

ZERO EMISSIONS



PARTNERS

May 28, 2020

Mary Nichols, Chairman
CARB
1001 I Street
Sacramento, CA 95814

RE: Proposed Advanced Clean Trucks Ruling- Comments on Amendments

Dear Chairman Nichols:

Zero Emissions Partners is transmitting the following pages containing our comments on the fleet reporting.

In addition, we wish to inform you that the Draft Environmental Analysis for the proposed regulation is not adequate in our opinion. That document states, “In October 2015, California adopted SB 350 which among other major goals established greenhouse gas reduction targets and ordered the CPUC to direct the six investor-owned utilities in the state to “accelerate widespread transportation electrification.” The resulting programs developed by the electric utilities promote the adoption of medium and heavy-duty ZEVs through incentivizing infrastructure upgrade projects that offset most or all of the costs for electrical service upgrades to enable fleet ZEV deployments.” We observe that the scope of the proposed regulation would require several billions of dollars and years or decades to be built. We do not see evidence to support that SB 350 and its affected utilities can or will meet the fleet end users infrastructure needs. Nor do we see that “most or all of the costs” needed for a fleet end user to enable ZEV deployments will be satisfied through SB 350 funds.

Finally, the Notice of Public Availability of Modified Text states, “In general, these proposed modifications will expand the project scope by increasing the number of zero-emission vehicles sold into California, which will in turn increase the environmental benefits related to greenhouse gas reductions and air quality improvements. However, since these proposed modifications will not alter the existing compliance responses identified in the Draft EA, there is no requirement to conduct additional environmental analysis under section 15187 of the CEQA Guidelines. As a result, the Draft EA’s findings, overall significance conclusions, mitigation measures and alternatives adequately address the environmental review for the proposed modifications.” The manufacturing impacts of the COVID-19 crisis were not, and have not, been addressed in the Draft EA.

Sincerely,

J Barazi
Member

Attachments

**Section 2012. Advanced Clean Trucks, Large Entity Reporting Requirement-
Comments**

Regulatory Language	Formal Comments
<p>(1) Any fleet owner <u>in the 2019 calendar year that had with more than 10050 or more</u> vehicles with a GVWR greater than 8,500 lbs. <u>under common ownership or control</u> and operated a facility in California, in the 2019 calendar year;</p>	<ul style="list-style-type: none"> • “Operated” should mean that the entity, fleet owner, broker or agency operated vehicles at a California facility whether or not it was owned or leased by the entity, fleet owner, broker or agency. For example, a motor carrier transporting household goods that has State of California licensed or unlicensed moving company agents is deemed to have operated in California when the shipment originated or ended in California.
<p>(1) <u>“Backup vehicle” means a self-propelled motor vehicle designed for on- highway use that is used intermittently to maintain service during periods of routine or unplanned maintenance, unexpected vehicle breakdowns, or accidents but is not used in everyday or seasonal operations.</u></p>	<ul style="list-style-type: none"> • Both Truck & Bus and SWCV regulations define this as a 1,000 miler annually. Be consistent with that in these regs
<p>(5) <u>"Dispatched" means provided direction or instruction for routing a vehicle(s), whether owned or under contract, to specified destinations for specific purposes, including but not limited to delivering cargo, passengers, property or goods, providing a service, or assisting in an emergency.</u></p>	<ul style="list-style-type: none"> • Entities that call or contract for “Delivering cargo” from material suppliers should be excluded from the “dispatched” definition, consistent with ARB’s guidance for the Truck & Bus Regulation, How to Verify if Hired Fleets Comply, Last Updated June 27, 2019, which states, “If I order materials from a supplier, do I need to verify compliance for the shipper? No. If you are not actively involved in determining which transportation company will deliver the materials or products then you are not responsible for verifying that the fleet is in compliance. In other words, the receiver does not actively determine whose trucks will make the delivery”
<p>(A) <u>“Class 2b-3” means a self-propelled motor vehicle designed for on- highway use with a GVWR from 8,501 lb.</u></p>	<ul style="list-style-type: none"> • As soon as possible, CARB TRUCRS should be modified to allow the manual data entry and large fleet import of data to satisfy this attribute.

