

---

**From:** Michael Villanueva <[mvillanueva@syaslparkers.com](mailto:mvillanueva@syaslparkers.com)>

**Sent:** Monday, June 3, 2024 10:00 AM

**To:** Matt Renfro <[MRenfro@syaslparkers.com](mailto:MRenfro@syaslparkers.com)>; Korn, Clio@ARB <[Clio.Korn@arb.ca.gov](mailto:Clio.Korn@arb.ca.gov)>

**Cc:** Elizondo, Rebecca@ARB <[Rebecca.Elizondo@arb.ca.gov](mailto:Rebecca.Elizondo@arb.ca.gov)>

**Subject:** Re: CARB Member/WPGA Meetings: ZEV Forklift Rulemaking

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Thanks Evan. Will move you to bcc and work directly with Clio.

Good morning Clio,

We are hoping to organize a conversation with Chair Randolph regarding the proposed zero-emission forklift regulations being considered by CARB. WPGA has some concerns about the potential impact of these regulations and would greatly appreciate the opportunity to discuss them directly with the Chair.

I have attached WPGA's petition package for review ahead of this meeting. Could you please let me know what her availability looks like in the coming weeks?

**MICHAEL**

**VILLANUEVA**



May 30, 2024

Dear Board Members and Staff,

As you know, the Western Propane Gas Association (WPGA) is deeply concerned about the California Air Resources Board's (CARB) proposed regulation that would eliminate internal combustion engine (ICE) forklifts by banning the sale of all new forklifts that produce any exhaust emissions.

As currently written, the rule would impact 220,000 ICE forklifts, over half of all forklifts in the state and will **cost California forklift owners and operators up to \$27 billion**. The anticipated and unintended consequences will hit local communities, food banks, nonprofits, local governments, and small businesses throughout the state that are already dealing with the consequences of a large state budget deficit. **Enclosed you will find the following:**

- A press release highlighting nearly 800 signatures urging CARB to consider the implications of the proposed rule and modify it to minimize harmful impacts.
- A petition that outlines the specific concerns of the proposed rule.
- A letter previously sent to CARB that was signed by 14 legislators calling on Chair Rudolph to modify the proposed regulation.
- Various media coverage over the last several months discussing the issues with the current approach.
- Background documents highlighting WPGA's concerns with the proposed rule along with suggestions on an alternative pathway to compliance that would meet CARB's broader climate and air emissions goals for this off-road segment in a feasible manner, consistent with Executive Order N-79-20.

We urge you to review the enclosed materials to further understand our concerns and suggestions for a more affordable and feasible way to achieve the state's air quality goals. **It is not too late for you, the Board, to request that staff re-evaluate their proposed language and work more closely with affected stakeholders before taking a final vote.**

WPGA welcomes the opportunity to discuss this again and urges CARB to consider the real-world impacts that will be felt across the state if there are no modifications to the current regulatory proposal.

Sincerely,

Colin Sueyres  
President & CEO  
Western Propane Gas Association



## **Hundreds of Californians Urge CARB Board to Oppose Zero-Emission Forklift Rule That Would Cost Billions**

**May 30, 2024, Sacramento, CA** – Today, the Western Propane Gas Association (WPGA) sent a [package](#) to the California Air Resources Board (CARB) that included a petition signed by nearly 800 individuals who have significant concerns about a [proposed regulation](#) that could cost local communities, small businesses, nonprofits, and government agencies up to \$27 billion.

The proposed regulation would eliminate internal combustion (ICE) forklifts across California by 2043, costing California forklift owners and operators up to \$27 billion. The almost 800 individuals who have signed this petition are expressing their concerns to an unelected board about the rule being costly, infeasible, and flawed. While some costs and impacts can be anticipated, there are unintended consequences that have not been accounted for that would have a rippling economic effect across the state.

“This rule would increase costs to local communities, food banks and nonprofits, small businesses, state agencies, and local governments, throughout California, as the state faces a large budget deficit,” said Colin Sueyres, President & CEO of the Western Propane Gas Association. “It is unfortunate that CARB has heard these concerns but dismissed them. Considering the regulatory authority of the Board and the scope of this rule, we have asked that they seriously consider how their decision will have real-world negative impacts across the state. Sadly, they seem unwilling to consider the ramifications. The petition signed by hundreds of Californians demonstrates that businesses from a range of industries throughout the state are very concerned about the impacts of CARB’s proposed rule. Unfortunately, to date CARB has not modified the rule so that it will be workable and we are nearing the point where the consequences will be irreversible.”

May has been proclaimed by Governor Newsom as [Small Business Month](#), stating “...For our economy to maintain its strength, we must ensure that all Californians - no matter who they are or where they come from - can pursue their dreams to start, manage, and grow resilient businesses in the Golden State...”. The small businesses that will be hit hard if this rule passes are not being recognized or considered during CARB’s rulemaking process, which is counter to commitments made by the administration.

Concerns with CARB’s proposed zero-emission forklift rule:

- **Infrastructure does not currently exist and will be costly**
  - Charging stations costs will exceed \$6.3 billion to implement.

- Costs do not factor in the cost of building power supply upgrades, or infrastructure upgrades for the generation, transmission and delivery of electricity.
- **Replacement technology is cost prohibitive**
  - In total, \$10 billion will be spent on ICE forklift replacements.
  - Duplicative fleets or significant downtime in operations will be needed as battery electric forklifts require time to charge and cool and cannot run for 24-hour business operations like ICE forklifts.
  - Battery replacement costs and maintenance costs amount to over \$2.8 billion between 2026 and 2038.
- **CARB'S analysis is flawed and inaccurate**
  - CARB vastly underestimated the number of forklifts that will be impacted by the rule. CARB estimates 95,000 forklifts will be affected when in reality 220,000 (more than half of all forklifts in California) will be impacted.
- **The proposed rule does not meet one of CARB's primary objectives**
  - The proposed rule does not establish a fair and level playing field among fleet operators, forklift manufacturers, forklift dealers, and forklift rental agencies, which is one of CARB's stated objectives.

