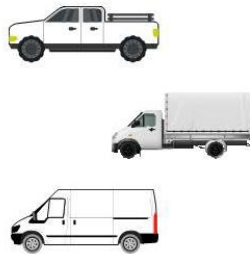



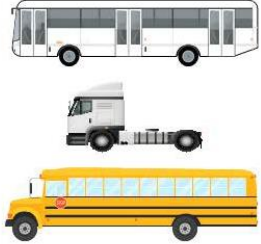




ADVANCED CLEAN FLEET REGULATION - FACT SHEET

The California Air Resources Board’s (CARB) Advanced Clean Fleet (ACF) regulation requires **starting in 2036** all Class 2b-8 vehicles (shown below) sold into California to be zero-emission vehicles (ZEV). Hundreds of millions of dollars are available to fleet owners to assist with the transition through state, local, and federal programs, and tax incentives. For example, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project makes 70% of its incentive funding available to private fleets with less than 100 vehicles and all public fleets.

Weight Class	Class 2b	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8
Example Vehicles							
GVWR	8,500 – 10,000 lb 3,856 – 4,536 kg	10,001 – 14,000 lb 4,536 – 6,350 kg	14,001 – 16,000 lb 6,351 – 7,257 kg	16,001 – 19,500 lb 7,258 – 8,845 kg	19,501 – 26,000 lb 8,846 – 11,793 kg	26,001 – 33,000 lb 11,794 – 14,969 kg	> 33,000 lb > 14,969 kg

ACF sets purchase requirements in advance of the 2036 deadline for three fleet categories:

- 1) drayage trucks;
- 2) high priority and federal fleets; and,
- 3) state and local government fleets.

Drayage Trucks

Drayage trucks are Class 7 and 8 on-road **vehicles that transport** containers and bulk goods **to and from seaports and intermodal railyards.**

- All trucks must be registered with the CARB Online System to conduct drayage activities in California and beginning **January 1, 2024, only zero-emission drayage trucks can register** with the CARB Online System. Legacy drayage trucks can continue to operate through their minimum useful life, the earlier of 18 years or 800,000 miles, or a minimum of 13 years if the truck has over 800,000 miles.
- Drayage truck owners that comply with reporting requirements may use vehicle delivery delay and ZEV infrastructure delay extensions specified in the ACF regulations, and summarized below.

High Priority and Federal Fleets

High priority fleets own, operate, or direct at least one vehicle in California, and have either \$50 million or more in gross annual revenues, or own, operate, or have common ownership or control of a total of 50 or more vehicles (excluding light-duty package delivery vehicles).

- High priority and federal fleets must comply with either the Model Year Schedule or the ZEV Milestone Schedule.
 - The Model Year Schedule requires fleets, when purchasing new trucks, to purchase ZEVs beginning in 2024 and starting January 1, 2025 to remove internal combustion engine (ICE) vehicles at the end of their useful life.
 - High priority and federal fleets may use the optional ZEV Milestone Schedule (shown below) to phase ZEVs into their fleets

ZEV Milestone Schedule by Group	Percentage of Vehicles that must be Zero Emission				
	10%	25%	50%	75%	100%
Group 1: Box trucks, vans, buses with yard tractors, light-duty package delivery vehicles	2025	2028	2031	2033	2035
Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039
Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042

- High priority fleets may request the following exemptions or extensions, if they are otherwise compliant: backup vehicle exemption, daily usage exemption, ZEV infrastructure delay extension, vehicle delivery delay extension, ZEV purchase exemption, and exemptions pursuant to delayed emergency events.

State and Local Government Fleets

- Requires in 2024-2026 50% of vehicle purchases to be ZEV or near zero emission vehicles (NZEV).
- Requires January 1, 2027 100% of vehicle purchases to be ZEV or NZEV.
- Exempts agencies in designated counties and divisions with 10 or fewer trucks until 2027.
- Exempts emergency vehicles as defined in the California Vehicle Code Section 265.
- Instead of the Model Year Schedules, state and local government fleets may meet ZEV targets using the optional ZEV Milestone Schedule shown above.

- State and local government fleets may request the following exemptions or extensions: backup vehicle exemption, daily usage exemption, ZEV infrastructure delay extension, ZEV purchase exemption, and mutual aid assistance exemption.

Exemptions and extensions

ACF authorizes the use of certain exemptions and extensions, as follows:

- 1) **Daily usage exemption.** Fleet owners may request to purchase a new ICE if no new BEV is available that can meet the demonstrated daily usage needs of existing vehicles of the same configuration in the fleet.
- 2) **ZEV purchase exemption.** Fleet owners may purchase a new ICE vehicle if a needed configuration is not available to purchase as a ZEV or NZEV.
- 3) **Vehicle delivery delay extension.** Fleet owners may request an extension until a vehicle they have ordered is received.
- 4) **ZEV infrastructure delay extension.** Fleet owners may request extensions if they experience delays due to circumstances beyond their control on a project to install ZEV fueling infrastructure. This includes site electrification delays.
- 5) **Mutual aid exemption.** Fleet owners with mutual aid agreements may request to purchase new ICEs not to exceed 25% of the total number of vehicles in the fleet. The fleet must be comprised of a minimum proportion of ZEVs to apply.
- 6) **Backup vehicle exemption.** Fleet owners may purchase a new or used ICE vehicle and exclude it from the ZEV purchase requirement, if the vehicle is designated as a backup vehicle.

Additional Resources

Resource for fleets: ACF requirements and how to comply
<https://calfleetadvisor.org/>

CARB regulatory materials related to ACF
<https://ww2.arb.ca.gov/rulemaking/2022/acf2022>

CARB FY 2022-23 Funding Plan (1st link) and development of 23-24 plan (2nd link)
https://ww2.arb.ca.gov/sites/default/files/2022-10/proposed_fy2022_23_funding_plan_final.pdf

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/funding>

CALSTART White Paper – Methods for Assessing Technology and Market Readiness for Clean Commercial Transportation

https://calstart.org/wp-content/uploads/2022/10/assessing_technology_and_market_readiness_october_2022.pdf

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) website
<https://californiahvip.org/>

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