Today’s Outline

• Introduction and background
• Zero-emissions vehicle (ZEV) market outlook
• Regulation overview
  • High priority and federal fleets 5/2/2022
  • 100 Percent ZEV sales by 2040 5/2/2022
  • State and local government fleets 5/4/2022
  • Drayage trucks 5/6/2022
• Emissions and next steps
Today’s Meeting Materials

• On “Meetings and Events” page on Advanced Clean Fleets (ACF) webpage (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events)

• Submit comments to informal comment docket (https://www.arb.ca.gov/lispub/comm2/bcsform.php?listname=acf-comments-ws&comm_period=1)
  • Informal comment docket available until formal comment docket opens early September
  • Early feedback on proposal is welcome
Major Oxides of Nitrogen (NOx) and Fine Particulate Matter (PM$_{2.5}$) Emissions Reductions Needed

- California has the worst air quality in the nation
- Unique challenges in San Joaquin Valley and South Coast
- Heavy-duty trucks and federal sources* remain largest contributors
- More reductions needed to meet 2031 and 2037 attainment
  - Nearly all heavy-duty trucks to have 2010 model year engines by 2023

*Planes, trains, ships
Greenhouse Gas (GHGs) Goals

- California’s climate change targets
  - 40% below 1990 levels by 2030
  - 80% below 1990 levels by 2050
  - Carbon neutrality by 2045
- Clean electricity
  - 33% renewable by 2020
  - 60% renewable by 2030
  - Zero-carbon by 2045

Source: California GHG Inventory (https://ww2.arb.ca.gov/ghg-inventory-graphs)
California Leading the Way for a Sustainable Future

Governor Executive Order N-79-20

100% ZEV sales by 2035

Full transition to ZEV short-haul/drayage trucks by 2035

Full transition to ZEV buses & heavy-duty long-haul trucks by 2045*

CARB
Biggest Trucks Have Highest Emissions

Daily Truck Population

- Class 7-8 Tractors: 219,000 (12%)
- Class 4-8 Straight Trucks and Buses: 427,000 (24%)
- Class 2b-3 Trucks and Vans: 1,164,000 (64%)

Daily NOx Emission

- Class 7-8 Tractors: 129.7 tpd (48%)
- Class 2b-3 Trucks and Vans: 68.5 tpd (26%)
- Class 4-8 Straight Trucks and Buses: 69.3 tpd (26%)

Source: California Air Resources Board (CARB) Emissions Inventory EMFAC2021, (https://arb.ca.gov/emfac/)
Calendar Year 2021, including California International Registration Plan (IRP) and out-of-state IRP trucks; excludes motor homes, transit buses, and school buses.
ZEV Market Overview
**Advanced Clean Trucks (ACT)**

- Manufacturers must sell ZEVs as a percentage of sales*
- Approved June 2020
- Begins with 2024 model year
- Credit for sales start in 2021
- Minimum tractor sales
- Flexibility to shift sales between categories
- One-time fleet reporting

<table>
<thead>
<tr>
<th>Model Year (MY)</th>
<th>Class 2b-3</th>
<th>Class 4-8</th>
<th>Class 7-8 Tractors</th>
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<tbody>
<tr>
<td>2024</td>
<td>5%</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>2025</td>
<td>7%</td>
<td>11%</td>
<td>7%</td>
</tr>
<tr>
<td>2026</td>
<td>10%</td>
<td>13%</td>
<td>10%</td>
</tr>
<tr>
<td>2027</td>
<td>15%</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td>2028</td>
<td>20%</td>
<td>30%</td>
<td>20%</td>
</tr>
<tr>
<td>2029</td>
<td>25%</td>
<td>40%</td>
<td>25%</td>
</tr>
<tr>
<td>2030</td>
<td>30%</td>
<td>50%</td>
<td>30%</td>
</tr>
<tr>
<td>2031</td>
<td>35%</td>
<td>55%</td>
<td>35%</td>
</tr>
<tr>
<td>2032</td>
<td>40%</td>
<td>60%</td>
<td>40%</td>
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<tr>
<td>2033</td>
<td>45%</td>
<td>65%</td>
<td>40%</td>
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<tr>
<td>2034</td>
<td>50%</td>
<td>70%</td>
<td>40%</td>
</tr>
<tr>
<td>2035+</td>
<td>55%</td>
<td>75%</td>
<td>40%</td>
</tr>
</tbody>
</table>

