

CARB Proposed Mobile Source Electrification Regulations and a few other things...

CASA/SCAP Joint Collections Committee Meeting

May 18, 2022

SCAP

SOUTHERN CALIFORNIA ALLIANCE OF
PUBLICLY OWNED TREATMENT WORKS



Zero Emission Executive Order

Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20)

Executive Order calls for elimination of new internal combustion passenger vehicles by 2035

DATE January 19, 2021

CATEGORIES

Topics Air Pollution, Transportation Electrification, Clean Cars

Programs Advanced Clean Cars Program, Clean Miles Standard, Clean Cars 4 All

By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the state on a path to **carbon neutrality by 2045**. It is important to note that the Executive Order

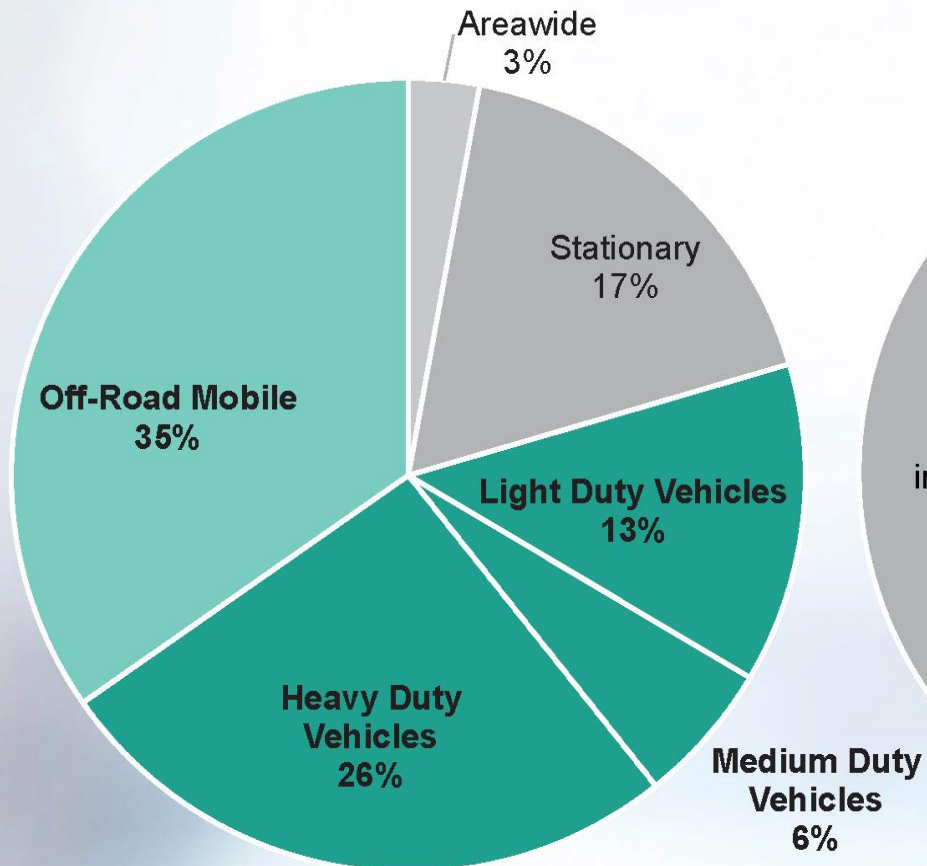
By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045. It is important to note that the Executive Order focuses on new vehicle sales for automakers, and therefore does not require Californians to give up the existing cars and trucks they already own.

