



ADVANCED CLEAN FLEETS REGULATION FOR STATE AND LOCAL AGENCIES

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AGENDA

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Advanced Clean Trucks (ACT) Regulation

Advanced Clean Fleets (ACF) Regulation

AB 1594

On-the-Ground Concerns

Questions?



RESOURCE RECOVERY
COALITION OF CALIFORNIA

INTRODUCTION

- The Resource Recovery Coalition of California represents more than 32 refuse and recycling companies, operating material recovery facilities, transfer stations, green waste composting facilities, construction and demolition facilities and a growing number of anaerobic digestion (AD) facilities producing “net negative” fuel for solid waste/recycling trucks, renewable natural gas for pipeline use and the production of electricity.

ADVANCED CLEAN TRUCKS (ACT) REGULATION

Requires sale of zero emission Class 2b-8 trucks by an increasing percentage over time

Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036.

Near-zero-emission vehicles (NZEV) count as partial credit until 2035.
NZEVs = plug-in hybrids with minimum all electric range

Model Year	Class 2b-3 Group	Class 4-8 Group	Class 7-8 Tractors Group
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	11%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035 and Beyond	55%	75%	40%

ADVANCED CLEAN FLEETS (ACF) REGULATION

Companion regulation to ACT

Separate expectations for drayage,
public fleets, and high-priority fleets

State and Local Government Requirements

2024-2026

January 1, 2027

50 percent of purchases must be ZEV or NZEV*

All purchases must be ZEV or NZEV*

- Agencies in designated counties and divisions 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 ICE vehicles that are California certified*
- Flexibility to add used ICE vehicles with 2010 or newer model year*
- Rental vehicle provision [§2015.2(d)]

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

Exemptions and Extensions

- May purchase new ICE vehicle with California certified engine if the existing vehicle is 13 years old or more*
 - Daily usage exemption [§2013.1(b)]*
 - ZEV purchase exemption [§2013.1(d)]*
- May purchase used ICE vehicle with a 2010 or newer engine to operate as a backup vehicle [§2013.1(a)]
- Mutual aid exemption [§2013.1(e)]*
- Intermittent snow removal vehicle exemption until 2030 [§2013(n)(7)]*
- May postpone ZEV purchases temporarily
 - Infrastructure delay [§2013,1(c)]*

Exemptions and Extensions

- Purchase new California certified* ICE vehicles if remaining ICE vehicles cannot be replaced with ZEVs or NZEVs
 - ZEV Purchase Exemption if a ZEV is not available [§2015.2(f)(6)]*
 - Daily Usage Exemption [§2015.2(f)(2)]*
 - Must apply 1 year before compliance date
- Existing ICE vehicles will count as ZEVs temporarily
 - Infrastructure Delay [§2015.2(f)(4)]*
 - Vehicle Delivery Delay [§2015.2(f)(5)]*
- Vehicles excluded from fleet ZEV calculation
 - Backup vehicles [§2015.2(f)(1)]
 - Intermittent snow removal vehicles until 2030 [§2015.2(f)(10)]*
 - Mutual Aid Exemption ICE vehicle purchases [§2015.2(f)(8)]*
- Waste and wastewater fleets extension [§2015.2(e)]*
- Transient rental vehicle provisions [§2015.2(d)]

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

AB 1594

- On March 25, 2024, CARB held a public workshop to discuss proposed targeted amendments to the Advanced Clean Fleets (ACF) regulation to implement the requirements of Assembly Bill (AB) 1594.

Assembly Bill No. 1594

CHAPTER 585

An act to add the heading of Division 12.5 (commencing with Section 28500) to, and to add Chapter 1 (commencing with Section 28500) to Division 12.5 of, the Vehicle Code, relating to vehicles.

[Approved by Governor October 08, 2023. Filed with Secretary of State October 08, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1594, Garcia. Medium- and heavy-duty zero-emission vehicles: public agency utilities.

Executive Order No. N-79-20 establishes the goal of transitioning medium- and heavy-duty vehicles in California to zero-emission vehicles by 2045 for all operations where feasible and by 2035 for drayage trucks, and requires the State Air Resources Board to develop and propose medium- and heavy-duty vehicle regulations to meet that goal.

Existing law establishes the Air Quality Improvement Program that is administered by the board for purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality, and establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles.

This bill would require any state regulation that seeks to require, or otherwise compel, the procurement of medium- and heavy-duty zero-emission vehicles to authorize public agency utilities to purchase replacements for traditional utility-specialized vehicles that are at the end of life when needed to maintain reliable service and respond to major foreseeable events, including severe weather, wildfires, natural disasters, and physical attacks, as specified. The bill would define a public agency utility to include a local publicly owned electric utility, a community water system, a water district, and a wastewater treatment provider, as specified.

AB 1594

What is a Traditional Utility-Specialized Vehicle?

- Utilities own many work trucks built for a specific task or job
- 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

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

ON-THE-GROUND CONCERNS



RELIABILITY – ACCESS TO
VEHICLES AND FUELING
INFRASTRUCTURE



ACTUAL COST



INFRASTRUCTURE DELAYS

QUESTIONS?

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