*Partial credit for near-zero emissions vehicles (NZEVs). NZEVs are plug-in hybrids with minimum all electric range*
ACT One-time Fleet Reporting Summary

• Truck and fleet operations survey collected in 2021
• Results posted online in aggregated formats
  • 1,866 entities
  • 7,767 facilities
  • 386,286 vehicles
• Large Entity Reporting Data (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks/large-entity-reporting)
California is not Alone…

- Section 177 of the Clean Air Act allows states to adopt California motor vehicle standards
- Adopted ZEV regulations
  - Advanced Clean Cars - 12 states
  - Advanced Clean Trucks - 6 states
- Medium- and heavy-duty ZEV commitments
  - 17 states and DC
  - Province of Quebec, Canada
140 ZEV Models Commercially Available in US

More than 500 ZEV models available worldwide
ZE Tractor Commercial Availability

Available Today

- BYD 8TT
- Freightliner eCascadia
- Kenworth T680E
- Lion Electric LION8

- Nikola TRE
- Peterbilt 579
- SEA Cascadia
- Volvo VNR Electric

2022

- Hyundai XCIENT

2023

- Nikola One/Two
- Tesla Semi
Same ZEV Chassis with Multiple Configurations
Most Trucks Travel <100 Miles Per Day
High Priority and Federal Fleets
Section 2015
Scope and Applicability

• Fleet that operate or direct one or more vehicles* in California and
  • Own, operate or direct 50 or more vehicles under common ownership or control, or
  • $50 million or more gross annual revenue
• Federal government fleets
• Requirements for entities that hire or dispatch fleets

*With a gross vehicle weight rating (GVWR) >8,500 lbs.
Vehicles Within Scope

- On-road vehicles with a GVWR above 8,500 lbs.
- Off-road yard tractors
- On-road light-duty vehicles used for package, parcel, or mail delivery \(^{(New)}\)
Exempt From Regulation

- School buses
- Military tactical vehicles
- Vehicles awaiting sale
- Emergency vehicles (California Vehicle Code [CVC] 165)
- Transit vehicles subject to Innovative Clean Transit regulation
- Dedicated snow removal vehicles

- Historical vehicles
- Heavy cranes
- Two-engine trucks and workover rigs
- Vehicles subject to Mobile Cargo Handling Equipment regulation
Overview of General Requirements

- Requirements apply to the California fleet
- Model year schedule
- Optional ZEV milestone phase-in
- Exemptions and extensions
- Reporting and record keeping
Model Year Schedule (New)

• Beginning January 1, 2024
  • All additions are ZEVs
  • Retire legacy trucks at end of their useful life
• Useful life is the later of 13 years or 800,000 miles but no more than 18 years
• May use certain exemptions or extensions
• Reporting and record keeping
Model Year Schedule Example

Assume fleet holds vehicles until the end of their useful life at 18 years

*ICEV is an internal combustion engine vehicle
ZEV Deployment Varies by Purchase Pattern

- 5-year
- 10-year
- 15-year
- 18-year
- 20-year

Model Year Schedule

Percentage of New Trucks in Fleet vs. Year
Model Year Schedule Summary

- Straightforward and simple, but not flexible
- Consistent with Senate Bill 1 (SB1) (Beall, Chapter 5, Statutes of 2017) useful life criteria
- Compliance strictly based on model year and mileage
- Doesn’t allow for combustion additions
  - Exceptions limited to specified provisions
- Requires faster ZEV adoption for high turnover fleets
- Could result in delayed normal purchases
Model Year Schedule Provisions

• Backup vehicles can operate beyond useful life
• Daily mileage exemption allows for purchase of internal combustion engine vehicle (ICEV) if ZEV mileage not suitable
• Infrastructure construction delay extension allows for continued use of existing ICEV and delay delivery of ordered ZEVs
• Vehicle delivery delay extension allows for continued use of existing ICEV until ordered ZEV is delivered
• ZEV unavailability exemption allows fleet owner to purchase ICEV
• Declared emergency event
  • Allows for the temporary use of existing ICEV
  • Allows for mutual aid assistance fleets to purchase some ICEV
Optional ZEV Milestone Phase-in

