 and hydrogen pathways from wastewater treatment, as well
25 as the eventual phaseout of credit for our biomethane as a

1 transportation fuel, which supports and will continue to
2 support wastewater sector fleets in maintaining essential
3 public services of wastewater collection and treatment to
4 protect public health and the environment, and to meet the
5 need for immediate reductions to meet SIP requirements in
6 nonattainment zones or ozone, a priority especially in the
7 South Coast.

8 Without considering the full life cycle of biogas
9 to renewable biomethane and hydrogen fuels in the support
10 from the LCFS Program, these projects become financially
11 infeasible. Members will be forced to flare a renewable
12 resource. So we support --

13 BOARD CLERK GARCIA: Thank you.

14 GREG KESTER: Well, thank you very much. Thank
15 you.

16 BOARD CLERK GARCIA: Michael, please unmute and
17 begin.

18 MICHAEL PIMENTEL: Good afternoon, Chair Randolph
19 and Board members. I'm Michael Pimentel, Executive
20 Director of the California Transit Association. And I'm 214
21 joining you today on behalf of my 220 member organizations
22 which includes 85 transit umbrella agencies in the state
23 to voice our support for the amendments to the Low Carbon
24 Fuel Standard that are before you today and to thank you
25 for ensuring that the proposed amendments address our

1 priorities for credit generation for fixed guideway
2 systems and For including language in the Board resolution
3 that speaks to the importance of making adjustments to the
4 verification requirements for electric fueling.

5 Now, throughout its life, the LCFS has been an
6 essential program for accelerating California transit
7 agencies transition to zero-emission technologies and
8 providing new funding resources to maintain an expand
9 zero-emission service. This means that the Program is
10 delivering on three critical fronts, the decarbonization
11 of our fuel supply, the greening of our fleets, and the
12 maintenance and expansion zero-emission mobility options
13 that incentivized Californians to take high capacity
14 public transit that reduces vehicle miles traveled.

15 And to be clear, these are the priorities and the
16 outcomes that this body has expressed time and time again
17 you want to see in our transportation system. Now, the
18 amendments before you today strengthen the Program and
19 will help maximize its benefits to industries like mine
20 that are diligently working to improve the lives of
21 everyday Californians by expanding the access to
22 opportunity through the services that we provide.

23 Now, we look forward to working with you in the
24 year ahead to move the Program forward and respectfully
25 request that you prioritize assessment of alternatives to

1 the verification requirements next year. As requested by
2 our partners at the Pacific Merchant Shipping Association 214a
3 and California Trucking Association, again I ask that you
4 adopt the amendments today.

5 Thank you.

6 BOARD CLERK GARCIA: Thank you.

7 Neil, Go ahead and unmute.

8 NEIL KOEHLER: There, can you hear me now?

9 BOARD CLERK GARCIA: Yes, we can.

10 NEIL KOEHLER: Hello. My name is Neil Koehler
11 with the Renewable Fuels Association representing U.S.
12 ethanol producers. We support the LCFS. The hallmark of
13 the Program's great success is its design as a technology
14 neutral market-based program that has cost effectively
15 achieved significant emission reductions. We do, however,
16 have serious concerns with the sustainability provisions
17 of the proposed amendments that threaten to steer the 215
18 Program away from technology neutrality and unnecessarily
19 restrict the supply of needed low-carbon fuels, increased
20 petroleum use, and raise prices to consumers due to the
21 burdensome costly and unworkable nature of this proposal.

22 Sustainability requirements should also provide
23 credit opportunities for farmers who are employing climate
24 smart agricultural practices that are significantly
25 building soil carbon and lowering the carbon intensity of

1 ethanal feedstocks. This is missing from the current
2 proposed amendments.

3 RFA recommends that the Board approve the LCFS
4 amendments today, while delaying the sustainability
5 provisions until a more appropriate and affordable
6 approach can be developed in collaboration with all
7 stakeholders. We are encouraged by the recent letter from
8 Governor Newsom to Chair Randolph directing CARB to
9 expedite The E15 approval process. As pointed out by the
10 Governor, E15 can save California consumers \$0.20 per
11 gallon at the pump, while at the same time significantly
12 reducing GHG and criteria emissions. California is the
13 only state in the Union has not approved the use of E15.

14 We trust that CARB will Conduct and expeditious
15 approval of E15, which can support an even stronger LCFS
16 in the future while lowering gas prices. E15 adoption is
17 the kind of initiative that can help California achieve
18 its climate goals while addressing the affordability
19 issues for California drivers that is a major concern in
20 this LCFS amendment process.

21 Thank you very much.

22 BOARD CLERK GARCIA: Thank you.

23 After Steven, we'll hear from Audry Platt
24 Christine Wolfe, Tyler Lobdell, Chris Nevers, Vanessa
25 Hyslop, Teresa Bui, awe Brent Newell.

1 So, Steven, please unmute and begin.

2 STEVEN FENAROLI: Thank you, Board members and
3 staff for all your work. It's a very technical subject
4 that you've done a thoughtful job to find a middle ground.
5 My name is Steven Fenaroli and I'm with the California
6 Farm Bureau. I'd also echo comments from the Chair on the
7 importance of the LCFS Program, given today's election
8 results. Even today, vehicle companies are saying they
9 can't meet the ZEV goals. California is working towards
10 these goals. They are very lofty and we should be mindful
11 that LCFS has always been a bridge fuel.

12 But I would just mind everyone that the dairy
13 industry is on track to meet our goals, and they are 216
14 lofty, and they should be, which -- and is something that
15 we should be incredibly proud of. And we ought to be
16 doubling down on our investment for avoided methane
17 pathways, not limiting our options in this critical time.

18 Thank you.

19 BOARD CLERK GARCIA: Thank you.

20 Audry, please unmute and you can begin.

21 AUDRY PLATT: Hi and thank you so much for having
22 me in this space. I am a lifelong Californian and I'm
23 humbled by all the voices of other Californians that spoke
24 today. I came initially to encourage you to really
25 strengthen the Legislature that I love your work has done

1 so far. Hearing the voices today, it needs to be
2 reconsidered. And it is so critical after Tuesday's
3 election that you not be pandering to all of the voices of
4 privilege that have come here today from corporations and
5 have been able to take this time to encourage that we
6 continue to live in a ICE emissions space. We must move
7 beyond this faster and harder. And I appreciate all the
8 efforts you've done, but many people have said today, we
9 have to go back to the drawing board. And it's not too
10 late. And I must echo them.

