

ZONE 7 BOARD OF DIRECTORS LEGISLATIVE COMMITTEE

DATE: Thursday, February 24, 2022
TIME: 4:00 p.m.
PARTICIPATION: Zoom: <https://us02web.zoom.us/j/89889996198> or
Phone: (669) 900-6833 • Meeting ID: 898 8999 6198

Director Palmer
Director Ramirez Holmes
Director Sanwong

AGENDA

1. Public Comment on Items Not on Agenda
2. Legislative Summary from The Gualco Group, Inc.
3. California Air Resources Board (CARB) Advanced Clean Fleets Regulations
4. Verbal Reports
5. Adjournment

DATE: February 24, 2022
TO: Legislative Committee
FROM: Carol Mahoney, Government Relations Manager
SUBJECT: Legislative Summary from The Gualco Group, Inc.

SUMMARY:

The legislative summary from the Gualco Group, Inc. (Gualco) is attached and shows the analysis of bills from the 2-Year 2021-2022 California Legislative Session. The review of the legislative summary supports Strategic Plan, Goal F – Stakeholder Engagement, engage our stakeholders to foster understanding of their needs, the Agency, and its function.

Representatives from Gualco will be present to review their summary with the Committee and answer questions.

FUNDING:

N/A

RECOMMENDED ACTION:

Information only.

ATTACHMENT:

February 2, 2022 - Gualco Legislative Summary



EXECUTIVE SUMMARY

State Legislation

**Prepared for the Zone 7 Water Agency
by The Gualco Group, Inc.**



Bill	Topic	Synopsis	Staff Recommendation	Status of the Bill/Comments as of 02/02/2022
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Climate Change

[AB 51 \(Quirk\)](#)

Climate change: regional climate adaptation planning groups: regional climate adaptation plans.

This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in conjunction with certain state entities, to develop criteria for regional climate adaptation plans.

Watch

DEAD

Employment

[AB 55 \(Boerner Horvath\)](#)

Employment: telecommuting

Current law promotes and develops the welfare of workers in California to improve working conditions and advance opportunities for profitable employment. Current law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry. This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.

Watch

DEAD

General

[AB 59 \(Gabriel\)](#)

Mitigation Fee Act: notice and timelines

The Mitigation Fee Act imposes the same requirements on a local agency for a new or increased fee for public facilities. Current law, for specified fees, requires any judicial action or proceeding to attack, review, set aside, void, or annul an ordinance, resolution, or motion adopting a new fee or service charge or modifying an existing fee or service charge to be commenced within 120 days of the effective date of the ordinance, resolution, or motion. Current law also provides that, if an ordinance, resolution, or motion provides for an automatic adjustment in a fee or service charge and the adjustment results in an increase in the fee or service charge, that any action to attack, review, set aside, void, or annul the increase to be commenced within 120 days of the increase. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting.

Watch

DEAD

[ACA 1 \(Aguilar-Curry\)](#)

Local government financing: affordable housing and public infrastructure: voter approval

This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Watch

Assembly
Committee on
Local
Government

[SB 230 \(Portantino\)](#)

State Water Resources Control Board: Constituents of Emerging Concern in Drinking Water Program

This bill would require the State Water Resources Control Board to establish, maintain, and direct a dedicated program called the Constituents of Emerging Concern in Drinking Water Program for 5 years to assess the state of information and recommend areas for further study on, among other things, the occurrence of constituents of emerging concern (CEC) in drinking water sources and treated drinking water. The bill would require the state board to convene, by an unspecified date, the Science Advisory Panel for 3 years to review and provide recommendations to the state board on CECs for further action, among other duties. The bill would require the state board to provide a final report to the Legislature by June 1, 2026, on the work conducted by the panel.

