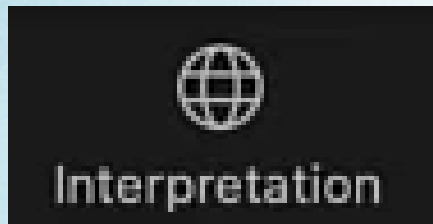




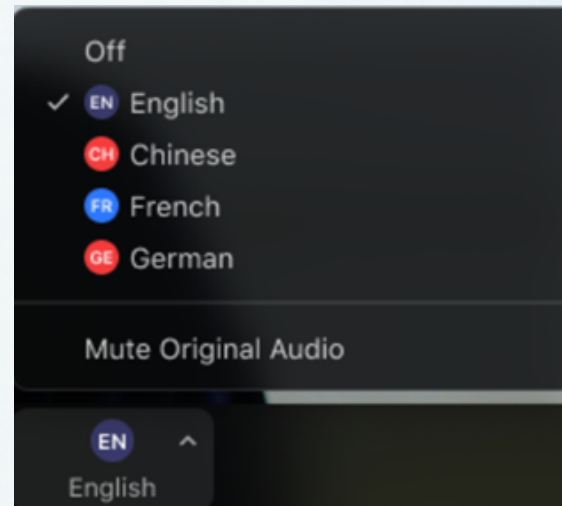
Advanced Clean Cars II Amendments

Second Public Workshop
June 26, 2024

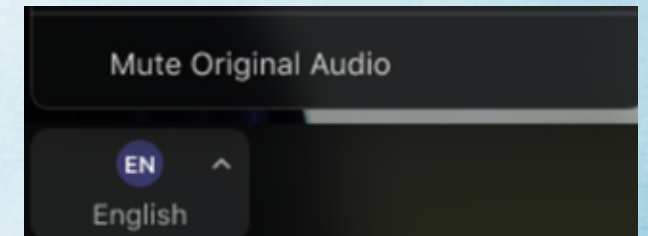
Listening to Language Interpretation



1. In your meeting/webinar controls, click **Interpretation**.

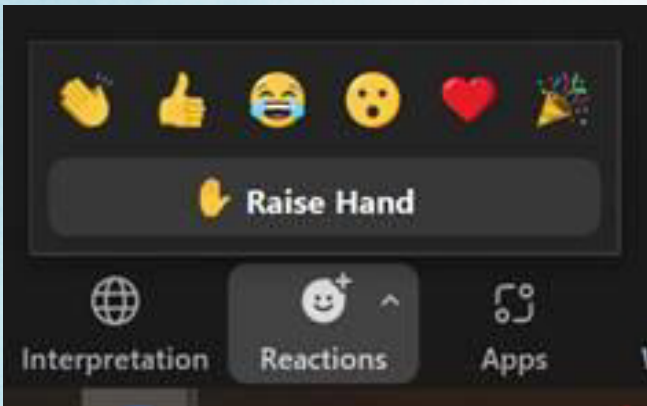


2. Click the language that you would like to hear. Options for this meeting are English and Spanish.

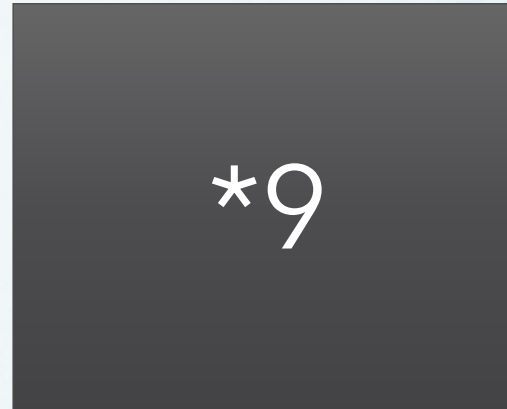


3. To only hear the interpreted language, click **Mute Original Audio**.

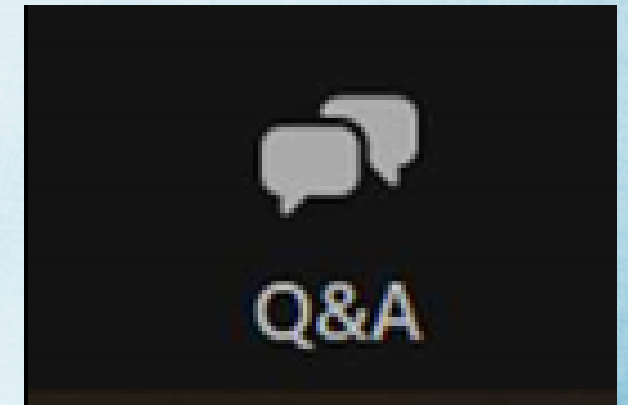
How to Participate on Zoom



To be added to the speaking queue, use the **Raise Hand** feature



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Submit questions using the Zoom Q&A box

Tech Support and Reminders

Please reach out for help if you have any technical challenges

Contact [Natalie Reavey](mailto:natalie.reavey@arb.ca.gov) at natalie.reavey@arb.ca.gov

Reminders

- Meeting materials are available at the [Advanced Clean Cars Website](#)
- Zoom recording will be made available at the link above

Public Comment and Engagement

- Written comments may be submitted using the ACC II Amendments [informal comment submittal form](#)
 - Comment period will close Friday, July 26
- Submitted comments can be viewed on the ACC II [workshop comments log webpage](#)
- Reach out to us at [Clean Cars](mailto:cleancars@arb.ca.gov) (cleancars@arb.ca.gov)

Workshop Agenda

- Staff Introductions
- Background and Timeline
- Criteria Air Pollutant Standards
- Light-Duty Greenhouse Gas Fleet Average Standards
- Zero-Emission Vehicle Assurance Measures
- Request for Alternatives for the Standardized Regulatory Impact Assessment
- Next Steps

Meet Our Staff

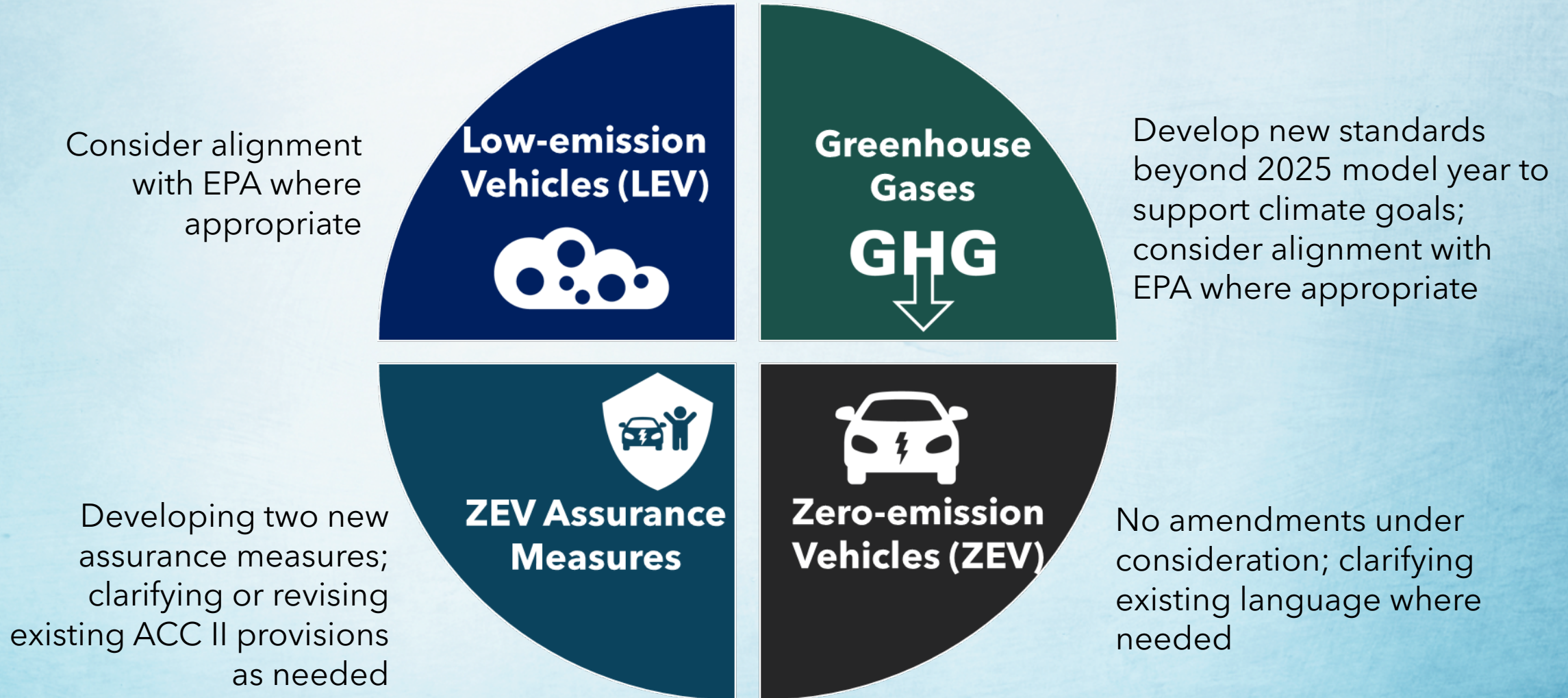
Staff Person	Role
Belinda Chen	Manager: - ACC II Amendments Rulemaking - GHG regulation - LEV regulation
Anna Wong	Manager: ZEV regulation
Anna Scodel	Lead staff: ACC II Amendments Rulemaking
Natalie Reavey	Outreach and community engagement
Lisa Chiladakis	Outreach and community engagement

Staff Person	Role
Ugo Obieshi	Light-duty criteria and GHG technology and emissions control
Kevin Sothy	Medium-duty vehicle criteria standards
Jason Gordon	Evaporative emissions
Cody Livingston	GHG standards, modeling, and analysis
Xiaoli Hu	Light-duty GHG standards and analysis
Seungju Yoon	Manager overseeing motor vehicle air conditioning
Tao Zhan	Motor vehicle air conditioning
Ryan Hart	ZEV technology
Jeff Ongnok	ZEV technology
Stephanie Palmer	ZEV infrastructure
Banpreet Bhambra	ZEV infrastructure
Adrienne Harris	ZEV infrastructure
Joyce Wong	Environmental performance label

Timeline



Scope of Advanced Clean Cars II Amendments





Criteria Air Pollutant Standards

Criteria Air Pollutant Standard Topics

- Light-Duty Criteria Pollutant Standards
 - NMOG+NO_x
 - Particulate Matter
- Medium-Duty Criteria Pollutant Chassis-Certified Standards
 - NMOG+NO_x
 - Particulate Matter
 - Certification Test Procedure
 - In-use Requirements
- Evaporative Emission Standards
 - Onboard Refueling Standards
- Q&A

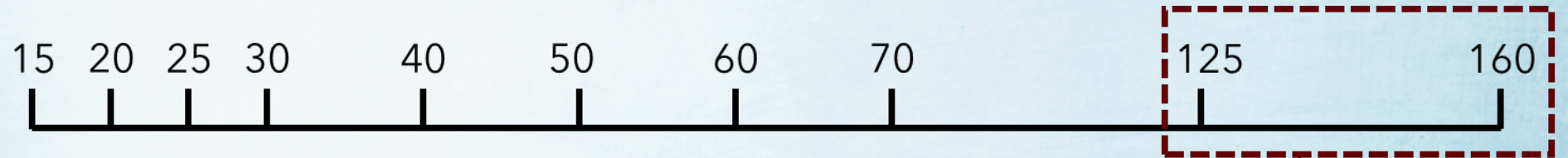
Light-Duty Criteria Pollutant Standards

Light-Duty NMOG+NOx Fleet Average Standard

- LEV IV maintained NMOG+NOx fleet average at 30 mg/mi for MY 2026+ while excluding ZEVs starting in MY 2029
- EPA's Tier 4 standards lowered NMOG+NOx fleet average to 15 mg/mi by MY 2032 while continuing to include ZEVs in the average
- No changes needed as both standards require similar levels of emission controls

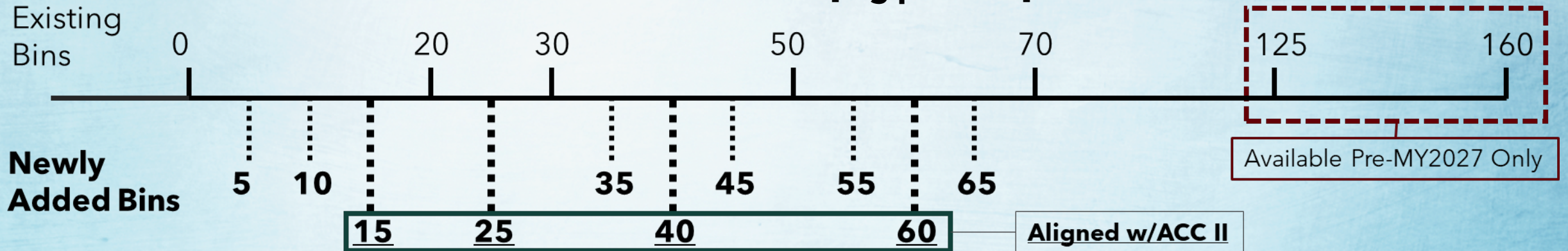
Light-Duty NMOG+NOx Certification Bins

Advanced Clean Cars II Bins [mg per mile]



BIN125 available Pre-MY2028 Only
BIN160 available Pre-MY2026 Only

EPA Tier IV Final Bins [mg per mile]



Available Pre-MY2027 Only

Aligned w/ACC II

CARB will not amend existing LEV IV bin structure for light-duty vehicles

Proposal: Eliminate “Cleaner Car” Provision

- LEV IV (13 CCR 1961.4(c)(6)) currently prohibits manufacturers from certifying vehicles in California at a dirtier bin than they certify to with EPA
 - For example, if a vehicle certifies to 35 mg/mi for EPA, it must certify in California to 35 mg/mi or lower
 - LEV IV does not offer a bin for 35 mg/mi, but manufacturer cannot certify to 40 mg/mi under this provision
- Eliminating this provision provides manufacturers with greater compliance flexibility especially when differences in available bins exist
 - LEV IV fleet average does not include ZEVs which reduces risk of manufacturers certifying to dirtier bins when still held to a 30 mg/mi fleet average