11 We hate to see the emissions as we drive through
12 Riverside and San Bernardino counties. We hate to see
13 what happened in LA and what is happening in so many other
14 parts of the world. Today in Pakistan they are in a state
15 of emergency for their air quality. We need to go above
16 and beyond call here in California and go faster, farther
17 to electrification and not pander to biofuels and the 217
18 dairy industry the way that we are. We all need to change
19 and it will be painful. And under the Trump presidency,
20 we need to do more.

21 Thank you.

22 BOARD CLERK GARCIA: Thank you.

23 Christine, please unmute and begin.

24 CHRISTINE WOLFE: Good afternoon, Chair Randolph
25 and Board members. This is Christine Wolfe with Waste 218

1 Management urging your yes vote today. Staff's 218
2 recommendation strengthened this cost-effective,
3 technology-neutral program that has shown itself to be one
4 of the most effective tools to meet the climate mandates
5 enacted by the Legislature, including AB 1279 and SB 1383,
6 while giving fleets performing essential public services
7 like ours a pathway to decarbonization.

8 Thank you.

9 BOARD CLERK GARCIA: Thank you.

10 Tyler, Please unmute and begin.

11 TYLER LOBDELL: Thank you. Good afternoon, Chair
12 Randolph, Honorable Board members. Tyler Lobdell, staff
13 attorney with Food and Water Watch.

14 To quote the Vice President for Operations at
15 Dynamic Renewable, which is a company that operates
16 digesters in the midwest, where the LCFS is driving
17 factory farm expansions, quote, "More cows and more manure
18 means more energy," end quote. You know, the evidence is
19 increasingly showing that CARB's decision to allow factory
20 farms to profit off the Low Carbon Fuel Standard with 219
21 avoided methane crediting is counterproductive and unjust
22 climate policy. Because the proposal today doubles down
23 on rewards for the most polluting factory farms and
24 thereby encourages further harm to communities in
25 California and across the country, we urge a no vote.

1 The resolution also compromises CARB's statutory
2 obligation under SB 1383 to reduce manure methane 220
3 emissions in the dairy sector. As staff's presentation
4 reiterated this morning the LCFS works to quote,
5 "Decarbonize our transportation sector," end quote, not
6 the dairy sector. By pushing agricultural methane
7 mitigation through the LCFS and treating it as this
8 powerful offset mechanism, and then also saying you're
9 going to comply with 1383 with the same reductions, you
10 ignore the obvious and staff's own recognition of how
11 methane capture in one sector, which is used to meet legal
12 obligations, and another actually works.

13 So finally, the resolution offers a timeline for
14 1383 regulation that is at odds with the statute. The 221
15 resolution calls for staff to implement regulations
16 starting in 2030, but SB 38 -- 1383 obligates CARB to meet
17 the 40 percent reduction by 2030, not sometime after. The
18 resolution misstates this mandated timeline.

19 So to fix here is clear and required by law.
20 CARB must prioritize 1383 regulations that rationally
21 address manure methane emissions and stop rewarding
22 factory farms. We ask you to vote no and get back on
23 track. Bold and equitable climate action is needed now
24 more than ever.

25 Thank you.

1 BOARD CLERK GARCIA: Thank you.

2 Chris, please unmute and being.

3 CHRIS NEVERS: Thank you for the opportunity to
4 speak today. My name is Chris Nevers, Senior Director of
5 Public Policy at Rivian.

6 The LCFS is helping to unlock an EV future for
7 Californians, while tackling climate emissions across the
8 transportation sector. We specifically support several
9 key aspects of the proposed amendments, including revised
10 CI targets, the extension of capacity credits for EV 222
11 infrastructure, and new rules that would allow automakers
12 to share in the generation of residential base credits.

13 Achieving California's EV goals require every
14 tool at the State's disposal as well as collaboration
15 across industries and stakeholders. CARB's proposal
16 allows for just that, creating opportunities for both
17 automakers and utilities to participate in growing the EV
18 market in ways that reflect their unique competencies.
19 OEMs would be empowered to make market-enhancing
20 investments. Rivian is already considering several
21 possibilities, including further expansion of the Rivian
22 Adventure Network.

23 New opportunities would also exist to support
24 take-home fleets who, under current rules, cannot capture
25 credits from residential charging, a blind spot of the

1 current policy. We look forward to working
2 collaboratively with CARB to implement improved --
3 approved projects. As a medium-duty ZEV manufacturer, we
4 appreciate the calls for establishing a medium- and 223
5 heavy-duty rebate program using the LCFS as credit -- LCFS
6 credit revenue. But we believe the staff proposal to
7 allow OEMs to earn a share of base credits is more fully
8 developed at this stage and will allow for much more rapid
9 efficient reinvestment of credit proceeds.

10 This proposal will help our growing industry 222 cont'd
11 sustain this momentum. Once again Rivian thanks the Board
12 and the staff for the care and thought put into this
13 proposal. We respectfully encourage your vote to adopt
14 the proposed amendments today and look forward to further
15 engagement and implementation.

16 Thank you.

17 BOARD CLERK GARCIA: Thank you.

18 Vanessa, please unmute and begin.

19 I see that you've unmuted. You can go ahead and
20 begin your comment.

21 Oh. Okay. You muted yourself and now you're
22 unmuted again, so go ahead and state your comment.

23 We're not able to hear you at this time. If you
24 would like to submit a written comment to the docket, it's
25 currently open.

1 VANESSA HYSLOP: Hi.

2 BOARD CLERK GARCIA: Oh, there we go. Go ahead.

3 VANESSA HYSLOP: So sorry.

4 Hello, CARB Board and staff. My name is Vanessa
5 Hyslop and I am a proud community member of Kinds County.
6 I was born and raised in the rural areas around dairies
7 and it's where my heart has always been. As the daughter
8 of immigrant parents who came to the Central Valley
9 seeking opportunity, I'm especially proud to share that
10 they found their place in the dairy industry. This is
11 more than just a job to us. It's a legacy, a livelihood,
12 and a symbol of hard work and dedication.

