

John Bosler
Secretary/General Manager/CEO

April 16, 2026

Comment letter submitted via electronic commenting system

Clerks' Office
California Air Resources Board
1001 I Street, Sacramento, California 95814

RE: Comment Letter – Advanced Clean Fleets Regulation Amendments/15-Day Changes

Dear California Air Resources Board,

The Cucamonga Valley Water District (CVWD) appreciates the opportunity to provide comments on the proposed 15-day change amendments to the Advanced Clean Fleets (ACF) regulation (15-day changes) as required by Assembly Bill 1594 (Garcia, 2023) [AB 1594]. CVWD provides water and wastewater services to approximately 200,000 people in the southwest portion of San Bernardino County. CVWD has engaged in the ACF rulemaking process since its conception, throughout its development, and now into the amendment stage. The comments provided below respond directly to the 15-day changes offered, and feedback for future implementation and board discussion.

1. Express support for several important improvements to the 15-day language

We want to acknowledge and express support for several important improvements made in the 15-day language, including: *§ Section 2013.1.(a)(1)(b) Extension of 50% Purchase Requirement to 2030*

Extension of the 50% Purchase Requirements to 2030 (previously 2027) is an appreciated step to acknowledge ongoing market uncertainty and challenges that public fleets face in complying with ACF. This proposed change gives public fleets additional time to plan for the Zero Emission Vehicle (ZEV) transition while retaining the ability to purchase internal combustion vehicles that are core to fleet operations, emergency response, and remain unavailable as ZEVs to maintain water and wastewater services.

§ Section 2013.2(e) Improved Usability of the Fleet Resilience Exemption

Expanded use (to include, but not limited to, emergency response, towing, or range limitations), and reduced need for current fleet to include ZEVs (proposed 5% of fleet must be ZEV instead of 25%) to apply for the Fleet Resilience Exemption are welcome changes that further acknowledge the critical role that public water agencies play in emergency response throughout the state.

§ Section 2013.1 Improvements made to regulatory clarity

CVWD has sought regulatory clarity throughout the ACF rulemaking process, and appreciates improvements made to clarify rounding, order cancellations, and manufacturer requirements for ZEVs to be considered “available”. These are key details that public fleet managers must consider when making future purchases to comply with ACF.

- 2013.1(b) Rounding: Clear guidance confirms rounding up is allowable, and exemptions can be applied the following year if rounding is used.
- 2013.1(e) Order Cancellations: Compliance is tied to past-year purchases, with clearer timing allowances to obtain replacement vehicles.
- § 2013.2(d)(2)(D) (6-8) Clear Additional Availability Criteria imposed on ZEV manufacturers: To be considered available, manufacturers must now meet the following criteria
 - Have issued CARB Executive Orders for chassis or complete vehicles sold in California for at least 3 of the previous 5 model years
 - Not be in bankruptcy or bankruptcy proceedings
 - Offer a powertrain warranty of at least 3 years or 50,000 miles for ZEV powertrain components

§ Section 2013.1(f)(3) Improved Usability of the ZEV Infrastructure Delay Extension

Public fleets need certainty that the necessary charging infrastructure and power to sustain charging infrastructure are built and ready for oncoming ZEV fleet operations. Therefore, it is appropriate for public fleets to avoid being considered non-compliant when there is a need to purchase new vehicles but lack charging infrastructure to support ZEVs. The proposed changes to the ZEV Infrastructure Delay Extension clarify usage until infrastructure is built by fleets’ respective electric utility providers at which time fleets would be expected to reach ACF compliance.

§ Section 2013.1(f)(2) Improved Guidance to use Daily Usage Exemption

CARB added much needed additional detail to describe two distinct options to apply for the Daily Usage Exemption. Previously, public fleets lacked clarity on necessary data, and the mechanics of Daily Usage exemption requests would be considered. The latest changes provide much more detail and enable fleets to use a broader range of available data for exemption requests.

