



Workshop on Implementation of Assembly Bill 1594

March 25, 2024

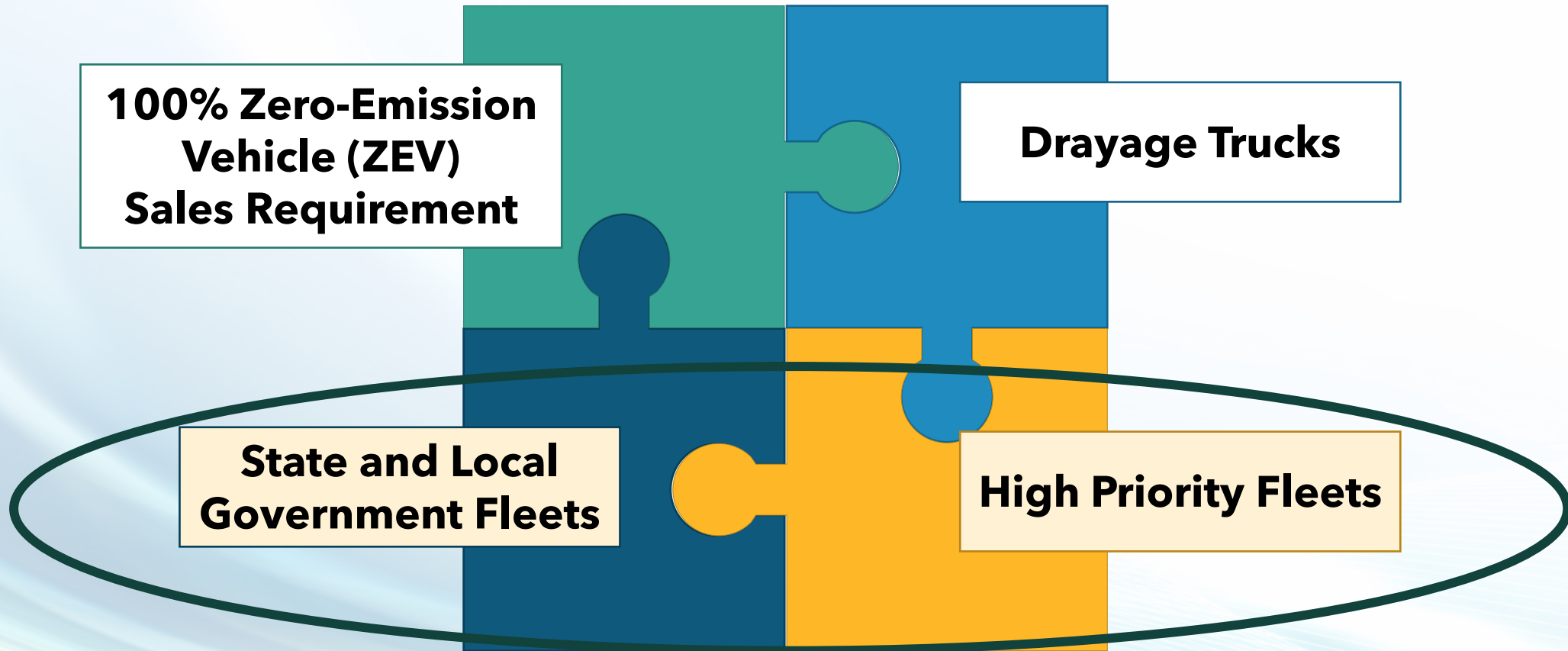
Outline of Today's Presentation

- Background
 - Summary of Assembly Bill (AB) 1594
 - Advanced Clean Fleets (ACF) Regulation overview
- Discussion topics
- Next steps

AB 1594 (Garcia, Ch. 585, Statutes of 2023)

- Requires an amendment to the Advanced Clean Fleets regulation
- Applies to “traditional utility-specialized vehicles” used by “public agency utilities”
- Re-evaluates the 13-year minimum useful life threshold used to determine eligibility for some provisions
- Expands existing daily use exemption to allow for more comprehensive usage data

Advanced Clean Fleets Regulation Components



High Priority and Federal Fleets

Affected businesses

Fleets with 50+ vehicles, including common ownership and control

Fleets with >\$50 million in annual revenue

Federal government fleets

Entities that hire or dispatch fleets

Affected vehicles

Class 2b-8 vehicles

Off-road yard tractors

Light-duty delivery vehicles



Model Year Schedule Summary

January 2024

Registration required for legacy trucks

January 1, 2024

Newly added trucks must be ZEVs or NZEVs

January 2025

Must annually report mileage for tractors over 12 years

January 1, 2025

ICE vehicles removed after useful life exceeded

- Legacy trucks may operate until the end of their useful life
- May use certain exemptions and extensions
- Internal combustion engine (ICE) vehicle removals begin January 2025