13 Growing up around dairies, I've seen firsthand
14 the care, commitment, and effort it takes to provide
15 nutritious wholesome milk and dairy products for families
16 across California. I'm proud to live in this incredible
17 State where agriculture plays such a key role in feeding
18 not just our local community, but people across the
19 nation.

20 California isn't just where I live, it's where we
21 work together to produce high quality dairy products that
22 nourish and sustain families. Being part of that feels
23 like being part of something bigger, something that truly
24 makes a difference. I encourage CARB to support the
25 motion to adopt LCFS regulations as drafted. 224

1 Thank you so much.

2 BOARD CLERK GARCIA: Thank you.

3 Teresa, please unmute and begin.

4 TERESA BUI: Good afternoon, Chair Randolph and
5 Board members. This is Teresa Bui with Pacific
6 Environment. Thank you to staff for all your hard work
7 and to the Board members for your attention. As you
8 already know, ocean-going vessels have surpassed
9 heavy-duty trucks and locomotives as the number one
10 cancer-causing emissions in the South Coast Basin and the
11 number one emissions at the ports. If we don't do
12 anything, emissions from OGVs are expected to grow to 33
13 percent of NOx, 17 percent of PM2.5, and 80 -- 58 percent
14 of diesel particulate matter in 2050 across California's
15 mobile sources.

16 We are looking at holistic ways to address the
17 climate and toxic air pollution associated with shipping.
18 As CARB worked on the in-transit rule to tackle emissions
19 from the shipping sector, the LCFS is a critical tool and
20 we are pleased to see and support the inclusion of marine
21 fuels in the -- in the Board resolution language. It is
22 imperative that we use non-combustion solutions wherever
23 possible, such as fuel cell, as well as prioritizing the
24 least carbon-intensive fuels, such as truly green hydrogen
25 made from renewable energy and not false solution such as

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1 liquified natural gas.

2 One of the reasons that we want to make sure that
3 we're using non-combustion is not just for the climate,
4 but also for -- because front-line communities continue to
5 bear the impacts of biofuel productions. So long as the
6 LCFS is incentivizing fossil hydrogen and biofuels, this
7 does pose a risk for the Program and for the community
8 members, as you've heard from numerous environmental
9 advocates and environmental justice groups today.

10 Given all the remaining outstanding concerns from
11 environmental and front-line communities, we also urge
12 CARB to open another period of rulemaking immediately at
13 the close of this one, as a number of topics were unable
14 to fully be addressed in this round of revisions.

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15 In summary, we support the inclusion of the
16 marine fuels in the Board resolution language and urge
17 CARB to revisit all the outstanding issues that we've
18 heard from front-line communities as soon as possible.

19 We look forward to working with you on these
20 issues. Thank you

21 BOARD CLERK GARCIA: Thank you.

22 And after Brent, we'll hear from Krysta Wanner,
23 Harrison Clay, Dan Willis, Rita Nagle, Dan Chia, Tim
24 McRae, and Mike McCarthy.

25 So Brent, I have activated your microphone.

1 Please unmute and begin.

2 BRENT NEWELL: Good afternoon, Chair Randolph and
3 Board members. My name is Brent Newell and I represent
4 Leadership Counsel for Justice and Accountability. I join
5 the comments previously stated by Tyler Lobdell.

6 Please vote no. The LCFS allows double counting
7 of methane reductions in the transportation sector and the
8 agriculture sector. CARB should end avoided methane
9 crediting and ensure that it achieves the reductions

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10 required by Senate Bill 1383. The proposed amendments
11 will not only continue the policy of avoided methane
12 crediting, but an 11th hour change in the second 15-day
13 changes doubles down on avoided methane crediting to
14 incentivize more credit generation before and after any
15 implementation of regulations required by Senate Bill
16 1383.

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17 Throughout this entire rulemaking and the SB 1383
18 proceedings, CARB staff have not provided any explanation
19 that allows such double counting. Cooking the books in
20 the CARB inventory is not an explanation but a cover-up.
21 The Board should end avoided methane crediting
22 immediately, stop allowing double counting, and take all
23 actions under Senate Bill 1383 to achieve the methane
24 reduction target.

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25 Stopping avoided methane crediting is important,

1 because it is not fair to force Californians to pay for
2 those pass -- for the pass-through costs of those avoided
3 methane credits. Disproportionately, low-income
4 communities of color residing in inland rural areas will
5 pay those pass-through costs. Jim Duffy, the former LCFS
6 Branch Chief, has estimated these pass-through costs and
7 they are significant, so has Danny Cullenward. Leadership
8 Counsel has submitted the expert analysis of economist
9 Jonathan Shefftz who found that low-income San Joaquin
10 Valley residents would pay significantly higher
11 percentages of their income for these pass-through costs,
12 forcing low-income Californians to pay the pass-through
13 costs of avoided methane credits is just plain wrong.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Krysta, please unmute and begin.

17 KRYSTA WANNER: Krysta Wanner with the Western
18 Propane Gas Association. WPGA acknowledges the LCFS is a
19 successful mechanism in providing Californians with an
20 affordable method to meet the goals of the state's energy
21 transition.

22 The Low Carbon Fuel Standard leads to direct
23 investments in California, as we develop the clean
24 renewable fuels of the future. That being said,
25 reasonable compliance targets, accurate carbon

1 intensities, and considerations of impact to renewable
2 fuels production are necessary for an industry shift to
3 meet set air quality targets. While WPGA supports LCFS
4 generally, we cannot support the most recent amendments
5 and respectfully request that CARB delay the vote or
6 reject these amendments and continue to work with
7 stakeholders on appropriate updates to the rule that
8 protect consumers from unnecessary costs and improve
9 carbon intensity reductions across all fuels.

230

10 The propane industry remains committed to
11 providing safe, reliable, affordable and clean fuel to
12 Californians.

13 Thank you.

14 BOARD CLERK GARCIA: Thank you.

15 Harrison, please unmute and you can begin.

16 Harrison Clay.

17 Okay. Let me move on to Dan Willis.

18 Dan, you can unmute and begin.

19 DAN WILLIS: Thank you. Good evening and thanks
20 for the opportunity to provide this brief comment. My
21 name is Dan Willis with the San Francisco Public Utilities
22 Commission. As a publicly-owned electric utility, we
23 provide zero carbon intensity electricity as a
24 transportation fuel to several city agency customers of
25 ours, who are LCFS participants. Those are the San

1 Francisco Municipal Transportation Agency, which operates
2 the local Muni system, the San Francisco International
3 Airport, and the Port of San Francisco.