§ Section 2013.2(d)(1)(A) Additional vehicles added to the ZEV Purchase Exemption List

CVWD supports inclusion of digger derrick trucks, combination vacuum-jetter trucks, jetter trucks, dump trucks (classes 7 & 8) and class 2b and 3 pickup trucks to the ZEV Purchase Exemption List.

2. Appreciate ongoing CARB staff and Board engagement on ACF

CVWD greatly appreciates the many meetings and site visits that CARB staff participated in 2025-2026 over the course of this amendment process more broadly to understand the challenges that public fleets face in working towards ACF compliance. We also appreciate that time that respective Board Members have given over the course of the ACF rulemaking. All of the improvements stated above are a direct result of ongoing constructive dialogue to work towards solutions. We encourage continuation of this conversation as public fleets work towards compliance so that we can solve ongoing implementation issues that will arise.

3. Much work remains for CARB and public fleets to address in ACF implementation

CVWD retains significant concerns for successful ACF implementation, and is motivated, beyond adoption of the 15-day changes, to continue substantive dialogue with CARB to identify ongoing challenges and clarifications that will need to be addressed in future regulatory efforts. Therefore, we will seek to provide updates to CARB staff and Board members on the following issues, and others that we identify, as appropriate, leading to the next time ACF is updated in 2027-28.

3a. Broad Considerations we will be watching

ZEV Market Uncertainty

CVWD wishes to continue dialogue with CARB as we better understand the market availability of ZEVs in future years. Successful ACF implementation rests on future availability of ZEVs to meet our diverse fleet needs and based on the assumption that the market for MHD ZEVs will continue to grow. Recently, Ford Motor Company discontinued production of its F-150 Lightning model, which will have significant ripple effects on public fleets' purchase strategies, and it remains to be seen if current models will remain available. Public water agencies must be fiscally responsible with ratepayer dollars and have raised concerns about the optics of needing to purchase a luxury vehicle model, such as the Rivian R1T, to comply with ACF since the F-150 Lightning model will no longer be available to purchase. Additionally, the federal government remains unsupportive of ZEVs and will likely hinder market development, including much needed funding, despite California's approach to adopt ZEVs everywhere feasible.

ZEV Affordability

CVWD encourages continued dialogue on ZEV affordability, and funding gaps to satisfy ACF compliance requirements. We understand that this ask goes beyond ACF and the 15-day changes, but feel that it is appropriate to raise this issue continually in CARB proceedings to raise awareness and advocate for additional funding to bridge this gap in CARB's funding programs. Public fleets remain the sole entities required to comply with ACF, but are not provided priority access to funding to comply with ACF. Public fleets have been designated as the starting point for building the MHD ZEV market in California, and should receive greater incentives for playing this role in the state's transition to MHD ZEVs everywhere possible.

3b. Specific ACF Language we will re-visit with CARB

§ Section 2013.1(d)- Early or Excess ZEV Purchases

CVWD requests reconsideration of how early or excess purchase credits (credits) can be used. As written, the 15-day language requires that credits be used the following calendar year. This requirement can be challenging for public agencies that operate in two-year budget cycles who are then at risk of vehicle unavailability and budget uncertainty. Allowing public agencies to bank credits for use post-2030 is a simple solution that would enable fleets to avoid the need to apply for future exemptions while already having purchased ZEVs to add to the overall increase in ZEVs purchased.

§ Section 2013.2(e)(1)(D)- Fleet Resilience Exemption capped at 25% of fleet and subtracted by other exemptions

CVWD requests future consideration of flexibility to allow public fleets use of the Fleet Resilience Exemption beyond 25% of their respective fleets, and independent of other exemption pathways utilized. We can appreciate the Fleet Resilience Exemption is structured to enable needed relief in earlier compliance years, but request the opportunity to re-visit this conversation as the ZEV market continues to develop. Public water agencies have numerous mutual aid agreements, and rely upon a significant percentage of fleets to respond to emergencies, towing, and duty cycles that go beyond the range of available ZEVs. It is quite likely that fleets, large and small, may rely upon more than 25% of their fleet to perform fleet resilience activities and be unable to rely upon available ZEVs to meet fleet resilience activities.

