From: Peter Scott pks@pe-man.com
Subject: STRONG SUPPORT for Item #26-4-1 — Proposed Allocation of $68 Million to the Clean Off-Road Equipment Voucher Incentive Project (CORE)
Date: Jun 24, 2026 at 3:17:52 PM
To: cotb@arb.ca.gov

Dear Chair Randolph and Board Members,

My name is Peter Scott, and I am the owner of PE-MAN, a licensed California General Contractor (CA Lic #690403) and zero-emission off-road equipment fleet dealer based in San Diego. I am writing to express my company's **strong, unwavering support for Item #26-4-1**, which proposes a $68 million funding allocation to continue supporting the Clean Off-Road Equipment Voucher Incentive Project (CORE).

As an active fleet operator and equipment provider, I experience the direct, daily intersection of California's environmental mandates and commercial field logistics. Right now, our regional public entities—including both the City of San Diego and the Port of San Diego—are rolling out historic zero-emission targets and vehicle charging infrastructure initiatives. Private contractors and subcontractors are highly motivated to transition away from diesel to meet these local green procurement point frameworks, but the immense capital premium of all-electric commercial machinery remains an extreme barrier to entry for small businesses.

The CORE program fundamentally solves this economic gridlock. By leveraging CORE voucher incentives, PE-MAN has established an innovative, low-overhead commercial lease framework that deploys 100% electric, CARB-compliant skid steers directly into the field. This structure allows independent subcontractors to comfortably transition to clean technologies, completely eliminate job site diesel emissions, and comply with strict municipal clean-air rules without sacrificing their operational survival or business margins.

However, scaling a stable zero-emission machinery supply chain requires structural predictability. Equipment operators, dealers, and manufacturers face real-world lead-time disruptions and logistical infrastructure hurdles. For small businesses to confidently invest capital, plan long-term allocations, and build out the facilities required to support these advanced fleets, we depend entirely on a funding source that is continuous, robust, and reliable.

The proposed $68 million funding injection provides that vital structural bridge. It keeps California's independent workforce competitive, drives down hardware costs, and guarantees that the commercial construction industry has the physical inventory needed to satisfy the state's aggressive clean-air targets.

I strongly urge the Board to approve this allocation and continue its essential partnership with the small businesses advancing California's sustainable future.

Thank you for your consideration and your leadership.

Respectfully submitted,

Peter Scott

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w: pe-man.com | **e:** pks@pe-man.com
p: 310-405-3816 | 619-987-3339