4 The SFPUC and our customer agencies strongly 231
5 support the LCFS and want to thank staff for their hard
6 work on this rulemaking, as well as our strong support for
7 the proposed amendment that would equate LCFS credit
8 generating potential of older fixed guideway electric rail
9 systems with that of newer such systems. This amendment
10 will provide crucial support for clean public transit
11 systems working to reduce emissions and vehicle miles
12 traveled throughout California.

13 Thank you very much.

14 BOARD CLERK GARCIA: Thank you.

15 Rita, please unmute and begin.

16 RITA NAGLE: Hi, there. My name is Rita Nagle
17 with Louis Dreyfus Company. Louis Dreyfus would like to
18 thank CARB for its innovation and leadership in driving
19 the U.S. towards a cleaner fuel economy. We're an
20 agricultural company that is committed to eliminating
21 deforestation and adverse land use in our supply chains.
22 Additionally, we are committed to decarbonization
23 projects.

24 We believe that a few proposed amendments should
25 be reconsidered today. We kindly request the removal of

1 field level traceability requirements on domestic
2 feedstocks. The ethanol industry can supply California's
3 needs without threat of land use change. It will be 232
4 difficult for the industry to comply with traceability
5 requirements as written, which will at least temporarily
6 block approved low-carbon fuel pathways into California.

7 In particular, the corn fiber pathway is an
8 industrial by-product. Corn fiber does not receive a land
9 use charge under LCFS today. It is therefore inconsistent
10 to apply traceability requirements to corn fiber. Corn
11 fiber ethanol should be exempt from traceability 233
12 compliance based on this alone. However, if it is
13 included, traceability must be on mass balance only. If
14 CARB deems the proposed traceability rules necessary, the
15 current proposed regulation does not allow adequate time
16 to sustain our pathway. We urge that any drafted 234
17 traceability requirements be delayed by at least three
18 years to allow for orderly and verifiable implementation.

19 And I want to say thank you and have a great
20 weekend.

21 BOARD CLERK GARCIA: Thank you.

22 Dan, please unmute and begin. Dan Chia.

23 DAN CHIA: Thank you. Dan Chia with Omni
24 Government Relations on behalf of the Port of Long Beach.

25 Chair and Board members, we want to thank you and

1 your staff for the hard work on this important issue and
2 rule. I'd like to express the Port's strong support for
3 the staff proposal to open a future rulemaking to include
4 ocean-going vessel fuels as eligible opt-in fuels under
5 the LCFs Program. The Port of Long Beach is the second
6 largest containerized port in the nation, and as the green
7 port, we recently celebrated historic reductions in air
8 pollution with diesel emissions down 92 percent, nitrogen
9 oxides down 71 percent, and sulfur oxides down 98 percent
10 over the last two decades.

11 However, if we were going to hit our goals around
12 decarbonization, we need to lower the cost of and expand
13 availability of cleaner alternative fuels. Additionally,
14 we'd like to express our support for the heavy-duty fast
15 charging credit E provisions and more broadly for the
16 urgent need to continue public investment in heavy-duty
17 ZEVs to accelerate the transition of the drayage and
18 freight sectors to zero emissions. Thank you for this
19 opportunity to testify.

20 BOARD CLERK GARCIA: Thank you.

21 Tim, please unmute and begin.

22 TIM McRAE: Good afternoon, Board members and
23 Madam Chair. I'm Tim McRae with the California Hydrogen
24 Business Council, the largest hydrogen trade association
25 in the United States, representing over 100 companies and

1 community stakeholders.

2 California's Low Carbon Fuel Standard is critical
3 to build the markets for decarbonized molecules/fuels,
4 including hydrogen. As the requirements expand for lower
5 and zero-emission transportation and goods movement, the
6 LCFS provides an economic pathway to begin the transition
7 now. We appreciate the years that staff have committed to
8 developing the proposed LCFS updates, as well as the time
9 working with stakeholders. The LCFS is one of the primary
10 drivers of private investment in California's climate
11 change programs and remains one of the most pivotal policy
12 innovations that influences other states to adopt climate
13 policies.

14 The LCFS drives innovation and investment that
15 has substantially reduced emissions in the transportation
16 sector. Our sector relies on the investment signals sent
17 by the declining carbon intensity standard, which
18 incentivizes hydrogen producers to make significant
19 long-term investments to deliver zero-emission low-carbon
20 fuel to California drivers and fleets, who are adopting
21 fuel cell electric vehicles of all classes.

22 The California Hydrogen Business Council supports
23 the final version of this regulation as proposed today and
24 urges the Board to vote for approval. 237

25 Thank you.

1 BOARD CLERK GARCIA: Thank you.

2 Next, we'll hear from Ashley Arax, Colin Murphy,
3 Daniel Chandler, James Ottam, Stefan Unnasch, and Kevin
4 Hamilton. So Ashley, please unmute and begin.

5 ASHLEY ARAX: Good afternoon, Chair Randolph and
6 Board members. I'm Ashley Arax, Senior California Policy
7 Manager with the Clean Air Task Force. Thank you for the
8 opportunity to comment today and thank you to staff for
9 your work on this proposal.

10 CATF believes California's LCFS is an important
11 regulation for reducing the carbon intensity of
12 transportation fuels. We appreciate that this proposal 238
13 strengthens the 2030 carbon intensity benchmarks and adds
14 benchmarks out to 2045. One of our chief concerns is the
15 increased reliance on crop seed oils as a feedstock for
16 making transportation fuels, particularly given the rapid
17 growth in renewable diesel use in California. This growth
18 poses risk to global food markets and ecosystems and can
19 also cause substantial indirect GHG emissions, which
20 undermine the very climate goals the LCFS seeks to
21 achieve.

