

**Comment 1 for Open Comment for the December 10, 2020 Board Meeting
(december2020opencomm) - Non-Reg.**

First Name: Kevin

Last Name: Fay

Email Address: fay@alcalde-fay.com

Affiliation: The Alliance

Subject: Response to Discussion Item 20-13-4

Comment:

Message attached.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/1-december2020opencomm-UjMFbwFsBT8EYwFv.pdf>'

Original File Name: Alliance CARB 121020 Board Meeting Statement.pdf

Date and Time Comment Was Submitted: 2020-12-10 12:24:13

No Duplicates.

Comment 2 for Open Comment for the December 10, 2020 Board Meeting (december2020opencomm) - Non-Reg.

First Name: Jason

Last Name: Meggs

Email Address: jasonmeggs@gmail.com

Affiliation: CARB accountability veteran

Subject: ARB Staff Protection Initiative

Comment:

Please see the attached proposal and introductory letters to Chair Mary King and others.

Text of open comment speech (as of 1:40 PM):

Good afternoon Chair Nichols and members of the Board, it's been so long since we've seen each other in person that it warms my heart to be able to speak with you today, but unfortunately my message is a grave one.

My name is Jason Meggs, I'm speaking today on a matter of deep concern to the internal health of CARB and thus to our mission, as a veteran of CARB.

CARB has been a focus of my career for more than a decade, and climate change mitigation for all my career and indeed most of my life.

In Research Division I was a leader on multiple initiatives to reduce emissions of short-lived climate pollutants, particularly fluorinated gases, as well as urging that the agency act on the proven potential for electric bicycles to greatly reduce on-road emissions.

Here in California we openly find it abhorrent that presidential administrations have placed gag orders on the U.S. EPA and other federal agencies, forbidding staff to even mention climate change for example.

However, CARB cannot hold its head high here as we have an all-too-similar problem within the agency. Staff are held in silence on too many critical issues.

There is currently no provision for staff to report problems within the agency to a trusted third party to facilitate internal resolution. The only recourse should the command chain fail is to seek support from outside agencies which is slow, ineffective, and contrary to public claims, poor at protecting the complainant. It can also feel like betrayal to we who are deeply committed to the agency's mission.

Likewise there is no provision for staff to seek conflict resolution within the agency.

CARB needs a guaranteed opportunity for mediation and conflict

resolution so that staff who care about the quality and effect of our work can feel protected and respected rather than silenced and scared.

Lastly it has become very clear that CARB and indeed all environmental agencies need to incorporate into their hiring process, guarantees that staff within the agency have a track record of support for the agency's mission and for protecting public health and the environment.

I have provided draft policies to this effect to Chair Nichols, Executive Officer Richard Corey and Administrative Services Division Chief Edna Murphy along with a host of relevant recipients but not yet the full ARB Board.

The importance of these internal reforms cannot be understated. I can testify in depth from personal experience, as I'm sure a vast share of CARB staff can as well, that the suppression of healthy communication and resolution of internal problems hurts our mission in major ways which ultimately have measurable emissions impacts. In that sense these proposals may be some of the most important overall climate change and air quality actions we can undertake.

I am calling this initiative the Staff Protection Act, you may also call it The Meggs Initiative. I hope to work with you soon to develop and implement these critically needed measures.

I honestly believe accepting this initiative would greatly optimise and enhance the goals of the agency and the people of California.

Thank you for your time and consideration. I look forward to working with you on realizing this important initiative.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/2-december2020opencomm-VjdTJ10+Uy0EcVUh.zip>'

Original File Name: ARB-Staff-Protection-Act-10Dec2020.zip

Date and Time Comment Was Submitted: 2020-12-10 13:30:15

No Duplicates.

Comment 3 for Open Comment for the December 10, 2020 Board Meeting (december2020opencomm) - Non-Reg.

First Name: Jason

Last Name: Meggs

Email Address: jasonmeggs@gmail.com

Affiliation: CARB accountability veteran

Subject: Disadvantaged Communities and Electric Bicycles

Comment:

[A shorter version of this text was prepared for the Clean Transportation Incentives item but my hand was up near the end and was not called on.]

Good evening, Jason Meggs here with some more encouraging words about bicycles.

CALIFORNIA NEEDS TO CATCH UP

I need to reiterate that CARB has really missed the boat on boosting bicycles. Electric bicycles can substitute for motor vehicle trips in a large share of cases and if we are to set our sights on a low-carbon, clean air, healthy future we need to change course and invest rapidly in allowing, facilitating and of course FUNDING a paradigm shift where bicycling is an everyday widespread option.

BE TECHNOLOGY-INCLUSIVE

CARB makes much of the idea that we are technology neutral. Yet very imbalanced technology investments have been made to-date. Bicycles are the most energy-efficient land transport vehicle, do they not deserve at the very least, a place at the table?

ADVANTAGING DISADVANTAGED COMMUNITIES

From the perspective of benefitting disadvantaged communities, I pointed out several years ago to CARB leadership that for the amount of the incentive to help a low-income family purchase an alternative propulsion car, at that time potentially a maximum of \$8,000, was highly questionable as an incentive (note I spent years developing an incentive program for refrigeration technology, seeking to benefit disadvantaged communities).

Even \$8,000 still left that family on the hook for a large purchase for a single vehicle, perhaps \$30,000, with ongoing operating costs, and usable for at most one trip at a time.

For \$8000, or even a fraction of that, rather than buy a ball and chain of an expensive liability of a car, we could outfit an entire family with world-class electric cargo bicycles, debt-free - plus add in the training and encouragement to use them safely and enjoy them - as well as ongoing support to repair and maintain them.

MODEL BICYCLE CITIES

Why not seek partnership with areas designated as disadvantaged communities as opportunities to develop model bicycle communities, investing aggressively in highly visible, highly available and

accessible, equitable transportation there, setting an example to build on for others to adopt?

GREEN JOBS

A paradigm shift to electric cargo bicycles and light electric vehicles promises to create many green jobs. For example, for roughly the cost of a delivery truck and driver two bikes and two drivers can be hired. Moreover as quality cargo bicycles are made by hand, California could set sights on local long-term resiliency by investing in local expertise and manufacturing to truly California-ize the cargo bicycle.

ECONOMIC AND MOBILITY FREEDOM

The cost of a motor vehicle is a large portion of any low-income family's budget. Bicycling gives relief - while also providing more mobility to a wider age range - and providing health and emotional benefits which offer lifelong value, reducing health costs and suffering greatly, on balance, in the process.

True, motor vehicles are essential to access many jobs given our land use patterns and historic investments.

TURN THE TIDE

However, launching a bike initiative with major life-changing investments in disadvantaged communities is a strategy to turn the tide and shift our economy to shorter trips. Numerous studies show economic benefits of bicycling, check the book: Bikeonomics by Elly Blue.

I'd be happy to provide a free copy to anyone at CARB (wouldn't be the first time).

Thank you for considering these ideas - I am available to discuss and help bring them to fruition.

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Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/3-december2020opencomm-UTVRJV09AzZWJABf.pdf>'

Original File Name: DRAFT LCFS EER for Cargo Bicycles June2018.pdf

Date and Time Comment Was Submitted: 2020-12-10 17:57:39

No Duplicates.

There are no comments posted to Open Comment for the December 10, 2020 Board Meeting (december2020opencomm) that were presented during the Board Hearing at this time.