LD Particulate Matter Emission (PM) Standards

ACC II

- **FTP:** Maintained phase-in to **1** mg/mi standard by MY 2028.
- **US06:** Reduced US06 standard from 6 mg/mi to 3 mg/mi by MY 2030
- Phase-in excludes ZEVs

EPA Final Rulemaking

- **0.5** mg/mi requirement across three test cycles (-7°C FTP, 25°C FTP, US06)
- Phase-in schedule for LDV, LDT1-2: 20/40/60/100% from 2027 to 2030
 - Includes ZEVs
- Applies to all LDT3-4, MDPV in 2030

CARB Proposal

- Lower PM standard for same test cycles from 1-3 mg/mi to 0.5 mg/mi for MY2030+ (no phase-in)
 - Harmonizes with EPA final rulemaking

Medium-Duty Criteria Pollutant Chassis-Certified Standards

MDV NMOG+NOx Fleet Average Standard

ACC II

- Lowered NMOG+NOx fleet average for Class 2b to **150** mg/mi and for Class 3 to **175** mg/mi by 2030
- Excludes ZEVs from average

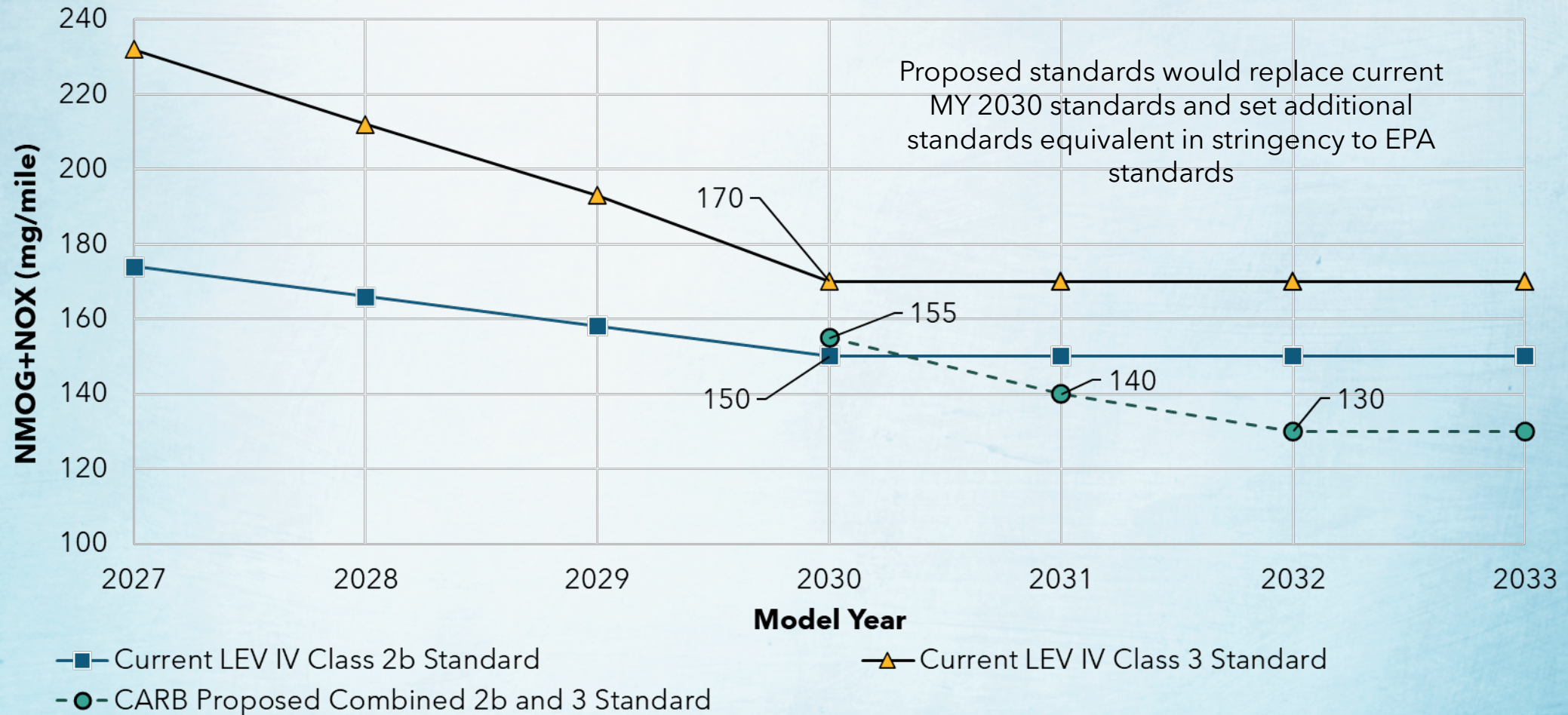
EPA Final Rulemaking

- Lowered NMOG+NOx fleet average for combined Class 2b and Class 3 to **75** mg/mi by 2033
- Includes ZEVs in average
- Allows MDVs with GCWR > 22k lbs. the option to chassis certify or engine certify

CARB Proposal

- Further reduce MDV ACC II NMOG+NOx fleet average standards for MY2030+ to achieve equivalent stringency as EPA's projected ICE MDV fleet average
- Would align with EPA on ICE portion of the fleet and achieve further emission reductions

Proposed CA MDV Fleet Average Standard



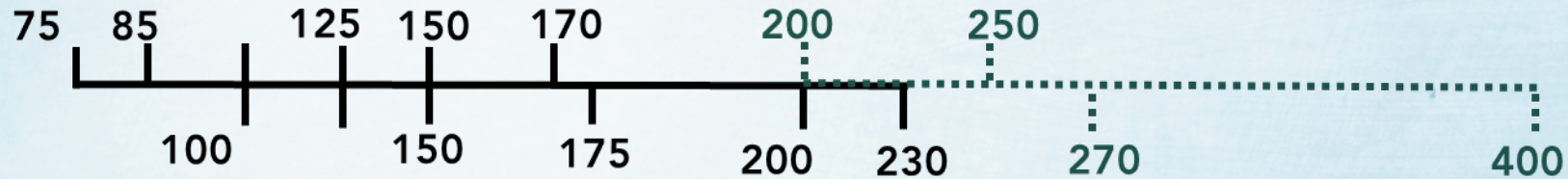
Seeking input on:

- Should MY 2030 remain as separate or combined standards

MDV NMOG+NOx Certification Bin Comparison

Requirement Advanced Clean Cars II MDV Bins

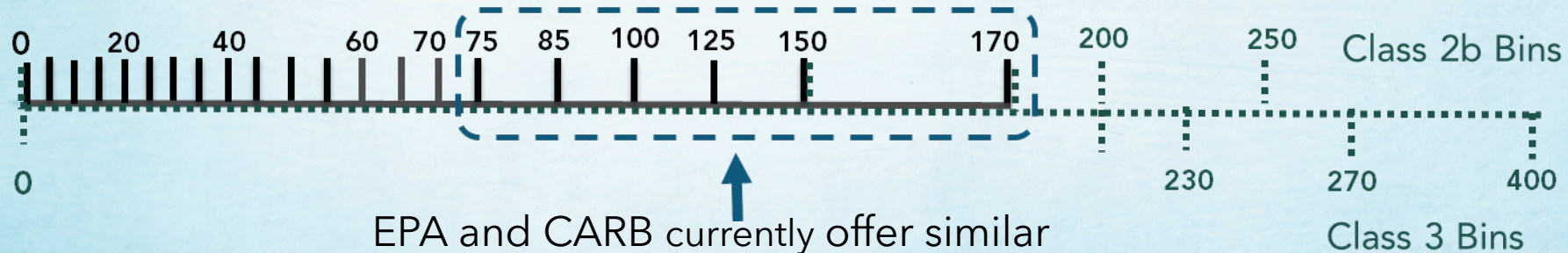
MDV Class 2b (8,501-10,000 lbs GVWR) Bins (mg/mile)



MDV Class 3 (10,001-14,000 lbs GVWR) Bins (mg/mile)

Requirement EPA Tier 4 MDV Bins

MDV (8,501-14,000 lbs GVWR) (mg/mile)



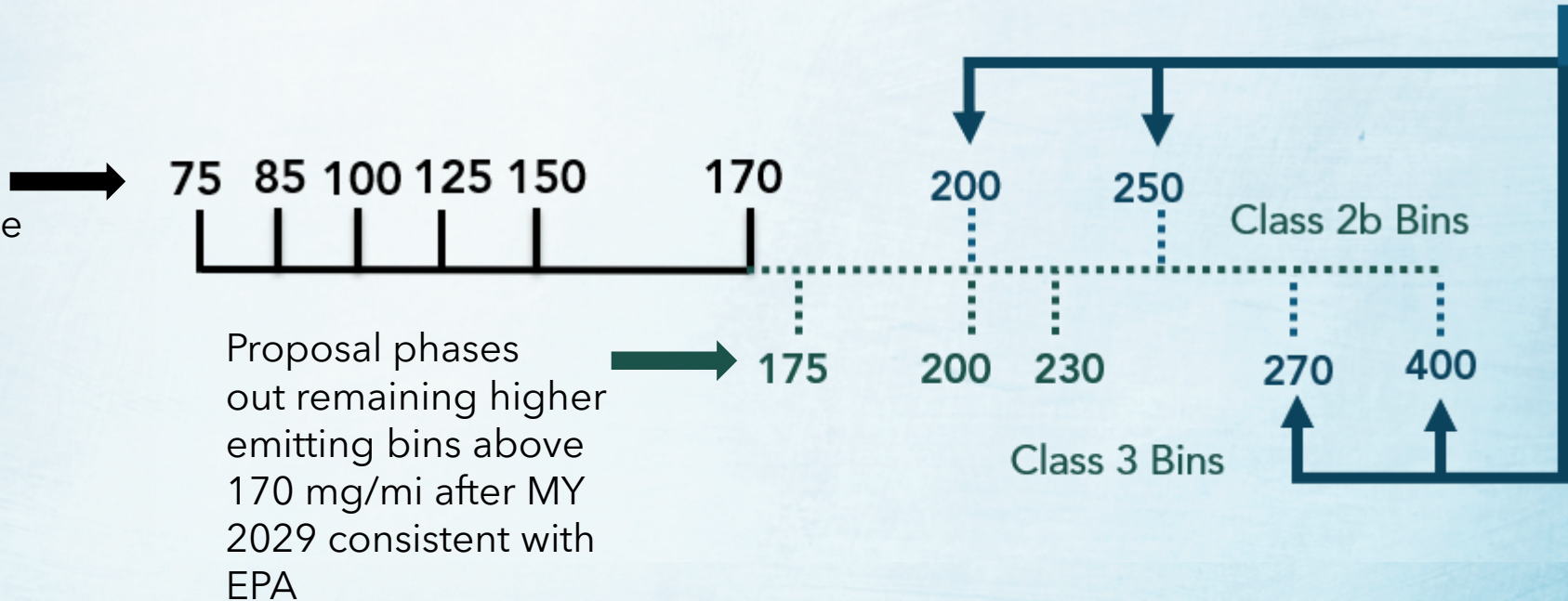
EPA and CARB currently offer similar bin structure from 75-170 mg/mi range

Proposed MDV NMOG+NOx Certification Bins

Proposed MDV LEV IV Class 2b and Class 3 Bins MY 2030+

Current LEV IV requirement phases out highest emitting MDV bins after MY 2028

Proposal simplifies bin structure requiring all MDVs to certify to same bin range 75-170 mg/mi for MY 2030+

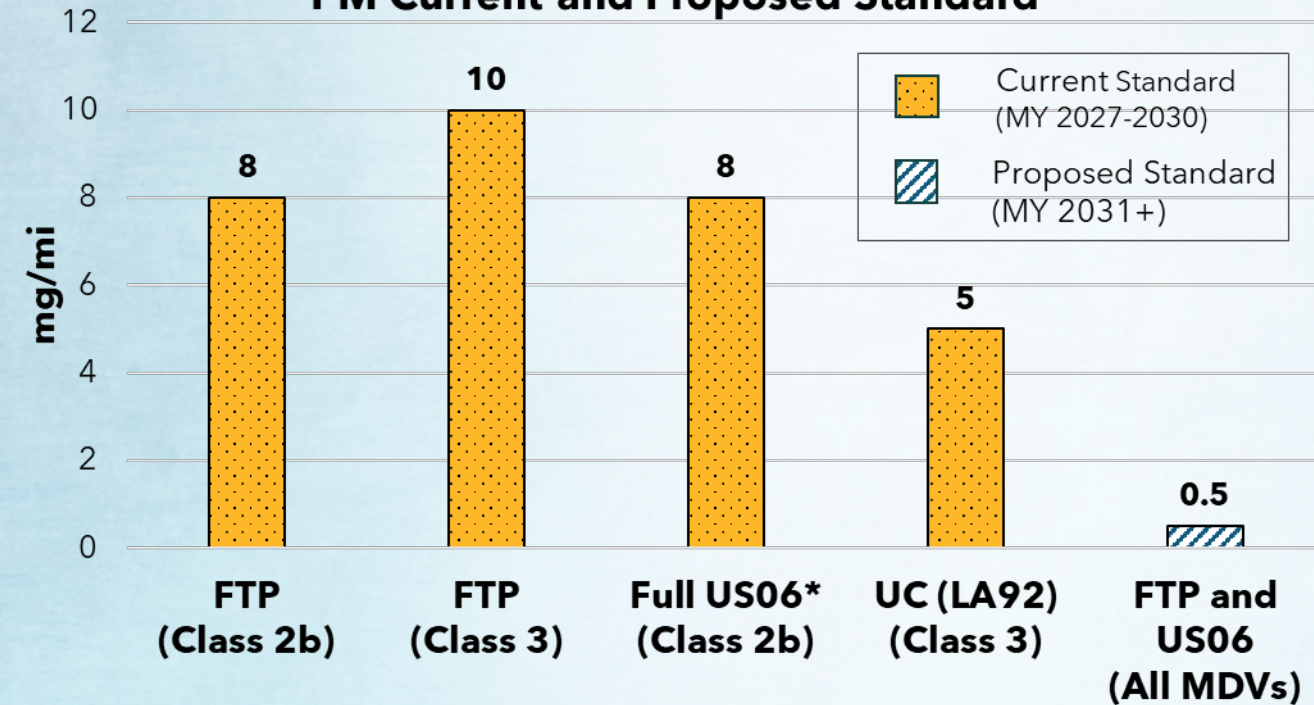


Seeking input on:

