

State of California Air Resources Board

Board Item Summary

Item # 25-5-1: Public Hearing to Consider Proposed Amendments to the Advanced Clean Trucks Regulation

Staff Recommendation:

Staff recommends that the California Air Resources Board (CARB or Board) approve for adoption the proposed amendments to the Advanced Clean Trucks (ACT) regulation and the Zero-Emission Powertrain Certification (ZEP Certification) regulation. The proposed amendments fulfill commitments to bring forward regulatory proposals that were made in the Clean Truck Partnership agreement as soon as possible in collaboration with the regulated manufacturers and the states that have adopted the ACT regulation under Section 177 of the federal Clean Air Act (42 U.S.C. § 7507) (referred to as the Section 177 states). The proposed amendments constitute minor changes with no significant cost or emissions impact and would provide additional compliance flexibility to the manufacturers and amend existing provisions to facilitate manufacturers' compliance with the ACT regulation.

Discussion:

The Board adopted the ACT regulation in 2020 as part of a comprehensive strategy to reduce emissions from medium- and heavy-duty vehicles in California. The ACT regulation became effective in 2021, and establishes requirements for medium- and heavy-duty vehicle manufacturers to produce and sell an increasing portion of their sales as zero-emission vehicles (ZEV) that emit no criteria or greenhouse gas emissions for the 2024 through 2035 model years. On June 12, 2025, President Trump signed unconstitutional and illegal resolutions purporting to overturn the U.S. Environmental Protection Agency's (EPA) decision to grant California a waiver to control emissions of new trucks regulated by ACT and the Omnibus regulations. Those resolutions are currently the subject of litigation. As discussed below, staff are proposing amendments to the ACT regulation to meet commitments made under the Clean Truck Partnership agreement and stakeholder comments.

In July 2023, CARB announced a Clean Truck Partnership agreement with the nation's leading major truck manufacturers that advances the development of ZEVs for the trucking industry, provides increased flexibility for manufacturers to meet emissions requirements, and establishes a joint commitment towards reaching the state's climate and emission reduction goals. The proposed amendments to the ACT regulation fulfill CARB's

commitment in the Clean Truck Partnership agreement to, in collaboration with the regulated manufacturers and the Section 177 states, develop and propose to the Board a pooling concept that permits manufacturers to transfer surplus credits generated in one state that has adopted the ACT regulation to assist in meeting compliance obligations in another state.

Staff is additionally proposing the following in response to stakeholder comments:

- Permit manufacturers to offset a portion of deficits generated in the Class 7-8 tractor group with Class 2b-3 or Class 4-8 group ZEV credits for each model year.
- Decrease the minimum all-electric range requirement for near-zero-emission vehicles.
- Provide manufacturers increased flexibility with respect to the order in which they retire credits.
- Modify the communication protocols with respect to the ZEV connector criteria in the ZEP Certification regulation.

Summary and Impacts:

The proposed ACT amendments are not expected to have significant cost or emissions impacts on California businesses as they do not substantively modify the existing ACT regulation, but rather provide additional flexibilities to the regulated manufacturers. The proposed amendments to the ZEP Certification regulation are also expected to have no cost or emissions impact on California businesses as they solely expand the communication protocols options a manufacturer already implement with respect to the ZEV connector requirements.