



August 19, 2022

**MEMBER AGENCIES**

- Carlsbad  
Municipal Water District
- City of Del Mar
- City of Escondido
- City of National City
- City of Oceanside
- City of Poway
- City of San Diego
- Fallbrook  
Public Utility District
- Helix Water District

**Mr. Tony Brasil**  
 Mobile Source Control Division  
 California Air Resources Board  
 1001 I Street  
 Sacramento, CA 95814

**Mr. Craig Duehring**  
 Mobile Source Control Division  
 California Air Resources Board  
 1001 I Street  
 Sacramento, CA 95814

- Lakeside Water District
- Olivenhain  
Municipal Water District
- Otay Water District
- Padre Dam  
Municipal Water District
- Camp Pendleton  
Marine Corps Base

**Mr. Paul Arneja**  
 Mobile Source Control Division  
 California Air Resources Board  
 1001 I Street  
 Sacramento, CA 95814

- Rainbow  
Municipal Water District
- Ramona  
Municipal Water District
- Rincon del Diablo  
Municipal Water District
- San Dieguito Water District
- Santa Fe Irrigation District
- South Bay Irrigation District
- Vallecitos Water District
- Valley Center  
Municipal Water District

**RE: Draft Advanced Clean Fleets Regulation – Public Fleet Requirements**

The San Diego County Water Authority (Water Authority) and its member agencies appreciate the opportunity to provide comments on the May 4, 2022, draft of the proposed regulations language of the Advanced Clean Fleets Regulations, Public Fleet Requirements. We appreciate California Air Resources Board's (CARB) willingness to engage in dialog and respond to stakeholder feedback on the concerns of the public fleets, including water and wastewater utilities.

- Vista Irrigation District
- Yuima  
Municipal Water District

The Water Authority is a regional wholesale water agency that provides about 80% of the water used in San Diego County, sustaining a \$253 billion economy and quality of life for 3.3 million residents through 24 retail member agencies. The agency is responsible for operating the aqueduct system, ensuring facility security and emergency preparedness, and maintaining and managing the fleet and various other assets. The Water Authority controls water deliveries to meet member agency demands, manages dam and reservoir operations, ensures water quality, oversees water treatment plants and power generation operations, maintains all vehicles and heavy equipment, and implements the Aqueduct Protection Program, among other functions. A reliable fleet is critical to the Water Authority's and member agencies' ability to meet their mission of providing a reliable and safe water supply in an affordable and sustainable manner.

**OTHER REPRESENTATIVE**

- County of San Diego

We appreciate CARB staff's work to incorporate stakeholder input in this revised draft rule. Our key issues continue to be infrastructure requirements, Zero-Emission Vehicle (ZEV) availability, ability to maintain an adequate, safe and healthy water supply especially during emergency responses, grid reliability and Public Safety Power Shutoff (PSPS) events, and costs. We want to

make sure that the rule does not create unintended consequences for water and wastewater utilities that will endanger public health and safety, especially during emergencies.

### *Infrastructure*

Water Authority appreciates the inclusion of Section 2013.1 (b) Infrastructure Construction Delay Extension. Upon review of this section and discussion with our energy provider, who estimates that its permitting process will take 18 to 24 months, we recommend that the one-year limitation be changed and replaced with: “that the Executive Officer grant an extension of rule implementation up to 12 months after the completion of the permitting process from municipalities and energy providers required to implement charging infrastructure”.

### *ZEV Availability*

A substantial portion of Water Authority fleet will be affected by this regulation as we do not have separate vehicles solely for employee transport. Our vehicles must be able to tow; have 4-wheel drive; have power take off (PTO) features to power auxiliary items such as cranes, dump beds, and lift gates; not exceed highway weight restrictions with batteries and auxiliary tools; have the ability to idle for an extended period of time; have a substantial range on one charge; and have the ability to remote-off-road charge where there is no access to the electric grid. These vehicles include dump trucks, welding trucks, valve trucks, utility trucks, and water trucks. At the May 2022 Advanced Clean Transportation Expo in Long Beach, we discussed vocational fleet availability with numerous manufacturer representatives. **The manufacturers are currently not focusing on vocational vehicles and estimate that they will not have offerings in this category for at least 5 years.**

Because the market is not ready for vocational ZEVs, it is imperative that the exemption for ZEV availability be very robust. The Water Authority supports recommendations by Association of California Water Agencies (ACWA) and the California Municipal Utilities Association (CMUA) for exemptions that will allow for the purchase of internal combustion engine vehicles (ICEV) when ZEVs are not commercially available. We request that if a vehicle is necessary for water or wastewater system operations, and, is available as an ICEV and can be delivered to the agency in expeditious time frame, that the exemption allow for the purchase of an ICEV instead of just postponing the ZEV delivery. Not having a critical vehicle in our fleet will impact our ability to maintain water supply and to respond to emergencies. In addition, we request that credits are given for vehicles purchased in lower classes (i.e., below the 8,500 pounds threshold for this regulation) to meet implementation requirements. Also, commercial availability should be defined in the regulations to make sure that specific vehicles are available in sufficient quantities to provide a competitive bidding environment.

### *Emergency Response*

We support the recommendations made by ACWA and CMUA in respect to mutual aid and emergency response. All water and sewer utilities are tasked with maintaining a safe and reliable water supply and infrastructure that is critical to public health and safety. Water or sewer system emergencies cannot wait for state declarations of emergencies and often are localized where the county or state will not be involved in emergency declarations. For example, the Water Authority recently completed an emergency repair of a large diameter pipe in a residential neighborhood,

however no county or state emergency was declared despite the Water Authority deploying equipment for multiple days.

***Grid Reliability and PSPS events***

Extreme temperatures, natural disasters, increased and shifting electricity demand, and potential reductions in hydropower generation due to drought can result in interruptions in electric service. Also, due to increasing threat from wildfires, PSPS events have increased in frequency and duration in high fire risk areas. The region that the Water Authority serves includes several high fire risk areas that have experienced PSPS events for days at a time. These interruptions in electricity would hinder public agencies with electrified fleets from being able to provide essential services including providing the water needed to combat wildfires. The rule should consider that there will inevitably be interruptions in electric service and should be written in a way that considers the implications of interruptions in electricity for up to one week.

***Cost***

As water providers, the Water Authority and its member agencies are very cognizant of Assembly Bill (AB) 685 that codifies human right to water in California. Water Code Section 106.3 statutorily recognizes that “every human being has the right to safe, clean, affordable, and accessible water...” As non-profit entities, water agencies are required to pass the costs to all consumers, including disadvantaged individuals and groups. All of us need to do all we can to keep that water affordable as the statutes direct us. Currently, cost for vocational ZEVs is exponentially higher than comparable ICEVs. This additional cost burden will directly translate into increased water rates. We support CMUA edits to Section 2013 (c) (6) that ICEV should be allowed when NZEV or ZEV costs exceed 133% of purchase price. This will allow utilities to budget and know that until the technology is prevalent enough to be price competitive and affordable, water rates will not be impacted by requirements for higher-cost, unproven vehicles.

We appreciate the opportunity to comment on this very important rulemaking. We support the points raised and recommendations made by ACWA and CMUA in their comment letters. We hope to continue our dialog with CARB staff to create a rule that is implementable, fair, and supports our mission of providing a reliable and safe water supply in an affordable and sustainable manner.

Sincerely,



Eva Plajzer, P.E.

Director of Operations and Maintenance

cc: Liane M. Randolph, Chair, California Air Resource Board  
Sandra Berg, Vice Chair, California Air Resources Board  
Members, California Air Resources Board