- Should CARB add a bin lower than 75 mg/mi

MDV Particulate Matter (PM) Standard

ACC II MDV
PM Current and Proposed Standard



*Low power to weight ratio vehicles have the option to certify to a partial US06 (bag 2) standard at 6 mg/mi

ACC II

- Maintain **8-10** mg/mi FTP PM standard
- US06 and Unified ("UC" or LA92) PM standards lowered to **5-8** mg/mi

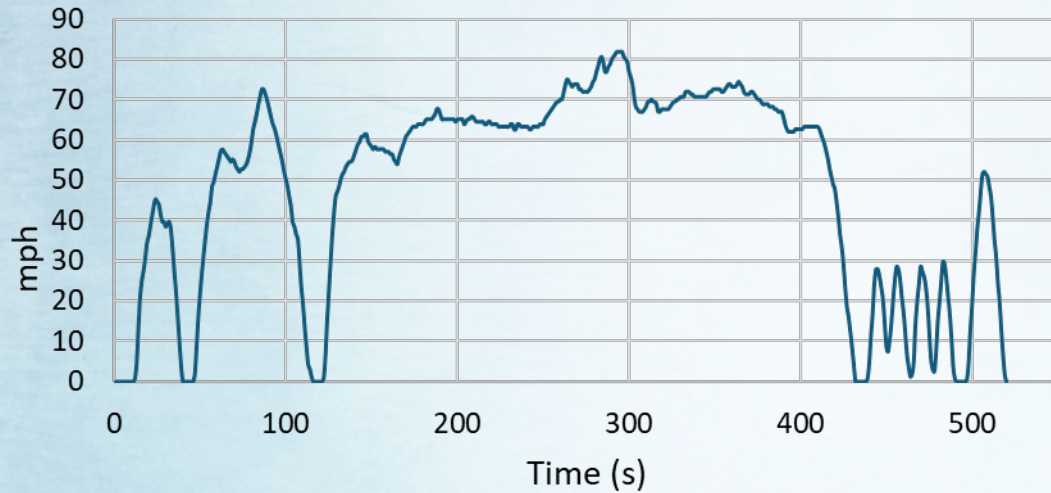
EPA Final Rulemaking

- Tier 4 PM standard for 25°C FTP, -7°C FTP and US06 lowered to **0.5** mg/mi phases-in through MY 2027-2031

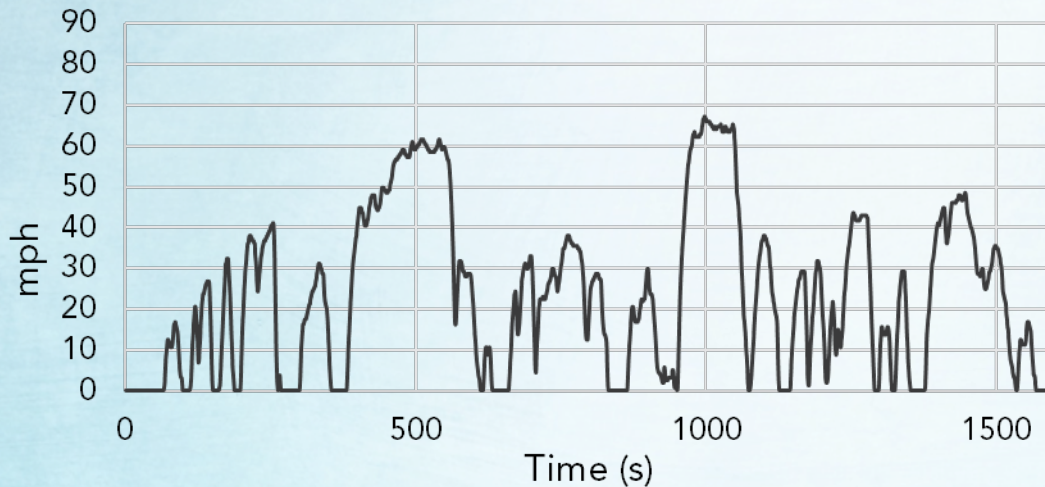
CARB Proposal

- Adopt **0.5** mg/mi standard for MY2031+ for the FTP and US06 standards
- Aligns with EPA requirement and achieves further PM reductions

MDV US06 Test Cycle



US06 Test Cycle



UC (LA92) Test Cycle

ACC II

- Class 2b MDVs utilize the US06 cycle
 - But low power to weight ratio vehicles have the option to use only a portion of the cycle
- Class 3 MDVs utilize the Unified cycle ("UC" or LA92)

EPA Final Rulemaking

- Require all Tier 4 MDVs to utilize full US06 cycle with phase-in MY 2027-2031
- Eliminates the UC and partial US06 cycle options

CARB Proposal

- Require full US06 cycle for all class 2b and 3 MDVs beginning with MY 2030
- Allow for optional early compliance in MY 2027-2029
- Aligns with EPA and simplifies the MDV certification requirements

MDV Optional Engine Certification



Class 3 Diesel Vehicles



Class 3 Incomplete Vehicles

ACC II

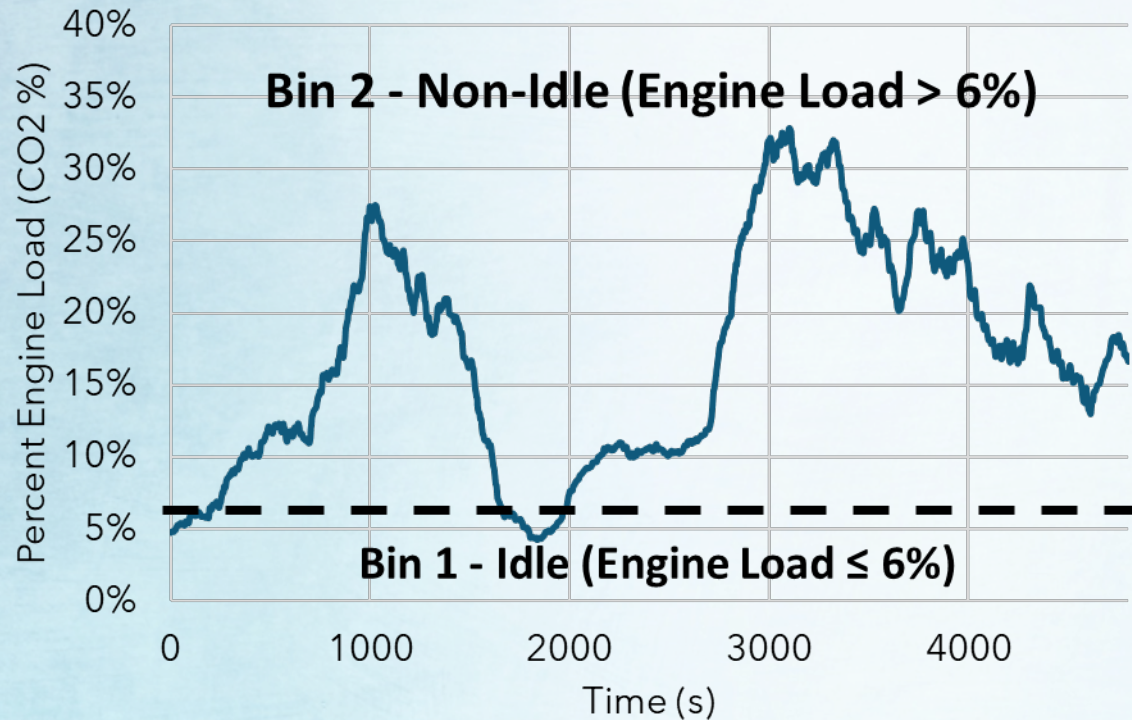
- All Class 2b vehicles must chassis certify
- Optional HD engine certification allowed for Class 3 diesel and incomplete gasoline vehicles

EPA Final Rulemaking

- Allows chassis certification for all MDVs
 - Optional HD engine certification allowed for all MDVs with a GCWR > 22k lbs (diesel and gasoline)
-
- CARB is not changing the current ACC II optional engine certification path that applies only to Class 3 (diesel and incomplete gasoline vehicles)
 - Not inconsistent with EPA options; manufacturers still have an ability to certify to both programs using a single certification pathway

MDV Moving Average Window (MAW) In-use Standard

2-Bin MAW Methodology



ACC II

- Chassis-certified MDVs with GCWR > 14k lbs must meet **3-Bin** MAW standards (diesels) and **1-Bin** MAW standards (gasoline) starting MY 2027+

EPA Final Rulemaking

- Require Tier 4 MDVs with GCWR > 22k lbs to meet **3-Bin or 2-Bin** MAW standard (diesel) and **1-Bin** MAW standard (gasoline) for MY 2031+

CARB Proposal

- Require chassis-certified diesel MDVs to meet a **2-Bin** MAW standard starting MY 2027+.
- Aligns with forthcoming proposed amendments to HD Omnibus standards

(CARB is not changing the current ACC II 1-Bin MAW standard or GCWR requirement.)

Evaporative Emissions: ORVR standards

- EPA Requirement:
 - Extends a current standard to (most) remaining vehicle classes previously not covered
 - Require ORVR (captures refueling emissions) for heavy-duty incompletes by MY 2027 (CTP)* and
 - Medium-duty incompletes by MY2030 (Tier 4 FRM)
- Proposal: Apply ORVR for all incompletes starting MY 2030. Allow optional certification before this to harmonize with EPA's various phase-ins.
 - Rationale: align with EPA
 - Light-duty incompletes already meeting ORVR

*CTP is EPA's Clean Trucks Plan, Heavy Duty final rule signed December 2022

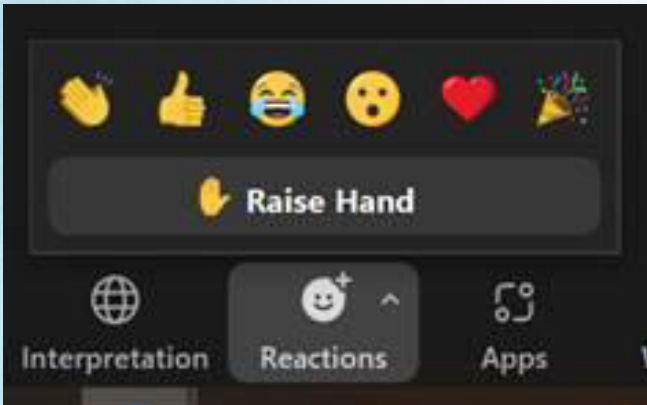
Evaporative Emissions: Other Minor Changes

- Additional preconditioning drive for MDV + HDV w/ fuel tanks >50 gallon
 - Additional FTP drive
 - Aligns with EPA Clean Trucks Plan
- NIRCOS: extend preconditioning procedure to all vehicle types (not just PHEV)
 - Aligns with current certification practices

Future Workshop Topics

- Altitude Emissions Standards
 - Seeking input on amendments to high-altitude standards that balance test burden and protecting for emissions controls in real-world driving conditions

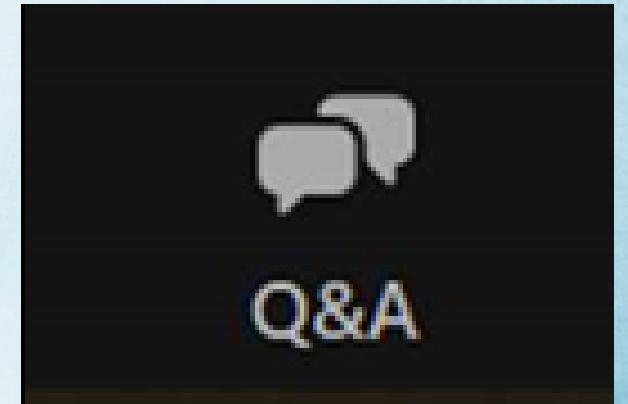
Q&A



To be added to the speaking queue, use the **Raise Hand** feature



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Submit questions using the Zoom Q&A box

