



September 12, 2025

Clerk's Office  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Dear California Air Resources Board Members,

**RE: Comments on the ACF Amendments Implementing AB 1594 Regulatory Changes**

On behalf of the League of California Cities, we appreciate the opportunity to provide comments to the proposed amendments to the Advanced Clean Fleets (ACF) regulatory language in response to the passage of Assembly Bill 1594 (Chapter 585, 2023 Statutes).

While we support the state's transportation and climate goals, just this year, there have been dramatic changes to all aspects of the zero-emission vehicle (ZEV) manufacturing, sales, and availability, as well as the development of refueling infrastructure to support these vehicles. This sudden swing has created significant new challenges for local agencies.

In January 2025, the California Air Resources Board (CARB) withdrew its request for a federal Clean Air Act waiver for the ACF regulation, which is required for the rule to apply to the state's high-priority and drayage fleets. As a result, CARB can only enforce ACF on state and local fleets. Additionally, President Trump signed three Congressional Review Act resolutions, terminating the waivers for Advanced Clean Trucks, Advanced Clean Cars II, and Heavy-Duty Omnibus. Unfortunately, the market has been impacted by policy uncertainties and changes to federal incentives under the new administration.

At the same time, major construction efforts have begun in earnest to rebuild parts of Los Angeles County after the destructive wildfire in January. These efforts have tied up hundreds of electrical contractors who have rightly shifted their focus and attention to the massive rebuild efforts. Understandably, this shift has delayed efforts to build refueling stations.<sup>1</sup> While the current ACF regulations provides extensions for delays in refueling infrastructure, which can be requested for construction or site electrification issues

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<sup>1</sup> <https://knowledge.uli.org/en/reports/research-reports/2025/project-recovery-rebuilding-los-angeles-after-the-january-2025-wildfires>

beyond a fleet's control, eligibility is predicated on first purchasing a ZEV (which has become an increasing challenge as stated above) even without the ability to refuel it.

As you know, the 2024-25 State Budget included \$279,050,000 from the State Highway Account for two years to continue replacing its aging fleet and installing ZEV infrastructure. Of this amount, \$250,000,000 is to replace the equipment, \$22,500,000 is for contractors to install ZEV infrastructure, and \$6,550,000 is for 50 positions to support these efforts. As a result, local agencies are forced to compete against a properly funded state agency that is ordering upwards of 2100 medium-to-heavy-duty vehicles (class 2b - 8).

All the actions listed above have created a perfect storm for local agencies, hindering their ability to comply with the ACF. As a result, we respectfully request that CARB consider expanding the scope of amendments to the ACF to help encourage further compliance.

**Waivers and Extension.** During rapidly rising cost pressures on essential local services, we respectfully request that CARB remove the ZEV purchase requirement for waivers or extensions. This necessary change will avert the need to buy costly ZEVs before it is possible to install the infrastructure required to use them. The infrastructure needs to be in place before the vehicles can be purchased and ultimately fueled or energized.

**Mutual Aid:** Current regulations for mutual aid internal combustion engine (ICE) vehicles owners may only initially apply for the exemption after the first 25% of the fleet are ZEVs and imposes a cap on the number of ICE vehicles in the fleet per this exemption. We request removing this requirement, as local agencies are required to respond to emergency situations no matter what percentage of their fleet is comprised of ZEVs.

**Emergency Vehicles:** We respectfully request CARB update and expand the emergency vehicle exemption to vehicles that respond to and support critical operations related to all types of emergencies and disasters, many of which are not formally declared as such still impact vital infrastructure and utilities. City front-line workers need vehicles that can do the job the emergency dictates to restore those severed utilities.

**Inventories.** We believe that CARB should provide a list of available manufacturers that have market-ready vehicles in the medium- to heavy-duty class sizes, 2B- 8. Availability of model/body types of multiple weight classes (and functions) are not confirmed by fleets, but rather by manufacturers informing CARB that models will be available.

**Daily Usage.** While CARB is considering whether to allow public agencies to replace traditional utility-specialized vehicles at the end of their life to maintain reliable service and respond to major events, we believe that all local municipalities should be included to these new amendments.

**Timelines and Public Funding.** The proposed regulations continue to impose aggressive timelines for public fleets to comply and do not consider public budgets and funding methods for capital projects. Local governments budget every two years, and many cities have a five-year capital budget cycle that cannot be easily repurposed at the scale this proposed regulation would require. Requiring 100% of all new purchases to start Jan. 1, 2027, is simply unattainable. CARB's own reporting data demonstrates that local agencies are struggling to meet the 50% new acquisition adopted in 2024.

Electrifying service yards to support an electrified fleet is a much greater undertaking than a simple electricity panel upgrade or some quick trenching in the parking lot. The time and costs for planning, engineering, and expanding not just the electrical capacity of the system at the facility, but the distribution system that feeds it go well beyond the available budget of local municipalities. While savings will eventually manifest from retiring or repurposing assets oriented to internal combustion engines, they will have no effect on the upfront capital expenses. For these reasons, we believe that the 100% requirement to be paused for local governments.

Our organization's members span across the state and are pursuing environmentally sound and robust strategies to decarbonize their communities. However, this proposed language does not account for rising utility costs, and substantial mandates from multiple regulatory bodies. We urge CARB to consider these impacts to ensure success for communities without further exacerbating the affordability issues facing many of our cities and residents.

Again, thank you for allowing us the opportunity to provide written responses to the proposed AB 1594 amendments to the Advance Clean Fleets Regulations. If you have any questions, please feel free to contact me at [dconklin@calcities.org](mailto:dconklin@calcities.org).

Sincerely,

A handwritten signature in black ink, appearing to read 'D Conklin', is placed over a light gray rectangular background.

Damon Conklin  
Legislative Affairs, Lobbyist

cc:

The Honorable Liane Randolph, Chair, CARB  
The Honorable Dr. Steve Cliff, Executive Director, CARB