Earlier this year, WPGA released an [economic impact report](#) detailing the costs and implications outlined above, which was shared with CARB, policymakers, and the Newsom Administration, while also suggesting an equitable [alternative pathway to compliance](#). However, there have not been any developments to indicate that CARB is considering changes to the harmful rule, which is set to be voted upon on June 27, 2024.

Visit [westernpga.org/forklift](http://westernpga.org/forklift) to read the economic impact report and the alternative pathway to compliance.

### ***About WPGA***

WPGA is the trade and membership service organization that represents propane industry throughout California. Founded in 1949, the association represents the single largest market for propane consumption in the country and upholds its core principles of education and safety. The association's primary purpose is to maintain high standards of practice within the industry and, in so doing, protect the consumers and communities its members serve.

### **Media contact:**

Jenny Dudikoff

916.498.7718

[jdudikoff@ka-pow.com](mailto:jdudikoff@ka-pow.com)

# Petition to Oppose CARB's Zero-Emission Forklift Proposal



Started  
April 22, 2024

## Why this petition matters

The California Air Resources Board (CARB) plans to act on an important zero-emission forklift proposal very soon. The rule will cost California forklift owners and operators up to \$27 billion. We need your help in communicating to CARB that this proposed rule is costly, infeasible, and flawed. While some costs and impacts can be anticipated with the passage of this rule, there are unintended consequences that have not been accounted for that would have a rippling economic effect across the state.

***SIGN THIS PETITION NOW TO MAKE YOUR VOICE HEARD AND LET CARB KNOW YOU ARE CONCERNED WITH THE PROPOSED RULE***

CARB's zero-emission forklift rule would eliminate combustion forklifts across California by 2038. The rule, which is set to be voted upon on June 27, 2024, would mandate that all Class IV (cushion tire) and the majority of Class V (pneumatic tire)

combustion forklifts be removed from existing fleets and replaced by battery-electric replacements.

### **INCREASED COSTS ON LOCAL COMMUNITIES, SMALL BUSINESSES, NONPROFITS, AND GOVERNMENT AGENCIES**

If passed, this rule would increase costs to local communities, food banks and nonprofits, small businesses, state agencies, and local governments, throughout California, as the state faces a large budget deficit.

#### **Costs include**

- \$10 billion for the replacement of ICE forklifts.
- \$4.6 billion in lost utilization for the premature retirement of currently functional ICE forklifts.

#### **Infrastructure does not currently exist and will be costly**

- Charging stations costs will exceed \$6.3 billion to implement.
- Costs do not factor in the cost of building power supply upgrades, or infrastructure upgrades for the generation, transmission and delivery of electricity.

#### **Replacement technology is cost prohibitive**

- In total, \$10 billion will be spent on ICE forklift replacements.
- Duplicative fleets or significant downtime in operations will be needed as battery electric forklifts require time to charge and cool and cannot run for 24-hour business operations like ICE forklifts.
- Battery replacement costs and maintenance costs amount to over \$2.8 billion between 2026 and 2038.

### **CARB'S ANALYSIS IS FLAWED AND INACCURATE**

CARB vastly underestimated the number of forklifts that will be impacted by the rule. CARB estimates 95,000 forklifts will be affected when in reality 220,000 (more than half of all forklifts in the state) will be impacted.

### **THE PROPOSED RULE DOES NOT MEET ONE OF CARB'S PRIMARY OBJECTIVES**

The proposed rule does not establish a fair and level playing field among fleet operators, forklift manufacturers, forklift dealers, and forklift rental agencies, which is one of CARB's stated objectives.

## **AN EQUITABLE SOLUTION IS AVAILABLE: ALTERNATIVE PATHWAY TO COMPLIANCE**

There is a cheaper, more feasible, and more effective way to meet the state's air quality goals. An alternative pathway to compliance will ensure the state is meeting its greenhouse gas reduction goals while at the same time ensuring that the goods movement sector in critical industries such as food bank distribution is protected from untenable costs:

1. Ensure California has an accurate understanding of how forklifts are utilized within the state and how the rulemaking would affect real-world operations.
2. Accelerate the adoption of stricter NOx standards for LSI engines over the same phase in period set in the rulemaking.
3. Accelerate the phase-out of older, less efficient, higher emitting pre-2011 model year forklifts to provide an immediate improvement in local air quality and reduce carbon intensity.

We urge CARB to adopt the alternative pathway to compliance so that it can achieve that state's air quality goals without imposing untenable costs.