Furthermore, by setting the target in 2035, the Executive Order provides time for automakers to scale up and market new zero-emission vehicles (ZEVs) as well as further impetus for the

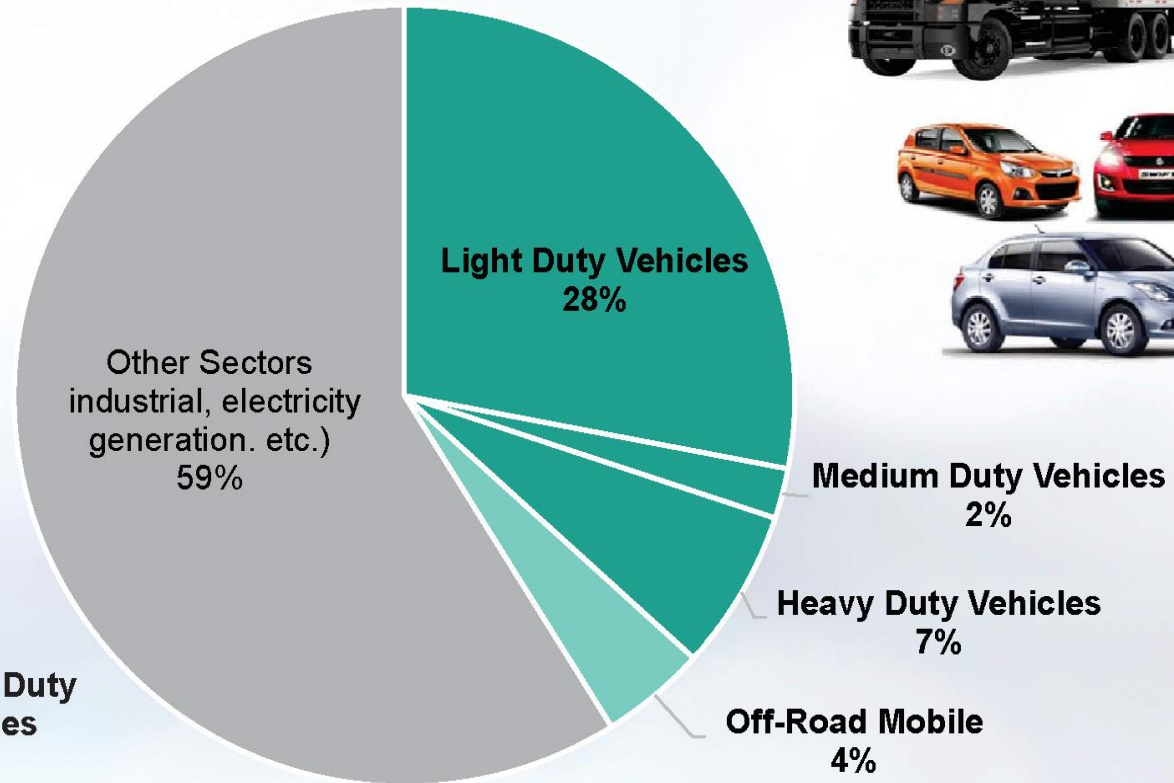


Why Electrify?

Statewide NOx Emissions



Statewide GHG Emissions



Mobile Source Strategies



Heavy-Duty Engine
and Vehicle Standards
(87 FR 17414)

Executive
Order
N-79-20

 **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



CARB Mobile Source Strategy

2020	2021	2022/2023 (Anticipated)	2023
<ul style="list-style-type: none">-Heavy-Duty Omnibus Regulation-Advanced Clean Trucks Regulation (Manufacturer Sales Requirements)	<ul style="list-style-type: none">-Heavy Duty Inspection & Maintenance Regulation-Small Off-Road Engines Amendments	<ul style="list-style-type: none">-AB 32 Scoping Plan Update-Advanced Clean Fleets Regulation (ACF)-ZEV Purchase Requirements Class 2b-8-Advanced Clean Cars II (Standards for LD Vehicles)-Zero Emission Forklifts (LSI Turnover/ZEV New Purchase Mandates)	<ul style="list-style-type: none">-In Use Off-Road Amendments (Turnover older units)-Tier 5 Off-road Engine Standard



