



April 24, 2023 | Submitted electronically

Liane Randolph,  
Chair,  
And Board Members  
California Air  
Resources Board  
1001 I Street  
Sacramento, CA  
95814

**RE: Comments on 15-Day Proposed Advanced Clean Fleets Language**

Dear Chair Randolph and Board Members,

We, the undersigned, are the general managers for local publicly owned electric utilities (POUs), and public water and wastewater agencies (collectively the Public Agencies) throughout the state of California. We write to express serious concerns that, as currently drafted, the Advanced Clean Fleets (ACF) rule (posted on March 23, 2023) could hinder our ability to maintain our systems and restore service during emergency events. As outlined in this letter, we strongly recommend amendments to the ACF rule that provide reasonable accommodations that prioritize the public health, safety, and welfare of our communities.

Through our dedication to achieving state and local climate goals, the electricity sector has been the primary driver of greenhouse gas reductions in the state. POUs are proactively planning for and investing in clean energy resources in order to achieve the ultimate goal of a carbon neutral economy by 2045. As part of this effort, POUs are helping electrify the transportation sector with affordable, reliable energy, which is critical to the widespread adoption of zero-emission vehicles. In addition, water and wastewater agencies are actively working to uphold the state's human right to water established by the Legislature, and to implement the state's various water quality, supply, and conservation goals to ensure California residents have access to clean drinking water now, and into the future. We are committed to supporting the zero-emission vehicle (ZEV) transition by prioritizing purchasing ZEVs for our Public Agency fleets wherever feasible. However, for many Public Agencies, the proposed ACF rule will risk the ability to maintain a reliable electric grid and/or water service, and to respond to major disruptions in service caused by extreme weather events, natural disasters, wildfires, and physical attacks. Most concerning, the proposed ACF rule includes provisions that would require a Public Agency to purchase a ZEV even in cases where the utility can show with evidence that there is no ZEV commercially available or capable of meeting the utility's needs. Due to the significance of this concern, we respectfully urge the California Air Resources Board to amend the rule in two ways:

- **The ACF rule must provide flexibility if a ZEV is not commercially available when a traditional specialty vehicle reaches the end of its useful life.**

Under the proposed ACF rule, if a ZEV is not commercially available to replace a traditional specialty vehicle, the utility must still purchase a ZEV unless the vehicle being replaced is 13 years or older. This 13-year threshold is not workable – it does not recognize the end of the useful life of utility specialty vehicles. The retirement schedule for many POUs' specialty vehicles is 7 to 10 years depending on model and usage. When a vehicle reaches the end of its useful life, it is critical that a utility can effectively replace the vehicle in order to maintain reliable utility service and emergency response capabilities. The ACF rule should delete the arbitrary 13-year threshold and establish a practical standard based on a vehicle's end of life.

- **The ACF rule must be tailored to the emergency response needs of each utility.**

As demonstrated by recent extreme weather events in California, Public Agencies depend on their specialty vehicles to repair damaged infrastructure and maintain essential services that are critical to the public health, safety, and welfare of their communities. The proposed ACF rule contains a provision (i.e., the daily usage requirement) that attempts to provide accommodation if a utility can show, based on data from the last five years, that no ZEV is commercially available to meet utility needs. Unfortunately, the rule would expressly exclude the highest

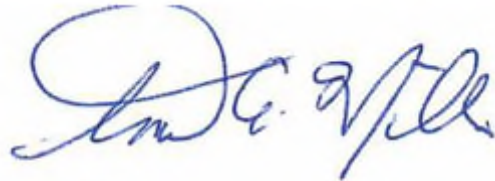
usage days from this analysis. High usage days are associated with responding to major disruptions in services. Those are the days when it is most critical to ensure utilities are appropriately equipped to repair damaged infrastructure and restore service. The ACF rule must account for these high usage days in order to ensure publicly owned utilities can protect their communities by effectively and efficiently responding to foreseeable emergency events.

We urge CARB to make the aforementioned changes to the ACF rule which are essential to protecting the public health, safety, and welfare of our communities.

Respectfully,



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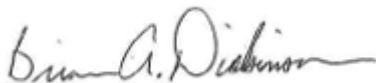
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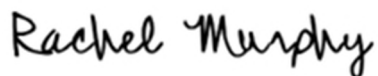
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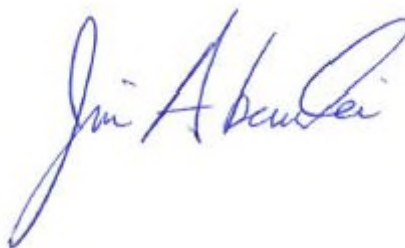
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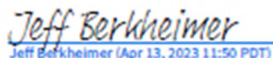
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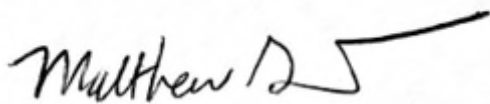
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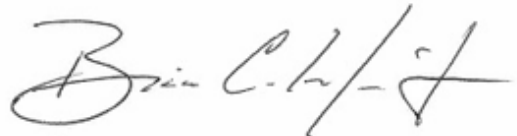
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