

Theresa Acerro

This is a very important plan that needs to be carried out continuously through out the year. near-term emission reductions, zero-emission deployment, and benefits to overburdened communities. The proposed plan clearly reflects CARB's conclusion that CORE offers the strongest AQIP benefit-cost performance among the heavy-duty project categories evaluated, especially for NOx and reactive organic gas reductions, while also maintaining competitive greenhouse gas performance. That said, the proposed allocation structure creates several practical risks for fleets, public agencies, small businesses, tribes, and disadvantaged communities that rely on AQIP-linked incentives to advance clean transportation investments. Money should be set aside to deal with areas not covered by the plan. near-term emission reductions, zero-emission deployment, and benefits to overburdened communities. The proposed plan clearly reflects CARB's conclusion that CORE offers the strongest AQIP benefit-cost performance among the heavy-duty project categories evaluated, especially for NOx and reactive organic gas reductions, while also maintaining competitive greenhouse gas performance. That said, the proposed allocation structure creates several practical risks for fleets, public agencies, small businesses, tribes, and disadvantaged communities that rely on AQIP-linked incentives to advance clean transportation investments. All parties being stressed by air pollution need to be included. First come first served should not eliminate funds that will be needed later.