

Comment 1 for Open Comment for the March 27, 2025, Board Meeting (march2025opencomm) - Non-Reg.

First Name: bob

Last Name: mittelstaedt

Email Address: ramittelstaedt1010@gmail.com

Affiliation: E-Bike Access

Subject: CARB E-bike Incentive Program Includes Illegal Throttle Devices

Comment:

Bob Mittelstaedt, for Ebike Access, the Marin based non profit focused on increasing use of legal e-bikes and curbing illegal throttle devices.

Last December, CARB re-launched its much-delayed CARB e-bike incentive program. Despite its laudable goal -- helping lower income people buy e-bikes -- it has a serious problem. Whoever drew up the list of eligible e-bikes included numerous motorcycles that don't meet California requirements for e-bikes. So CARB is subsidizing and encouraging the purchase of dangerous motorcycles that are not street legal.

This is not just a bad look for CARB and an improper expenditure of State funds. It also exposes at least the purchasers to legal liability and to the risk of serious injury.

I alerted this Board and its staff to the problem starting last December. Until this morning, I had not received a substantive response. Just this morning though I had a constructive telephone call with staff.

To ensure continued progress and attention, I want to brief this Board and offer some constructive suggestions.

I do not think CARB staff did this deliberately or knowingly. The same is more difficult to say with regard to the project administrator, Pedal Ahead, the San Diego company that received a \$10 million grant to run the project. Its former head Ed Clancy is reportedly under investigation for other problems, and its current point of contact Scott Anderson previously worked as chief marketing officer for Juiced Bikes, the maker of one brand of rogue motorcycles.

Incidentally, the term rogue motorcycles was coined by CalBikes, one of the sponsors and supporters of this incentive program which has joined our campaign to address the problem of overpowered vehicles being sold as e-bikes.

An example of a rogue motorcycle included on the eligible list at the time of the launch is Juiced Bikes RipRacer. Its motor is capable of providing assistance above 20 mph--the legal limit for throttle ebikes. It provides software that makes it easy for riders to change the setting to what they call Race Mode and go 35 mph. For that reason, it's my understanding that Juiced did not put an ebike label on this vehicle and did not claim it met California

ebike standards.

Nonetheless, this model was included on the eligible list for the CARB program administered by its former CMO, along with numerous other rogue motorcycles.

From my conversations with staff this morning, I believe that they are now taking this seriously and want to get to the bottom of it.

Suggested action items by CARB:

Ensure that staff provides a full report on how and who prepared the eligible ebike list; identify which vehicles have been purchased under the program to date; seek a refund from those retailers and manufacturers; notify those purchasers that they should return the vehicle and receive a refund .

Make this report available to the public, in the interest of transparency and public education.

Refer the matter to the AG for investigation of the manufacturers and retailers, both as to how they got on the approved list and the consumer fraud aspects of their businesses.

I note that a consumer fraud class action is pending in Marin Superior Court against one manufacturer, Super 73. It is not on the eligible list but the lawsuit provides a model for the AG to consider in suing those on the list that do not exceed the permissible standards for e-bikes.

I would be happy to discuss further and provide whatever information you request.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2025-03-27 10:11:01

No Duplicates.

Comment 2 for Open Comment for the March 27, 2025, Board Meeting (march2025opencomm) - Non-Reg.

First Name: Jim

Last Name: Meyer

Email Address: jmeyer@aviation-repair.com

Affiliation:

Subject: Concern for Public Safety

Comment:

It is good to learn lessons from sniffing the air after fires. As in previous instances, it will reinforce the lesson that it is good to extinguish fires quickly.

There is no technological alternative to the use of hard chrome plating in the manufacture and repair of fire-fighting aircraft. Additionally, it is illegal to use alternative repair methods which are not approved by the FAA. Trivalent chrome plating is not technologically feasible or legal for aircraft manufacture and repair. Every aircraft used to combat the fires required hard hexavalent chrome plating. The CalFire supply and repair chain is dependent on hard chrome plating capacity. We are part of that maintenance and repair chain.

This board has banned hard chrome plating. As a result, firms supporting CalFire (and airlines, and DOD) are disinvesting. Hawker Pacific has closed. This means the capacity to manufacture and repair key aircraft parts is shrinking. Examples of impacted systems are: propeller systems, turbine engines, main and tail rotor controls, landing gear, thrust reversers, and other flight critical components.

Yet, at the same time capacity is shrinking, this board predicts an increase in wildfire activity due to climate change.

How does this board reconcile the divergence between the need to increase firefighting capacity and its own regulations which ban capacity? I have raised this issue for two years and leadership continues to turn a deaf ear. As time passes and future crises arise other voices will join mine. We will all wonder why the board did not move to correct its error earlier. Lives were lost in these fires. It is likely lives will be lost in future fires. We should all want to support rapid extinguishment of fires. Leadership on this is desperately needed.

Somehow, this board (with staff input) invested itself in the notion that Trivalent Chrome Plating is a viable alternative for the aircraft industry. It is not. At one point, a board member asked staff what industry thought of the proposed chrome plating ban. Staff answered that they had "talked to Boeing" and apparently, that answer satisfied the board. Well, I am here to tell you that Boeing in nearly all cases, is not the manufacturer or the maintenance and repair provider for the helicopters and turbo-prop aircraft in the CalFire fleet. I speak as a 20+ year veteran former employee of Boeing.

I am grateful for the opportunity to again insert this concern in the public record. I pray the mechanisms CARB has instilled to collect this input will result in action by responsible individuals concerned with public safety. To date, I have received no communication from CARB staff which indicates any motivation to explore safe alternatives to the ban.