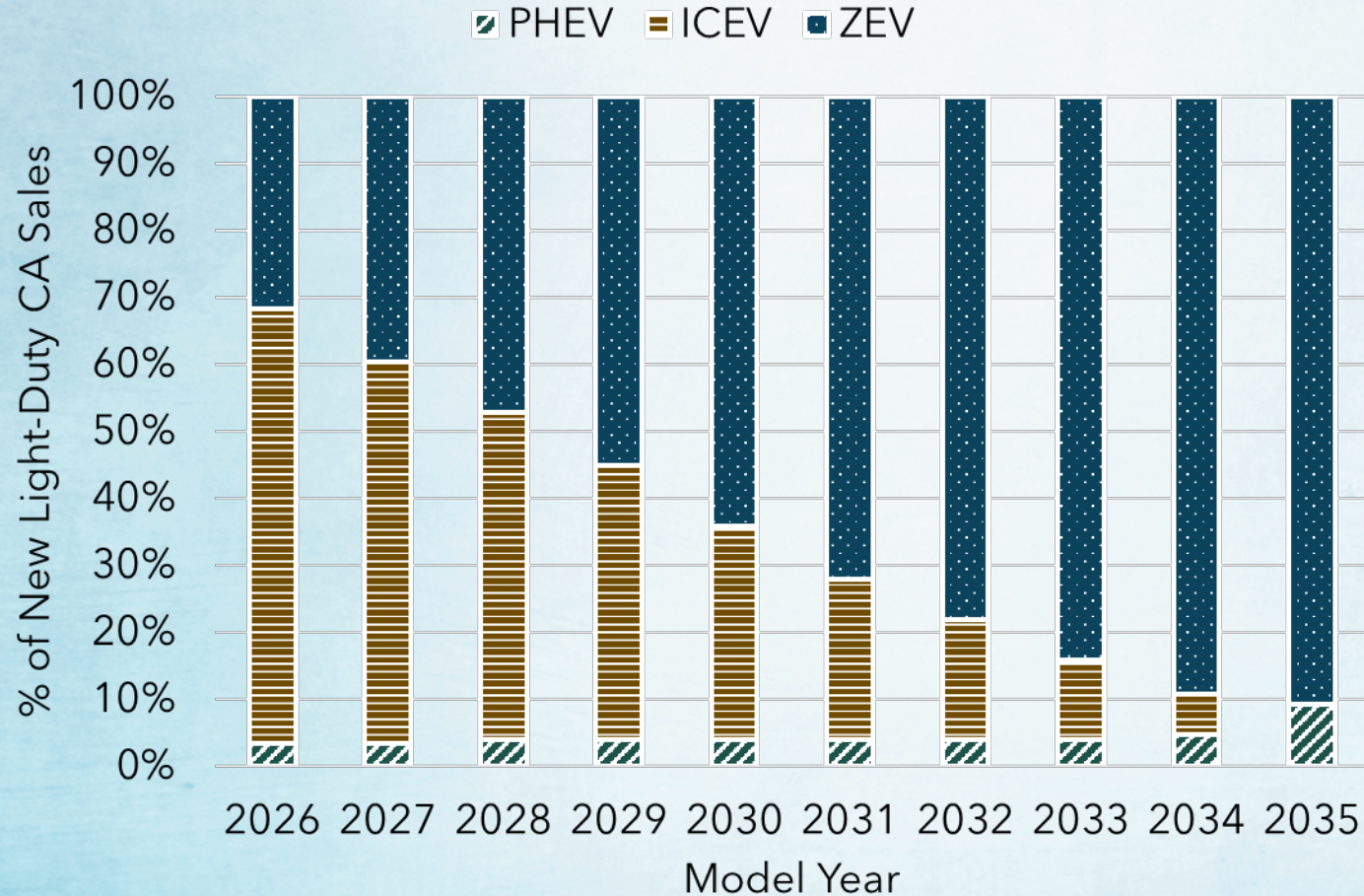


Light-Duty Greenhouse Gas Standards

Light-Duty Greenhouse Gas (GHG) Standards

- Background and Updates Since November 2023 Workshop
- CA Fleet Average Standard Proposal
 - Policy Design and Stringency
 - Plug-in Hybrid Electric Vehicle Crediting
 - Off-Cycle Credits
 - Motor Vehicle Air Conditioning Credits
 - Medium-Duty Passenger Vehicle Definition
- Update on Analysis of Real-World Emissions
- Q&A

Developing Updated Light-Duty GHG Standards Through 2035+

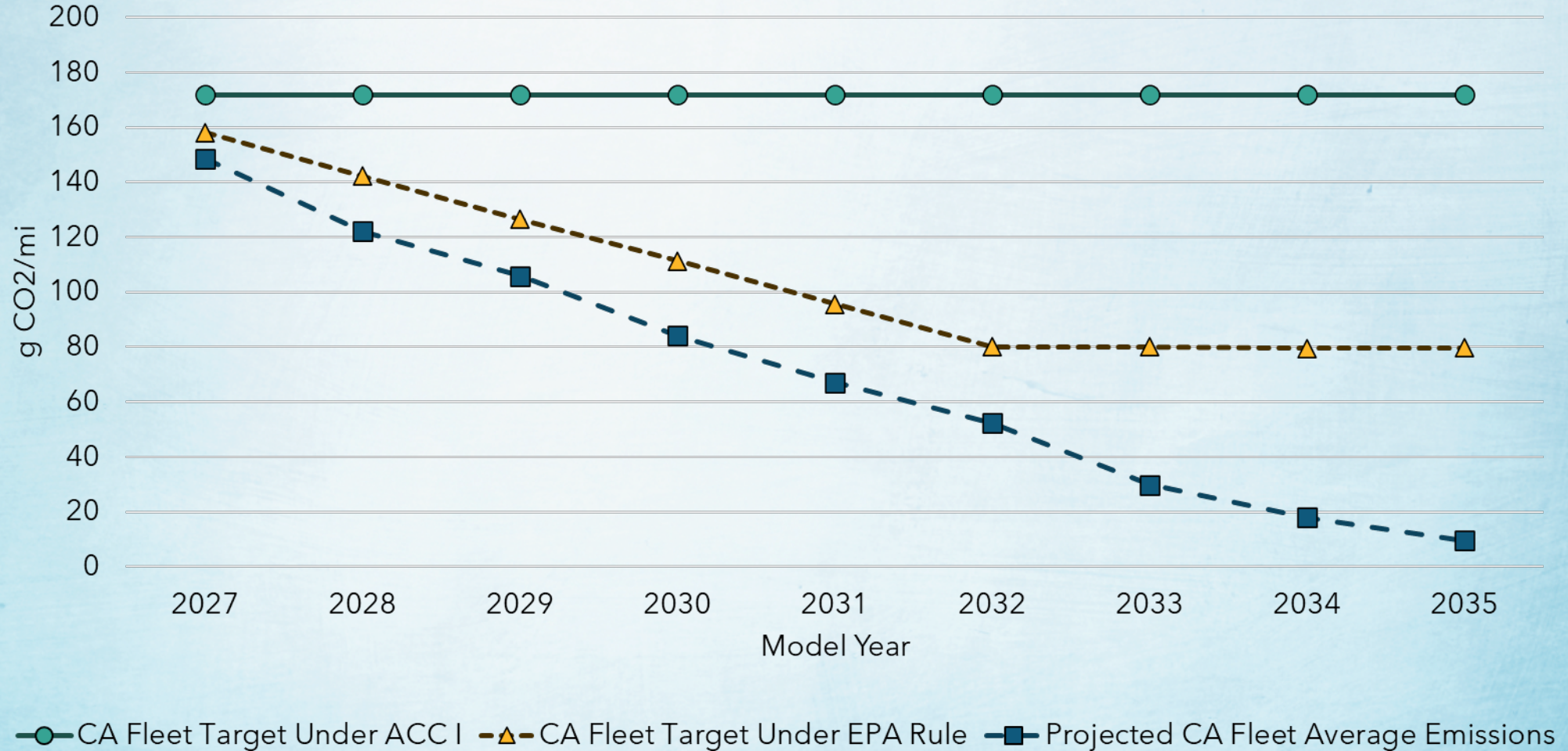


- Existing standards flatline after the 2025 model year
- Beginning in 2035, the only new vehicles with tailpipe emissions sold in California will be plug-in hybrid electric vehicles (PHEVs)
- **Key question:**
 - What policy design best supports California's GHG goals?

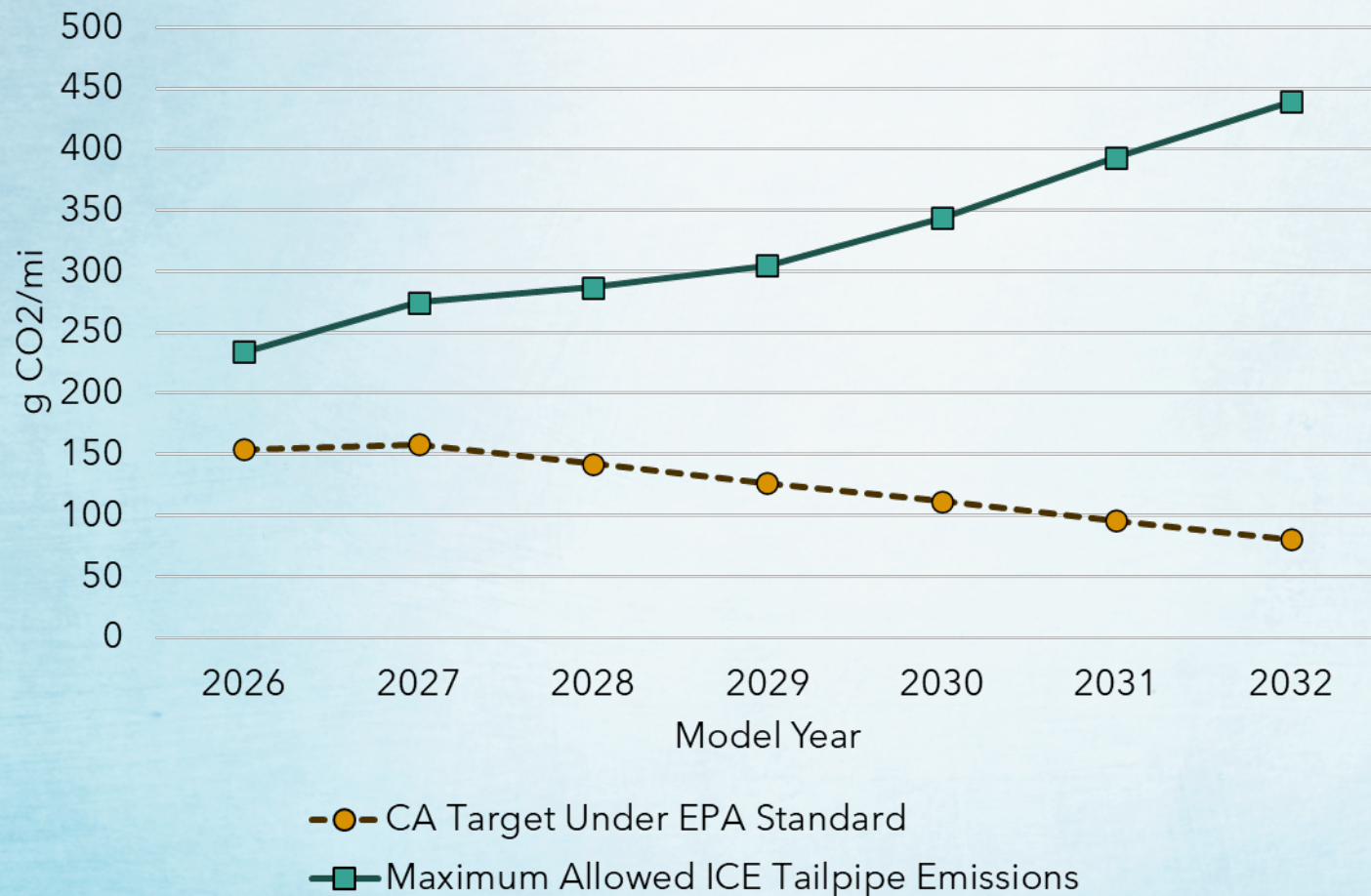
EPA 2027+ Light-Duty GHG Standards

Program Elements	EPA Final Rule
Policy Design	Sales-weighted fleet average including ZEVs
Timeframe	2027-2032 and subsequent
Projected ending fleet average standard (national)	85 g CO ₂ /mi in 2032
Footprint curves	• Separate car and truck curves • Slopes are flattened to reflect high ZEV shares • Truck offset is reduced
ZEV upstream emissions	Assigns 0 g CO ₂ /mi to ZEVs and PHEV eVMT
Technology-specific credits (g CO ₂ /mi)	Phase down to 6.6 (car) and 9.2 (truck)

With ZEV Regulation, California Fleet Will Likely Outperform EPA's Standards



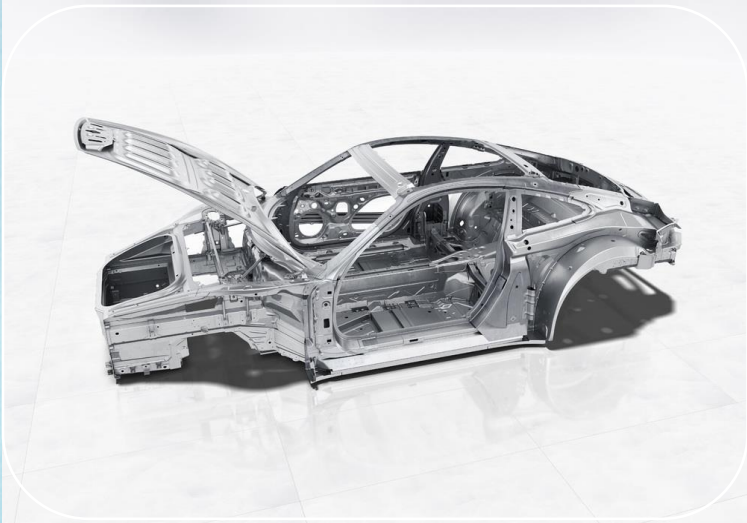
With Fleet Averaging, Increasing ZEV Sales Create ICE Backsliding Risk



What could lead to increasing ICE emissions?