- Meet ZEV milestones as a percent of total fleet
- Phase-in based on vehicle type
- Flexibility to meet with any vehicle type
- Fleets must opt-in and sign useful life waiver (New)

<table>
<thead>
<tr>
<th>Zero-Emission Fleet Percentage</th>
<th>10%</th>
<th>25%</th>
<th>50%</th>
<th>75%</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Box trucks, vans, two-axle buses, yard trucks</td>
<td>2025</td>
<td>2028</td>
<td>2031</td>
<td>2033</td>
<td>2035</td>
</tr>
<tr>
<td>Work trucks, day cab tractors, three-axle buses</td>
<td>2027</td>
<td>2030</td>
<td>2033</td>
<td>2036</td>
<td>2039</td>
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<tr>
<td>Sleeper cab tractors and specialty vehicles</td>
<td>2030</td>
<td>2033</td>
<td>2036</td>
<td>2039</td>
<td>2042</td>
</tr>
</tbody>
</table>

Work truck means any single-unit truck that is not a box truck, van, bus, or specialty vehicle
Near Zero Emission Vehicle (NZEV): NZEVs are plug-in hybrids with minimum all electric range
# ZEV Milestone Example for Mixed Fleet A

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th># of Vehicles</th>
<th>ZEVs in 2025</th>
<th>ZEVs in 2029</th>
<th>ZEVs in 2033</th>
<th>ZEVs in 2037</th>
<th>ZEVs in 2041</th>
<th>ZEVs in 2045</th>
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</thead>
<tbody>
<tr>
<td>Box trucks, vans, two-axle buses, yard trucks</td>
<td>60</td>
<td>6</td>
<td>15</td>
<td>45</td>
<td>60</td>
<td>60</td>
<td>60</td>
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<tr>
<td>Work trucks, day cab tractors, three-axle buses</td>
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<td>2</td>
<td>10</td>
<td>15</td>
<td>20</td>
<td>20</td>
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<td>20</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>20</td>
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<tr>
<td><strong>ZEV Milestones</strong></td>
<td><strong>100</strong></td>
<td><strong>6</strong></td>
<td><strong>17</strong></td>
<td><strong>60</strong></td>
<td><strong>85</strong></td>
<td><strong>95</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>
ZEV Milestone Pathway Summary

- Provides more flexibility to phase-in ZEVs consistent with normal purchase patterns
- Better aligned with ZEV suitability
- Allows for combustion additions provided ZEV Milestones are met
  - May not keep all ICEVs as long as model year schedule
  - May keep some ICEV longer than model year schedule
ZEV Milestone Provisions

- Back-up vehicles may be excluded from fleet milestones
- Daily mileage exemption allows for purchase ICEV and to exclude it from fleet milestones if remaining ICEV fleet has exemptions
- Infrastructure construction delay extension allows ZEV order to be delayed temporarily and for existing ICEV to count as a ZEV
- Vehicle delivery delay extension allows for existing ICEV to temporarily count as a ZEV until the ordered ZEV is delivered
- ZEV unavailability exemption allows fleet owner to purchase ICEV and exclude it from ZEV milestone calculation
ZEV Milestone Provisions (cont.)

- Declared emergency events
  - Emergency mileage may be excluded for back-up vehicles
  - Allows for temporary use of non-compliant trucks
  - Allows for mutual aid assistance fleets to purchase some ICEVs and exclude them from ZEV Milestone calculation
- Rental vehicle provision (New)
- Vehicles acquired with public funds (New)
- Corporate joint compliance option
Rental Vehicle Provision

• Provision for rental fleets regularly engaged in business of renting vehicles without drivers
  • Addresses transient interstate rental vehicle operations
  • Allows compliance to be based on average number of rental vehicles in state
  • Report individual vehicle information for all vehicles except transient rental fleet
  • Report four quarterly snapshots of rental fleet
Compliance Pathway Comparison