Electric Heavy-Duty Trucks

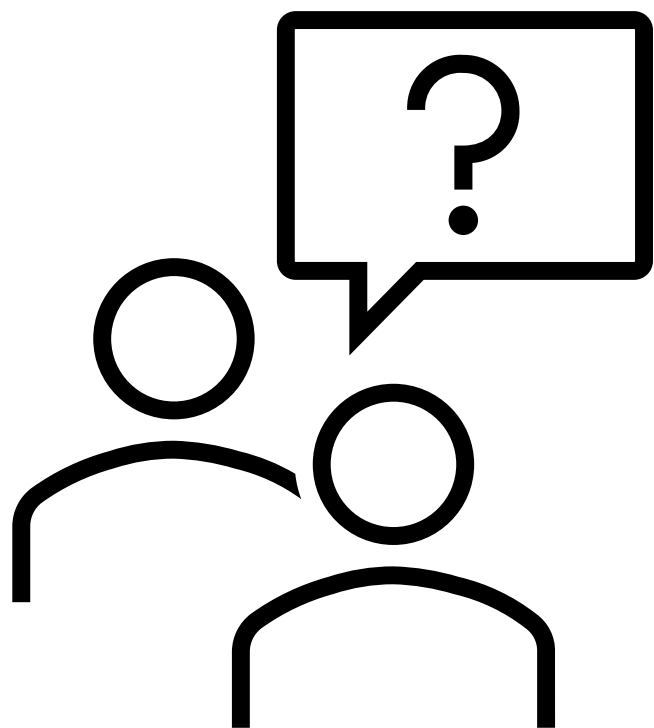
Advanced Clean Truck Regulation sets ZEV sales requirements for manufacturers

CARB Advanced Clean Fleet Regulation

- Will impact vehicle purchases for Class 2b-8 vehicles (>8,500 lb. GVWR)
- Conceptual purchase requirements for the regulation:
 - 50% of vehicle purchases must be ZEV starting on January 1, 2024
 - 100% of vehicle purchases must be ZEV starting on January 1, 2027
 - Plug in hybrids (NZEV) count as ZEV until 2035 – Not RNG/CNG vehicles
 - Proposed exemption process provides little relief
- Timeline: Board recommendation late fall/winter 2022
- Impact: The current proposal will not require equipment turnover but will impact new purchases. There is potential for fleet turnover requirements in future regulations
- CASA/SCAP is working to educate decision-makers regarding our unique challenges and outlining the need to provide future uses for biogas

Proposed Clean Emergency Generators

- Air districts are requiring Tier 4 diesel generators as BACT. SCAQMD is considering Tier 4 and BACT for generators over 1,000 hp. SCAP provided a comment letter.
- CARB is recommending that fuel cells be used rather than diesel generators
- SCAQMD's 2022 AQMP will include a control measure for zero and near-zero emission emergency generators (i.e., fuel cells)
- SCAQMD is recommending a retrofit rule that would require the replacement of older diesel emergency generators
- CASA/SCAP recommends a demonstration be performed to assess the reliability of new cleaner technologies



Questions?



Primary Sources of Emissions

- Sources of GHG Emissions
 - Electrical power
 - Mobile sources (cars, trucks, ships, planes & trains)
- Sources of Ozone Forming Emissions (NO_x)
 - Mobile sources (cars, trucks, ships, planes & trains)
- Air Toxics (Diesel)
 - Mobile sources (trucks, ships & trains)

Fossil Fuels



Proposed Regulatory Actions

California - Proposed Mobile Source Electrification Regulations

- CARB: [Mobile Source Strategy](#)
- CARB: [2022 Scoping Plan Update](#)
- CARB: [Advanced Clean Fleets](#)
- CARB: [Zero-Emission Forklifts](#)
- CARB: [Small Off-Road Engines \(SORE\)](#)
- CARB: [Tier 5 Off-Road Diesel Emission Standards](#)

Local Plans to Attain Federal Ozone Standards

- SCAQMD: [2022 Air Quality Management Plan](#)
- SJVAPCD: [2022 Air Quality Management Plan](#)