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Original File Name:

Date and Time Comment Was Submitted: 2025-03-27 10:15:31

No Duplicates.

**Comment 1 for Open Comment for the March 27, 2025, Board Meeting
(march2025opencomm). (At Hearing)**

First Name: Jim

Last Name: Meyer

Email Address: jmeyer@aviation-repair.com

Affiliation:

Subject: Community Engagement

Comment:

It will be interesting to see if, in practice, the community engagement model results in acknowledgement and two-way dialogue with people who are engaged with the board through public comment. I am looking forward to a change.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2025-03-27 12:33:23

No Duplicates.

Comment 2 for Open Comment for the March 27, 2025, Board Meeting (march2025opencomm). (At Hearing)

First Name: Lenore

Last Name: Bird

Email Address: noribird3060@gmail.com

Affiliation:

Subject: Methane Regulation - Chiquita Landfill

Comment:

I am writing to bring urgent attention to the severe and ongoing health crisis caused by the Chiquita Landfill. As a 38-year resident of Castaic, I have always been in relatively good health, aside from some manageable hereditary conditions. However, in recent years, I have developed serious and unusual health issues that I strongly believe are linked to the toxic emissions from the landfill, which has been burning underground and releasing hazardous chemicals such as benzene into the air.

After attending Town Hall meetings and speaking with other residents, I have learned that my symptoms are not isolated--many people in my community are suffering from similar unexplained and severe health conditions. I am deeply concerned about what long-term exposure to these pollutants is doing to our community and future generations.

The Devastating Impact on Daily Life

The horrible smell from the landfill has disrupted nearly every aspect of my daily life:

- Outdoor activities have been eliminated. I used to enjoy sitting in my backyard, gardening, and hosting BBQs with family and friends. Now, the air is often so polluted that spending time outside is unbearable.
- My home is no longer a refuge. I must keep my windows closed at all times to block out the toxic odors, which means running my air conditioning year-round--even on cool days. This has resulted in significantly higher electricity bills.
- I have had to change my grocery shopping habits. The stores I used to shop at are closer to the landfill, where the fumes are even stronger. I now rely primarily on food delivery services, which is costly and inconvenient.
- Visitors no longer come to my home. The strong chemical smell has discouraged family and friends from visiting, leaving me feeling isolated.

Severe and Life-Altering Health Consequences

My health has deteriorated significantly due to continued exposure to the poor air quality. I have experienced:

- Burning nostrils and nasal irritation
- Severe headaches and sinus pressure at unusual times of the year, including fall and winter

- Respiratory issues and abnormal breathing patterns
- Uncontrollable nosebleeds, some lasting over an hour
- Profuse bleeding from both nostrils and eye ducts
- Hand tremors and dizziness
- Insomnia and extreme anxiety

The most terrifying experiences have been my severe, uncontrollable nosebleeds.

- October 2024: I sought medical attention at AFC Urgent Care because my left nostril and eye duct were bleeding uncontrollably. The doctor refused to check me in, stating that my condition was too severe for their facility. They recommended I go to the Emergency Room and call an ambulance. Instead, I sat in my car and applied pressure for another 30 minutes before the bleeding finally stopped.

- February 16, 2025: I woke up at 3:00 a.m. with a profuse nosebleed. After an hour of trying to stop it, I was finally able to control the bleeding on my own. Later that evening, between 6:30 and 7:00 p.m., I had an even worse episode--both nostrils began to bleed heavily, followed by blood streaming from both of my eye ducts.

- Emergency medical response: Paramedics arrived at my home but were unable to stop the bleeding. The bleeding continued throughout the entire ambulance ride to Henry Mayo Hospital. At the ER, a doctor and medical team worked for over an hour to an hour and a half before finally getting it under control.

After these traumatic episodes, I followed up with my primary care provider and an ENT specialist, who placed me on a strict treatment plan:

- Saline spray 3-4 times per day (two squirts per nostril)
- Gel treatments every morning and night
- A house humidifier running day and night to keep my nasal passages moist
- Carrying emergency Afrin spray at all times in case of another severe nosebleed
- Returning to the ER immediately if Afrin does not stop the bleeding

Both my ER doctor and ENT specialist warned that these nosebleeds will likely continue.

The Chiquita Landfill Problem is an Ongoing Public Health Emergency

Despite reports that the Chiquita Landfill has been closed, the reality is that toxic chemicals are still being released into the air due to underground burning. The presence of benzene and other volatile organic compounds (VOCs) in our air and potentially our water is a severe public health hazard.

We have learned that there is no safe level of benzene exposure--it is a known carcinogen that can cause long-term health damage, including cancer.

This crisis is not just about individual health; it is damaging our entire community:

- The air quality remains dangerous, despite supposed landfill closure.
- Residents continue to report worsening health conditions.
- Home values are likely to plummet due to the environmental hazard.

- We may be legally required to disclose this issue to potential buyers, making it nearly impossible to sell our homes and escape this toxic area.

A Call for Immediate Action

We, the residents of Castaic, demand swift and decisive action. Our health and quality of life have been severely compromised, and we can no longer tolerate inaction.

I urge your office to declare this a State of Emergency and take the following immediate steps:

1. Independent air and water quality testing to determine the full extent of toxic exposure.
2. Immediate mitigation efforts to stop the underground burning and emissions.
3. Medical and financial assistance for residents suffering from health complications.
4. Transparency and accountability regarding the ongoing environmental hazard.

The suffering in our community must not be ignored. We need immediate relief, intervention, and long-term solutions. Our health and safety are at risk.

We demand action now.

Sincerely,
Lenore Bird
Castaic Resident

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2025-03-27 12:56:01

No Duplicates.