*The signatures collected on this petition, will be sent to CARB.*

**To learn more about this issue, please**

**visit: <https://westernpga.org/resources/forklift-regulation-resources/>**

**The nearly 800 individuals below have signed the petition to Oppose CARB's Zero Emission Forklift Proposal.**

Michael Woodside  
William Platz  
Tim Gately  
David Kroutil  
Jackie Torreyson  
Rudy Padilla  
Cynthia Belmont  
Mike Hart  
Alejandro Rodriguez  
Steven Valverde  
Greg Billington  
Jeff Gamache  
Ashley Sherlock  
Michael Crabb  
Josh Simpson  
Jeff Price  
Tim Cardoza  
Jim Rushng  
Mark Price  
Armando Vasquez  
Todd Spicer  
Keith Knudsen  
Lora Brazil  
Ron Rudolf  
Joshua Curphey  
Destiny Cheves  
Avery Gonzalez  
John Murphy  
Allison Platz  
Don Akins  
Marlo Burghardt  
Dana Mayo  
Orva M Gullett  
Bryan Heath  
Isaac Castanon  
Shawn Slotte  
Jerry Behlen

Hillarie Macbride  
Julie Johnson  
Wes Browne  
Sean O"Hara  
Frank Platz  
Luis Solorzano  
Lory Johnson  
Michael Mowad  
Mike Dias  
Nicolas Rivera  
Lars Porsmose  
Sue Ozkan  
Eileen Connolly  
Hernan Cortes  
Fidel Diaz  
Boyd Reid  
Jesse Bussard  
Denise Lievre  
Lana Kassab  
Evette Smith  
Connie Kha  
Kevin Baumsteiger  
Orion Ho  
Bill Aboudi  
Brandon Yuen  
Sadique Popal  
Andrea Ingraham  
Rajiv Jain  
Christopher Kentzell  
Ken McIntosh  
Preston Woelfl  
Chris French  
Jeff Guardiola  
Wayne Phan  
Elizabeth Reil  
Joanna Worley  
Allen Earhart  
Maria Perez  
Cynthia Nored  
Shari Brown  
Stuart Roberson  
Sarah Cardwell  
Amelda Early-Pratt

William Walton  
Daniela Granizo  
David Cox  
Michael Yates  
Sima Shiran  
Jonathan Rice  
Jill Cortazar  
Justin Foote  
Jon Inwood  
Miranda Swantkowski  
Adam Johns  
Patrick Harvey  
Randi Shepard  
Alec Grigolla  
Ryan Greves  
Thomas Booth  
Wally Neall  
David Jones  
Mark Luz  
John Fling  
Lawrence Gorsuch  
Paul May  
Marshall Hurd  
Erika Rikhiram  
Mitchell Torp  
Nelson Addison  
Jennifer Bush  
Steve Maldonado  
Linc Blankenship  
Noah Thwaites  
Jennifer Anderson  
Cesar Olvera  
Matt Borre  
Jesse Gamino  
Shea Hartle  
Crystal Sherburne  
Todd Peachy  
Mike Crawford  
Jake Gould  
Jeff Castleberry  
Robert Lagge  
Delta Armtrout  
Salvador Pena



Brian Segneri  
Mike Armtrout  
Jim Reed  
Brody Armtrout  
Sharon Strickland  
Drew Hensler  
Monica Heguy  
Brenda Rutherford  
Jim Long  
Philip Davis  
Jerry Achterberg  
Jerrill Rice  
Sandra Rominger  
Marcia Thompson  
TeaLa Yohe  
Jeff Clark  
Barbara Nord  
Kimberly Easley  
Franklin Girard  
Shea-Lynn Thomas  
Jim Gregor  
Rick Weber  
John Mann  
James Fields  
Lori Reed  
Wayne Lentz  
Janina Reed  
Harry Wong  
Delbert Newman  
Terry Karr  
Kaye Roye  
Dean Herger  
Gary Gargia  
Adriana Bauer  
Mackenzie Gaddy  
Bob Powell  
John Purdue  
Debbie Nord  
Adam Afzal  
Katie Mefford  
Jordan Leib  
Jerry Karr  
Austin Ward

Kari Horn  
Pat Cornell  
Stephen McClendon  
Keith Doty  
Jason Graaf  
Josue Gutierrez  
Rocio Arreola Flores  
Alyssa Wright  
Robert Gibson  
Patrick Cughan  
Shaun Offutt  
Paula Laney Pilant  
Mike Hessling  
Eric McAlister  
Alana Preziosi  
Nicolr Yan  
Morgan Palmer  
Gianna Lazzara  
Jovan Malpica  
Nathan Hughes  
Michael Rodak  
Josh Henderson  
Steve Moore  
Kaytlynn Miller  
Alexandria Wahaus  
Ernesto Valenzuela  
Ryan Torres  
Daniel Gomez  
Jayleen Reeves  
Kathryn Salciccioli  
Lorena Collins  
Ralph Gonzalez  
Jeff Jones  
Lawrence Galindo  
Francisca Diogo  
Sarita Galvez  
Daniel Case  
Sherrie Swaim  
Juan Vidrio  
Jean Paul  
Rudi Lokkart  
Hector Jaramillo  
Maria Alcala

Sandra Seeds  
Olivia Talavera  
Claudia Mendoza  
Michael Estrada  
Torres Brenda  
Grant Mcdougall  
Karen Henderson  
Nicole Riley  
Veronica Grigolla  
Serena Castillo  
Greg Castillo  
Marc MacLeod  
Norm Groot  
Lane Verran  
Albert Martinez  
Tonnesha Stevens  
Karen Oseguera  
Nico Khasraw  
Diane Carlson  
Colsyn Giles  
Tomoko Toland  
Arden Whitehead  
Graciela Casorla  
Andrew Diskin  
Ashley Miller  
Robin Windsor  
Hugh Jass  
Britten Alston  
Michael Mellano  
Amber McDowell  
Johnathan Rosado  
Carol Cochran  
Gil Grigolla  
Candice Starn  
Sia Gould  
Harold Johnson  
Matthew Thomas  
Erin Aquilante  
Owen Ruyle  
Ryan Make  
Elizabeth Howard  
Julie Sanders  
Karah Howard