ZEV Purchase Schedule

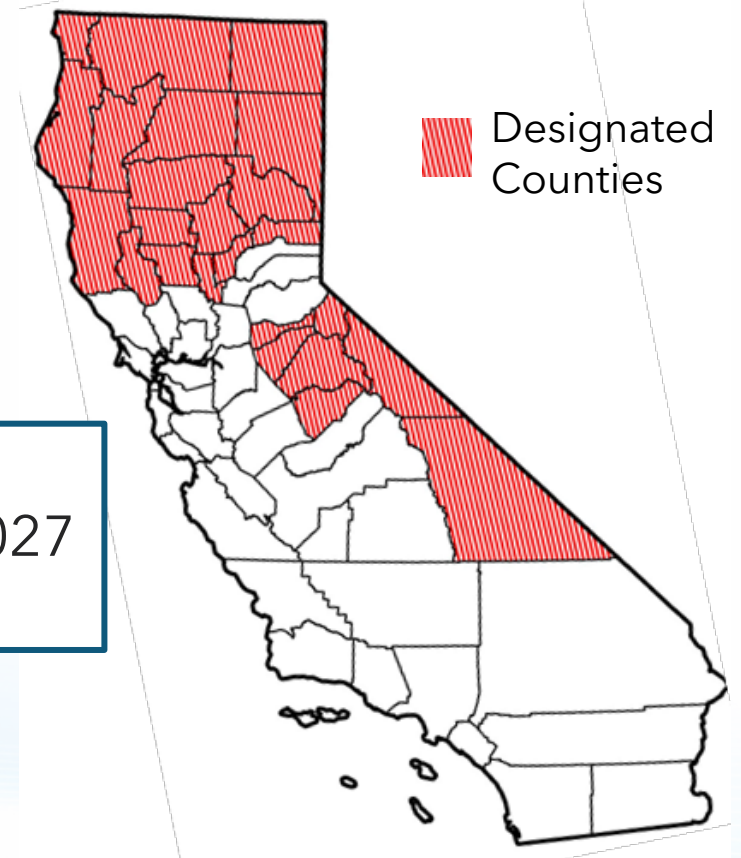
2024-2026

January 1, 2027

50% of purchases must be ZEV or NZEV

All purchases must be ZEV or NZEV

- Government fleets in designated counties and small government fleets with 10 or fewer trucks exempt until 2027
- May use exemptions and extensions



