

Appendix B-1

Update to SRIA Appendix B

Proposed Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation

Date of Release: September 20, 2022

Date of Hearing: November 17, 2022

The tables in SRIA Appendix B represent the statewide vehicle populations that were assumed to be removed (or turned over) from the statewide fleet as described in SRIA Section 3.1.2. The tables are presented by fleet size. Each table displays the vehicle turnover population in each year during the analysis timeframe and by hp group. The vehicle turnover populations exclude all vehicles designated as low-use.

CARB updated the SRIA analysis to include an ultra-small fleet provision that delays the phase-out date for Tier 2 engines until 2036. The analysis in the SRIA assumed that ultra-small fleets would phase-out their Tier 2 vehicles on the same timeline as small fleets. For purposes of the updated cost analysis presented in the Staff Report, CARB staff assumes that all ultra-small fleets would comply with the delayed timeframe. To determine how many vehicles would be eligible for this delayed Tier 2 phase-out, CARB used data reported to CARB in DOORS for 2020 and determined that 35 percent of the Tier 2 vehicles in all reported small fleets are in fleets of less than 500 horsepower.¹ CARB staff used this percentage to adjust the vehicle turnover populations described in Section 3.1.2 of the SRIA to keep 35 percent of small fleet Tier 2 vehicles that would have been phased out January 1, 2032 in the statewide fleet until January 1, 2036. This resulted in changes in the off-road diesel vehicle costs to owners and Tier 4 vehicle maintenance costs. The table below is an update to Table 64 of the SRIA.

Proposed Amendments Statewide Small Fleet Vehicle Turnover Populations

| Year | 25-49 hp | 50-74 hp | 75-99 hp | 100-174 hp | 175-299 hp | 300-599 hp | 600-749 hp | 750-9999 hp |
|------|----------|----------|----------|------------|------------|------------|------------|-------------|
| 2023 | 928 | 857 | 1039 | 878 | 352 | 180 | 7 | 3 |
| 2024 | 949 | 850 | 1079 | 862 | 350 | 178 | 7 | 3 |
| 2025 | 969 | 852 | 1109 | 849 | 348 | 174 | 7 | 3 |
| 2026 | 984 | 858 | 1120 | 833 | 346 | 175 | 7 | 4 |
| 2027 | 1644 | 1538 | 1699 | 1653 | 778 | 464 | 16 | 6 |
| 2028 | 943 | 796 | 1026 | 715 | 295 | 136 | 7 | 7 |
| 2029 | 1150 | 1075 | 1351 | 1041 | 425 | 178 | 9 | 5 |
| 2030 | 782 | 692 | 781 | 587 | 247 | 116 | 6 | 4 |

¹ Ultra-small fleets are not currently designated separately from small fleets in CARB’s reporting tool, DOORS, since these fleets have the option to comply with either the requirements for small fleets or ultra-small fleets.

| Year | 25-49 hp | 50-74 hp | 75-99 hp | 100-174 hp | 175-299 hp | 300-599 hp | 600-749 hp | 750-9999 hp |
|------|----------|----------|----------|------------|------------|------------|------------|-------------|
| 2031 | 1224 | 1058 | 1276 | 833 | 304 | 151 | 7 | 7 |
| 2032 | 759 | 741 | 655 | 581 | 248 | 116 | 6 | 5 |
| 2033 | 779 | 800 | 637 | 598 | 247 | 115 | 6 | 5 |
| 2034 | 799 | 858 | 625 | 618 | 248 | 115 | 6 | 6 |
| 2035 | 959 | 1016 | 800 | 729 | 270 | 130 | 6 | 6 |
| 2036 | 741 | 859 | 549 | 592 | 225 | 105 | 5 | 6 |
| 2037 | 730 | 871 | 540 | 596 | 222 | 104 | 5 | 5 |
| 2038 | 720 | 875 | 539 | 601 | 220 | 105 | 4 | 5 |