Mark Tschinkel  
Denise Woods  
Eddie Wilson  
Veronica Martinez  
Mercy Ruiz  
brad tucker  
Jeff A Wells  
Ron Asch  
Bruce Winchester  
Renen DeVito  
Xochitl O'Connor  
Erc Oconnor  
Jasmine Arango  
Ashton McMahan  
Mirna Torres  
Ismael Capristo  
Ignacio Juarez  
Richard Wu  
Jose Herrera  
Esteban Urenda  
Cynthia Duaz  
Helder Faria  
Aiden Leal  
Cinch Munson  
Irving Chao  
Sara Wolf  
Karon Calderon  
James Lee  
Alfredo Reyes  
Jeanna Liu  
Karissa Nicastro  
Bomba Joey  
Christopher Kowalski  
Kim Godlewski  
Ethan Bosilovich  
Chris Terrell  
Gary Tanimura  
Janice Caprara  
Joe Murphy  
Brian Driscoll  
Ron LaRosa  
Diamond Jones  
Emmett Linder

Janelle Gulart  
Valerie Melara  
Kim Streit  
Andrew Floyd  
William Boone  
Nicole Knapp  
Linda King  
Ian Franklin  
Natasha Estrada  
Uriah Potts  
Ricky Trujillo  
Neiamiah Perez Cardenas  
Kasey Palaguachi  
Alexandra Tebeck  
Arthur Distin  
James Jones  
David Wint  
Desiree Salazar  
Teri Pairish  
David Seaverns  
John Bayer  
Ben Myers  
James Moller  
Harley Ramirez  
Regina Brooks  
J F  
David Omar Saravia Caracamo  
Efren Guzman  
James Schafer  
Patricia McMahan  
Diane Gallert  
Jennifer Menensez  
Natalia Gonzalez  
Michael DeCoursey  
Alicia Gutierrez  
Rosi A  
Cynthia Villa  
Yolanda Reyes-Arias  
Rachael McMahan  
Elsner Mendez  
Wendy Avelar  
Mitchell McMahon  
Richard Schafer

Jennifer McCourt  
Lisa Schafer  
Tony Lentini  
Michael Woolley  
Leo Bena  
Ralphie Beam  
Maranda Meyer  
Greg Limbach  
Wayne Gularte  
Madori Tran  
Victor Corona  
Krista Welty  
Carmella Ritch  
Trevor McMahan  
Brianna Brim  
Joe Moore  
Elisa Hindley  
Mona Shulman  
Vihaan Kodiganti  
Seth Kyser  
Johnny Sanjuan  
Erick Watkins  
Natalie E  
Bryonne Vancini  
Jessica Cruz  
Gina Trujillo  
Alan Silva  
Antonio Caniano  
Timothy Paich  
Bryan Rogers  
Mike MacLaren  
James Angulo  
paisley adams  
Yvonne Zendejas  
Rowena Simon  
Noel Jimenez  
Randi Beecher  
Arn Mart  
Marc Steinbuch  
Christina Steinbuch  
Maxx Steinbuch  
Jake Strinbuch  
Justine Steinbuch

Robert Cushing  
Aaron Morse  
Baker R Fry  
Frank Aguirre  
Paul Flores  
Jose Garcia  
Julia Paolinelli  
Jenna Vaughan  
Oscar Beas  
Tina Peters  
James Cushing  
Matt Fontaine  
Paul Simmers  
Gilbert Diaz Jr  
Andrew Kelegian  
Samantha Cushing  
Janet Cushing  
Lindsey Hemmerling  
Holly Perry  
Gary Hairabedian  
Joseph Cirigliano  
Marcos Flores  
Lisa Schmidt  
Jonathan Mesa  
Nicholas Vaughan  
Luis Hernandez  
Leticia Baxter  
Kameryn Kreps  
Chris Troyer  
Marie Schmidt  
Christina Hizme  
Steven McLeod  
Eric Schwartz  
Ed Bartucca  
Samantha Bryant  
Toni Esposito  
Heather Mesa  
Rory Saldana  
Pete Sal  
Melissa Schwartz  
Hunter Wetton  
Hayden Vaughan  
John James Barthel

Joshua Hunnell  
Jesse Pena  
Ernando Villalpando  
Dan Baxter  
Seth Steinbuch  
Richard Gutierrez  
Eddie Barry  
Ronnie Sanders  
Taylor Mesa  
Danielle Barry  
Cody Testi  
Roger Derilo  
Ryan Helferich  
Dani Marroquin  
Laurie Style  
Clayton Vaughan  
Danielle Schlesinger  
Chelsea Feeney  
George Granchi  
Cody Railsback  
Troy Denham  
Jason Hunnell  
David Durab  
Marcus Devoe  
David Pagano  
Mike Hemmerling  
Haylee Kelly  
Luis Sandoval  
Doreen Asencio  
Daniel Garcia  
Karen Davis  
Leslie Knight  
Lauren Haynes  
Joseph Varela  
Chad Reitan  
Don Heatley  
Julio Villalobos  
Daniel Jones  
Francie Bell  
Brittany Brownlee  
Steven Bogh  
Carlos Hernandez  
Jeff Levingston

Justice Myers  
Matt Ortwein  
Grant Butler  
Jason Wheat  
Selina Small  
Patrick Quaid  
bianca garcia  
Kelly Lewis  
Laurel Fast  
Glenda Hemmerling  
Lidia Yoguez  
Mark Wood  
Nancy Mora  
Alichia Villalobos  
Jennifer Lerma  
Stacey Tyler  
Yolanda Poveda  
Rey Solomona  
Anjelica Ramirez  
Christopher Christian  
Terri Townsend  
Kayla Lerma  
Tamara Vaughan  
Gabriel Esquer  
Kathryn Goshen  
Giselle Chaves  
Barbara Kelegian  
Juan Mercado  
Crystal Bishop  
Victoria Mercado  
Courtney Hunnell  
Marlo Kimurs  
Kristeeann Vink  
Luis Mercado  
Jillian Mercado  
Shaun Welcome  
Kevin Chavez  
Zachary Swearingen  
Jaclyn Nuyda  
Maritza Martinez  
Donna Hunnell  
Josh Goshen  
Katie Turelli