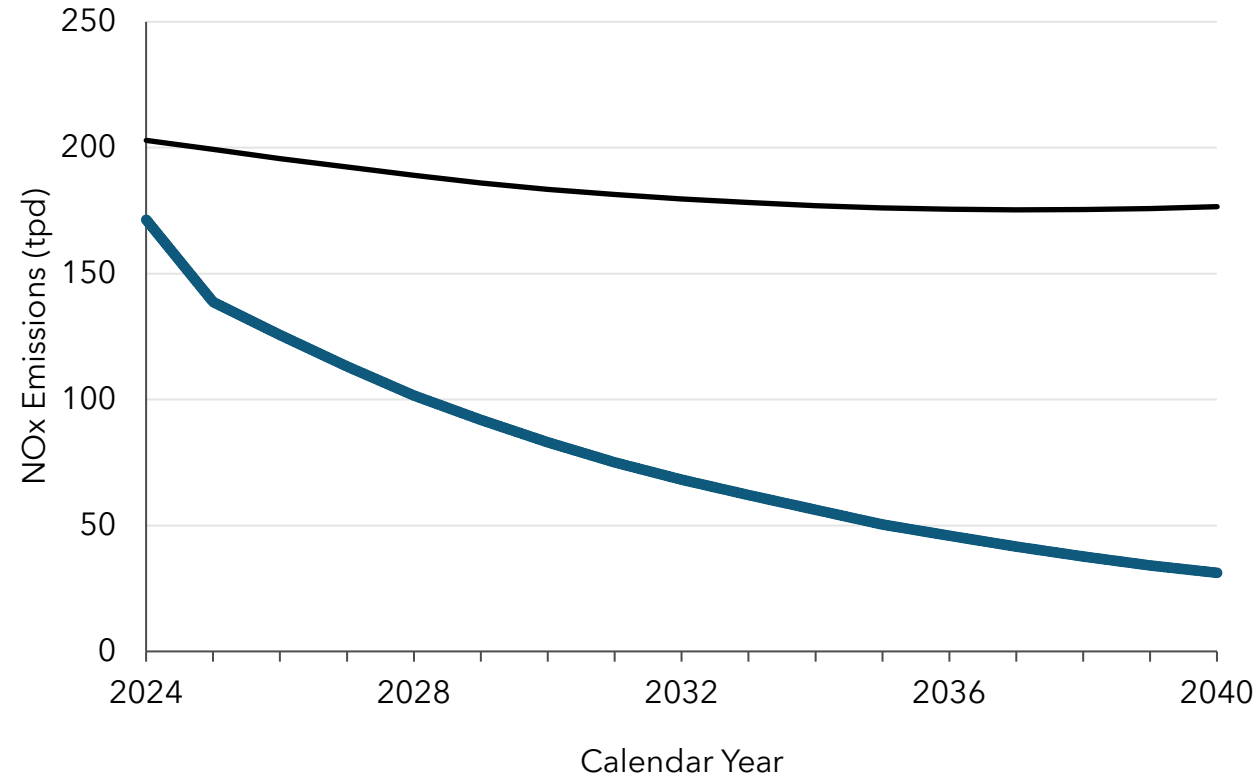
Optional ZEV Milestone Phase-in

- Open to High Priority and State and Local Government fleets
- Must meet ZEV milestones as a percent of total fleet
- Flexibility to add new or used ICE vehicles meeting cleanest engine requirements

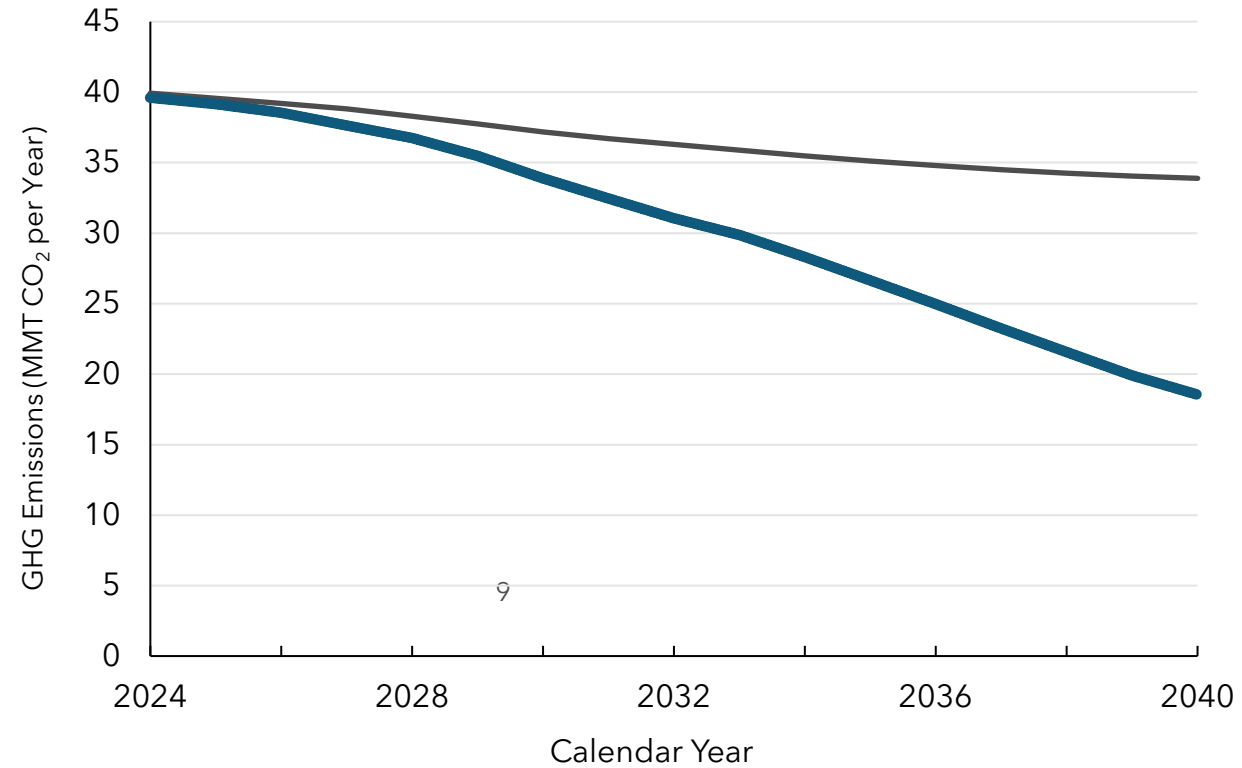
Zero-Emission Fleet Percentage	10%	25%	50%	75%	100%
Group 1: Box trucks, vans, 2-axle buses, yard trucks, light-duty package delivery vehicles	2025	2028	2031	2033	2035
Group 2: Work trucks*, day cab tractors, 3-axle buses	2027	2030	2033	2036	2039
Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042