- Conversion of relatively lower-emitting models to ZEV platforms
- De-contenting individual models
- Discontinuing lower-emitting variants
- Recalibrating for performance improvement rather than emission reductions

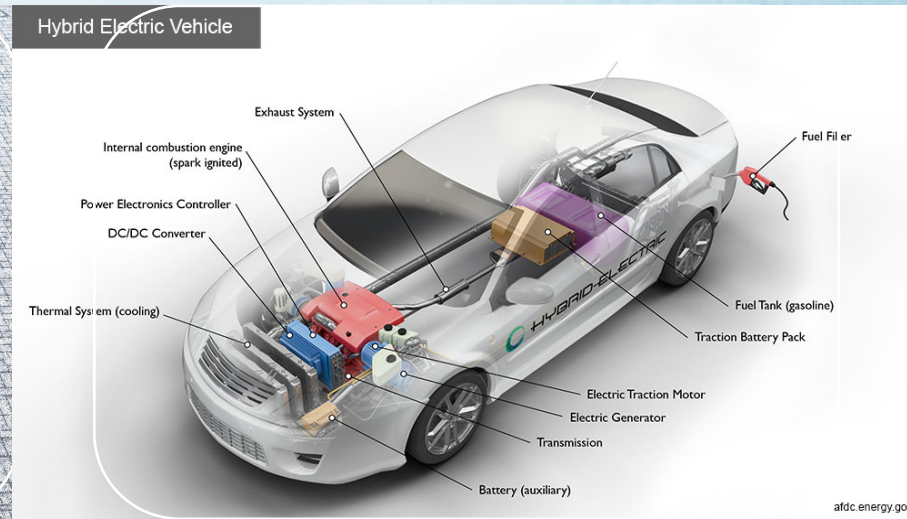
Technologies Available Today Can Further Reduce Emissions from Light-Duty ICEVs



Lightweighting

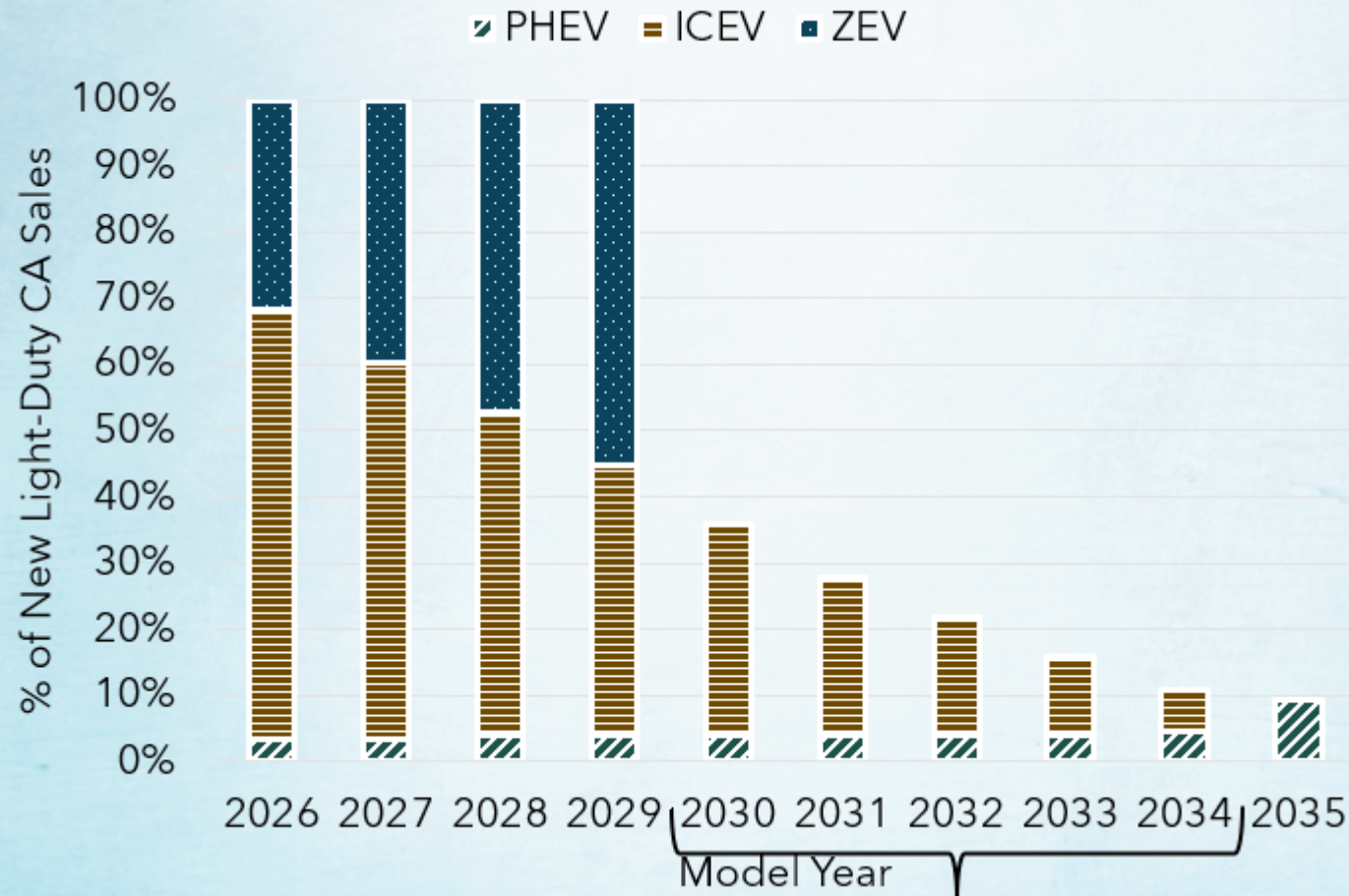


Advanced Engine Technologies



Hybridization

Staff Propose an ICE-Only Fleet Average Standard Beginning in the 2030 Model Year



Proposal:

- Remove ZEVs from the fleet average beginning in 2030
- Establish an ICEV+PHEV fleet average standard for 2030-2034
- Establish a PHEV-only fleet average standard for 2035+

Seeking input on:

- Appropriate ICE-only stringency and footprint curve design

Proposed ICE-Only Fleet Average Standard Would Not Account for PHEV eVMT

Existing Approach

- Fleet average standard includes ICEVs, PHEVs, and ZEVs
- PHEV GHG emissions are lowered based on estimated electric operation
- The Fleet Utility Factor assigns an **eVMT share** based on all-electric range

PHEV GHG Emissions =
Charge Sustaining Emissions
(Internal Combustion Engine)
discounted by **eVMT share**

Proposal

- Fleet average standard includes ICEVs and PHEV combustion emissions
- PHEV GHG emissions are based solely on gasoline operation
- Fleet Utility Factor no longer required

PHEV GHG Emissions =
Charge Sustaining Emissions
(Internal Combustion Engine)
~~discounted by **eVMT share**~~

Seeking input on:

- Future PHEV charge-sustaining emissions rates and appropriate stringency

Staff Are Developing Flexibilities to Accommodate a Dwindling ICEV Fleet

Example Target

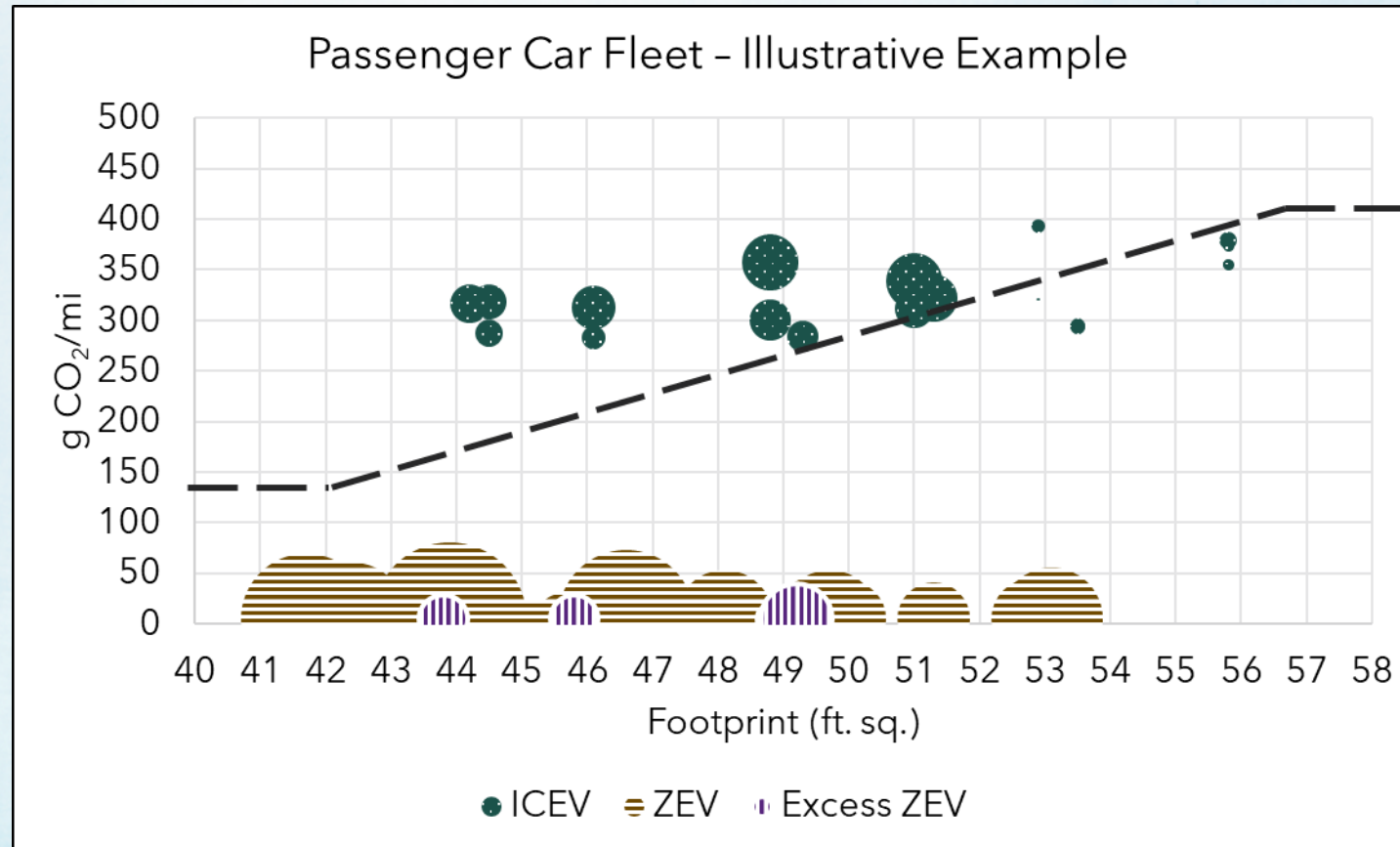
218

ICEV Average

218 324

ICEV Average + Excess ZEVs

215



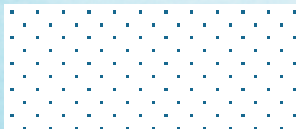
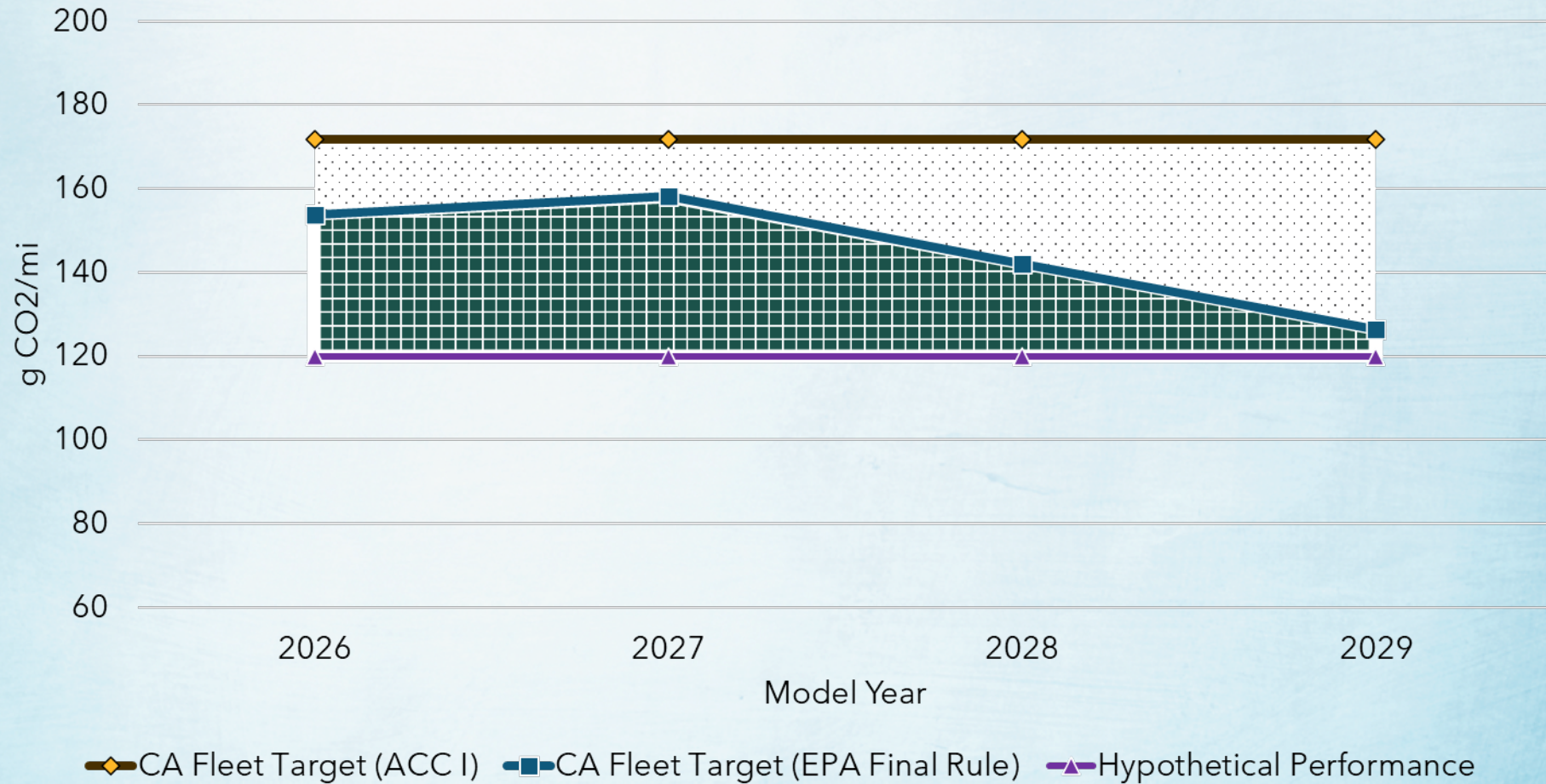
Existing flexibilities to continue:

- Credit banking/trading

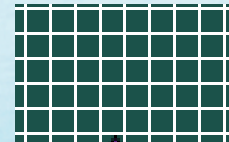
Seeking input on new flexibilities:

- Transfer of excess ZEV values
- Additional flexibilities for manufacturers with limited ICEV models