Traci Goshen  
Alejandra Garcia  
Amanda Crouch  
John Betance  
Joe Semaan  
Linda Benjamin  
Jacob Smith  
Valarie Tyler  
Eric Anderson  
Patrick Benjamin  
Daniel Waters  
Jeremy Gillum  
John Santoro  
Abbie Goshen  
Dylan Turelli  
Chris Benjamin  
Brynlee Benjamin  
Ingrid Hemmerling  
Rachel Hall  
Joe Sargis  
Cody Pogue  
Nolan Hines  
Erich Wutzler  
Robyn Goshen  
Bill Morton  
Heather McLeod  
Taylor Barnes  
Andrew Games  
Michael Irwin  
Kjell Adams  
Russell Steyer  
Mike McCluskey  
Eric McCalister  
Matt Willoughby  
Paul Kranke  
Chris Hall  
Lauren McGee  
Lindsey Herrmann  
Cale Stevenson  
Adrienne Russell  
Joshua McGee  
John Mcgee  
Michelle Lerma

Craig Lane  
Mike Durocher  
Teresa Kaczmarek  
Roberta Derilo  
Mike Blauvelt  
Robert Sale  
Mark Woodward  
Andy Busher  
Mark Chindlund  
William Key  
Natalie Harp  
Joseph Cicio  
Dennis Ferncez  
Josh Boynton  
Casey O'Bryant  
Shane Kemper  
Mark Schlichting  
Les Brown  
Jazmin Aguirre  
Ricardo Munoz  
John Lopez  
Matt Scherer  
Stacy Scherer  
Ray Martinez  
Steve Beecher  
Shelby Webb  
Mike Valentine  
Sean Lambert  
Jeremiah Gilday  
Andrew Marlborough  
Matthew Zhang  
Casandra Russo  
Thomas Manier  
Thomas Ayers  
Ian Terry  
Scott Martin  
Kacey Webb  
Zack Paradise  
Gary Schueller  
Joshua Breilein  
Bill Carr  
Jessie Dougherty  
Jerry Hovet

Steve Smith  
Janelle Cronan  
Brandon Barham  
Roque Villicana  
Pat Rose  
Marian Mesa  
Benjamin Ponoran  
Andrew Gomez  
Aleath Nicosia  
Robert Jeanblanc  
Randolph Bowman  
Logan Benjamin  
Mike Greene  
Matt Wandall  
Summer Hertl  
Warren Zuber  
Jarrod Robinson  
Richard Lawson  
Kory Perry  
Yolanda Caballero  
Marcus Schulman  
Henry Garlich Garlich  
Robert Schumacher  
Edward Anderson  
Chuck Cook  
Kevin Nay  
Michelle Doty  
Smooth As Glass  
Michael Wardall  
Sako Krikorian  
Dale Lee  
Trent Thomas  
Jason Puga  
Charles Stinnett  
Terry Stutzman  
Albert Briones  
Cynthia Stringer  
Luis Gonzalez  
Heather Gutierrez  
Lacey Zelinski  
Patrick Mallon  
Martin Noonan  
Jessalyn Giglio

Mark Gore  
Lynn Green  
Francisco Calzada  
Niko Nuyda  
Tyler Jernigan  
Kristen Gabel  
Dan Spears  
Michael Enfield  
Vivian Spears  
Ed Russell  
Christy Munoz  
Tom Porter  
Leslie Lewis  
Daniel Spears  
Kelly Venegas  
Jeff Schaffer  
Colleen McLaughlin  
Adam Traviglia  
Amanda Kushner  
Lulian Ponoran  
Tim Goodwin  
David Marlow  
Vinnie De La Torre  
David Becker  
Kim Teece  
Todd Cunningham  
J C  
Dave Stockton  
James Vallecorsa  
Scott Casale  
Jeffrey Davis  
Marc Kasaboski  
Vernon Swift  
Justin Hartnett  
Marc Naci  
Jeff Ochsner  
Alex Gonzalez  
Roy Miller  
Kevin Stiver  
Ralph Ribera  
Diana Regan  
Carl R. Schuettler  
Dana Herrera

Nick Bard  
Danny Delson  
Enrique Trinidad jr.  
Adam Schultz  
Tom Leigh  
Dan Budd  
Johnny Bautista  
Doug Dimmitt  
Darrell Slaughter  
Scott Albright  
Emily Hartnett  
Steve Post  
Anup Thapa  
Michael Duran  
Nick Amith  
Mark Roznos  
cody vaughan  
Heather Phipps  
Zachary Sawyers  
Steve Wolford  
Brian Elsasser  
Michael Bean  
Randall Hushbeck  
Alexis Romero  
Gilbert Diaz  
Carl Hestand  
Mya Warner  
Mike Nix  
Peggy Neely  
Dan Kissel  
Lydia Rutherford  
Richard Zavits  
Jeff Ettinger  
Michelle Kissel  
Brandon Gable  
Nancy Cornejo  
George Martin  
Frank Smith  
Robert Clark  
Carla Rickerd  
Abbey Elmore  
Clay Allen  
Jessi Schafer

