

**Comment 1 for Community Air Protection Program Annual Progress Update  
(ab6172024progress) - Non-Reg.**

First Name: Paul

Last Name: CHANEY

Email Address: paul@sbtrees.com

Affiliation:

Subject: Un-addressed pollution sources in Muscoy

Comment:

Please see attached. Names redacted to protect personally identifiable information.

Attachment: 'www.arb.ca.gov/lists/com-attach/2-ab6172024progress-USZRMIAwWCBVYm0D.pdf'

Original File Name: comment2\_\_Redacted.pdf

Date and Time Comment Was Submitted: 2024-06-19 22:09:26

No Duplicates.

**Comment 2 for Community Air Protection Program Annual Progress Update  
(ab6172024progress) - Non-Reg.**

First Name: veronica

Last Name: pickett

Email Address: veronicapickett762@gmail.com

Affiliation:

Subject: free grant 2024 federal & cailforia eleetic car

Comment:

rebate in los angele free grant low iincome senor

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2024-06-24 02:22:52

No Duplicates.

**Comment 3 for Community Air Protection Program Annual Progress Update  
(ab6172024progress) - Non-Reg.**

First Name: Michelle

Last Name: Burroughs

Email Address: michelle.burroughs@medsch.ucr.edu

Affiliation:

Subject: Dissemination of Air Protection information

Comment:

Community dissemination strategies should be incorporated to make this information more visible, particularly methods to improve air quality and local findings, to the communities at greatest risk. This can include placing information on billboards, posters at DMV offices, and other prominent locations.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2024-07-08 11:08:33

No Duplicates.

## **Comment 4 for Community Air Protection Program Annual Progress Update (ab6172024progress) - Non-Reg.**

First Name: Carly

Last Name: Chevalier

Email Address: thecarlybird@gmail.com

Affiliation:

Subject: Not enough regulations or requirements around underfired charbroilers

Comment:

This plan does not address the serious issue of underfired charbroilers and that there are very few requirements or zoning regulations to ensure that the smoke from these businesses does not impact public health. We live behind a restaurant that blows a significant amount of smoke into our home daily. It has greatly impacted the health of our family and our neighbors.

According to the California Air Resources Board, charbroiling two quarter pounds of hamburger patties produces the equivalent PM2.5 emissions as a semi-truck driving 320 miles (from Monterey to Los Angeles.) Numerous health effects studies have linked exposure to PM2.5 to increased severity of asthma attacks, development of chronic bronchitis, decreased lung function in children, increased hospitalizations, and even premature death in people with existing cardiac or respiratory disease. It also states that exposure to increased concentrations of PM2.5 over a few hours to weeks can trigger cardiovascular disease-related heart attacks and death. Longer-term exposure can lead to increased risk of cardiovascular mortality and decreases in life expectancy.

This year our neighbor who lives behind the restaurant died of a heart attack. If someone can't smoke on my property, or run a car without a smog check, why is it that SCAQMD allows for restaurants to operate without filtration, air quality testing, or reporting on the amount of meat that is being cooked? Why is it that there are no zoning laws in place to prevent restaurants from operating near residential areas?

Please consider the lives that are being shortened and impacted by this lapse in regulation.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2024-07-09 11:54:41

No Duplicates.

**Comment 5 for Community Air Protection Program Annual Progress Update  
(ab6172024progress) - Non-Reg.**

First Name: Robert  
Last Name: Spiegel  
Email Address: rspiegel@cmta.net  
Affiliation: CMTA

Subject: CMTA Comments - Draft AB 617 Community Air Protection Program Annual  
Progress Report.

Comment:

On behalf of the California Manufacturers & Technology Association  
(CMTA), I am submitting the attached comments. Thank you for the  
opportunity to comment on the AB 617 CAPP Annual Progress Report.

Attachment: 'www.arb.ca.gov/lists/com-attach/7-ab6172024progress-  
UjFdNgB1U2ECW1U2.pdf'

Original File Name: CMTA Comment Letter on AB 617 Annual Report (7.15.24).pdf

Date and Time Comment Was Submitted: 2024-07-15 10:47:13

No Duplicates.

**Comment 1 for Community Air Protection Program Annual Progress Update  
(ab6172024progress). (At Hearing)**

First Name: Joonsik

Last Name: Maing

Email Address: joonsik@range.energy

Affiliation: Range Energy

Subject: Comments to AB617 Progress Report

Comment:

Attachment: [www.arb.ca.gov/lists/com-attach/8-ab6172024progress-WykCZVc4WGwFZgVa.pdf](http://www.arb.ca.gov/lists/com-attach/8-ab6172024progress-WykCZVc4WGwFZgVa.pdf)

Original File Name: Range Energy - Comment to AB617 Progress Report.pdf

Date and Time Comment Was Submitted: 2024-07-25 12:16:24

No Duplicates.

## **Comment 2 for Community Air Protection Program Annual Progress Update (ab6172024progress). (At Hearing)**

First Name: Jim

Last Name: Meyer

Email Address: jmeyer@aviation-repair.com

Affiliation:

Subject: CAPP Program Progress / Failure

Comment:

West Long Beach is a heavily impacted community. It is the poster child for nearly every CARB communication about air pollution impacts. Images of the ports, trucks, rail, and refineries in this community are used in CARB communications and by politicians to elicit funding and gain public support for improvements. The community conditions were used to stimulate AB617 which spawned the CAPP. Here is what happened in West Long Beach.