§ Section 2013.6(i)(1)- Increased Requirements to apply for ZEV Purchase and Daily Usage Exemptions

CVWD has concerns regarding added requirements to successfully apply for ZEV Purchase and Daily Usage exemptions following review of all vehicles over 10 years old and the ability of the Executive Officer to deny requests based on existing fleets using older vehicles that remain functional to meet fleet needs. The ZEV Purchase Schedule pathway for state and local fleets has been based around the concept that public fleets are allowed to focus compliance on future purchases only. Scrutinizing all 10+ year old vehicles in a fleet changes this dynamic and will be an annual challenge to navigate while the ZEV market remains uncertain.

§ Section 2013.2(e)(3)- Future Mobile Fueling Requirements to be reviewed for use in 2030

CVWD appreciates that CARB will rely upon stakeholder input and market factors to determine if future mobile fueling requirements will be implemented in 2030. It is essential to engage in dialogue with manufacturers developing this technology, and with the fleets using mobile fueling. We will engage as appropriate then.

4. CARB staff should ensure future ACF Updates to the Board are provided at a public meeting

CVWD encourages that any future ACF update to the Board be provided in a public setting to ensure appropriate Board discussion occurs. The September 25, 2025 Board Meeting reminded us that ACF is a topic of high importance across the Board, and meaningful dialogue occurred that day to set direction for future staff priorities to update regulatory language and work with stakeholders to do so. It seems appropriate and responsible to allow for the same level of discourse to occur again, as needed, to set direction for future regulatory efforts on ACF and the broader suite of ZEV regulations that come before CARB.

5. Emergency Vehicle Inclusion

To prevent unnecessary loss of life and property in the communities we serve, please reconsider the amendments respectfully requested in the October 7th letter submitted by the California Special Districts Association, League of California Cities, and California State Association of Counties, collectively representing 5,000 local agencies and 40 million residents.

Local agencies like ours continue to do our part in achieving the State's climate and emissions goals. Our proposed amendments will enable us to better meet this challenge and effectively navigate the current Advanced Clean Fleets (ACF) mandates and their associated ambitious compliance deadlines. Of critical concern to CVWD is that the ACF mandates on local agencies are creating unnecessary challenges in complying while maintaining the many critical services Californians rely upon for their most essential daily needs as well as during emergencies and disasters.

Vehicles that that need to be categorically exempted from the regulations the same manner as those found in part (c) of § 2013 of title 13 of the California code of regulations to include those vehicles that respond to, assist in and recover from disasters and emergencies to include: water utility vehicles, flood protection vehicles, sewer utility vehicles, electric utility vehicles, fire prevention vehicles, fire protection vehicles, search and rescue vehicles, and disease and vector control vehicles.

We respectfully request that you amend the ACF exemptions to allow our vehicles that support emergency services to continue serving our communities when we need them most.

Conclusion

ACF remains a priority issue for CVWD, and we wish to continue to actively participate in ACF implementation to ensure that public agency fleet needs are prioritized. CVWD will continue to communicate with CARB Board and staff about where compliance challenges arise. This is essential dialogue for a landmark regulation like ACF that is fundamentally changing the way we look at MHD fleet operations including essential public services. CVWD appreciates CARB's consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "John Bosler". The signature is written in a cursive, flowing style.

John Bosler
General Manger/CEO

cc:

The Honorable Lauren Sanchez, Chair, CARB

The Honorable Lynda Hopkins, Board Member, CARB

The Honorable Eric Guerra, Board Member, CARB

The Honorable Patricia Lock Dawson, Board Member, CARB

The Honorable Dr. Tania Pacheco-Warner, Board Member, CARB

The Honorable Dr. Susan Shaheen, Board Member, CARB

The Honorable Dr. John Balmes, Board Member, CARB

The Honorable Cliff Rechtschaffen, Board Member, CARB

The Honorable Dr. Steve Cliff, Executive Director, CARB

Mr. Marwan Khalifa, Interim Executive Director, Association of California Water Agencies