Ruby Bourbon  
Reanan Pereira  
Joseph Garza  
Rich Juline  
Steven Corbett  
Susie Reed  
Colin Warmbrodt  
Rocco Biafore  
Kent Coplen  
Shauna Allen  
John Martin  
David Vance  
Dave Soikkeli  
Richard Engel  
Joshua Torres  
Anthony Rendon  
Andrew Barone  
Mary Puentes  
Theodore Hernandez  
Nickolaus Moore  
logan brown  
Peggy Brown  
Cynthia Crane  
Julie Confalone  
Paul E Confalone  
Kim Johnson  
Brandon Williams  
Norman Goss  
Adam Kaluba  
Rena Delgado  
Diana Moore  
James Higgins  
Rebecca Hilbelink  
Alexander Guiragossian

CAPITOL OFFICE  
1021 O ST., STE. 7230  
SACRAMENTO, CA 95814  
TEL (916) 651-4001

DISTRICT OFFICES  
11230 GOLD EXPRESS DR., STE. 304  
GOLD RIVER, CA 95670  
TEL (916) 464-4201

1320 YUBA ST., STE. 102  
REDDING, CA 96001  
TEL (530) 224-7001

2635 FOREST AVE., STE. 110  
CHICO, CA 95928  
TEL (530) 879-7424

# California State Senate

SENATOR  
**BRIAN DAHLE**  
FIRST SENATE DISTRICT



VICE CHAIR  
ENERGY, UTILITIES  
& COMMUNICATIONS  
ENVIRONMENTAL QUALITY  
REVENUE & TAXATION

MEMBER  
BUDGET & FISCAL REVIEW  
SUBCOMMITTEE #2 ON  
RESOURCES, ENVIRONMENTAL  
PROTECTION, & ENERGY

LOCAL GOVERNMENT

NATURAL RESOURCES  
& WATER

TRANSPORTATION

Ms. Liane Randolph  
Chair, California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

## **Re: Request to Modify CARB Forklift Regulations**

Dear Chair Randolph,

We are writing to express our concerns with the California Air Resources Board's (CARB) proposed regulation that would eliminate internal combustion engine (ICE) forklifts by banning sales of all new forklifts that are not zero-emission by 2026. As currently written, the rule would impact 220,000 ICE forklifts, over half of all forklifts in the state. While we appreciate the Agency's efforts to reduce carbon emissions, we encourage you to find a way to meet the state's ambitious air quality goals that does not saddle state agencies and small businesses throughout the state with untenable costs.

The Western Propane Gas Association (WPGA) recently commissioned an economic impact report that found that CARB's proposed regulation will cost California forklift owners and operators up to \$27 billion. These costs include \$10.2 billion for the replacement of ICE forklifts, (even after factoring salvage value) and \$4.6 billion in lost utilization for the premature retirement of currently functional ICE forklifts. In addition, charging station costs will exceed \$6.3 billion to implement. It is important to note that these costs do not factor in the cost of building power supply upgrades or infrastructure upgrades for the generation, transmission, and delivery of electricity.

Of particular concern is that under CARB's regulation the state government will incur \$33 million in costs as state agencies currently own and operate 581 affected ICE forklifts. There will be additional impacts as forklifts owned, leased, and operated by the California State University and University of California systems are not included in WPGA's analysis. These costs come at a time of an enormous state deficit and when state agencies, universities, and small businesses can least afford them.

Fortunately, there is a cheaper, more feasible, and more effective way to meet the state's air quality goals. We urge CARB to consider an alternative pathway to compliance that will ensure the state is meeting its greenhouse gas reduction goals while at the same time ensuring that the goods movement sector in critical industries across the state are protected from exorbitant costs.

Thank you for your time and consideration.

Sincerely,



Senator Brian Dahle



Assemblymember Devon Mathis



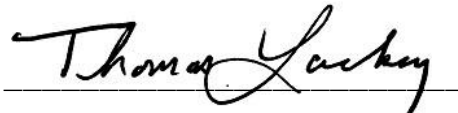
Assemblymember James Gallagher



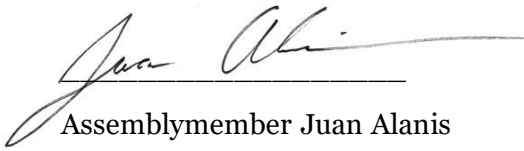
Senator Roger Niello



Assemblymember Heath Flora



Assemblymember Thomas Lackey



Assemblymember Juan Alanis



Assemblymember Kate Sanchez



Senator Rosilicie Ochoa Bogh



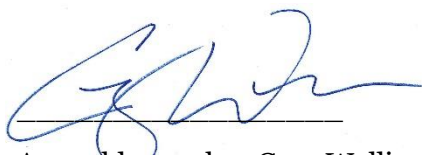
Senator Diane Dixon



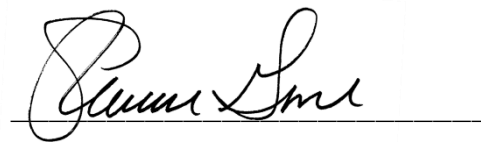
Assemblymember Josh Hoover



Assemblymember Joe Patterson



Assemblymember Greg Wallis



Senator Shannon Grove

# POLITICO

By WES VENTEICHER and ALEX NIEVES

02/28/2024 09:00 PM EST

**FORKLIFT FREAKOUT:** Also under fire: the California Air Resources Board's proposed rules for zero-emissions forklifts.

The Western Propane Gas Association argued in a [report today](#) that CARB has underestimated the reach of its rule, contending that it would make 220,000 forklifts obsolete, rather than the 95,000 that agency [staff estimated](#). (Propane is one of the fuels commonly used in internal combustion engine forklifts.)