<p>to 14,000 lb. The types of vehicle in this category generally includes full-size pickup trucks, smaller utility trucks, cargo vans, and passenger vans.</p>	
<p>(2) <i>Reporting.</i> All regulated entities must submit information <u>specified in sections 2012.1 and 2012.2 to the Executive Officer. Subsidiaries, parent companies, or joint ventures may independently report, or the corporate parent or joint venture business may report on their behalf, as long as all information for subsidiaries, corporate parents, and joint ventures with vehicles over 8,500 lbs. are reported. about each subsidiary. These entities with brokerage and/or motor carrier authority must be reported even if no vehicles are owned by that subsidiary, corporate parents, or joint venture. separately to the Executive Officer. by reporting general entity information as specified in section 2012.1, facility information as specified in section 2012.2, and vehicle usage information as specified in section 2012.3, if applicable. Vehicles that are under common ownership or control may be submitted separately by each fleet owner. Complete information must be reported by April 1, 2021, for their facility operation in 2020 and for any fleet of v Vehicles data must be reported as the fleet it was comprised as of January 1, 2021 on a date of the fleet owner's choosing any time after January 1, 2019, to meet the compliance</u></p>	<ul style="list-style-type: none"> • As soon as possible, CARB TRUCRS should be modified to allow the manual data entry and large fleet import of data to satisfy the “Class 2b-3” vehicles • As soon as possible, CARB TRUCRS should be modified to allow the manual data entry and large fleet import of data to satisfy the required reporting of Class 2b and larger vehicles of multiple fuel types not currently available in TRUCRS. Existing vehicles in TRUCRS showing “CNG/LNG” fuel type shall be restored to “Active” status. Many of these vehicles previously reported into TRUCRS were moved to “Deleted” status.

<p>requirements. Entities may report separately by division, or branch if preferred. To the extent reports submitted to CARB contain confidential data, entities may choose to designate that information as confidential per title 17, sections 91000 to 91022.</p>	
<p>(A) Natural gas;</p>	<ul style="list-style-type: none"> • The number of fueling points, dispensers and whether public access is allowed should be reported
<p>(B) Electricity <u>for on-road vehicle charging (Level 2 or higher power)</u>;</p>	<ul style="list-style-type: none"> • The number of charging points and whether public access is allowed should be reported
<p>(C) Hydrogen;</p>	<ul style="list-style-type: none"> • The number of fueling points, dispensers and whether public access is allowed should be reported
<p>(2) Identify what refueling infrastructure was initially installed <u>on or after January 1, 2010 less than 10 years ago</u> by the selecting the fuel type dispensed as <u>for the fueling options</u> listed in section 2012.32(a)(6)(A) to 2012.32(a)(6)(G).;</p>	<ul style="list-style-type: none"> • For the purpose of completing economic and environmental analyses of any future vehicle purchase requirement the date of initial construction, any expansion and capital costs should be reported. Remove the word “initially” and modify “after January 1, 2010” to read “after January 1, 2000.” The Total Cost of Ownership document prepared by CARB staff assumed a 20-year amortization period for new electric infrastructure so collecting the dates and costs will inform future analyses.
<p>(3) Identify what types of trailers you pull if you have tractors assigned or domiciled at this facility <u>by selecting the following</u>:</p>	<ul style="list-style-type: none"> • We recommend removing the word “you” and rewording this to reflect that a required reporting entity or fleet that has or dispatches trailers is directed to identify the required information
<p>(A) Van-dry;</p>	<ul style="list-style-type: none"> • We recommend using “Dry van” as that is the most common nomenclature
<p>(B) Van-reefer;</p>	<ul style="list-style-type: none"> • We recommend using “Reefer van” or “Reefer” as that is the most common nomenclature
<p>(b) For each <u>facility vehicle home base with a vehicle above 8,500 lbs. GVWR identified</u>, report information specified in section 2012.32(b)(1) to 2012.32(b)(36) for all vehicles <u>above 8,500 lb. GVWR including off-road yard tractors assigned to or domiciled at the facility in 2020 and remain in the</u></p>	<ul style="list-style-type: none"> • As soon as possible, CARB TRUCRS should be modified to allow the export of data to satisfy the required reporting data in the body type, weight bin and fuel types.

<p>fleet as of January 1, 2021. Responses may <u>must</u> be grouped by vehicle body type as listed in section 2012(d)(1821), weight class bin specified in section 2012(d)(2024), and fuel type listed in section 2012.3(a)(6)(A) to 2012.3(a)(6)(G). <u>Alternatively, responses may be completed for each individual vehicle and include the vehicle's body type, weight class bin, and fuel type. Separately report vehicles dispatched under your brokerage authority, if applicable. Each vehicle should only be counted once for each response. For fleets with seasonal workload fluctuations, use a time period</u></p>	
<p>(1) How many vehicles in each vehicle group;</p>	<ul style="list-style-type: none"> • For consistency, please define “vehicle group” as the “<u>vehicle's body type, weight class bin, and fuel type</u>”
<p>(A) Is equipped with all-wheel drive; and</p>	<ul style="list-style-type: none"> • Please specify that “all-wheel drive” vehicles include “four-wheel drive” vehicles