Watch

Assembly Desk

Governance

[AB 29 \(Cooper\)](#)

State bodies: meetings

Current law requires the state body to provide notice of its meeting, including specified information and a specific agenda of the meeting, as provided, to any person who requests that notice in writing and to make that notice available on the internet at least 10 days in advance of the meeting. This bill would require that notice to include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject to discussion or consideration at the meeting.

Watch

DEAD

Water

[SB 832 \(Dodd\)](#)

Water rights: measurement of diversion

Current law requires a person who diverts 10 acre-feet or more of water per year under a permit or license to install and maintain a device or employ a method capable of measuring the rate of direct diversion, rate of collection to storage, and rate of withdrawal or release from storage. Current law requires a permittee or licensee to maintain a record of all diversion monitoring, as provided, and to include those records with annual reports required to be submitted to the state board. Current law authorizes the State Water Resources Control Board to modify these requirements if the state board finds that strict compliance with these requirements is infeasible, is unreasonably expensive, would unreasonably affect public trust uses, or would result in the waste or unreasonable use of water, or that the need for monitoring and reporting is adequately addressed by other conditions of the permit or license. This bill would clarify existing law that a person diverting 10 acre-feet or more of water per year under a registration is subject to these water diversion measurement, recording, and reporting requirements.

Watch

Senate
Committee on
Natural
Resources and
Water

[SB 890](#)
[\(Nielsen/Borgeas\)](#)

**Department of Water
Resources: Water
Storage and
Conveyance Fund:
water storage and
conveyance**

This bill would establish the Water Storage and Conveyance Fund in the State Treasury to be administered by the Department of Water Resources. The bill would require all moneys deposited in the fund to be expended, upon appropriation by the Legislature, in support of subsidence repair and reservoir storage costs, including environmental planning, permitting, design, and construction and all necessary road and bridge upgrades required to accommodate capacity improvements. The bill would require the department to expend from the fund, upon appropriation by the Legislature, specified monetary amounts to complete funding for the construction of the Sites Reservoir, and to restore the capacity of 4 specified water conveyance systems, as prescribed, with 2 of those 4 expenditures being in the form of a grant to the Friant Water Authority and to the San Luis and Delta-Mendota Water Authority. This bill would make these provisions inoperative on July 1, 2030, and would repeal it as of January 1, 2031.

Watch

Senate
Committee on
Rules



100 North Canyons Parkway
Livermore, CA 94551
(925) 454-5000

DATE: February 24, 2022
TO: Legislative Committee
FROM: Carol Mahoney, Government Relations Manager
SUBJECT: California Air Resources Board (CARB) Advanced Clean Fleets Regulations

SUMMARY:

Following Executive Order N-79-20 issued on September 23, 2020, regarding conversion of passenger cars and short- and long-haul trucks to zero-emission vehicles (ZEV), the California Air Resources Board (CARB) developed Draft Regulatory Language on Public Fleet Requirements (Draft Rule) and released this draft in September 2021. The Draft Rule supports the State's efforts to enact Advanced Clean Fleets regulations.

Key provisions of the Executive Order include:

- 100% of in-state sales of passenger cars and trucks as zero-emission vehicles (ZEV) by 2035
- Full transition to ZEV for short-haul/drayage truck sales by 2035
- 100% of in-state sales of medium- and heavy-duty vehicles, including buses and long-haul vehicles - where possible, as ZEV by 2045

Key provisions of the Draft Rule include for Public Fleets:

- 50% of all new vehicle purchases must be ZEV starting in 2024
- 100% of all new vehicle purchases must be ZEV starting in 2027
- Hybrid plug-in vehicle purchases can count as ZEV until 2035

The Association of California Water Agencies (ACWA) worked with water agencies throughout the state to develop a comment letter (attached) on the Draft Rule. CARB plans to take action on the Draft Rule in late April and continues to accept comments. Staff drafted a letter building on the ACWA's for the consideration of the Committee for submission to CARB (attached).

FUNDING: N/A

RECOMMENDED ACTION: Discuss and provide direction.