Example fleet with 100 Group 1 Vehicles

ZEV Percent of Fleet

2024 2026 2028 2030 2032 2034 2036 2038 2040 2042 2044

ZEV Milestone

CARB

33
Same fleet assumption as previous slide
General Provisions

• Controlling party must meet same requirements as fleet owner, include vehicles under common ownership or control
• Near-zero emissions vehicles (NZEV)* with 2035 model year or older count same as ZEVs
• Address newly formed fleets and changes to existing fleets
• Fleets recognized as “ZEV Fleet” by meeting certain criteria

*NZEVs are plug-in hybrid-electric vehicles with a minimum all-electric range
Hiring Affected Fleets

- Affects any motor carrier, broker, person, entity that hires or dispatches fleets subject to the regulation
- Verify fleets are compliant and listed on CARB’s website
- Similar to existing Truck and Bus Regulation lookup

**Truck and Bus Regulation**

**Check Compliance Status**

Here you can look up companies or fleets that have reported to comply with the Truck and Bus regulation. You can search by entering any part of the company name, TRUCRS ID, or Motor Carrier Number. Only fleets that have confirmed compliance with the current compliance year requirements and printed their certificate will be listed. This fleet information is updated nightly.

Anyone who operates or directs the operation of any vehicle subject to the Truck and Bus regulation needs to verify that each hired company is either in compliance with the regulation or has reported compliance to the Air Resources Board. See How to Verify if Hired Fleets Comply.

Search Results

<table>
<thead>
<tr>
<th>TRUCRS ID</th>
<th>Name</th>
<th>Carrier Number</th>
<th>Carrier Type</th>
<th>Complies</th>
<th>Date Certificate Printed</th>
<th>Reg Type</th>
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<tbody>
<tr>
<td>36576</td>
<td>ZMD, Inc.</td>
<td>1612346</td>
<td>US DOT Number</td>
<td>Truck and Bus Regulation</td>
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<tr>
<td>38460</td>
<td>Musco Excavators, Inc.</td>
<td>123456</td>
<td>CA Number</td>
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<tr>
<td>41234</td>
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<td>0001330</td>
<td>CA Number</td>
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<td>2022-01-26 01:57:22</td>
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<tr>
<td>71232</td>
<td>T I TRUCKING</td>
<td>123407</td>
<td>CA Number</td>
<td>Truck and Bus Regulation</td>
<td>2022-01-16 08:24:37</td>
<td>TR</td>
</tr>
</tbody>
</table>
Controlling Party Compliance Examples

Company A
- Owned: 50 Box Trucks, 200 Day Cabs
- Fleets under same motor carrier authority: 25 Box Trucks, 25 Day Cabs
- Total Fleet: 300 trucks

Company B
- Owned: None
- Fleets displaying company B’s brand: 100 Box Trucks, 100 Service Trucks
- Total Fleet: 200 trucks
How to Qualify for Exemptions and Extensions
Exemptions and Extensions Overview

- ZEV or NZEV unavailability (New)
- Daily mileage
- Infrastructure delay (New)
- Vehicle delivery delay (New)
- Mutual aid (New)
- Backup vehicle
ZEV or NZEV Unavailability Exemption

- CARB to maintain a list online of any ZEVs that are not commercially available
  - Does not apply to pickups, buses, box trucks, vans, or any tractors
  - Documentation may be submitted to add/remove vehicles from list
    - Grouped by weight class (Class 4-6 and Class 7-8)
    - Listed by configuration for primary intended function
  - 6-month grace period for a vehicle to be removed from the listed
- Fleet owner may purchase ICEVs on the list and report vehicle when it is delivered
ZEV or NZEV Unavailability Exemption Criteria

• All of the following must be true for ZEVs or NZEVs:
  • The vehicle configuration is available as an ICEV
  • No new complete ZE vehicles are sold in equivalent configuration
  • No new ZE chassis is available to be equipped in configuration
  • No new ZE chassis conversion can be installed on vehicle equipped in configuration
• Report to claim exemption during open reporting and submit photos of vehicle purchased
Daily Mileage Exemption