Addressing ACC I Credit Banks



Expire after 2029 MY

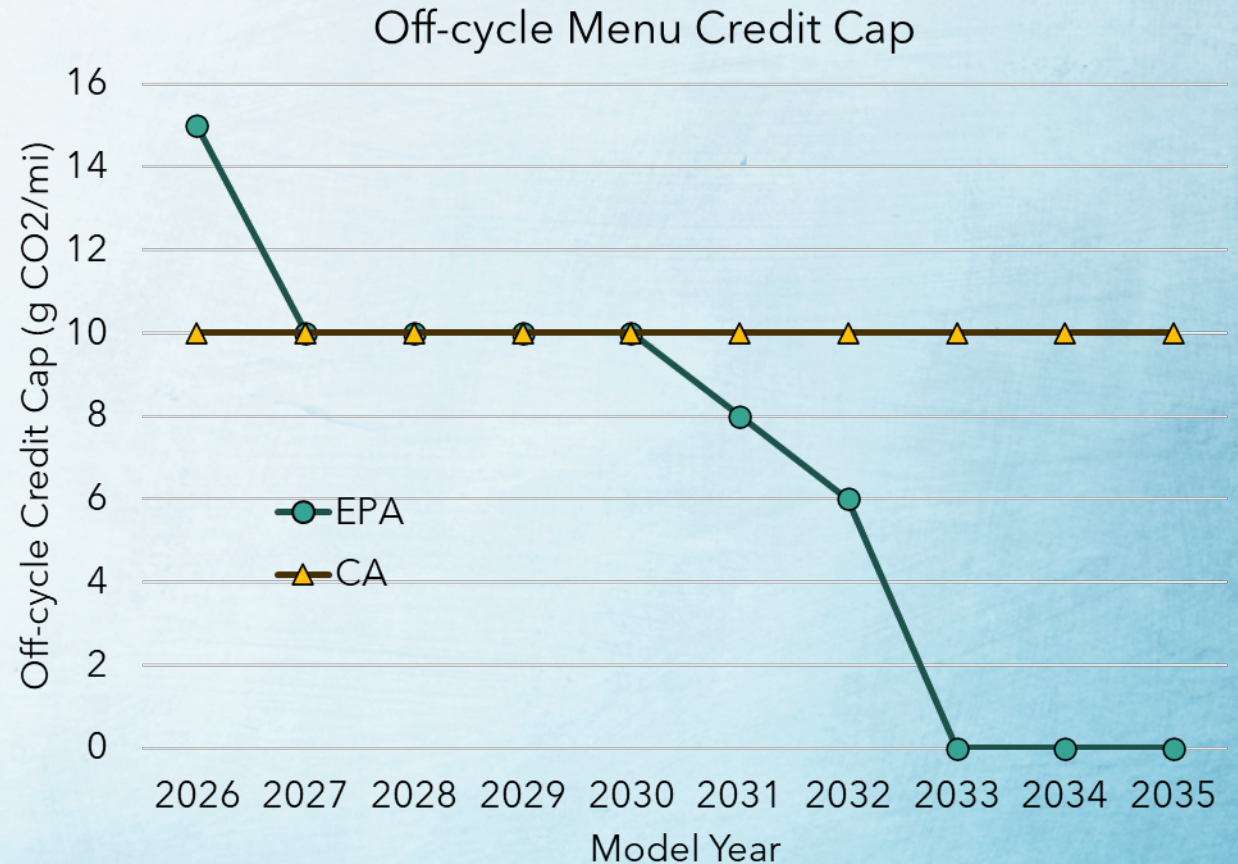


Credits Carry Forward
(still subject to 5-year credit life)

Off-Cycle Credits

Proposal:

- Off-cycle technologies offer real benefits, but small magnitude and resource-intensive to implement
- CARB proposes to phase-out off-cycle credits
- Phase-out schedule will depend on the stringency



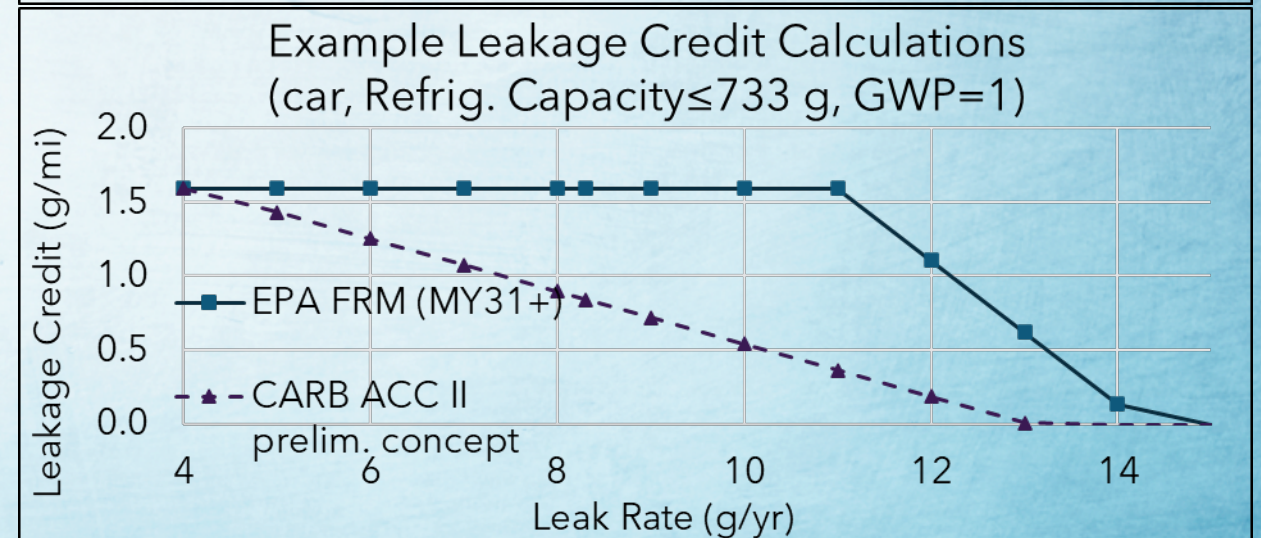
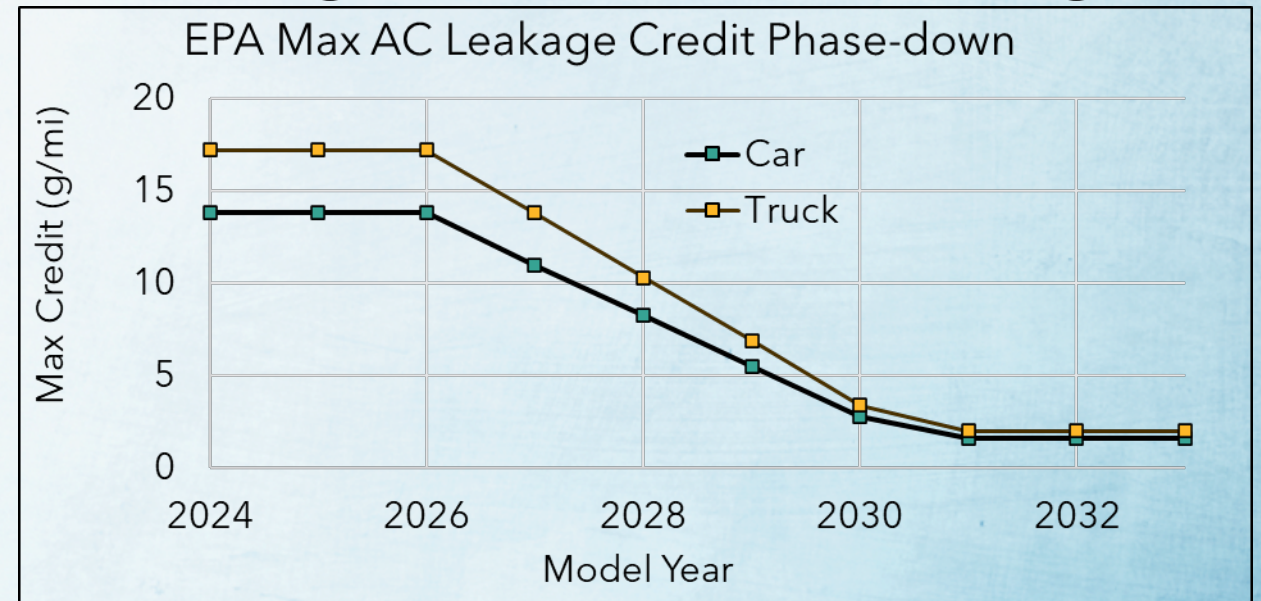
Motor Vehicle Air Conditioning Credits: Leakage

- **EPA Final Rule**

- Institutes a decreasing cap for A/C leakage credit.
- Retains a smaller A/C leakage credit if $GWP \leq 150$ for MY31+;

- **Proposal**

- Retain some A/C leakage credit, similar to EPA, to backstop reversion to higher-leak technologies.
- Evaluate specific values in the formulae to incentivize low-leak designs.
- Consider ZEV-specific leakage standard or design requirement.



Motor Vehicle Air Conditioning Credits: Efficiency

- **EPA Final Rule**

- Removes A/C efficiency credit eligibility for ZEVs beginning with the 2027 model year.
- Retains A/C efficiency credit for ICEVs and PHEVs.

- **Proposal**

- Consistent with ICE-only fleet average standard, restrict A/C efficiency credits to ICEVs and PHEVs in 2030

Vehicle Category	Existing Program (g CO ₂ /mi)	EPA Final Rule (g CO ₂ /mi)
ZEV	Car: 5 Trucks: 7.2	Car: 0 Trucks: 0
ICEV or PHEV	Car: 5 Trucks: 7.2	Car: 5 Trucks: 7.2

Medium-Duty Passenger Vehicle Definition

	Seating capacity	Weight threshold	Cargo Area Fixed Interior Length	Example Vehicles
Existing	≤ 12 or ≤ 9 rearward of the driver	$8,500 \text{ lbs.} < \text{GVWR} \leq 10,000 \text{ lbs.}$	$< 72 \text{ in}$	Ford F150 Lightning, GM Hummer EV, GM Silverado EV, Rivian R1T
New	≤ 12 or ≤ 9 rearward of the driver	$8,500 \text{ lbs.} < \text{GVWR} \leq 9,500 \text{ lbs.}$	$< 94.0 \text{ in}$	Tesla Cybertruck, Nissan Titan XD
		$9,500 \text{ lbs.} < \text{GVWR} \leq 14,000 \text{ lbs.}$	Work Factor $< 4,500 \text{ lbs.}$: $< 94 \text{ in}$ Work Factor $\geq 4,500 \text{ lbs.}$: $< 72 \text{ in}$	

Proposal: Adopt EPA's updated medium-duty passenger vehicle definition for the 2030 and subsequent model years (maintain current definition through the 2029 model year)

Update on Analysis of PHEV Real-World Emissions

- Emission benefit analysis adjusts certification values for real-world emissions.
- Real-world data suggest existing certification values overstate PHEV benefits.
- Key analysis questions:
 - What are the real-world emissions of PHEVs relative to their certification values?
 - How does that relationship compare to other vehicle technologies?
 - Are there readily available explanations for any discrepancies?