ATTACHMENTS:

ACWA Comment Letter – September 27, 2021
Zone 7 Draft Letter



September 27, 2021

Comment letter submitted via electronic commenting system

Mr. Tony Brasil
Mobile Source Control Division
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Mr. Craig Duehring
Mobile Source Control Division
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Mr. Paul Arneja
Mobile Source Control Division
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Association of California Water Agencies' Comments on Draft Regulatory Language for the Advanced Clean Fleets Regulation Public Fleet Requirements

The Association of California Water Agencies (ACWA) appreciates the opportunity to provide public comments to the California Air Resources Board (CARB) in response to the recent Draft Regulatory Language on Public Fleet Requirements (Draft Rule), and the September 9, 2021 Advanced Clean Fleets Regulation public workshop. We appreciate the work that CARB staff has done to consider and incorporate stakeholder input in the draft regulatory language, and we encourage CARB staff to continue these constructive efforts to develop a feasible, practical and effective Draft Rule. We look forward to additional opportunities to work with CARB staff in upcoming public workshops, advisory groups, and follow-up calls. ACWA represents more than 460 public water agencies that collectively deliver approximately 90 percent of the water in California for domestic, agricultural, and industrial uses.

ACWA continues to request that CARB ensure that the Draft Rule avoids imposing unintended consequences that would limit water and wastewater agencies' ability to deliver essential services, including during emergencies. Our members are called to work alongside first responders in emergencies with specialty fleet vehicles, and perform maintenance that requires unique vehicle specifications and diverse duty cycle needs. Maintenance work may not be

classified as “emergencies” in the same way as natural disasters, such as wildfire and earthquakes, but run significant risk of resulting in disasters if our fleets are unable to complete their missions, such as mitigating water line breaks to prevent floods or cleaning up mudslides to uncover sewer lines. CARB’s exemption process for public fleets must acknowledge and include exemptions for practical and economic conditions when ZEV models are unavailable for purchase due to inability to match duty cycles, oversubscription, or cost to meet public fleet needs. Specific comments are provided below describing our concerns and recommendations regarding the Proposed Rule related to public fleets:

1. ACWA is concerned about the real-world cost implications for water and wastewater agencies of complying with the Draft Rule.

ACWA members’ primary mission is to ensure a high quality and reliable water supply in an environmentally sustainable and fiscally responsible manner. In doing so, ACWA’s members own and operate medium-and-heavy duty (MHD) fleets. MHD fleets can vary in size from as few as 10 vehicles to upwards of 500 vehicles. Replacing even a few MHD fleet vehicles is a multi-year process with high upfront costs. Thus, the economics of this Draft Rule will affect our member agencies differently. ACWA has concerns that, as drafted, the cost for water and wastewater agencies to comply with the Draft Rule could result in rate increases that challenge water affordability for customers and investments in other essential climate resilient projects. These requirements may be especially hard for small and medium sized water and wastewater agencies to budget for.

ACWA notes that while investments in ZEVs and charging infrastructure are cost neutral in the long run, significant upfront resources will be necessary to comply with the Draft Rule. These necessary investments could require trade-offs and shifting budgetary priorities to cover these increased costs, as well as rate increases for some of our member agencies. Maintaining and adapting California’s water system infrastructure to climate change will be essential to reliably delivering water to California’s communities, economy, and the environment. We recognize that the need to reduce greenhouse gas emissions from public fleets is essential to mitigating climate change, but shifting budget priorities could impair the ability for small and medium sized water and wastewater agencies to implement other important climate resiliency and multi-benefit projects.

2. ACWA is concerned that the necessary charging infrastructure to meet fleet duty cycle needs will be unavailable in the early years of the Draft Rule.