22 This proposal's inclusion of credit cap to limit
23 the crop seed oil used is an important first step. 239
24 However, we view it as a short-term measure with several
25 features that weaken its effectiveness, not a strong

1 long-term signal that limits unsustainable levels of crop
2 seed oil. Furthermore, this approach will still allow
3 substantial growth of these oil based fuels, even if the
4 caps provision are strengthened. We appreciate that the
5 Board resolution attempts to address some of these
6 shortcomings by requiring a public assessment of ILUC and
7 emissions associated with biofuel feedstocks and
8 monitoring and reporting on the impacts of the guardrails.
9 We also support the directive to evaluate adding marine 240
10 fuels to the LCFS, which could be another large market for
11 drop-in crop oil fuels.

12 We recommend upon completion of the ILUC and 239
13 guardrail review that CARB initiate a regulatory process
14 to introduce broader safeguards that address these risks
15 over the long term. In summary, while we support this
16 proposal's inclusion of an essential short-term action, we
17 urge CARB to establish future measures as part of a
18 broader long-term framework that supports California's
19 climate goals and food security.

20 Thank you. And we look forward to continuing to
21 engage with staff moving forward.

22 BOARD CLERK GARCIA: Thank you.

23 Colin, please unmute and begin.

24 COLIN MURPHY: Hi. My name is Colin Murphy. I'm
25 the co-lead of the Low Carbon Fuel Policy Research Group a

1 the UC Davis Institute of Transportation Studies. Thank
2 you to everyone who has made this long process possible
3 and also to those of you who have stuck with the --
4 through the long hearing at the end of a long process.

5 We've been deeply engaged in LCFS scholarship and
6 analysis really since its inception, but certainly through
7 this rulemaking. In the course of the last two years,
8 we've submitted about 140 Pages of technical comments on
9 this, as well as published two reports on the LCFS
10 modeling, and developed a new LCFS credit market model,
11 based on one that correctly predicted during the last
12 major rulemaking that the current 20 percent target was
13 going to be too low.

14 There has been a lot said on this that I
15 certainly can't rehash in the time I have left. I think
16 the summary could be best stated as the proposed 241
17 amendments that we're voting on today, they don't truly
18 address many of the major core issues in the LCFS,
19 including the very low credit prices we've experienced for
20 the last couple of years. They're unlikely to shift the
21 fundamental dynamic that has caused those credit prices.
22 And certainly you've heard from a number of stakeholders
23 that feel that significant issues are not adequately
24 addressed right now, but taken individually, they do make
25 a number of useful changes and improvements to what is an

1 important program that's going to even gain an importance
2 given the election results of last Tuesday.

3 I leave it to you to make a decision about
4 whether that sort of incremental improvement justifies
5 vote right now. What I will say, and this is
6 unambiguously clear, is that there is a need to open
7 another rulemaking as soon as possible without any
8 limitations on scope. Because of the crisis of the LCFS
9 credit market, this rulemaking was always meant to exclude
10 several major structural issues that will -- they are not
11 crises right now, but if they wait until the next
12 scheduled major rulemaking after the next Scoping Plan,
13 likely in 2028, there will be a crisis at that point. So
14 it is vital that we, as soon as possible, open another
15 rulemaking to address these deeper structural issues, and
16 I look forward to get to work on those after we move
17 forward.

242

18 Thank you.

19 BOARD CLERK GARCIA: Thank you.

20 Daniel, please unmute and begin.

21 Daniel Chandler

22 DANIEL CHANDLER: Yes. I'm Daniel Chandler. I'm
23 one of the Climate action California team that wrote the
24 petition to CARB to regulate dairy methane. First,
25 Climate Action California would like to thank Board

1 members for recognizing that over-incentivizing digesters
2 is an unjust and ineffective method of reducing our
3 largest source of methane emissions. We are grateful for
4 your courage and persistence in insisting that CARB comply
5 with SB 1383 and regulate dairy methane.

6 Second, we are grateful to CARB staff for making
7 CAD data public. However, I would like to point out
8 briefly why the CAD system is inadequate. In our
9 petition, we advocated for a system like CAD that was
10 based on research by Professor Francesca Hopkins at UC
11 Riverside who also used Water Board data. However, we
12 showed in our comments to CARB that USDA county level data
13 in the San Joaquin Valley is closely matched by Professor
14 Hopkins' data, but CAD data doesn't match either the USDA
15 census data or Professor Hopkins' data. CAD also does not
16 collect the manure management details needed to make
17 accurate farm level estimates of enteric and manure
18 methane emissions

19 We would like to propose a way of collecting data
20 to regulate dairy methane that minimizes the impact on
21 dairy farmers. CARB can organize all the water boards and
22 air quality districts to agree on one annual uniform data
23 request that also includes what CARB needs in order to
24 estimate farm level manure and enteric emissions. One
25 streamlined package would save farmers time and it would

1 accurate, because the request from CARB has the force of a
2 subpoena.

3 Finally, we believe that crop-based biofuels and
4 avoided emission credits will both lead to more rather
5 than fewer emissions and more injustice. 243

6 BOARD CLERK GARCIA: Thank you.

7 James, please unmute and begin.

8 James Ottam.

9 Okay. We'll move along to Stephan. Please
10 unmute and you can begin.

11 STEFAN UNNASCH: Hello. I'm Stefan Unnasch with
12 Lifecycle Associates and thank you for the opportunity to
13 comment. The LCFS Program has proven successful in
14 reducing petroleum fuels, providing incentives for
15 electric and hydrogen vehicle operation infrastructure,
16 it's launched an industry to capture methane. Yes, that
17 money does go to private businesses, but it's been
18 extremely effective and it spawned innovation in dozens of
19 new technologies. And as such, I urge the Board to
20 approve the LCFS amendments. 244

21 Also, well over a quarter century ago, I worked
22 on methanol-fueled cars and buses, and methanol has proven
23 actually the fuel that motivated the introduction of
24 reformulated gasoline, because the oil industry was so
25 afraid of methanol that they invented reformulated

1 gasoline. And now, here we are well over 20 years later,
2 and we see methanol as a potential fuel for marine
3 applications. And as we all know, methanol combustion
4 doesn't form any particulate emissions and it has an
5 excellent opportunity to also reduce criteria pollutants,
6 which are very important along the Highway 710 corridor.

7 Therefore, I urge the Board to provide 245
8 opportunities to include methanol as an opt-in fuel for
9 marine applications and other sectors where this zero
10 particulate fuel can help reduce both criteria pollutants
11 and provide an opportunity for low-carbon options, such as
12 eFuels, and renewable, and waste-based methanol.

