



Advanced Clean Fleets Truck Regulation Implementation Group

Rule Provisions Workgroup

December 8, 2023

First Workgroup Meeting Series

- December 4, 2023
 - Border Communities Workgroup
 - Infrastructure Workgroup
- December 8, 2023
 - Outreach Workgroup
 - Rule Provisions Workgroup
- Future meetings
 - Quarterly and as needed

Overview

- Introduction
- Purpose
- Member roles and meeting expectations
- Discussion
- Next steps

Introduction

- Committed to successful implementation of the Advanced Clean Fleets (ACF) Regulation
- Discuss best practices for ACF implementation consistent with the regulation language
- Develop recommendations and action items on selected topics
- Facilitate constructive dialogue to address key rule implementation issues

Purpose

- Not a forum to make changes to the regulation
- Identify rule provision topic areas that stakeholders need clarification
- Identify the main concerns for fleet owners/operators
- Feedback from meetings will help CARB to develop action items, recommendations, outreach materials, and fact sheets
- Fleet specific questions should be directed to ZEV Fleet email (zevfleet@arb.ca.gov)

Member Roles and Meeting Expectations

- Chairs facilitate open “round table” discussion and maintain productive meetings
- Active members
 - Are panelists in Zoom
 - Engage in constructive dialogue
 - Respect people and their time
 - Mute own microphones to reduce background noise
 - Review meeting summaries timely
- Seek consensus where possible

Workgroup Meeting Information

- Meeting materials to be posted on [ACF Meetings & Events page](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>)
- Pre-meeting materials
 - Agenda and handouts for discussion
- Post meeting
 - Review and comment on action item summaries
- Meetings will be recorded

Rule Provisions Workgroup

- Smooth process for implementing rule provisions
 - Work through details and issues within the framework specified in the regulation
- Key topics
 - Zero-emission vehicle (ZEV) Purchase Exemption criteria and application process
 - Infrastructure delay criteria and extension process
 - Other

Rule Provision Co-Chairs

- Bradley Northup
 - Public Works Superintendent, City of Carlsbad
- Rebeca Schenker
 - Vice President, GNA Clean Transportation & Energy Consultants
- Jerry Berumen
 - Section Manager, California Air Resources Board

Objectives

- Streamline application process and response time
- Improve consistency in materials submitted
- Leverage existing processes relevant to exemptions
 - Learn from fleet owners, utilities, upfitters, manufacturers
- Ensure consistency in exemption application review process for all parties involved

Panel Member Introductions

- Tony Brasil, CARB
- Bret Stevens, Daimler Trucks NA
- David Clifford, Ventura Transfer Company
- Don Jones, City and County of San Francisco
- Emily Lemei, Northern California Power Agency (NCPA)
- Harmony Gates, Yorke Engineering
- Jaimie Levin, Center for Transportation and the Environment
- Jason Stepke, Hyundai-Kia America Technical Center, Inc.

Panel Member Introductions (cont.)

- Jon Costantino, CCEEB
- Kristian Corby, CA Electric Transportation Coalition
- Lacy Robertson, Rush Enterprises
- Marty Tufte, Waste Management
- Matt Mesick, Isuzu Commercial Truck of America, Inc
- Michael Lewis, Construction Industry Air Quality Coalition
- Mike Gabbert, Raley's Family of Fine Stores
- Mike Tunnell, American Trucking Associations

Panel Member Introductions (cont.)

- Morgan Mitchell, Westside Water Authority
- Nick Blair, Association of CA Water Agencies
- Rick Albertini, Phenix Truck Bodies & Van Equipment
- Sarah Deslauriers, CA Association of Sanitation Agencies
- Steve Nelson, Local and regional trucking based in Monterey County
- Suzanne Seivright-Sutherland, CA Construction and Industrial Materials Association
- William Ryder, Brinks

Summary of Key Extensions and Provisions

Provision	Summary
Vehicle Delivery Delay Extension	Remain compliant if ZEV order delayed
Infrastructure Delay Extension	Up to 5 years for onsite ZEV infrastructure delays
ZEV Purchase Exemption	Can buy ICE vehicle from CARB list or apply if not available in configuration needed
Daily Usage Exemption	Can buy ICE vehicle if mileage or hours of ZEV not suitable for placement in the fleet
Mutual Aid Assistance	Reserve 25% of fleet for use in mutual aid agreements
Waste and Wastewater Fleets	More time for CNG trucks supporting waste diversion and biomethane production
Rental Vehicle Provision	Flexibility to address transient rental fleet vehicles
Five-Day Pass	Temporary pass to operate non-compliant trucks up to 5 days per year
Non-Repairable Vehicle	Flexibility to purchase used replacement ICE vehicle in case of accident
Backup Vehicle Exemption	Excludes vehicle operated less than 1000 miles per year
Intermittent Snow Removal Vehicle	May purchase ICE vehicles until 2030

Pre-Meeting Poll to Panelists

- Which are the top 3 rule provisions that pose the biggest challenge now?
- Which are the top 3 rule provisions that pose the biggest challenge for 2024?
- What is the biggest ACF challenge you're having overall right now?