Compliance with the Draft Rule would require developing the necessary charging infrastructure to support ZEV vehicles to meet public water and wastewater agencies fleet duty cycle needs. As noted during the September 9 public workshop, fleet owners, including public water agencies, are concerned about the availability of models will not meet needs for duty cycles that require operation for 12-16-24 hour days. As noted above, ACWA is concerned about the cost and feasibility of available charging infrastructure to charge MHD fleet vehicles rapidly, and to stay within budgetary constraints.

Duty cycles are case specific and depend on the severity of the damage to be repaired (for example, on a water distribution pipeline), and also on the location where the damage is located. For unplanned repairs, which require fast mobilization to repair unforeseen damages, the average time that water agency staff will be out in the field can range from 1-2 weeks in far-flung systems. This concern also extends to the energy and charging required to travel to worksites, required to operate for long periods of time while at worksites, and the need for certain trucks to be outfitted with equipment needing power to run, such as power take-off (PTO) devices. There will be high energy demands on vehicles used to transport equipment needed in the field. Not having adequate charging infrastructure and reliable ZEVs to handle heavy loads, as well as diverse and rugged road conditions, can be detrimental to public water agencies effectively and efficiently responding to and repairing massive water disruption breaks in a timely manner. As noted above, members are concerned that the options for charging infrastructure will not be adequate to charge MHD vehicles rapidly to meet fleet needs. Some fleets require the practice of having two charging stations for a single vehicle. Additionally, vehicles must keep up with rapidly changing weather patterns and can act as shelter for workers during extended repair projects or emergency situations.

The types of vehicles that water and wastewater deploy include, but are not limited to: utility trucks ranging in size from F-250s to F-550s, flat rack trucks transporting pumps, filters and piping for de-watering operations, and, tractor trailers transporting excavation equipment cranes, utility trucks, light towers, generators and air compressors to support repair efforts. These vehicles may tow heavy equipment such as generators, compressors or pumps, perform welding operations, support a variety of PTO driven equipment, power onboard welding machines and air compressors, and other tasks that require long duty cycles.

3. CARB should further acknowledge public fleet challenges in the Draft Rule.

ACWA has serious concerns that the proposed Public Fleets Exemption process and the proposed conditions that must be met to apply for an exemption from ZEV or NVEV purchase requirements will not be achievable for water and wastewater agencies. We support the long-term goal of this Draft Rule, appreciate the reference to “water and wastewater services” as providers of emergency response support, and appreciate that the Draft Rule addresses the need for public agency vehicles to respond to emergencies and to maintain essential public services. However, we believe that the proposed exemption process would place an impossible burden on public agencies and CARB staff to manage exemption applications on a vehicle-by-vehicle basis. To enable ACWA’s members to meet their public mandates, the Draft Rule must address the following challenges related to technology availability, subscription, and process:

- The Draft Rule would be adopted in Fall 2022 at the earliest, leaving ~18 months to budget and implement procurement to comply with a steep increase by 2024 purchase requirements. Also, in accordance with the governmental process, many of ACWA’s members are already budgeting for purchases over the next five-year period. Increased funding that may be needed to purchase ZEVs and infrastructure may not be available through the normal budgeting process and may even require Board approval.

- At present, the commercial availability of ZEV MHD vehicles that meet our members' service needs are limited, at best. Initial assessments by our members regarding the design and capabilities of existing and prospective vehicles have also raised significant concerns with the factors affecting accurate sizing and installation of charging infrastructure. We understand that there is the expectation for the market of ZEVs that meet our members' service requirements to expand. Currently, prospective buyers, including public water agencies, can only proceed with assurances from CARB, without substantiation, that vehicle models will be available that meet fleet needs by the time they are required. Public water agencies need to know that the type of vehicles required for purchase and use can and will work, and be able to continue to operate for extended hours, in all weather, elevation, and natural disaster conditions. There will be considerable uncertainty and challenges in the early years of the Draft Rule even with the 50 percent requirement on-ramp prior to 2027.
- The proposed vehicle-by-vehicle exemption application process will likely result in a large number of applications and we are concerned that deserving exemptions could be subject to lengthy delays or simply be unmet. Both the lack of process laid out for certainty of achieving an exemption if it is asked for, and the challenge for CARB to be responsive to the volume of exemption requests likely to be submitted are very concerning.

