



Proposed Amendments to the Advanced Clean Fleets and Low Carbon Fuel Standard Regulations

Agenda Item #25-6-8

Outline

- Advanced Clean Fleets background
- Repeal of Drayage Truck and High Priority Fleets requirements
- State and Local Government Fleet requirements
- Minor amendment to the Low Carbon Fuel Standard Regulation
- Next steps

California's Advanced Clean Fleets Regulation

- Adopted April 2023
- Primarily applies to Class 2b-8 vehicles
- Fleet requirements for:
 - State and Local Government Fleets
 - High Priority Fleets
 - Drayage Trucks



Proposed Repeal

CARB withdrew waiver request from the U.S. Environmental Protection Agency

Repealing High Priority Fleets and Drayage Trucks requirements will provide clarity to private fleets

California's Advanced Clean Fleets

State and Local Government Agency Fleets Background

Weight Class Composition

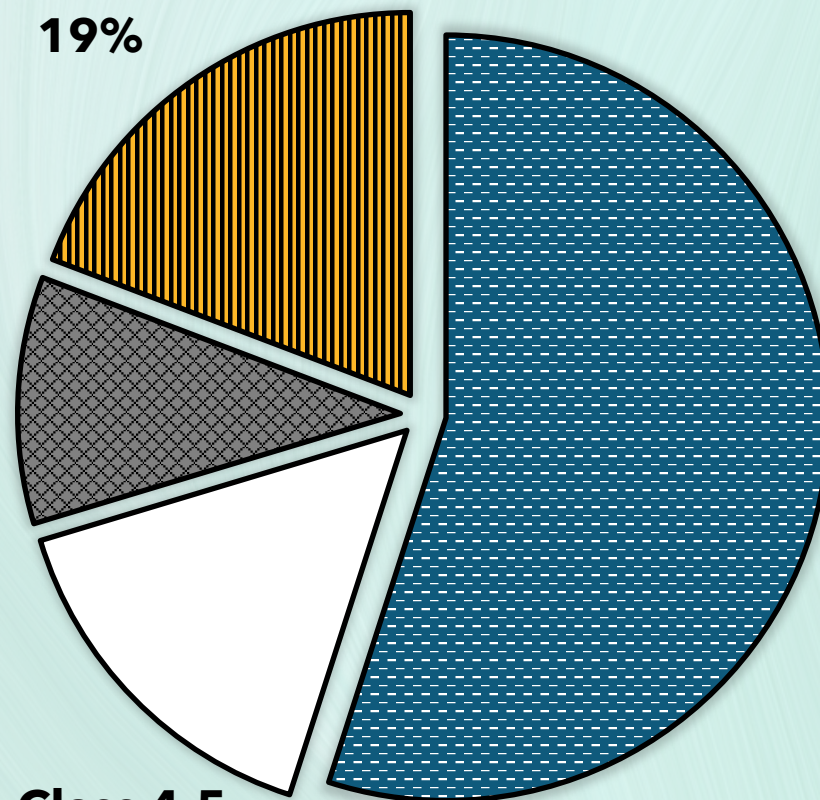


Class 8
19%



Class 2b-3
55%

Class 6-7
11%



Class 4-5
15%



Current Compliance Flexibility

1. ZEV Purchase Schedule

- New purchases must be ZEV
 - 50% starting in 2024 to 2026
 - 100% starting in 2027
- Small fleets and those in designated areas start in 2027

2. ZEV Milestones Option

- Portion of fleet must consist of ZEVs by deadlines
- 100% ZEV fleet by 2035 to 2042 depending on fleet composition



Follow-up from July Board Hearing Near Zero-Emission Vehicles (NZEV)

- NZEV purchases count the same as ZEV purchases until 2035
- NZEVs have a minimum all-electric range
 - Commonly known as a plug-in hybrids
- Compressed natural gas (CNG) vehicles are not NZEVs
 - Certified to the same emissions standards as diesel today
 - All renewable fuels get credit in the Low Carbon Fuel Standard

Key Exemptions for Improvements

Provision	Summary
ZEV Purchase Exemption	Fleets may purchase ICE vehicle from CARB list or apply for exemption if ZEV not available in configuration needed
Daily Usage Exemption	Fleets may purchase ICE vehicle if mileage or hours of BEV not suitable for placement in the fleet
Mutual Aid Assistance	25% of fleet may remain as ICE vehicles for use in mutual aid agreements

Role of Public Agency Utilities



Public Agency Utilities includes public electrical, water, and wastewater utilities

Assembly Bill 1594

(Garcia, Ch. 585, Statutes of 2023)

- Directs CARB to amend 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 ZEV Purchase and Daily Usage exemptions
 - Expands existing Daily Use Exemption to not exclude the highest usage days or exclusively rely on the lowest mileage reading from the daily usage report



Proposed 45-day Amendments California's Advanced Clean Fleets

AB 1594 Amendments

- Define “traditional utility-specialized vehicle”
- Limit broader access to the Daily Usage Exemption to traditional utility-specialized vehicles
- Established other eligibility criteria besides vehicle model year for the Daily Usage and ZEV Purchase exemptions



Proposed 15-day Amendments California's Advanced Clean Fleets

New Changes Will Give More Time and Flexibility to Fleets

Extend AB 1594
flexibilities to all
fleets

Delay 100% ZEV
purchases until
2030

Newest Changes Will Make it Easier for Fleets to Access Exemptions

- Allow exemptions for fleet expansion and vehicle theft
- ZEV Purchase Exemption
 - Add additional criteria to determine whether a vehicle is available as a ZEV
- Daily Usage Exemption
 - Improve ability to use past vehicle records
- Mutual Aid Exemption
 - Give fleets earlier access and postpone mobile fueling criteria



Keeps
California
advancing
towards the
cleanest fleet
in the nation

Provides clarity and
certainty to private fleets

Fully meets the
requirements of
AB 1594

Newest changes recognize
recent shift in landscape

Low Carbon Fuel Standard Regulation

Infrastructure Credits

- Infrastructure credits accelerate buildout of ZEV fueling
- Recent amendments established new infrastructure crediting opportunities for medium- and heavy-duty vehicles
- Crediting based on unused station capacity (with a 10-yr limit)
- As part of this rulemaking, we propose to modify the light- and medium-duty hydrogen refueling infrastructure crediting factors
- Resolution 24-14 directs the Executive Officer to propose necessary adjustments to the hydrogen refueling infrastructure crediting provisions, including any station capacity limits or credit limits.
- Will support hydrogen station buildout in the face of federal funding and incentive pull backs and uncertainty

Next Steps