• If available Class 4-8 ZEVs do not meet daily usage needs
  • Must have at least 10% ZEVs in fleet
  • Must show no NZEVs available
  • Must show available ZEVs cannot meet daily usage needs of any
    combustion powered vehicle in the fleet of that type
• Submit fleet operational data showing at least 3 out of 30
days the mileage needs cannot be met with any available
ZEV, and no infrastructure is available along routes
• Can also use collected data from ZEVs in actual service (New)
• Submit request to Executive Officer for review
Infrastructure Construction Delay Extension

• Addresses ZEV construction delays that are beyond fleet owner’s control for charging and hydrogen stations
  • Infrastructure construction must have begun 1 year prior to next compliance deadline
  • Eligible reasons include change of a general contractor, delays for obtain power from a utility, delays obtaining construction permits, delays due to unexpected safety issues, discovery of resources described in the California Environmental Quality Act, or natural disasters
  • Submit request to Executive Officer for review
Vehicle Delivery Delay Extension

• Available if vehicle delivery is delayed for reasons beyond fleet owner control
  • Ordered ZEVs at least 1 year in advance of deadline
  • Available for fleets on ZEV milestone path
  • Purchase agreement required
• Claim exemption during open reporting and provide proof of purchase
Mutual Aid Exemption

• For entities with signed agreements to send vehicles to assist in declared emergencies

• Eligibility criteria
  • 75 percent of total fleet must be ZEVs
  • Cannot be used for vehicles where mobile fueling can return vehicle to 80 percent of capacity in one hour

• Allows for purchase of Class 4-8 ICEV

• Submit request to Executive Officer for review
Backup Vehicle Exemption

- Must operate less than 1,000 miles annually
  - Exception for emergency miles
- Report vehicle as a backup during open reporting and submit odometer reading
- Report odometer reading annually
High Priority and Federal Fleet Reporting

• Report compliance annually by February 1\(^{(\text{New})}\)
• General entity information
• Vehicle information
  • VIN, make, model, model year, weight class, body type
  • Fuel and drivetrain type
  • For tractors which are 12 years or older
    • Odometer reading, engine family, and engine model year
• Report changes to fleet within 30 days
• Records to be provided upon request
  • Registration, vehicle information, odometer readings, etc.
100 Percent ZEV Sales by 2040
Section 2016
100% ZEV Sales Requirement

• Applies to all large and small vehicle manufacturers
• Beginning in the 2040 model year, all Class 2b-8 vehicles sold into California must be ZEV
  • Excludes authorized emergency vehicles
• Provides certainty to the market and supply chain
  • Manufacturers, fleets, infrastructure providers, service technicians, sister agencies, local government
• Expanded market choice
• Manufacturer reporting and recordkeeping requirements
Emissions, Outreach, Next Steps
Emissions Overview, Outreach, and Next Steps

• Emissions
• Outreach
  • ACF regulation
  • Infrastructure and funding
  • ZEV resources for fleets
• Next steps
Projected Statewide NOx Emissions

* BAU baseline includes the impacts of ACT and HD Omnibus
Projected Statewide PM2.5 Emissions (Exhaust and Brake Wear)

* BAU baseline includes the impacts of ACT and HD Omnibus
Projected Statewide Tank-to-Wheel GHG Emissions

*Tailpipe CO$_2$ emissions Only

**BAU baseline includes the impacts of ACT and HD Omnibus.
Projected Technology Distribution Under ACT and ACF Proposal

Statewide Class 2b-3 Vehicle Population

- Gasoline
- Diesel
- ZEVs

VEHICLE POPULATION

CALENDAR YEAR

ZEVs

ACT ZEV
Projected Technology Distribution Under ACT and ACF Proposal

Statewide Class 4-8 Vocational Vehicle Population

CALENDAR YEAR

VEHICLE POPULATION

ZEVs
Gasoline
Diesel

CARB
Projected Technology Distribution Under ACT and ACF Proposal

Statewide Class 7-8 Tractor Population

VEHICLE POPULATION

CALENDAR YEAR

Diesel
ZEVs
ZEV
Diesel
Natural Gas
ACT ZEV
Projected Technology Distribution Under ACT and ACF Proposal

Statewide Class 2b-8 Vehicle Population

Vehicle Population

Calendar Year

VEHICLE POPULATION

ZEVs

Natural Gas

Gasoline

Diesel

ZEV

Diesel

Gasoline

ZEVs
Over $8 Billion Dollars Committed to Date

Community Air Protection Program (AB 617)
Over $960M since 2017 for criteria, toxics and GHG reductions for community goals

