

Statewide Strategies in Arvin/Lamont: Status and Benefits



Proposed Advanced Clean Fleets Regulation

What is it?

- A medium and heavy-duty zero-emission (ZE) fleet regulation. Part of the goal of achieving a ZE truck and bus California fleet by 2045 wherever feasible
- 100% ZEV sales requirement by 2040

Who is regulated?

Drayage trucks, public agencies, federal government, and high-priority fleets that own or control trucks, buses, and shuttles

How are they regulated?

- High priority fleets: Begin phase-in ZEV 2025 and achieve 100% ZE for all box trucks, vans, buses and yard tractors by 2035
- Public fleets: 50% of new vehicle purchases must be ZE in 2024 and 100% in 2027
- Manufacturers: 100% ZEV sales requirement by 2040
- Drayage trucks: Begin ZE registration requirements in 2023, and transition to 100% ZE operations by 2035

Benefits for Arvin/Lamont community

Potential estimated DPM reductions* of around 0.01 tons in 2026 and 0.07 tons in 2031

Status

Public workshops on draft regulatory language:

- May 2, 2022: High-priority and federal fleets
- May 4, 2022: State and local government fleets
- May 6, 2022: Drayage trucks

Contact: zevfleet@arb.ca.gov



Advanced Clean Cars (ACC) II

What is it?

- A ZEV regulation annually increasing production of battery electric vehicles, hydrogen fuel cell electric vehicles, and plug-in hybrid electric vehicles
- Low Emission Vehicle (LEV) regulation annually decreasing smog-emission tailpipe standards

Who is regulated?

Car manufacturers

How are they regulated?

Increase new ZEV car sales to 100% by 2035, with minimum warranty and durability assurance measures

Benefits for Arvin/Lamont community

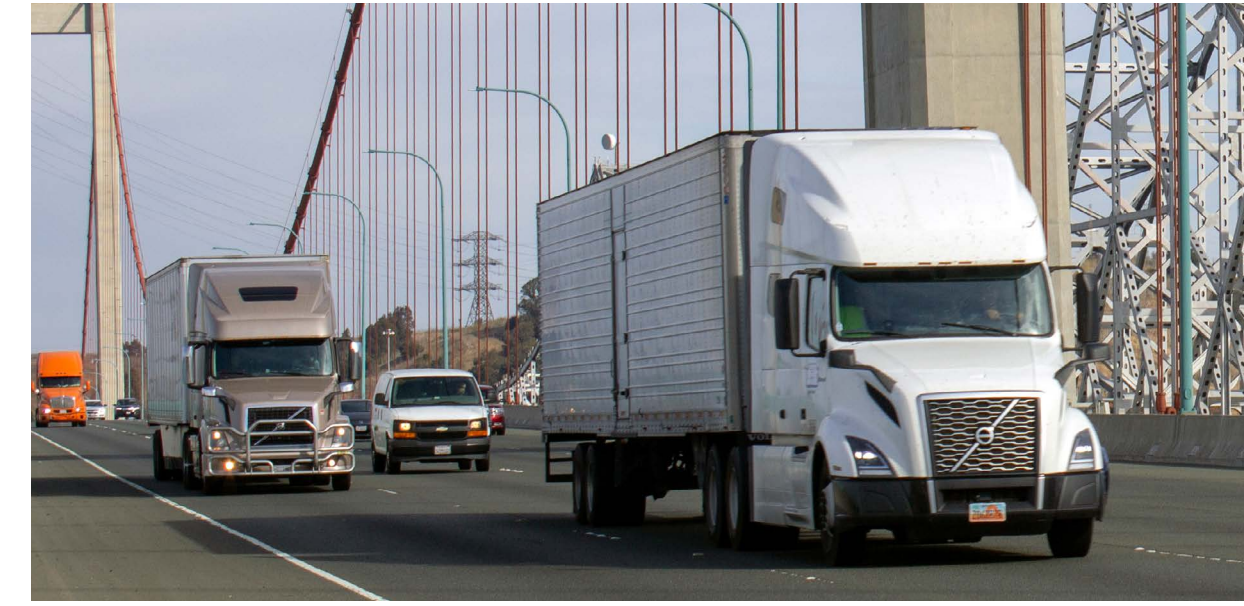
Potential estimated PM2.5 reductions* of around 0.003 tons in 2026 and 0.05 tons in 2031

Status

- May 6, 2022: Public workshop
- May 31, 2022: Written comments due
- June 9, 2022: Board hearing

Contact: cleancars@arb.ca.gov

* Preliminary estimates. Subject to change based on final rulemaking



Heavy-Duty Vehicle Inspection and Maintenance Program

What is it?