The group said replacing forklifts, building out charging infrastructure and maintaining or replacing batteries could cost up to \$27 billion — three times CARB's estimate. (CARB also estimates an eventual net savings of \$10.2 billion from reduced fuel and health care costs.)

They're asking that CARB instead phase out older, less-efficient gas models and adopt stricter air pollution standards for newer ones.

"It's critical that CARB take a hard look at the real-world impact of its proposal and work with small businesses throughout the state who have proposed a cheaper, more feasible, and more effective way to meet the state's air quality goals," **Colin Sueyres**, president and CEO of the WPGA, said in a statement.

CARB spokesperson **Lys Mendez** said in a statement that zero-emission technology is already popular in the forklift industry and that the rule is projected to reduce NOx emissions two tons per day by 2031.



**Commentary: Why zero-emission forklift rule is costly for farmers**



May 22, 2024

The California Air Resources Board is poised to adopt a new rule to eliminate internal combustion engine forklifts. The proposal would bring logistical burdens and added expenses for agriculture.

By Colin Sueyres

The cost of farming and ranching operations—specifically moving hay, grain and produce—may be about to get a lot more expensive in our state.

That will be the outcome if the California Air Resources Board adopts its proposed rule to eliminate internal combustion engine, or ICE, forklifts across the state. The regulation, scheduled to be voted on June 27, would mandate that all Class IV cushion-tire combustion forklifts and the majority of Class V pneumatic-tire models be removed from existing fleets in favor of electric vehicles, namely forklifts powered by rechargeable batteries.

Forklifts are essential for many ranch and farm operations. Yet under the proposed rule, there are no exemptions for small fleets of forklifts moving goods within the agricultural sector. The rule would impact leased forklifts and force all owners and operators to purchase zero-emission forklifts by 2026—regardless of whether their current fleet of internal-combustion forklifts is still in good working condition.

The problem is exacerbated by the fact that there is not a 1:1 replacement, meaning farmers will have to purchase multiple electric forklifts to replace just one ICE forklift. This is because electric-vehicle forklifts require time to charge and cool and cannot run for 24 hours. Also, many EV forklifts cannot accommodate heavy loads like ICE forklifts can.

There will be associated infrastructure costs as electric forklifts need to be stored and charged indoors and new structures will need to be built, if not already available. Importantly, there are no exemptions for agricultural use or feasibility.

The Air Resources Board estimates that the number of impacted forklifts is approximately 95,000. However, an economic analysis by the Western Propane Gas Association found that the true number is closer to 220,000 ICE forklifts, more than half of all forklifts in the state.

The Western Propane analysis also found that, under the proposed new rule, costs to forklift owners and operators throughout the state could total up to \$27 billion. These costs would include \$10.2 billion for replacement of ICE forklifts even after factoring in salvage value and \$4.6 billion in lost utilization costs for the premature retirement of currently functional ICE forklifts. In addition, charging station costs would exceed \$6.3 billion to implement.

It is important to note that these costs do not factor in the cost of building power supply upgrades or infrastructure upgrades for the generation, transmission and delivery of electricity.

In numerous regulatory decisions across California's history, the governmental body in charge has recognized that different regions or industries require different solutions. Unfortunately, the state Air Resource Board is moving forward with a one-size-fits-all rule that would set mandates without regard to the size of the business or the nature of the work.

Arguments regarding implementation from manufacturers, retailers, nonprofits and more have been ignored or rejected in favor of the board's preferred technology solution.

Fortunately, there is a cheaper, more feasible and effective way to meet the state's air-quality goals. Western Propane Gas Association has proposed an alternative pathway to compliance to ensure the state is meeting its greenhouse gas reduction goals while also protecting the goods-movement sector in critical industries across the state from untenable costs.

That alternative pathway would accomplish the following:

- Ensure that California has an accurate understanding of how forklifts are utilized within the state and how the rulemaking would affect real-world operations. Currently, there are no standardized databases within California to track actual forklift usage—leading CARB to significantly underestimate the true impact of the rule.
- Increase standards for future nitrogen oxide, or NOx, forklift emissions that recognize trends in capture technology and allow California to still meet its federally mandated emissions goals without a costly and ineffective one-size-fits-all technology mandate.
- Accelerate the phase-out of older, less efficient, higher emission pre-2011 forklifts to provide an immediate improvement in local air quality and reduce carbon intensity.

Unlike other industries such as the tech sector, which can outsource manufacturing or even relocate to more affordable states, the agricultural industry is here to stay. If you are concerned about how the California Air Resources Board rule will impact your farming operations, I encourage you to reach out to board members before the June vote.

I'm hopeful that, after hearing about real-world impacts of this regulation, the board is willing to come to the table and find a feasible and cost-effective way to meet our state's ambitious air quality goals.

To review the analysis and see additional information regarding the impact of this rule across California, visit [westernpga.org/forklift](http://westernpga.org/forklift).



**California's forklift regulation would have rippling economic impact**

March 19, 2024 By [Colin Sueyres](#)

California has long been a leader in driving innovation, and often when the Golden State enacts bold rules the nation and other countries follow suit.

The problem arises when California policymakers find ill-suited, unworkable solutions aimed at meeting their ambitious goals. One current example is the California Air Resources Board's (CARB) proposed regulation that would eliminate internal combustion engine (ICE) forklifts by banning sales of all new forklifts that are not zero-emission by 2026. As currently written, the rule would impact 220,000 ICE forklifts, over half of all forklifts in the state.

The [Western Propane Gas Association \(WPGA\)](#) recently commissioned an [economic impact report](#) finding that CARB's proposed regulation will cost California forklift owners and operators up to \$27 billion. These costs include \$10.2 billion for the replacement of ICE forklifts (even after factoring salvage value) and \$4.6 billion in lost utilization for the premature retirement of currently functional ICE forklifts. In addition, electric charging station costs will exceed \$6.3 billion to implement. It is important to note that these costs do not factor in the cost of building power supply upgrades or infrastructure upgrades for the generation, transmission and delivery of electricity.

