

city of Fountain Valley (DUC LUU)

09/11/2025

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

RE: Comments on the ACF Amendments Implementing AB 1594 (2023) Regulatory Changes

Dear Chair Randolph

The **City/Town of _FOUNTAIN VALLEY_** appreciates 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 (2023 Statutes, Chapter 585).

Earlier this year, we have seen major structural changes to all aspects of the Zero Emission Vehicle manufacturing, sales, availability and the development of refueling infrastructure to support these vehicles that have created significant 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 would have been required for the rule to apply to the state's high-priority and drayage fleets. As a result of this withdrawal, CARB is limited to enforce provisions of the ACF only on state and local fleets. Additionally, President Trump signed three Congressional Review Act resolutions to terminate the waivers for Advanced Clean Trucks, Advanced Clean Cars II, and Heavy-Duty Omnibus. As a result of these actions, manufacturing and sales of ZEVs has dramatically decreased.¹

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 rebuilding efforts have tied up hundreds of electrical contractors who have rightly shifted their focus and attention on the massive rebuild efforts. Understandably, this shift has delayed efforts to build refueling stations.² While the current ACF regulations provides extensions for delays in refueling infrastructure, which can be requested for construction or site electrification issues 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 allocated over a billion (\$558,100,000) from the State Highway Account to Caltrans to acquire 2,100 medium-to-heavy-duty vehicles, install ZEV infrastructure, and for 50 new staff. This forces local agencies to compete against a properly funded state agency that is procuring the remaining limited availability of ZEVS in the medium-to-heavy-duty classification (class 2b - 8).

¹ <https://cumming-group.com/rebuilding-homes-after-la-fires-could-siphon-workers-from-cre-jobs/>

² <https://knowledge.uli.org/en/reports/research-reports/2025/project-recovery-rebuilding-los-angeles-after-the-january-2025-wildfires>

All the actions listed above have created a perfect storm for local agencies hindering their ability to comply with the ACF. For these reasons, we respectfully request that CARB consider expanding the scope of amendments to the ACF to help encourage compliancy of the regulation.

Daily Usage. While CARB is considering to provide greater flexibility and compliance options for public agency utilities within the ACF regulation, allowing them 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 cities should be included to these new amendments.

Waivers and Extension. During rapidly rising cost pressures on essential local services, we respectfully request CARB remove ZEV purchase requirements in order to be eligible to request any waivers or extensions. This necessary change will help cities avert the costly acquisition of 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.

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.

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 percent of all new purchases to start January 1, 2027, is simply unattainable. CARBs own reporting data demonstrates that local agencies are struggling to meet the 50 percent new acquisition that was 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 expansion of not just the electrical capacity of the system at the facility, but the distribution system that feeds it are well beyond the available budget of local municipalities. While savings will eventually manifest from retiring or repurposing assets oriented to internal combustible engines (ICE), they will have no effect on the upfront capital expenses. For these reasons, we believe that local governments need the 100 percent requirement to be paused.

Again, thank you for allowing us the opportunity to provide written responses to the proposed AB 1594 amendments to the Advance Clean Fleets Regulations.

Sincerely,
DUC LUU
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