Real-World Emissions From PHEVs Disproportionately Exceed Certification Values

Data Source

Bureau of
Automotive Repair

Model Years

2021 and 2022

ICEVs

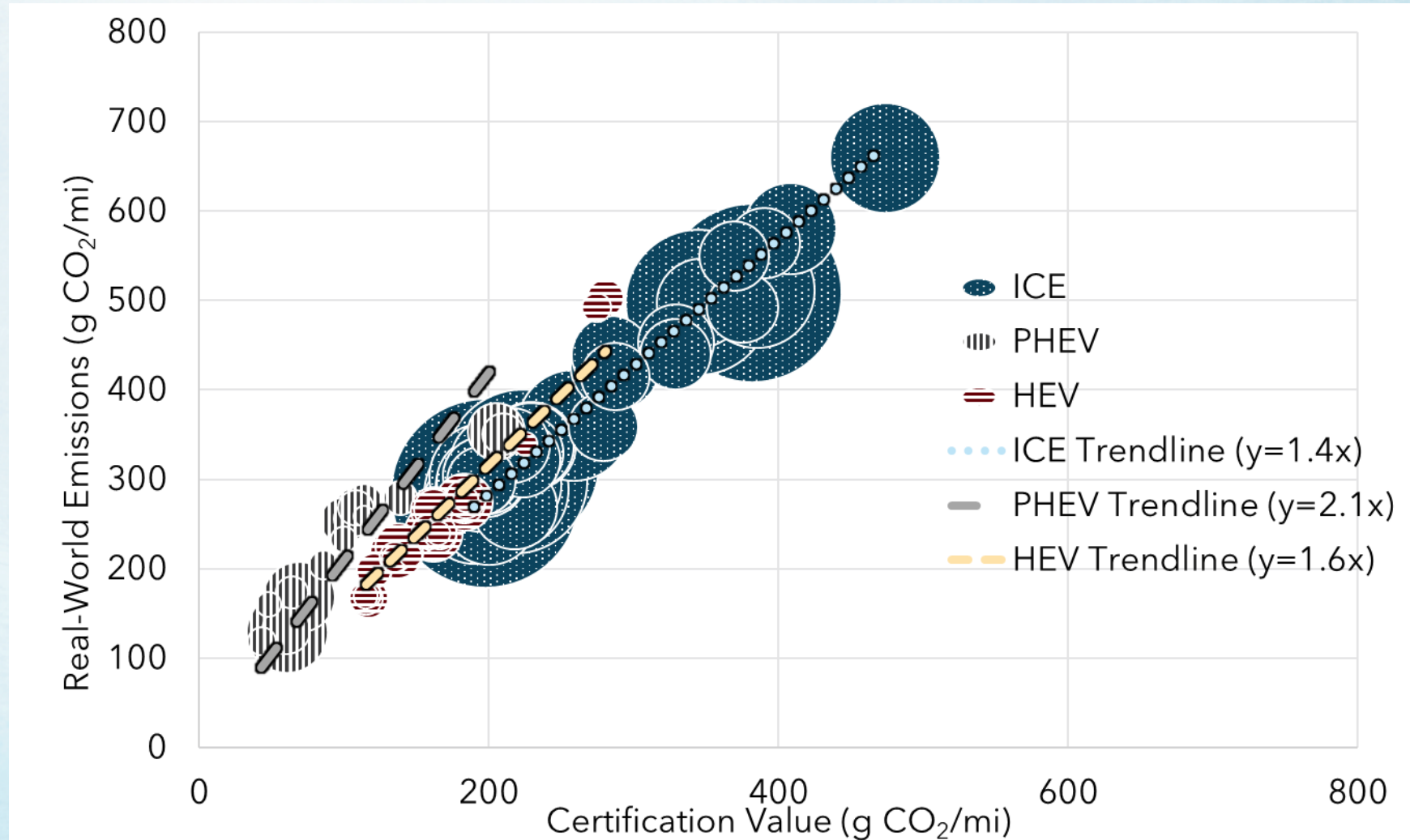
Models: 40
Count: 29,371

HEVs

Models: 25
Count: 2,488

PHEVs

Models: 17
Count: 2,375



High PHEV Emissions Are Not Unique to Out-of-State Drivers

Data Source

Bureau of
Automotive
Repair

Model Years

2021-2022

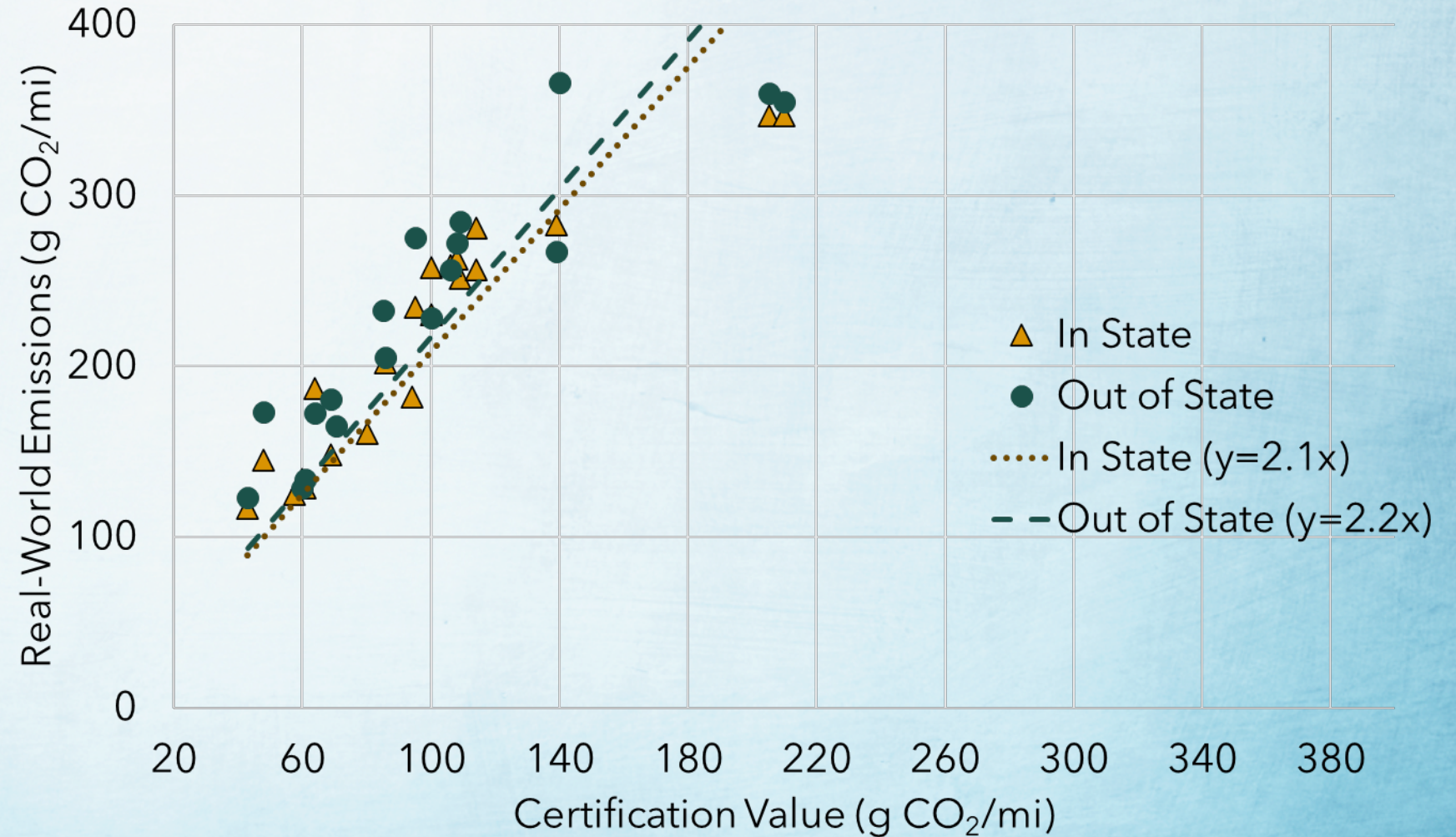
PHEV

In State:

1479 vehicles, 21
models

Out of State:

895 vehicles, 18
models



It Remains Difficult to Predict PHEV Consumer Behavior

Data Source

Bureau of Automotive Repair

Model Years

2019-2022

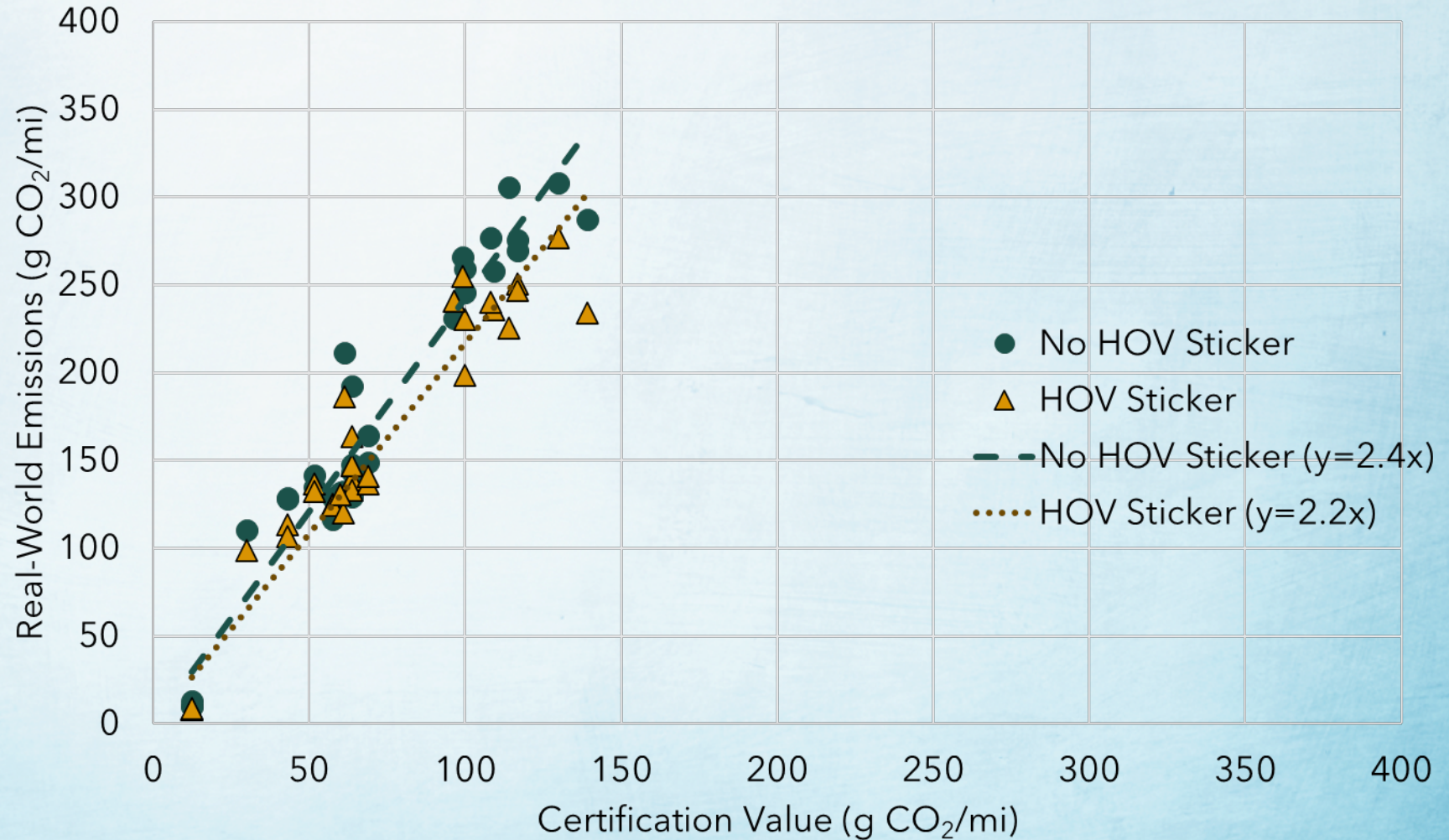
PHEV

Models: 30

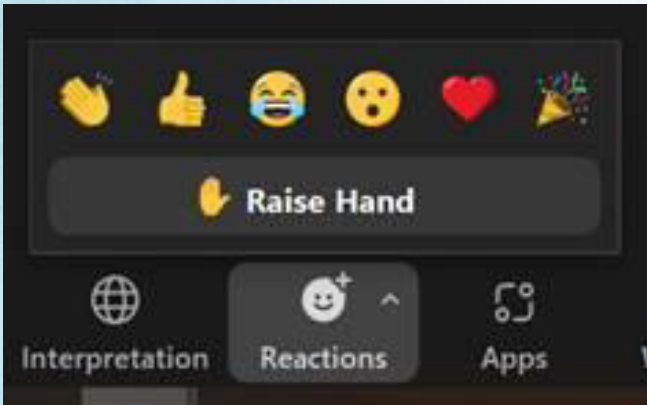
HOV Sticker: 3,012

No HOV Sticker: 1,954

In-State Vehicles Only



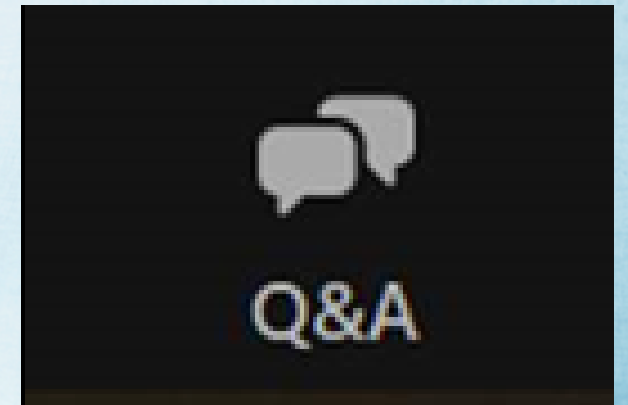
Q&A



To be added to the speaking queue, use the **Raise Hand** feature



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Submit questions using the Zoom Q&A box

ZEV Assurance Measures

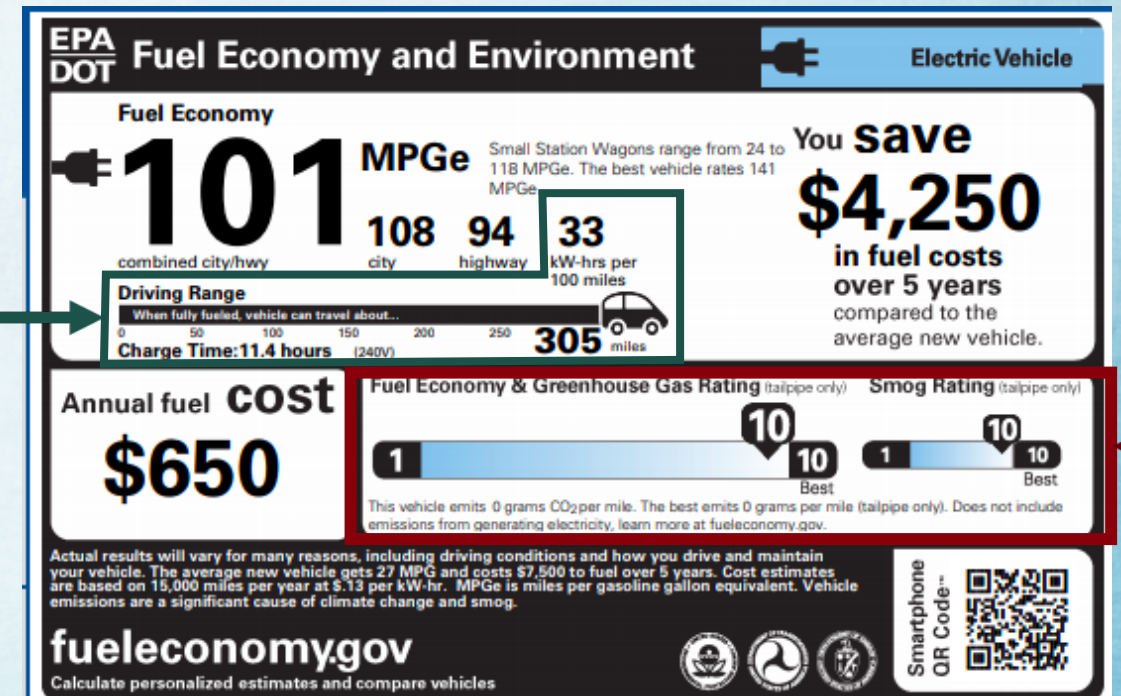


ZEV Assurance Measure Topics

- Consumer-facing vehicle label
- Interoperability
- ACC II Implementation
 - Battery labeling requirements
 - Data standardization requirements
- Q&A

Background: Consumer-facing Vehicle Labels

- CA Environmental Performance Label
 - Supplemental label
 - Incorporated into the U.S. EPA/DOT Fuel Economy Label
- U.S. EPA/DOT Fuel Economy Label
 - Current information not informative for ZEVs
- Develop new CA Environmental Performance Label
 - Provide improved metrics