Many businesses and nonprofits run 24-hour operations that require forklifts. If [CARB's proposed rule](#) is adopted, these organizations will have to purchase multiple EV forklifts to replace just one ICE forklift, as battery electric forklifts require time to charge and cool, and cannot run for 24 hours. CARB's rule imposes billions of dollars in replacement, maintenance and infrastructure costs that forklift owners, operators, manufacturers, dealers and rental agencies are not able to absorb.

While some costs and impacts can be anticipated with the passage of this rule, there are unintended consequences that have not been accounted for. Some consumers will likely transition vehicles in their fleet from propane-powered forklifts to diesel-powered forklifts during the phase-out windows since the rule does not align with diesel regulations. This would be a huge setback in protecting air quality as propane has 94 percent fewer nitrogen oxide (NOx) and hydrocarbon emissions than diesel. New structures will need to be built or space within a business's existing floor plan will have to be used to store and charge battery electric forklifts.

Fortunately, there is a cheaper, more feasible and more effective way to meet the state's air quality goals. WPGA has proposed an alternative pathway to compliance will ensure the state is meeting its greenhouse gas reduction goals while at the same time ensuring that the goods movement sector in critical industries across the state are protected from untenable costs:

- Ensure California has an accurate understanding of how forklifts are utilized within the state and how the rulemaking would affect real-world operations. Currently, there are no standardized databases within California to track actual forklift usage – leading CARB to significantly underestimate the true impact of the rule.
- Increase standards for future NOx forklift emissions that recognize the current trends in capture technology and allow California to still meet its federally-mandated emissions goals without a costly and ineffective one-size-fits-all technology mandate.
- Accelerate the phase-out of older, less efficient, higher emitting pre-2011 model year forklifts to provide an immediate improvement in local air quality and reduce carbon intensity.

On its face, the goal of reducing emissions is important to consumers and many businesses. However, the devil is the details, and CARB's draconian regulation to eliminate most combustion forklifts would have a rippling economic effect across the state and nation.

In 2022, the total number of battery electric forklifts sold across North America (including the U.S., Canada and Mexico) in 2022 was approximately 225,000. If CARB's rule goes into effect, the majority of battery electric forklifts being sold in North America would – out of necessity – need to be sold within California just to keep pace with the implementation phase-in of the rule.

Importantly, the adoption of this rule in [California](#) could have long-term impacts across the entire nation's forklift market. Other states could adopt California's rule and establish identical standards, as many states already do for on-road vehicles. More complicated is the potential shift in the manufacturing trends within the industry as California businesses, nonprofits and government agencies underwrite the development of more robust battery electric lifts that can directly compete with propane-powered lifts in any market in the country.

WPGA will continue to engage with CARB to find a suitable resolution of this rule but would encourage anyone interested in learning more about the rule, its cost and how the propane industry is responding to visit [westernpga.org/forklift](https://westernpga.org/forklift) for more information.



### **CARB's Zero Emission Forklift Regulation to Cost up to \$27B**

If CARB's rule goes into effect, the majority of battery electric forklifts being sold in North America would – out of necessity – need to be sold within California just to keep pace with the implementation phase-in of the rule.

February 28, 2024

[Marina Mayer](#)

The [California Air Resources Board's \(CARB\)](#) regulation to eliminate internal combustion engine (ICE) forklifts will cost California forklift owners and operators up to \$27 billion, according to a new [economic impact report](#) released by the [Western Propane Gas Association \(WPGA\)](#).

“Throughout the rulemaking process, CARB did not adequately account for the overwhelming costs and impacts associated with its zero-emission forklift proposal,” says Colin Sueyres, president and CEO of WPGA. “It’s critical that CARB take a hard look at the real-world impact of its proposal and work with small businesses throughout the state who have proposed a cheaper, more feasible, and more effective way to meet the state’s air quality goals. Additionally, local communities and others can’t afford to be hit with unintended consequences not accounted for.”

**Key takeaways:**

- The regulations bring on increased costs that directly impact local communities, small businesses, food banks, non-profits, state agencies, and local governments. While some costs and impacts can be anticipated with the passage of this rule, there are unintended consequences that have not been accounted for that would have a rippling economic effect across the state.
- CARB vastly underestimated the number of forklifts that will be impacted by the rule. CARB estimates 95,000 forklifts will be affected when in reality 220,000 (more than half of all forklifts in the state) will be impacted.
- \$10 billion will be spent on ICE forklift replacements. Forklift owners will be required to replace ICE forklifts even if they are fully functional. Utilization loss caused by the proposed regulation will reach approximately \$4.6 billion by 2038.
- By 2038, forklift battery costs will exceed \$2.8 billion. Charging stations will cost \$6.3 billion to implement. This cost does not factor in the cost of building power supply upgrades, or infrastructure upgrades for the generation, transmission and delivery of electricity.
- Costs to the state government amount to \$33 million by 2038. The State of California, not including the UC and CSU systems, currently owns and operates 581 affected ICE forklifts.
- The total number of battery electric forklifts sold across North America (including the United States, Canada, Mexico) in 2022 was approximately 225,000. If CARB's rule goes into effect, the majority of battery electric forklifts being sold in North America would – out of necessity – need to be sold within California just to keep pace with the implementation phase-in of the rule. This also does not address manufacturers' ability to scale battery electric production in a global marketplace where battery minerals become more coveted, expensive, and scarce.