WCWLB was the first AB 617 CSC. It identified the concerns of the community as DPM and other oil related emissions from Ports, Rail, Freeways, Refineries. Many of these large organizations (corporations) had sufficient budget to assure that their representatives sat on and/or coordinated with the WCWLB CSC and as a result, no port, rail, trucking, freeway, or refinery in WCWLB has been banned by CARB.

Secondarily, the WCWLB CSC mentioned a much smaller concern about hex chrome emissions resulting from brake dust (freeway/truck related). The CERP did not identify chrome plating as an issue.

But CARB did ban chrome plating! EVEN THOUGH THE WCWLB CERP DID NOT IDENTIFY IT AS A CONCERN. CARB ignored industry comments during the CARB ATCM rule making, ignored the reality of source test results which they did not bother to get from SC AQMD to inform the rule making, created a concept of "fugitive emissions" which they based on air sniffing in another city with plenty of other bigger hex chrome sources. Even though chrome platers make up less than 2% of the hex chrome emissions in the state, they banned chrome plating...and haven't banned any other hex chrome sources!

My small hard chrome plating business is banned. The business has invested well over \$200,000 in pollution control equipment, procedures, and effort. Our chrome plating process has followed every SCAQMD rule and registered a "non-detect" for hex chrome in the latest pollution source test. We repair the flight critical aircraft and helicopter parts which keep the CalFire aircraft operating to put out the fires that produce FAR more hex chrome emissions than we do. BUT CARB BANNED US!

Five generations of my family have lived in West Long Beach. We invested by starting our business in the community. We invested in state of the art pollution control equipment. We hire from the community. We have hired the homeless! Our equipment meets the SC AQMD rules and yet CARB banned us. Why?

We are legally required by the FAA (a FEDERAL agency) to repair parts only with Hex Chrome plating. There is no technological substitute available. I am unable to create or invent other processes to meet customer needs. I will have to go out of business. It is too expensive to move the business. The ban impacts my ability to sell the business (who would buy a banned business and what would they pay?). Sale of the business is part of my retirement plan. I am at retirement age. How can the CAPP be deemed a success when it does not ban the central concerns of a community (all big corporations) and instead bans a small business owned by private individuals? Where is justice? How can CARB say it cares about equity and justice? Does CARB justice not apply to small businesses? How is it possible that I can make so many comments to CARB and follow CARB processes exactly as they are laid out and yet receive no action, no response, and ultimately no justice through a "community" program such as this. Does anyone of any intellect read these comments and act upon them?

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2024-07-25 14:53:37

No Duplicates.



## **Comment 3 for Community Air Protection Program Annual Progress Update (ab6172024progress). (At Hearing)**

First Name: Alison

Last Name: LaBonte

Email Address: alison@alabonteadvisors.com

Affiliation: A la bonte advisors (Alba)

Subject: Implementation funding - process and limits

Comment:

As a consultant to a co-lead organization of an AB617 community selected for Community Emission Reduction Plan (CERP) development, I have attended several Community Steering Committee (CSC) meetings in the Bay Area Air Quality Management District's jurisdiction.

I applaud the process in supporting members from impacted communities to themselves develop their own CERP. Real action and follow up on Goals, Objectives, and priority actions named and ultimately adopted by CARB in the communities' CERPs is critical to respecting the communities' effort to create the CERP, to maintain the trust of community in government that CARB is committed to address harms in frontline communities, and most importantly to improve the health outcomes of members of AB 617 communities. At the most recent Bay View Hunters Point AB617 CSC meeting, we learned that the Bay Area Air Quality Management District has only one inspector for all of San Francisco County in their Compliance and Enforcement Division to conduct on-site inspections. Is this sufficient to act timely in response to all complaints? Is a barrier to inspectors on staff availability of funding to these enforcement agencies?

I am unable to find clear information on the budget authorization and appropriation amounts, or mention of a process for funding to support CARB and Air Districts in their commitments to communities to implement and enforce actions named by the community in the CERPs. I've reviewed section "Implementing a Community Emissions Reduction Program."

On page 85 of the Blueprint 2.0, I can see that "Compliance with the community emissions reduction program .. including its implementation, shall be enforceable by the air district and state board, as applicable." (Health and Safety Code Section 44391.2, subdivision (c)(8)).

Do the funds for CARB and/or Air District staff to implement and enforce actions in these CERPs get authorized/appropriated as a part of the Community Air Protection Program Funding (on page 45 of blueprint) or as a separate budget line.

Also, what are the limits to funding for implementation of CERPs. As CSCs develop their actions, do we need to be cognizant of any limitation to resources necessary to implement such actions?

Without clear view into a budget process that allows agencies to receive additional funding for staffing to implement and enforce

actions in CERPs, I'm concerned the resources will be in place to honor the actions the CSCs put in their CERPs and for this process to result in meeting emissions reductions targets.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2024-07-25 16:41:36

No Duplicates.

**Comment 4 for Community Air Protection Program Annual Progress Update  
(ab6172024progress). (At Hearing)**

First Name: Laura

Last Name: Haider

Email Address: lauragreen.rosenberger@gmail.com

Affiliation: Fresnoans Against Fracking

Subject: Low Carbon Fuel Standard and AB 617

Comment:

More air monitoring is needed in the Woodbine & Franklin Corridor. There is a lot of airplane exhaust. Some of the fuels used in some planes contain lead. There are homeless there especially at risk from multiple sources of pollution.

Also, increase air monitoring around refineries. Refineries are the largest source of VOCs in Wilmington, Carson, & W. Long Beach area.

Benzene emissions were underestimated at every refinery in South Coast and Texas Studies (Fluxsense Study p94 CBE).

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2024-07-25 19:01:50

No Duplicates.