U.S. EPA/DOT Fuel Economy Label

Survey Development and Distribution

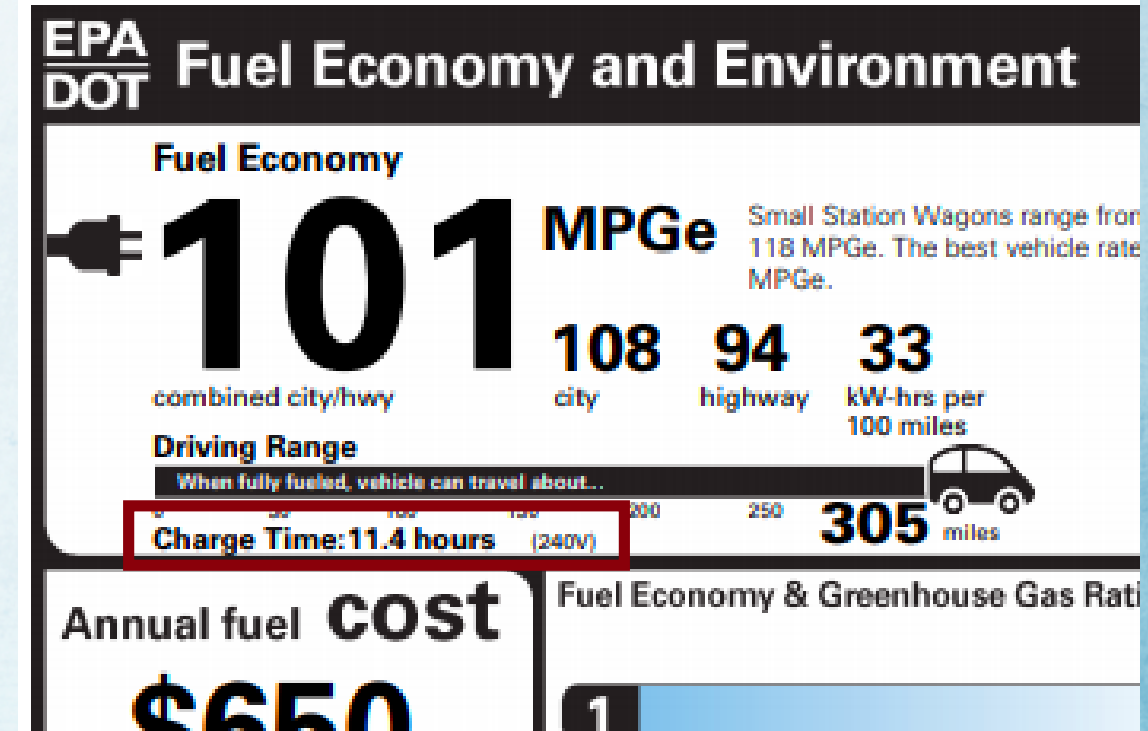
- Distributed survey on CA Environmental Performance Label to the public in early May
 - Listservs, social media, air districts, nonprofits, CBOs, NGOs
- Understand which topic areas are most important to consumers
 - Range
 - Charging
 - Battery
 - Environmental scores
 - Current label information
- 2400+ respondents

Survey Results

- Most respondents use the current EPA label and websites dependent on EPA label data
- Interest in real-world range numbers
 - Estimated highway range and lowest possible range
- Interest in DC fast charging capabilities and speed
- Battery warranty
- Vehicle efficiency
- Non-informative metrics
 - MPGe and smog/greenhouse gas scores

Charge Rate and Range on ZEV Label

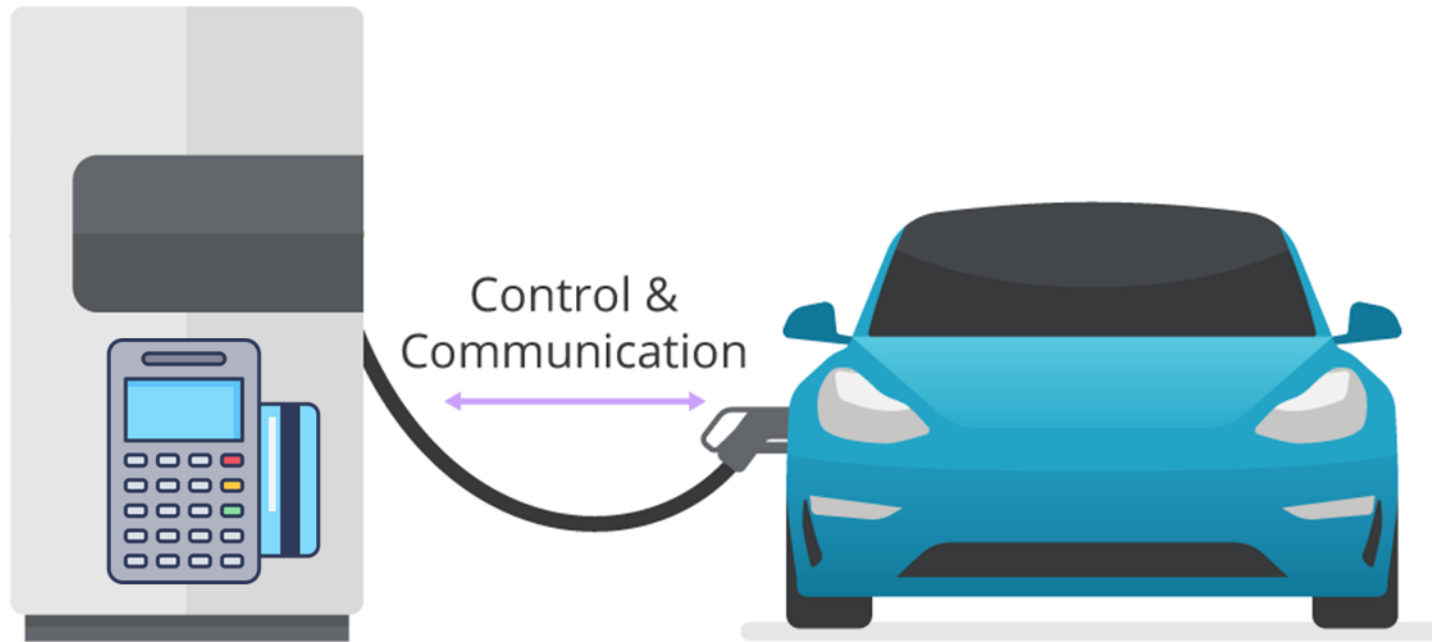
- Opportunities to improve on existing label range and charging speed.
- For range, CARB is supportive of changes to SAE J1634 that would allow calculating a range at a higher speed from data collected during current testing.
- For charge rate, CARB is proposing using SAE J2953/4 to collect charging speed.



Charge Rate and Range Data Collection

- Proposed DC charge rate metric: X miles added / 10 minutes
- Proposed AC charge rate metric: X miles added / 1 hour
- Proposed collection method: SAE J2953/4
 - Proposed to be used to obtain AC and DC charge rates
 - Specifies vehicle preparation and test procedure

Vehicle and Charging Communications Interoperability



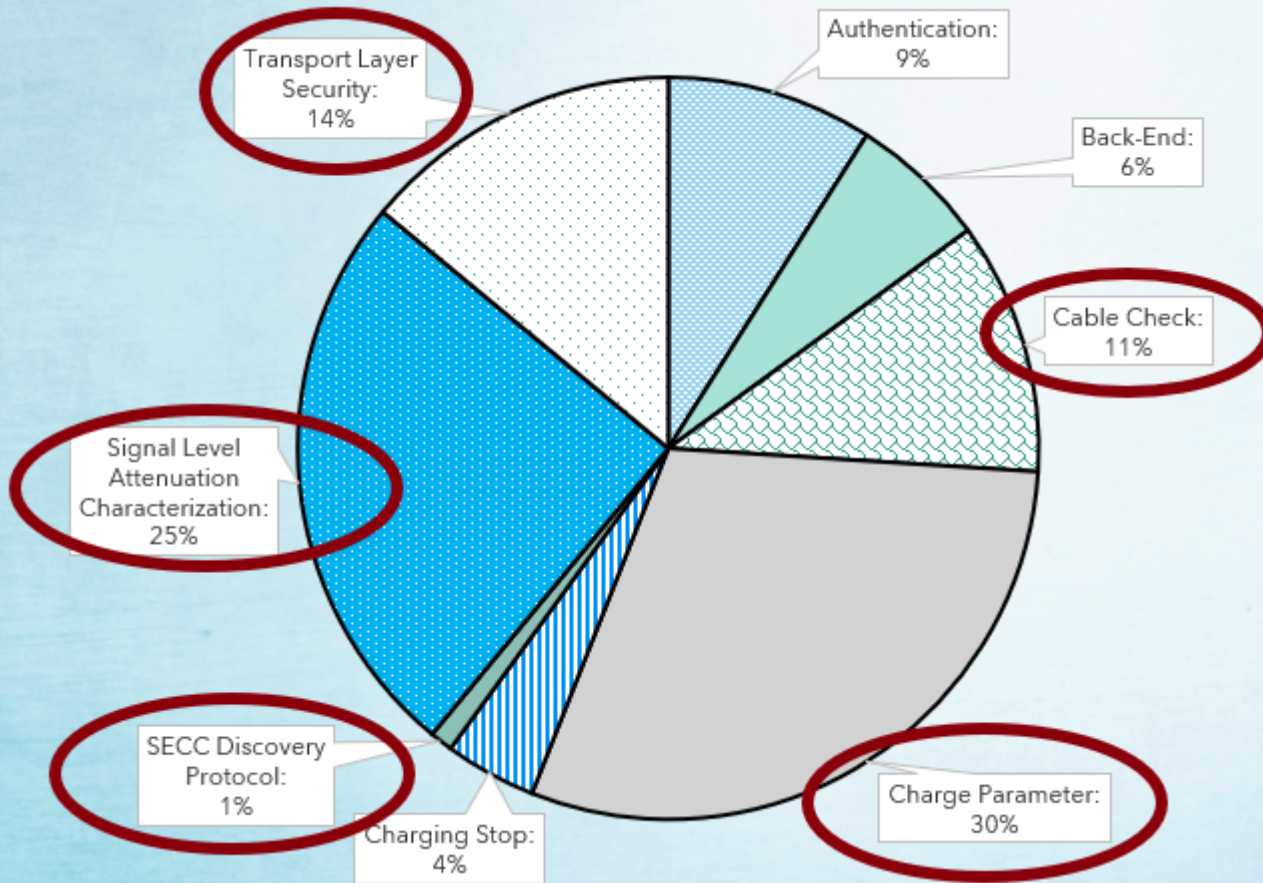
Cable connected to charger

Communication protocols are essential to establishing charge session

- ✓ Ensure charger cable is connected
- ✓ Ensure payment is authenticated and secure
- ✓ Negotiate appropriate charging parameters

Charging Interoperability: Communication Plays a Role in Failures

2023 VOLTS Testing Event -
Charging Failure Causes



- ~20% of charging attempts reported as failed or unsuccessful
 - Of those failures, nearly 80% were caused by EV and EVSE talking incorrectly to each other
- No failures occurred in the middle of a successful session

Charging Interoperability: Plug and Charge

What is it?

- Subset of ISO communication standard
- Simplifies charging by allowing drivers to plug in and walk away
- Payment information is stored with the vehicle
- Helps reduce payment failures

Vehicle Manufacturers

- 15% of available vehicles implement Plug and Charge

Infrastructure Funding Requirements

- Federal and California funding for new public infrastructure requires Plug and Charge

Charging Interoperability: Proposal

- Beginning in 2028 model year
 - Applicable to battery electric vehicles and fast charge capable plug-in hybrid electric vehicles
 - Require DIN SPEC 70121 and ISO 15118-2
 - Require implementation of Plug and Charge feature
 - Test conformance to DIN and ISO standards at time of certification
 - Work in progress on SAE J2953/3 Recommended Practice to incorporate tests

Updates on ACC II Battery Label Requirements

- California Code of Regulations 1962.6
- Early implementation issues
- Proposed changes
 - Remove requirement that vehicle, pack, and module labels remain identical, and specify information for each label
 - Date
 - Voltage
 - Label position
 - Non-substantive changes

For illustrative purposes only:

OEM XYZ

Li - NRMCGR/XYZ. 2904

V_{min0}: 280V

V_{min0,cell}: 2.9V

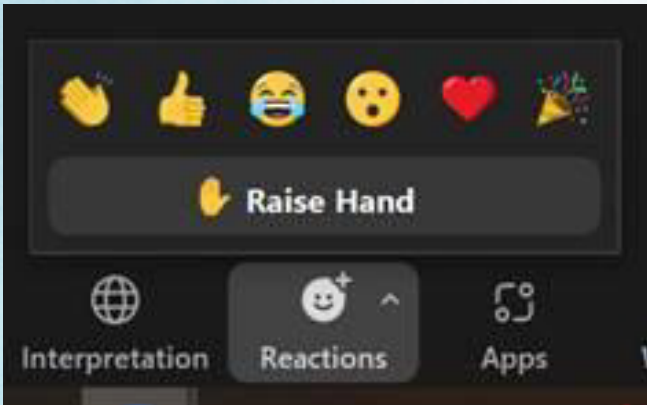
Capacity: 100Ah



Updates on ACC II Data Standardization Requirements

- California Code of Regulations 1962.5
- Early implementation issues
- Proposed changes
 - Battery State of Health (SOH): Vehicle display should be rounded to nearest whole number (zero decimal places)
 - Update SAE J1979-3 and J1979 DA references to latest version
 - Non-substantive changes, such as subsection reference updates

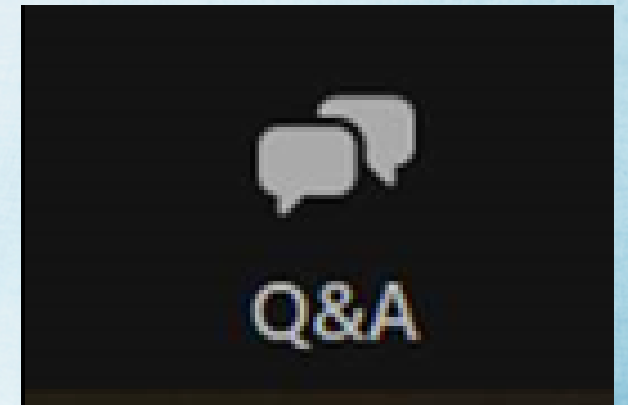
Q&A



To be added to the speaking queue, use the **Raise Hand** feature



Phone: Press ***9** to Raise Hand and *6 to Unmute



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Standardized Regulatory Impact Assessment (SRIA) Request for Alternatives

- CARB welcomes public input on alternatives to the draft regulatory proposal discussed in this workshop
- In particular, CARB encourages public input on alternative approaches that:
 - may yield the same or greater benefits than those associated with the proposed regulation, or
 - may achieve the goals at lower cost

Standardized Regulatory Impact Assessment (SRIA) Request for Alternatives

- Please ensure the submission discusses the alternative's ability to fulfill the purposes of the draft regulatory proposal as CARB has presented it
- Please submit the associated cost/benefit information and data sources to enable comparison of economic impacts
- Please also submit a clear description of the basis for any cost calculations

Public Comments Due: July 26, 2024

Next Steps

- Consider stakeholder feedback
 - Submit written public comment through July 26 to our comment docket
 - Reach out to us at [Clean Cars](mailto:cleancars@arb.ca.gov) (cleancars@arb.ca.gov)
- Conduct community meetings this summer/fall
- Evaluate costs and benefits of proposal and alternatives
- Present updated proposals at future workshop

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