4. The Public Fleets Exemptions should include a wider breadth of options that reflect real world considerations for public fleets.

ACWA supports the long-term goal of this Draft Rule and our members are already working to electrify fleets where feasible. Still, the Public Fleet Exemptions must reflect the variety of situations that public water agencies face when purchasing fleet vehicles to meet their needs. ACWA requests additional options be added to §95693.2 Public Fleets Exemptions to mitigate the concern that acceptable and economically feasible ZEV and NZEV models will be unavailable when the Draft Rule takes effect starting in 2024. We urge that the concerns noted above be considered grounds for revisiting the proposed exemption criteria and process. We also urge that the Draft Rule accommodate sufficient time to install and develop necessary charging infrastructure to meet the needs of extended duty cycles. §95693.2 Public Fleet Exemptions must account for specialty vehicle availability, cost of replacement, charging infrastructure and grid accessibility and reliability, and the ability to maintain core services and mutual aid during and following natural disasters. A few additional examples reflecting these concerns are identified below:

- Emergency response from utility providers is not limited to natural disasters, but can occur from downed power lines, ruptured pipelines or other instances that are frequently caused by a third party. It is critical to have vehicles capable of responding immediately in any geographic location that can perform or aid in the repair to the infrastructure.
- When considering replacement of construction related trucks, agencies need trucks to be capable of traversing steep hills fully loaded with dirt, pulling either backhoes or

drilling rigs, and holding fuel or charge long enough to be in the field for multiple days—without refueling or having access to charging infrastructure.

- Members have expressed concern on the need to have a “try before you buy” period from ZEV manufacturers. This would allow the purchaser sufficient time to fully test ZEV specialty vehicles on varying road conditions, remote location reliability, and extended duty cycle capabilities.

5. The 75 percent requirement by body type in the Public Fleets Exemptions should be removed.

The 75 percent by body type requirement in §95693.2 Public Fleets Exemptions is infeasible as a starting point as the Proposed Rule takes effect. As mentioned during the September 9, 2021 public workshop, this high 75 percent starting point is concerning, especially when paired with unsettled exemption criteria, and when layered upon the absence of or inaccessibility to charging infrastructure. The requirement to already possess 75 percent ZEVs by body type to qualify for an exemption supersedes consideration of whether there is the necessary accessible charging infrastructure for critical services and emergency response, and does not account for the probable unavailability of vehicles in stock that can adequately meet unique fleet vehicle needs.

Public water agencies are different sizes and act with multiple functions to provide reliable water and wastewater services, and perform maintenance and repair operations. There is substantial uncertainty as to whether water and wastewater agencies’ unique vehicle specification needs can be met within the proposed timeline and doubt with respect to the ability to successfully implement the significant related infrastructure investments required to support ZEVs. ZEVs are still evolving, and organizations cannot with any certainty determine what technology mix that is available now or may materialize in the future will fit their operations best at this time. Small and medium sized agencies may have only 2-3 vehicles of a particular body type (or less). In these situations, the 75 percent threshold is difficult to comply with due to the reasons stated above regarding availability of vehicle models that meet fleet needs, and also due to the rounding practice to be used in this regulation. This is a unique challenge to service providers and we recommend that CARB provide maximum regulatory flexibility to align with planning, as well as rate and/or fee approval processes.

6. Acknowledgement of “Specialty Fleet Vehicles” in the Public Fleet Requirements.

ACWA suggests including the definition proposed by the Specialty Vehicle Coalition in its comment letter submitted on April 2, 2021 to incorporate consideration of specialty fleet vehicle needs in public fleet exemption criteria. As noted in the above comments, public water and wastewater agencies have many vehicles with unique, specialty fleet needs that must be considered to ensure maintaining critical services at all times, including during emergencies.