13 Thank you very much.

14 BOARD CLERK GARCIA: Thank you.

15 After Kevin, we'll hear from P. Hernandez, Chris
16 Hunt, Lisa McGhee, Audry Platt, Jim Stewart, and Molly
17 Armus. So, Kevin, you can unmute and begin.

18 KEVIN HAMILTON: This is Kevin Hilton. Can you
19 hear me?

20 BOARD CLERK GARCIA: Yes, we can.

21 KEVIN HAMILTON: Great. This is Kevin Hamilton,
22 Senior Director for Government Affairs for Cental
23 California Asthma Collaborative, and a member of the
24 Environmental Justice Advisory Committee. I'm not going
25 to repeat and reinforce all of the comments from my

1 colleagues, from Leadership Counsel, and Brent Newell's
2 comments and from PSR-LA and so many others, who have
3 pointed out to the deficiencies that are nested within
4 this latest attempt at building this Program out for the
5 future, and instead suggest that the Board consider those
6 and the fact that all of the experts -- virtually all of
7 the experts CARB had hired to advise them on this have
8 come forward and said that we did not expect them to be
9 that generous in assumptions for so many things, prices of
10 gasoline where it would be, the CI itself and the formula
11 used to support that, how do we handle dairy biogas for
12 the future and how are we handling it now, and what's
13 going on that's wrong there and how could this potentially
14 fix it, which it could, but this Program is not going to
15 do that.

16 And again, how do we deal with the idea of
17 trading food for energy, which has always sounded crazy to
18 everyone who understands that half the world is starving
19 on any given day. So as move forward, just one example
20 jumps out to me of how disingenuous some parts of this
21 latest amendment are, and that is in the cost of gasoline. 246
22 And Mr. Duffy pointed this out -- well, I just saw his
23 letter yesterday but I'd already started working on this a
24 month ago. And I found this report at CEC that they have
25 every year SB 1322 that CARB had mentioned very briefly

1 and suggested that that pointed to a five to ten cent
2 possible rate in gasoline when, in fact, the base cost it
3 puts into gasoline --

4 BOARD CLERK GARCIA: Thank you. That concludes
5 your time.

6 KEVIN HAMILTON: -- every single month is \$0.58.
7 And that is --

8 BOARD CLERK GARCIA: Thank you.

9 P. Hernandez, please unmute and begin.

10 PAUL HERNANDEZ: Good afternoon, Chair Randolph
11 and Board. Thank you for the opportunity to address you
12 today. My name is Paul Hernandez. I live in Richmond
13 California and today I address you as an individual
14 representing myself and my family. For more than 10 years
15 I've worked in the California ZEV policy sector. And I'm
16 also in the early stages of establishing a
17 California-based start-up that's focused on E-mobility.

18 And today, I join you in support of the LCFS 247
19 amendments under consideration and support the amendments
20 because of their positive impact across the transportation
21 electrification sector.

22 So the LCFS Program is indeed an accelerator to
23 ZEV deployment across all vehicle classes. For light-duty
24 vehicles, the continuation of the capacity credit
25 provisions, which now include both public and private

1 access are going to help us get more infrastructure rolled
2 out faster and more diversely. For the medium-duty,
3 heavy-duty vector, the new capacity credits will indeed
4 help medium- and heavy-duty fleets pursue ACT and ACF
5 mandates.

6 It's awesome to hear that the LCF hold-back
7 credits can be deployed innovatively, can target specific
8 communities, can be further structured to help rebate
9 programs deploy EV car sharing, all kinds of specific and
10 targeted investments to help accelerate access to EVs.
11 And for electric rail, LCFS also encourages rail systems
12 to electrify. And when these things run off of renewable,
13 we're building the state's largest and biggest ZEVs. This
14 is a major opportunity. And lastly, there's other 248
15 opportunities through the Tier 2 revision process that
16 allow for E-mobility entities to also gain from the
17 Program. I stand with you today and thank you for the
18 opportunity to stand with you in support of the
19 regulation.

20 BOARD CLERK GARCIA: Thank you.

21 Chris, please unmute and begin.

22 CHRIS HUNT: Thank you for the opportunity to
23 comment. My name is Chris Hunt and I'm here to urge CARB 249
24 to reject the amendments and to stop incentivizing manure
25 biogas production through the LCFS. I'm speaking today

1 both as a resident of California and also in my capacity
2 as a Deputy Director of Socially Responsible Agriculture
3 Project. My organization works throughout the U.S. to
4 help communities protect themselves from the harmful
5 impacts of large-scale industrial livestock operations.

6 During today's hearing, we heard from numerous
7 community members who have suffered and continue to suffer
8 the damaging health and environmental impacts of pollution
9 from large-scale dairies here in California. Sadly, my
10 organization hears the same heartbreaking stories from
11 communities across the country on a regular basis.

12 Methane is a significant greenhouse gas, but it
13 is only one of many hazardous pollutants generated by
14 industrial livestock operations. And unfortunately,
15 installation of methane digesters does nothing to address
16 these other pollutants. In fact, research published 249
17 earlier this year by my organization and Friends of the
18 Earth suggests that after installing digesters, industrial
19 livestock operations tend to increase their herd sizes,
20 likely in large part due to government incentives for
21 manure biogas production like the LCFS.

22 As a result the largest most polluting industrial
23 livestock operations grow bigger burying more waste an
24 exacerbating the threats posed to the environment, public
25 health, and surrounding communities. This is especially

1 problematic because it's promoting the expansion of
2 industrial livestock operations in other states where
3 environmental regulations and regulatory oversight are
4 much weaker. Until industrial livestock operations are
5 able to clean up their pollution and operate in a manner
6 that doesn't sicken neighbors and pollute the air and
7 waterways, we shouldn't support them with subsidies or by
8 creating a lucrative market for manure biogas.

9 Finally, climate change is clear an existential
10 crisis and it demands urgent action, but we shouldn't
11 attempt to address it with strategies that create new
12 threats to the environment and public health, particularly
13 when these damages are disproportionately borne by
14 low-income communities and communities of color. I
15 believe that California must do better.