Poll Results

Biggest challenge now:

1. Infrastructure Delay Extension
2. ZEV Purchase Exemption
3. Daily Usage Exemption

Biggest challenge 2024:

1. Infrastructure Delay Extension
2. ZEV Purchase Exemption
3. Daily Usage Exemption

Existing Resources

- FAQs, Training modules, and Compliance Tools
 - <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-fact-sheets>
- ACF High Priority Fleets Training Webinar (12/15/23)
 - <https://content.govdelivery.com/accounts/CARB/bulletins/37e2d97>



Infrastructure Delay Extension

What is the ZEV Infrastructure Delay Extension?

- Compliance extension to address situations where a fleet owner would become non-compliant with the Advanced Clean Fleets regulation due infrastructure delays beyond their control

Infrastructure Delay Extension

- There are two primary extension categories
- Construction related delay
 - - Up to 2 years extension
- Utility related delay is supplying power upgrades
 - - First extension up to 3 years
 - - Can re-apply for up to 2 more years

Infrastructure Delay – Construction Related

- Extension application submitted by email
- A letter from the responsible official explaining the reason for the delay, the estimated completion date, and why retail ZEV fueling infrastructure cannot be used
- The executed contract for the infrastructure installation
- The reason for the delay is a result of eligible circumstances
- The reason for the delay from the licensed contractor, utility, building department, or other organization on the project
- The executed ZEV purchase agreement

Infrastructure Delay – Utility Related

- Extension application submitted by email
- Copy of the site electrification application submitted to the utility
 - Consistent with required annual ZEV deployments
- Copy of the utility's response
 - Including the reason the project will take longer than a year with the estimated project completion date
 - An estimate of the kW the utility can supply annually
 - Copy of the executed utility contract
- Information about the ZEV fueling infrastructure equipment that can be installed each year consistent with the utility's electric capacity estimate
- Applications from fleet owners with multiple sites must include evaluation of all sites where vehicles are domiciled

Fact Sheet

- Infrastructure Delay Extension Fact Sheet
 - <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-zero-emission-vehicle-infrastructure-delay>

Infrastructure Delay Extension

- Open Discussion



ZEV Purchase Exemption

What is the ZEV Purchase Exemption?

- Compliance exemption from the ZEV addition requirements to address situations where a fleet owner would become non-compliant with the Advanced Clean Fleets regulation if required ZEVs cannot be purchased due to circumstances beyond their control
- Two methods to claim the extension
 - Fleet specific review process
 - Streamlined process with list of general truck types starts 2025
- Not applicable to drayage trucks

ZEV Purchase Exemption - Fleet Specific

- Fleet owner applies for exemption by email about vehicle to be replaced
 - Make, model, weight class, and configuration of vehicle
 - Crew cab, all wheel drive, cabover
 - Submit vehicle photos
 - Identify essential chassis (frame) attachments to perform vehicle's primary intended function
 - Outriggers, plow, rail wheels, car lift, other
 - Make and model of the body if applicable
 - Submit documentation from two manufacturers that ZEVs are not available in the needed configuration
- CARB to evaluate and solicit public feedback as needed to approve extension request within 45 days
- Fleet may purchase specified ICE vehicle and keep records
- Can also address any conflicts with vehicle construction as it relates to health and safety laws
- Does not include the operational needs. The Daily Usage Exemption addresses truck operational needs for fleets

ZEV Purchase Exemption List

- Streamlined process for general vehicle configurations
- List to be available by 2025
 - Will not include pickups, two-axle buses, box trucks, vans, and on-road tractors
- Owners may purchase ICE vehicles of listed configuration and report when vehicle is received
- Vehicle configuration removed from list 6 months after ZEV configuration becomes available

Fact Sheet

- ZEV Purchase Exemption Fact Sheet
 - <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-zero-emission-vehicle-purchase-exemption>

ZEV Purchase Exemption

- Open Discussion

Next Steps

- Meeting summary
- Topics for future meetings
- Goals for next meeting
- Others