A new, comprehensive program - like Smog Check for big trucks - to keep polluting, poorly maintained heavy-duty trucks from operating on the road

Who is regulated?

Diesel and alternative fuel heavy-duty vehicles greater than 14,000 pounds gross vehicle weight rating operating in California (including out-of-state vehicles)

How are they regulated?

Implementation of the HD I/M program is phased in starting in 2023 with remote emissions monitoring. Starting no earlier than January 2024, vehicle owners must demonstrate compliance with all the HD I/M program requirements, including the periodic compliance testing requirements for their vehicles.

Benefits for Arvin/Lamont community

Potential estimated DPM reductions* of around 0.36 tons in 2026 and 0.4 tons in 2031

Status

Approved for adoption by CARB in December 2021.

Contact: Krista Fregoso, krista.fregoso@arb.ca.gov



Small Off-Road Engines (SORE)

What is it?

Regulations to accelerate the transition to ZEE for leaf blowers, lawn mowers and other small off-road equipment

Who is regulated?

Small engine manufacturers

How are they regulated?

- Emission standards of zero starting in model year (MY) 2024
- Portable generators and large pressure washers must meet more stringent standards starting in MY 2024 and zero standard starting in MY 2028

Are incentives available?

Coming soon: Grants for sole proprietors and other small landscaping businesses for purchasing new ZEE through CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE). More information: californiacore.org

Benefits for Arvin/Lamont community

Potential estimated VOC reductions* of around 4 tons in 2026 and 12 tons in 2031

Status

Approved for adoption by CARB Board in December 2021

Contact: sore@arb.ca.gov

CORE accepting comments on funding changes: todd.sterling@arb.ca.gov



Transport Refrigeration Units

What is it?

Amendments to the transport refrigeration unit (TRU) airborne toxic control measure (ATCM) to achieve additional emission and health risk reductions from diesel-powered TRUs and increase the use of ZE technology in the off-road sector.

Who is regulated?

TRU owners or operators, applicable facility owners or operators, TRU manufacturers

How are they regulated?

- 15% truck TRU fleet transition to ZE technology each year to achieve 100% by 2029
- PM standard for newly-manufactured non-truck TRU engines
- Use lower global warming potential refrigerant
- Applicable facility owners must register facility with CARB, pay fees, and ensure use of compliant TRUs onsite or report all TRU activity to CARB
- TRU owners must report all TRUs operating in CA to CARB (including out-of-state-based units), pay fees, and affix labels to their TRU every three years

Benefits for Arvin/Lamont community

Potential estimated DPM reductions* of around 0.19 tons in 2026 and 0.41 tons in 2031

Status

- Approved for adoption by CARB Board in February 2022
- Staff plan to begin development of a second rulemaking in 2022 to transition non-truck TRUs to ZE technology

Contact: arber@arb.ca.gov

Community Air Protection Program:

CommunityAir@arb.ca.gov or AireComunitario@arb.ca.gov

Michelle Byars: (279) 208-7983 or Michelle.Byars@arb.ca.gov

Listening Sessions on Air Toxics

Series of public meetings with the goal of providing community members opportunities to voice concerns and ideas to reduce air toxic pollution.

May 10, 2022: Part Three Health Risk Assessment Capacity Building Session

More information: arb.ca.gov/resources/documents/air-toxics-listening-sessions

Recordings available for prior sessions, including: Part One and Two Health Risk Assessment Capacity Building Sessions, Truck Emissions, Freight Days, Air Toxics Regulatory Process and Community Input, Railyard Emissions, and the Air Toxics Program

Contact: suggestions4airtoxics@arb.ca.gov