16 Thank you for the opportunity to comment today.

17 BOARD CLERK GARCIA: Thank you.

18 Lisa, please unmute and begin.

19 LISA MCGHEE: I am Lisa McGhee with Tom's Truck
20 Center. We are an HVIP dealer and a medium- and
21 heavy-duty commercial truck dealership that has been in
22 business since 1949. We represent six different ZEV
23 medium- and heavy-duty OEMs including Nikola fuel cell
24 trucks. We agree to adopt the LCF Program with the 250
25 modification to the HD HRI station crediting, which is

1 required for private investments, because as is, there are
2 too many restrictions and limitations. This is a nascent
3 heavy-duty technology which does not commercially
4 exist. The supply chain and equipment components are
5 being invented currently with heavy losses, at upwards of
6 30 to 40 percent upon dispensing creating very high pump
7 prices. Consistent industry commitment is required to
8 obtain the ZEV transportation goals required for the long
9 haul transportation sector, which will largely be
10 dependent on our future hydrogen fuel cell technology.

11 Regulatory certainty is required. Tom's Truck
12 Center opened up the very first commercial dealership
13 hydrogen station in the world on August 12th. Seven
14 hundred and thirty-three fuel cell rebates exist to date
15 in HVIP Program, compared to 7,666 BEVs, resulting in only
16 8.5 percent fuel cell technology and a total of 78
17 delivered cell trac -- fuel cell tractors by two
18 heavy-duty fuel cell tractor OEMs.

19 We have a long way to go before catching up to
20 the BEV technology volumes and population. We encourage
21 the necessary HD HRI station program to be modified as 250
22 follows: increase the crediting duration; increase the
23 credit capacity from 6,000 kilograms; maintain the same CI
24 fuels through 2035 or review progress in 2030. This will
25 ensure the technology is affordable and can be fairly

1 scaled for private investments. This will play a key role
2 to foster ZEV adoption in the heavy-duty long haul sector.

3 Thank you.

4 BOARD CLERK GARCIA: Thank you.

5 Jim Stewart, please unmute and begin.

6 Jim. Jim Stewart.

7 Okay. Let's move on to -- so okay the remaining
8 commenters we have are Adriano[SIC] Martinez, Jose Lopez,
9 a phone number ending in 528, Alexandra Lavy, Scott
10 Hedderich, and Kathleen Van Osten.

11 So Adriano[SIC], please unmute and you can begin.

12 Okay. Let's try Jose Lopez.

13 Jose, you can unmute and begin.

14 Okay. How about a phone number ending in 528.

15 You'll need to push star six to unmute.

16 LAURA ROSENBERGER HAIDER: Hello. This is Laura
17 Rosenberger Haider, Fresnans Against Fracking.

18 You see I'm against the low carbon fuel credit,
19 because incentivizes natural gas and also incentivizes 251
20 fossil fuel-based hydrogen -- fossil fuel -- hydrogen
21 fossil fuels, and it's all leaky -- it often leaks and --
22 but also I can't make any decisions till this full life --
23 complete life cycle analysis is done. I haven't had time
24 to read it yet. And all the different fuels, because -- 252
25 and also it creates another problem, vegetable shortages,

1 that we cannot -- no one can live without vegetables.
2 We'll have to import them from other countries and you
3 figured that in.

4 But we could live without driving. We could just
5 start small -- most of us can start small home-based
6 businesses and just not have to drive at all, which would
7 probably be better for this country.

8 And also the -- I think the life cycle, the
9 fertilizer used -- the mining for the fertilizer, the
10 transport, but -- and fumigant pesticides, and the water
11 pollution, and the water shortages and good water, if it
12 wasn't growing crops. So we'll kind of make -- we'll
13 actually make it -- biofuels more expensive. And nitric
14 oxide gas, the greenhouse gas that comes out of the
15 fertilizer used for the crops and all the new technology
16 that needs to be built and then done away with when we go
17 a hundred percent -- a hundred percent solar electric.

18 All right. Thanks.

19 BOARD CLERK GARCIA: Thank you.

20 Okay. And then Adriano[SIC], it looks like you
21 did unmute. So if you're ready to make your comment
22 please go ahead.

23 ADRIAN MARTINEZ: Yes. Good evening, Chair
24 Randolph and members of the Board. My name is Adrian
25 Martinez. I'm attorney with Earthjustice. I'm testifying 253

1 today to respectfully request that the Board reject the
2 proposal and go back swiftly to adopt a proposal that's
3 more in line with California's need to get to zero
4 emissions to address our air pollution crisis, and our
5 climate crisis. I say this, because it's -- there's an
6 important, you know, realization that the kind of tenor of
7 the discussion of this rule is that we have these
8 liquid-based fuels to kind of tide us over until we can
9 meet the zero-emission targets in our regulation.

10 And, you know, I get the, you know, logic of that
11 argument, but I think it doesn't comport with reality that
12 we're facing right now. We need to use this Program to 253
13 more effectively push electrification, particularly in the
14 medium- and heavy-duty sector as we're about to face a
15 potentially hostile federal administration on California's
16 standards. Many of the same interests that are here
17 asking for you to support this regulation will be
18 embracing efforts to defeat California's ability to
19 protect residents from air pollution.

20 And so I think the Board needs to measure twice 253
21 and cut once, go back, fix the problems with the current
22 proposal, make it more aligned with electrification. When
23 folks are defending the Program, they're primarily talking
24 about the electrification dollars anyway. There's several
25 measures that can be provided that can fix this Program as

1 detailed in several written comments from a wide range of
2 stakeholders. So we encourage your no vote today and
3 direct staff to swiftly bring back a proposal that
4 comports with California's goals.

5 Thank you.

6 BOARD CLERK GARCIA: Thank you.

7 And Jose Lopez, I'm going to try you one more
8 time. If you'd like to unmute and say your comments.

9 JOSE LOPEZ: Hello. Can you guys hear me?

10 BOARD CLERK GARCIA: Yes, we can.

11 JOSE LOPEZ: Okay. Well, thank you for the
12 opportunity for me to speak today. My name is Jose Lopez
13 and I work for CalBio. I was raised here in California's
14 Central Valley. And I've seen firsthand how much the
15 dairy industry means to our communities and to families
16 like mine. These dairies aren't just businesses. They're
17 family operations often run by people who have been part
18 of this land for generations

19 The perception that dairies are large corporate
20 factory farms is simply not true for the vast majority of
21 us. Dairies like ours are family owned, deeply rooted in
22 the community, and committed to responsible practices
23 because we want to keep this industry strong for future
24 generations. It's a point of pride for us. Beyond that,
25 the dairy industry is a life line for these communities.