Recommendations

1. ACWA recommends adding Specialty Fleet Vehicles to §95693 Public Fleets Applicability, Definitions, and General Requirements.

“Specialty Fleet Vehicles” means vehicles owned or operated by an entity or government agency that provides services with complex specifications unique to the service area topography, weather, physical environment and mission objectives beyond basic pickup and delivery functions, including but not limited to medium/heavy duty class 4-8 booms for aerial/overhead work, extended duty cycle PTO driven equipment, augers, cranes, water filtration, vacuum equipment, fumigation sprayers, support vehicles and vehicles designated to deliver otherwise defined Specialty Fleet Vehicles.

2. ACWA recommends further clarification in Section 95693.2(a) that CARB identify “specialty fleet vehicles” as eligible for exemption as well. Specialty fleet vehicles are very often used by public agencies to provide emergency response operations. Specific language could include-

95693.2(a)- Public agencies can apply for an exemption from ZEV or NZEV purchase requirements if the vehicles will be designated as specialty fleet vehicles, and/or to provide emergency response in supporting electricity, natural gas, water, or wastewater services in and across California or in other states.

3. ACWA recommends amending the eligibility criteria for exemption in §95693.2(a) to include an applicant public agency meeting 2 or more of the listed conditions. More specifically:

95693.2(a)- A public agency may receive an exemption from the ZEV purchase requirements set forth in 95693.1 if 2 or more of the following conditions are met:

4. ACWA recommends removing the 75 percent per body type requirement for the reasons stated above in the comments.

~~95693.2(a)(1) More than 75 percent of that body type in the fleet are already ZEVs.~~

5. ACWA recommends adding “or specialty fleet vehicle needs” to 95693.2(a)(3) to address the situation when specialty vehicles that are critical to water agency fleet needs may not yet be available.

95693.2(a)(3)- The agency has obtained a letter from the governing body that lists the number of vehicles to be purchased for emergency response with details about the vehicle type, and what areas of the country are typically served, and a statement that explains why available ZEVs are not suitable to be dispatched to serve those areas in emergency response or do not otherwise meet specialty fleet vehicle needs; and

6. ACWA recommends adding additional conditions that qualify for exemption based upon our comments above. Additional conditions could include:

95693.2(a)-

-The agency is able to demonstrate that available models do not meet duty cycle needs for the agency's fleet operations.

- The agency is able to demonstrate that appropriate models are out of stock, or unreasonably cost prohibitive as determined by the agency governing board, such that the budgetary impact will require rate increases to maintain near and long-term reliability to comply with ongoing regulatory requirement and/or ensure access and affordability to water for customers.

7. ACWA recommends amending the Executive Officer statement to avoid confusion by stating "extension" instead of "exemption" for consistency; and remove reference to 25 percent of total vehicles to be consistent with ACWA's previous request to remove the 75 percent by vehicle type requirement.

~~- The Executive Officer will grant the exemption extension if the conditions of this section have been met, provided no more than 25 percent of the total vehicles in the fleet would be using extensions. Vehicles approved for the exemption extension will be designated as using the "emergency response" or "specialty fleet" vehicle exemption extension when they are reported.~~

We appreciate the opportunity to comment on this very important rulemaking. Please do not hesitate to contact me at nickb@acwa.com or (916) 441-4545, if you have any questions regarding ACWA's input.