Air Quality Improvement Program (AQIP)
Over $490M since 2009 for criteria pollutant and toxics reductions

Carl Moyer Program
Over $1.8B since 1998 for cost-effective, SIP creditable criteria pollutant emission reductions

FARMER Program
Over $535M since 2017 for criteria, toxics and GHG reductions for the ag sector

Low Carbon Transportation
Over $3.6B since 2014 for advanced technologies to provide GHG reductions and priority populations benefits

VW Mitigation Trust
$423 million for NOx mitigation and zero-emission

Prop 1B
$980M for PM & NOx reductions in goods movement corridors

CARB
Governor's California Blueprint
Investing in a Zero-Emission Future

$256 million
Low-Income ZEVs

$545 million
Drayage & Transit Buses

$600 million
Trucks, Buses & Off-Road

$250 million
Ports

$419 million
Communities & Clean Mobility

$100 million
Emerging Opportunities

CARB Total: $2.17 B
ZEV Package Total: $6.1 B
Stakeholder Outreach on ACF Rulemaking

- 273 group and individual meetings with over 130 stakeholders
- Listening sessions and briefings to community
- Letters to over 11,000 large entities and fleets
- Postcards to over 273,000 vehicle owners
- Emails to over 100,000 recipients
- CARB trainings to over 800 attendees
- Numerous webpage resources
- Social media and radio interviews
- Attendance at in person events
Beyond Regulations and Funding

• Recognition for ZEV fleets
  • Coming soon – voluntary program to recognize and assist fleets that transition to ZEV sooner than deadlines, includes access to ZEV planning resources and educational opportunities

• What else?
  • CARB is looking for innovative ways to support all fleets so that they are encouraged to transition to ZEV technologies
Infrastructure

- CARB has key role as regulator, information source, and communication facilitator
- Collaborating closely with agency partners on developing ZEV infrastructure and supporting market
- Continued discussion between agencies, fleets, and infrastructure providers needed

Infrastructure meeting materials and recordings (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events)
ZEV Resources For Fleets

• Websites available with helpful resources
  • CARB TruckStop ZEV Webpage (https://ww2.arb.ca.gov/sites/default/files/truckstop/zev/zevinfo.html) – Overview of regulations, incentives, our partners, market availability, ZEV 101 info to be added soon
  • HVIP Website (https://californiahvip.org/) – Vehicle catalogue, funding updates, FAQs, planning guides
  • EnergIIZE Website (https://www.energiize.org/) – Infrastructure Readiness Center, TCO tool, funding finder
  • Funding Finder Tool (https://fundingfindertool.org/) – Filters alternative fuel vehicle and infrastructure programs
  • CARB Infrastructure Resource Webpage (https://ww2.arb.ca.gov/zero-emission-vehicle-zev-infrastructure-topics) – resource for finding information about zero-emission fueling infrastructure

• Training
  • Coming soon – “Next Stop to Zero” immersive training events on all things medium and heavy-duty ZEV
ZEV Resources For Fleets (Cont’d)

• Training
  • Coming soon – “Next Stop to Zero” immersive training events on all things medium and heavy-duty ZEV
  • Coming soon – CARB regulatory training on ACF rule applicability and implementation
Regulation Resources

• Informal comments can be submitted to CARB through a comment docket located on CARB’s website. ([https://www.arb.ca.gov/lispub/comm2/bccommlog.php?list name=acf-comments-ws](https://www.arb.ca.gov/lispub/comm2/bccommlog.php?list name=acf-comments-ws))

• Workshop information including this presentation and a recording of this webinar can be found on CARB’s website. ([https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events](https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events))

• For more information, please contact CARB staff by email (zevfleet@arb.ca.gov), or by phone at (866) 634-3735.
Next Steps

• Meeting materials posted on “Meetings and Events” page on CARB’s Advanced Clean Fleets webpage
• Submit comments to informal comment docket (https://www.arb.ca.gov/lispub/comm2/bcsuiform.php?listname=acf-comments-ws&comm_period=1)
• 45-Day rulemaking package early September 2022
• Board recommendation October 2022