1 It provides jobs, supports local businesses, and
2 contributes significantly to economic stability in areas
3 that might otherwise struggle. For people like me and
4 many others in the valley, dairy isn't just a job, it's a
5 way of life. We take pride working in an industry that is
6 both sustainable and valuable.

7 CARB's support of the LCFS regulation is crucial.
8 It allows us to build on what's already working 254
9 demonstrating that California can lead the way on
10 sustainability through innovation, not overregulation. I
11 urge you to adopt the LCFS Regulation as written to help
12 keep California's dairy industry moving forward in a
13 positive direction.

14 Thank you.

15 BOARD CLERK GARCIA: Thank you.

16 Alexandra, please unmute and begin.

17 ALEXANDRA LAVY: Good evening. My name is
18 Alexandra Lavy and I'm speaking on behalf of the
19 Agricultural Energy Consumers Association. As the Board
20 considers approving changes to the Low Carbon Fuel
21 Standard, I want to thank you for your efforts that have
22 helped shape California's world-leading climate policies.
23 Under the LCFS, the State of California works with dairy
24 farmers to develop digesters and alternative manure 255
25 management programs that significantly curb methane

1 emissions, something that climate experts across the globe
2 agree is the best and fastest strategy for combating
3 climate change.

4 For context, more than 150 governments have
5 pledged to reduce methane emissions by 2030, but few are
6 living up to their commitment. So far, the California
7 dairy industry is the only one close to achieving their
8 methane reduction goal and is on track to exceed the
9 ambitious 40 percent by 2030 reduction goals set for them.
10 The LCFS role in this achievement cannot be overstated.
11 This Program has encouraged public-private partnerships
12 and reduced industry emissions benefiting the environment
13 and rural residents living in the San Joaquin Valley
14 greatly. The world looks to California as the gold
15 standard in climate policy and greenhouse gas emission
16 reduction efforts. It makes zero sense to change course
17 and undue the progress that is already made when we are 255
18 this close to the finish line.

19 I urge the members of the Air Resource Board to
20 approve the suggested changes to the Low Carbon Fuel
21 Standard so that this good work can continue.

22 Thank you.

23 BOARD CLERK GARCIA: Thank you.

24 Scott, please unmute and begin.

25 SCOTT HEDDERICH: Can you hear me all right?

1 BOARD CLERK GARCIA: Yes, we can.

2 SCOTT HEDDERICH: Excellent. So my name is Scott
3 Hedderich. I'm with a company called Nuseed America. We
4 actually have a agricultural seed operation in West
5 Sacramento. We're developing a crop called Carinata that
6 will be focused on growing on fallow land and won't
7 compete with food or feed.

8 But that's really not what I want to talk about,
9 because I think I'm one of the last speakers and I know
10 it's been a long day. So the first thing I want to do is
11 say thank you and sympathize with everyone on the Board.
12 I've been, as a member of the public, attending these
13 hearings for a number of years, almost a decade. I know
14 it's hard work. I know it's thankless work. As you can
15 tell from all the comments everyone is very passionate
16 about what they believe in.

17 I guess if I could leave the Board with one
18 sentiment it's this, you've heard a lot about our science
19 versus their science, and at the end of the day, I think
20 the best thing you can look to is what the staff have put
21 together. As an independent government agency, that's
22 what they're supposed to do look at both sides, come up
23 with the best interpretations, and put them forward. It's
24 not perfect. It's never been perfect. That's why you
25 exist as a Board to come back, and make changes, and to

1 tweak, and approve as we go forward, but it's an excellent
2 start.

3 And so having said that, I think the Board should
4 adopt these amendments, move forward, continue to put 256
5 California on pace to be the leader, not just in the U.S.,
6 but around the globe when it comes to low-carbon fuel
7 adoption.

8 Thank you.

9 BOARD CLERK GARCIA: Thank you.

10 Kathleen, Please unmute and begin.

11 KATHLEEN VAN OSTEN: Hi there. Can you hear me
12 all right?

13 BOARD CLERK GARCIA: Yes, we can.

14 KATHLEEN VAN OSTEN: Fantastic. Kathleen Van
15 Osten. I represent United Airlines and just want to thank
16 the CARB Chair, members, and staff for the work that 257
17 you've been doing over the past really almost decade on
18 sustainable aviation fuel, first as an opt-in into the
19 LCFS, and most recently with the announcement last week of
20 the SAF Partnership. And United has been very engaged
21 over the last nearly two decades in the development,
22 testing, production and use of SAF. And we look forward
23 to working through this partnership with CARB and
24 stakeholders to develop the SAF market in California, and
25 once again place California as the leader in the SAF

1 market in the nation globally. And thank you so much for
2 your work. We look forward to working with you.

3 BOARD CLERK GARCIA: Thank you. That concludes
4 the commenters for this item. I'll turn it back to Chair
5 Randolph.

6 CHAIR RANDOLPH: All right. Thank you.

7 The docket on this item is now closed to
8 additional comments. We are going to take a 15-minute
9 break to give the court reporter a chance to have a break
10 and then we will return for Board discussion.

11 (Off record: 5:04 p.m.)

12 (Thereupon a recess was taken.)

13 (On record: 5:17 p.m.)

14 CHAIR RANDOLPH: Okay. All right. We are going
15 to get started on Board discussion. A couple things.
16 This dais is a little harder to see everybody, so I want
17 to do the up-microphone thing. So if you want to speak,
18 put your microphone up. When you're done speaking, put it
19 down. And I'm going to organize this a little bit by
20 topic, that way we can kind of cover topics and Board
21 members can ask questions or make comments -- oh, hold on
22 a second, my general counsel is waving at me.

23 Oh, I'm sorry. My general counsel gave me
24 instructions that I forgot. So staff is working on
25 responding to some last minute CEQA comments and is

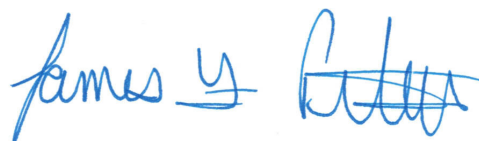
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of November, 2024.



JAMES F. PETERS, CSR
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