



August 14, 2024

Comment letter submitted via electronic commenting system.

Mr. Tony Brasil
Mobile Source Control Division
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Association of California Water Agencies' Comments on Implementation of Assembly Bill 1594 and the Advanced Clean Fleets Regulation

The Association of California Water Agencies (ACWA) appreciates the opportunity to provide public comments to the California Air Resources Board (CARB) in response to implementation of Assembly Bill 1594¹ and amendments to the Advanced Clean Fleets Regulation (ACF) (AB 1594 Amendments Process). ACWA represents more than 470 public water agencies that collectively deliver approximately 90 percent of the water in California for domestic, agricultural, and industrial uses. We appreciate CARB staff's work to incorporate stakeholder input in the AB 1594 Amendments Process. We also continue to communicate with our fellow essential public service providers about substantive solutions in the AB 1594 Amendments Process on the topics covered in this letter.

CARB posed some high level questions for stakeholder input into the AB 1594 Amendments Process. ACWA's high level responses are below.

1. CARB requested proposed adjustments to the definition of a "utility-specialized vehicle" to build off the existing definition in the ACF- High Priority Fleets Provisions.

ACWA proposes that "Utility Specialized Vehicle" is defined as one or more of the following:

- A vehicle with a Gross Vehicle Weight Rating (GVWR) greater than 10,000 pounds (lbs.) capable of driving off-highway and on low traction surfaces; or
- A vehicle with a GVWR greater than 10,000 lbs. equipped with 4-wheel drive or 6-wheel drive, specifically ones capable of providing torque and power to all wheels simultaneously; or
- A vehicle with a GVWR greater than 10,000 lbs. with a vocational power take off (PTO) system or auxiliary and is configured to perform work that is an integral part of the vehicle design, whether that vehicle is stationary, or while the vehicle is in motion. Examples include vehicles commonly known as: bucket trucks, vacuum trucks, digger

¹ Assembly Bill (AB) 1594 (Garcia, Chapter 585, Statutes of 2023). See https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1594.

derricks, drilling rigs, concrete pump trucks, water trucks, utility construction truck equipped pneumatic driven tools, and dump trucks.

- A vehicle with a GVWR greater than 10,000 lbs. with a towing capacity

2. CARB requested feedback on determination of the “end of useful life” for a “utility-specialized vehicle.”

ACWA suggests reliance upon the following criteria to determine end-of-life of a “utility-specialized vehicle.”

- An established public water agency procedure using one or more of the following criteria:
 - Vehicle usage (stationary use hours or mileage),
 - Vehicle condition and reliability (time out of service, condition, etc.)
 - Vehicle availability and affordability of maintenance; or
- A vehicle retirement policy as established and approved by the public water agency’s executive management or governing board.

3. CARB has proposed to amend the Daily Usage Exemption to rely upon mean or median vehicle data values as an alternative to lowest mileage data readings, and requested feedback on if mean or median was a preferred approach.

ACWA suggests that CARB should rely upon submitted data for highest energy usage days for determining Daily Usage Exemptions as specified in AB 1594 instead of mean/median data because:

- Public agencies must plan for the most extreme scenarios when deploying fleets to respond to all maintenance and repair needs. Highest energy usage data is the most reflective of fleet needs at any given time to manage the most severe emergencies.
- Mean/median approaches do not adequately account for this required planning which is central to public water agency fleet operations.

Conclusion

We appreciate the opportunity to comment on the AB 1594 Amendments Process. ACWA hopes to continue conversations with CARB staff to work through our submitted comments. Please do not hesitate to contact me at nickb@acwa.com or (916) 441-4545, if you have any questions regarding ACWA’s input. We look forward to future conversations with CARB staff, and CARB Board Members as the AB 1594 Amendments Process continues.

Sincerely,



Nick Blair
Regulatory Advocate II
Association of California Water Agencies