

Innovative Clean Transit

- Approved 2018
- Goal for full ZE fleet transition by 2040
- Percentage of transit agency new bus purchases must be ZE
 - 25% starting 2023
 - 50% starting 2026
 - 100% starting 2029
- Delayed start for small fleets
- Built in exemptions and credit for innovative mobility



ZE Airport Shuttle Buses

- Approved 2019
- Requires full ZE fleet transition by 2035
- Public and private airport shuttle bus fleets
- No backsliding from ZEVs starting 2023
- ZEV milestone requirements
 - 33% of fleet by 2027
 - 66% of fleet by 2031
 - 100% of fleet by 2035



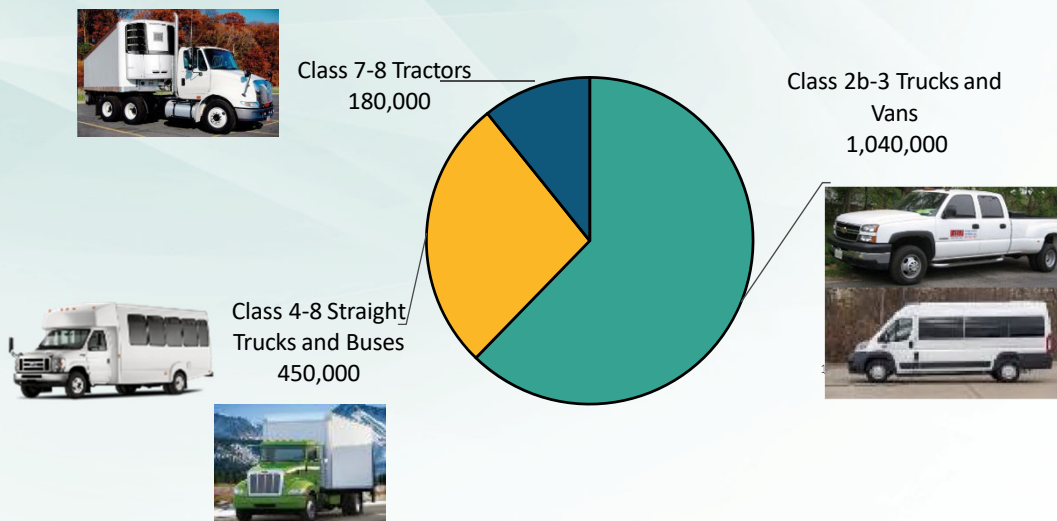
Advanced Clean Trucks

- Approved June 2020
- Percent of manufacturer sales in California must be ZEV
 - Partial credit for plug-in hybrids (NZEV)

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%



California Vehicle Populations



Source: EMFAC2017, 2020 Calendar Year

Advanced Clean Fleets

- Zero-emission fleet rule
- Support transition to zero-emission where feasible
 - 2035 – Drayage, public fleets, last mile delivery
 - 2040 – Refuse, buses, utility fleets (may include NZEVs)
 - 2045 – For all other trucks and buses where feasible
- Rule recommendation to Board in December 2021
 - Implementation starts 2023



Commercially Available ZEVs

	2B-3 (8,501 – 14,000lbs.)	4-5 (14,001 – 19,500lbs.)	6-7 (19,501 – 33,000lbs.)	8 (33,000 lbs. and over)
Commercial Vehicles Today				



Note: Excludes transit buses and all models not shown. Updated Sept. 2020.

MORE INFO:

2020 Mobile Source Strategy Documents:

- <https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy>

2020 Mobile Source Strategy Webinar (3 hrs):

- <https://www.youtube.com/watch?v=rBXF7WldpxQ&feature=youtu.be>

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