ACF, Advanced Clean Trucks (ACT), Clean Truck Check, and Heavy-Duty Omnibus Get Substantial Emission Reductions

NOx Emissions Drop 82% by 2040



GHG Emissions Drop 45% by 2040



— 2020 Baseline — ACT, HD Omnibus, Clean Truck Check, and ACF Regulations

— Baseline — ACT and ACF Regulations

Exemptions and Extensions

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 battery range not suitable for usage needs
Mutual Aid Assistance	Reserve 25% of fleet for use in mutual aid agreements
Waste and Wastewater Fleets	More time for compressed natural gas 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 1,000 miles per year
Intermittent Snow Removal Vehicle	May purchase ICE vehicles until 2030

ZEV Purchase Exemption and Daily Usage Exemption Eligibility

- Exemptions allow fleets to purchase internal combustion engine (ICE) vehicles if a ZEV is unavailable or cannot meet daily usage needs
- To be eligible, the vehicle being replaced must meet eligibility requirements:
 - ZEV Purchase Schedule: 13 years old or older
 - Model Year Schedule: First of 16 years old or exceeds 700,000 miles
 - ZEV Milestones Option: No threshold, but all vehicles in fleet must be eligible for exemption

What is the Daily Use Exemption?

- Addresses situations where a fleet owner cannot comply if a new ZEV is not available to meet daily mileage (or daily energy usage) needs
 - Does not apply when the vehicle configuration is available as a fuel-cell electric vehicle, an NZEV, or the BEV has large battery
- Allows for the purchase a new ICE vehicle with a California certified engine instead of a ZEV
- At least 10% of the California fleet must be ZEVs or NZEVs to qualify
- Fleet submits daily mileage (energy usage) information to show the mileage/usage of existing ICE vehicles in the fleet cannot be met with any available battery-electric vehicle of the same configuration
- This exemption applies to fleets that comply with the Model Year Schedule, the ZEV Milestones Option, and the ZEV Purchase Schedule

Daily Usage Exemption - Data Submitted

- Submit 30 days of mileage data for each ICE truck of the same configuration as the vehicle to be replaced
 - Data to be within the last 12 months for most fleets
 - Can be within 60 months for fleets with a mutual aid agreement
- Daily usage need is calculated by measuring lowest mileage reading per day and excluding the three highest daily readings
- If the highest remaining mileage reading exceeds calculated range of the available BEV, the fleet will receive an exemption
 - Option to use test data in lieu of calculated range



AB 1594

What is a Public Agency Utility?

- Defined in AB 1594
 - A local publicly owned electric utility (Public Utility Code §224.3)
 - A community water system (Health and Safety Code §116275)
 - A water district (Water Code §20200)
 - A wastewater treatment provider (Health and Safety Code §116773.2)

What is a Traditional Utility-Specialized Vehicle?

- Utilities own many work trucks built for a specific task or job, e.g. an insulated bucket truck to fix powerlines
- Typically cab and chassis with body installed by another manufacturer
- Equipped with power take-off
- Weight class 4 to 8 depending on the work that needs to be done



What Determines a Vehicle's End-of-life Besides Model Year?

Applicable only to traditional utility specialized vehicles in public agency utility fleets

- Model year is used for Daily Usage and ZEV Purchase Exemptions as qualifying criteria
- Seeking feedback from public agency utilities on useful life criteria besides model year
 - Odometer reading
 - Usage data
 - Reliability
 - Others?

Modification to Daily Use Exemption Reported Data

Applicable only to traditional utility specialized vehicles in public agency utility fleets

- Submit all daily mileage/usage readings from data analysis period for the same weight class and configuration
- CARB will use all submitted information in the determination

Next Steps

- Need information on end-of-life criteria for “traditional utility specialized vehicles” used by public agency utilities
 - Send comments/meeting requests to ZEVFleet@arb.ca.gov
- Draft and share proposed regulatory text amendments