Sincerely,



Nicholas Blair
Regulatory Advocate

cc: The Honorable Liane Randolph, Chair, California Air Resources Board
The Honorable Sandra Berg, Vice Chair, California Air Resources Board
The Honorable E. Joaquin Esquivel, Chair, California State Water Resources Control Board
Mr. Richard Corey, Executive Officer, California Air Resources Board
Mr. Dave Eggerton, Executive Director, Association of California Water Agencies
Ms. Cindy Tuck, Deputy Executive Director for Government Relations, Association of California Water Agencies

[Letterhead]

February XX, 2022

[To: _____]

California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Comment Letter – Draft Regulatory Language for the Advanced Clean Fleets Regulation Public Fleet Requirements

Zone 7 Water Agency (Zone 7) appreciates the opportunity to provide comments on the Draft Regulatory Language on Public Fleet Requirements (Draft Rule) to the California Air Resources Board (CARB) and would like to add to and reiterate what the Association of California Water Agencies (ACWA) provided in their comment letter dated September 27, 2021. Zone 7 is committed to, and has embarked on, an effort to convert our fleet to electric vehicles, where possible. Some challenges still exist to a full conversion, so additional time for difficult to acquire electric vehicles or alternative fuel options would allow for success. A few of the challenges that are faced by the agency in meeting the proposed regulations are highlighted below for your consideration:

Challenges:

1. **Conversion to adequate infrastructure for electric vehicle charging and the acquisition of medium- and heavy-duty vehicles has longer lead times.** In addition to the challenges in supply and acquisition of electric vehicles, the funding, planning, design, and installation of charging stations at all facilities will take time. Also, the community would benefit from the ability to take advantage of programs provided through Pacific Gas & Electric (PG&E) to perform energy audits that could include grant funding.
2. **The technology surrounding electric vehicle charging is still evolving.** As mentioned above regarding the non-standardization, the evolution of technology makes it difficult to determine which system will be the most appropriate for long-term use – and in the most cost effective manner. It is difficult to plan for the correct number of chargers, or to know which level of charger, which equates to timeliness of charging sessions, is appropriate. Level 2 chargers may be adequate for most daily use when overnight charging is appropriate; however, in the event of an emergency or other time-sensitive needs, the more expensive, Level 3 rapid charges may be necessary. Challenges that may require Level 3 charges extend beyond emergencies, like shift workers that use the same vehicle and therefore don't have time to allow for longer charging sessions. Level 3 rapid chargers would be necessary to keep the fleet in service, or redundant vehicles are necessary to allow for use of the less expensive, Level 2 chargers. Evaluation of how changing the fleet to electric

vehicles in normal and emergency circumstances needs time in practice prior to full implementation to evaluate the most cost effective and safest methodology to serve the public needs.

3. **Planning for emergency needs, understanding charging patterns and the evolving technology will require more time, and rushing this process may significantly increase costs.** Building on challenges of still evolving technologies for electric vehicles and charging patterns, is the reality of how utilities function during critical infrastructure failures and other emergencies. Plans will need to be put in place to determine how electric vehicles will be charged in the event of power shut-offs or other cuts in power. Purchase of emergency generators may be necessary in addition to the acquisition of the new fleet or installation of new chargers – adding to the footprint and cost necessary to implement the construction of chargers. Having the ability to meet compliance by first creating a master plan for energy-efficient conversion would allow agencies, like Zone 7, the time necessary to better meet the needs of the community in a cost effective manner while meeting emission-reduction standards.

4. **More time is needed to accrue funds for the transition to an electric fleet** at current prices. Current supply and demand, as well as general supply chain issues, have made budgeting for electric medium- and heavy-duty vehicles difficult since the assumed replacement values do not match the rate of investments that have been made over previous years. The costs of electric vehicles are greater than standard gas vehicles and some are more than double the price – if they are even available. To meet the needs of shift work and emergency response, rapid charging - Level 3 chargers - may be the only option. The cost of rapid chargers is significantly higher and without a master plan in place, it is likely that the cost to the community will be higher. Other costs may include additional emergency generators, conversion of designated disaster relief workers' private residences, increased vehicle costs in the near-term due to supply chain issues, redundant purchases to cover shift or emergency needs, and increased costs of maintenance.

Again, Zone 7 appreciates CARB's consideration of the comments provided above and is committed to working toward a clean fleet.

Sincerely,

Valerie Pryor (or President of the Board)