



Sean Edgar

CleanFleets.net

CARB Update for CMSA

Presented by:

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Air Resources Regulatory Experts

CleanFleets.net Overview

Company Overview

- Covering CARB since 2000 for trade associations
- Over a decade of service to CMSA members
- Servicing 300+ fleet owners with consulting and field services
- Proven record of saving our clients time and money to comply with CARB mandates

Presentation Overview

- CARB Compliance Reporting/Senate Bill 1/DMV
- CARB Smog Check Tightening (Senate Bill 210)
- CARB Zero Emission Vehicle Plan

- **Senate Bill 1 (2017)**
Raised \$54 billion in new taxes and fees over the next decade and took effect on November 1, 2017.
- Useful truck life definition was added to the bill
- In 2020, DMV refuses registration to vehicles failing to show CARB compliance

Senate Bill 210

- Broad coalition of environmental groups in Sacramento are concerned about deterioration of emissions systems and inadequacy of current PSIP
- Bill signed by Governor Newsom in September 2019
- All nongasoline vehicles would be covered under a future program that CARB is empowered to develop (similar in nature the gasoline Smog Check Program)
- The bill includes the following provision to require CARB to,
"Provide mechanisms for out-of-state owners of heavy-duty vehicles to comply with the program before entering the state"
- CleanFleets will be engaged on the two year pilot program development

PSIP/“Snap Idle”

- CleanFleets provides CCDET trained technicians statewide using approved diagnostic equipment
- Work is covered under our general and professional liability insurance policies
- Our proprietary data management system and audit defense give our clients peace of mine
- Over 2,500 trucks tested in 2020



Training Requirements

- For-hire testing services (like CleanFleets or other affiliates) would be required to undergo training at a CARB approved program (online or in-person) every four years.
- Any company (like ours) that charges a fleet owner (like you) for a service should have competency, insurance, training and stand by their work strongly enough that they will undergo an audit of the emissions program with and for you.
- You hire professionals to represent you and help you and you are entitled to competent people whether it is CleanFleets or anyone else charging you for a service.

2010 Engine Technology by 2023

Light



14,001 – 26,000
lbs.. GVWR

Heavy



26,001 lbs.. GVWR
and greater

Advanced Clean Trucks (ACT)

- Committee formed in 2016 (aka Last Mile Delivery)
- Proposal going into the December 2019 hearing:
 - Truck OEM manufacturing mandate for zero tailpipe emissions vehicles
 - Fleet reporting for fleets and other entities engaged in transportation in CA
 - Fleets must phase in zero emissions trucks

Among the concerns are:

- Technology that works
- A business case to pay for it
- Infrastructure requirements

ACT-Passed in June 2020

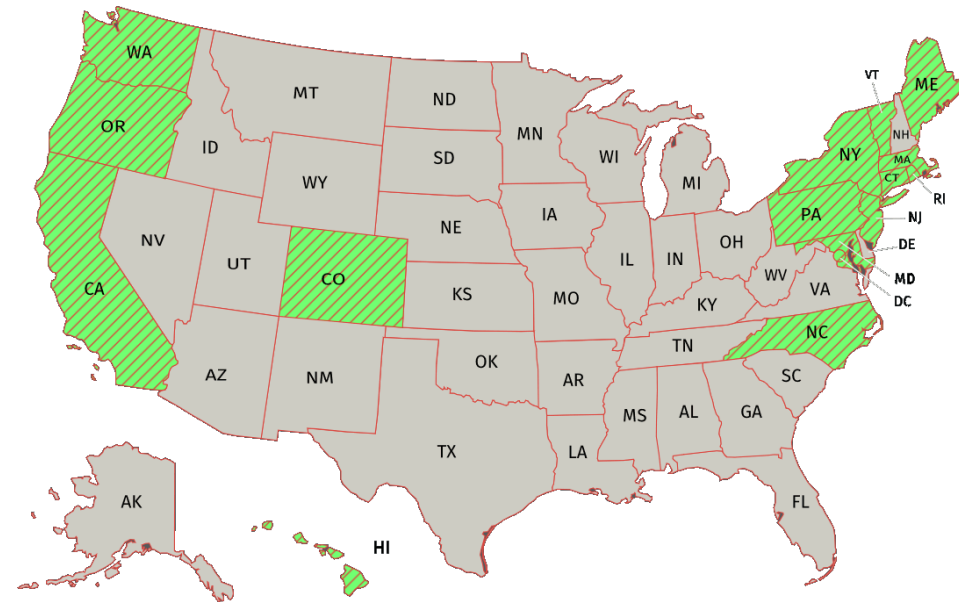
Sales Mandate

- Zero-emission vehicles as a percentage of annual sales*
- Begins with 2024 model year
- Credit for sales start in 2021
- Minimum tractor sales
- Flexibility to shift sales between categories

| Model Year (MY) | Class 2b-3 | Class 4-8 | Class 7-8 Tractors |
|-----------------|------------|-----------|--------------------|
| 2024 | 5% | 9% | 5% |
| 2025 | 7% | 11% | 7% |
| 2026 | 10% | 13% | 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+ | 55% | 75% | 40% |

CARB'S Clean Fleets MOU

- 15 states and the District of Columbia signed a memorandum of understanding to support rapid expansion of ZEV truck market
- Sets ZEV sales targets
 - 30% sales by 2030
 - 100% sales by 2050
- Develop truck ZEV action plan



[Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding:
https://www.nescaum.org/documents/multistate-truck-zev-governors-mou-20200714.pdf](https://www.nescaum.org/documents/multistate-truck-zev-governors-mou-20200714.pdf)

Newsom Executive Order-Sept 2020

 **100% ZEV sales** by 2035

Full transition to
ZEV short-haul/drayage trucks
by 2035 

Full transition to **ZEV buses & heavy-duty long-haul trucks**
by 2045*  

Full transition to
ZE off-road equipment
by 2035* 

*where feasible

Advanced Clean Fleets Proposal

- High priority fleets and federal fleets
- Meet ZEV targets as a percent of the total fleet
- Target number of ZEVs is based on vehicle body type category
- Target number can be met by any ZEV type within category

| Percentage of Fleet that Must be ZEV | 10% | 25% | 50% | 75% | 100% |
|---|------|------|------|------|------|
| Box trucks, vans, two-axle buses, yard trucks | 2025 | 2028 | 2031 | 2033 | 2035 |
| Work trucks, day cab tractors, three-axle buses | 2027 | 2030 | 2033 | 2036 | 2039 |
| Sleeper cab tractors and specialty vehicles | 2030 | 2033 | 2036 | 2039 | 2042 |

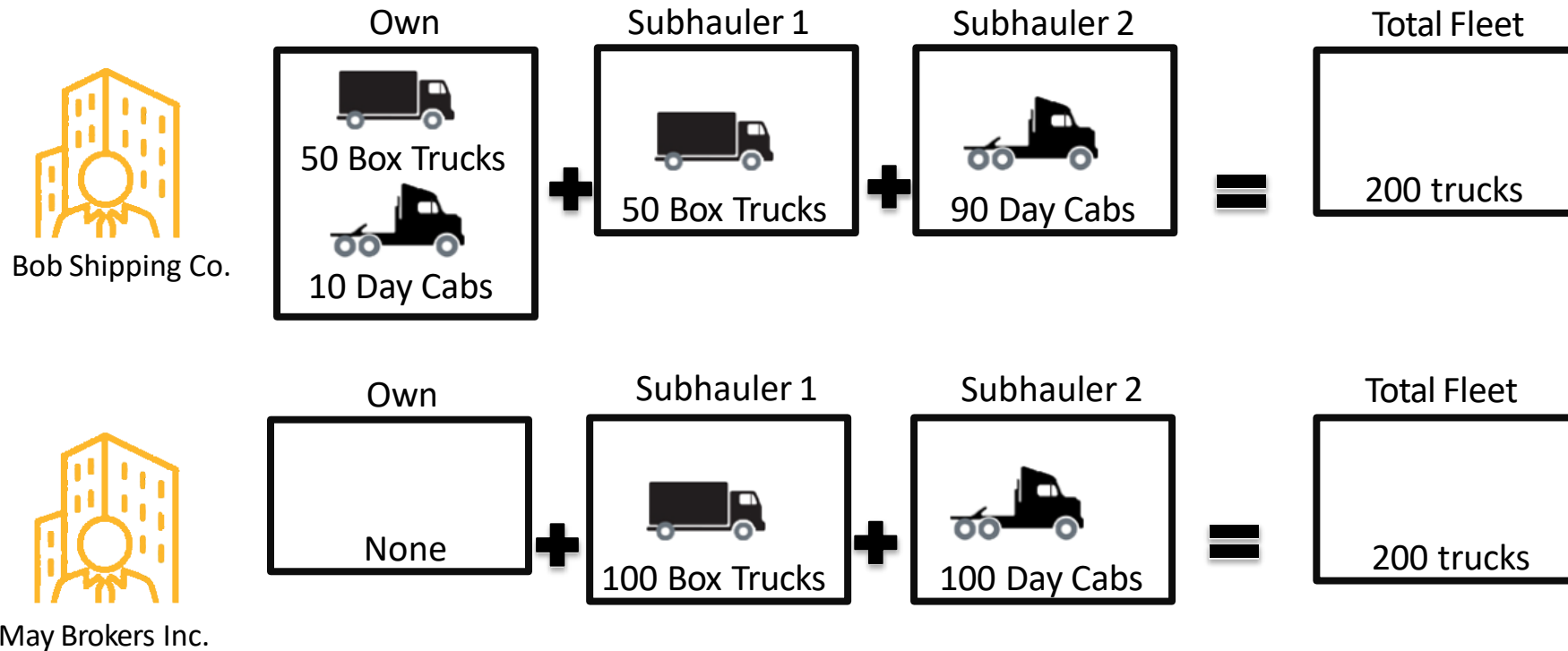


“Work truck” means any single-unit truck that is not a box truck, van, or bus
NZEVs same as ZEVs until 2035 model year

CARB'S ACF Applicability

- An entity with more than \$50 million annual revenue that operates at least one vehicle in California
- Any entity that owns or controls more than 50 vehicles; or
- Any broker that dispatches more than 50 vehicles per year; or
- Any federal agency that operates vehicles in California
- Vehicle means on-road vehicles with a GVWR greater than 8,500 lbs

Brokers/Vanlines



CARB'S ACF High Priority Phase In

Private and Federal

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CARB'S ACF Next Steps

Private and Federal

- Continue workshops/workgroups throughout this year
 - Infrastructure workgroup – April
 - Cost workgroup – April/May
- Receive fleet reported data April 2021
- Rule recommendation to Board in December 2021

Questions & Answers

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