



Tying Compliance with CARB's Truck and Bus Regulation to DMV Registration

**Informational Update
December 14, 2018**

Presentation Overview

- New Law requires compliance for registration
- Truck and Bus Regulation (T&B) Overview
- Compliance Challenges
- New Law Implementation
- Enforcement Activities
- Next Steps

New Law Requires T&B Compliance for DMV Registration



Requires compliance demonstration prior to registration

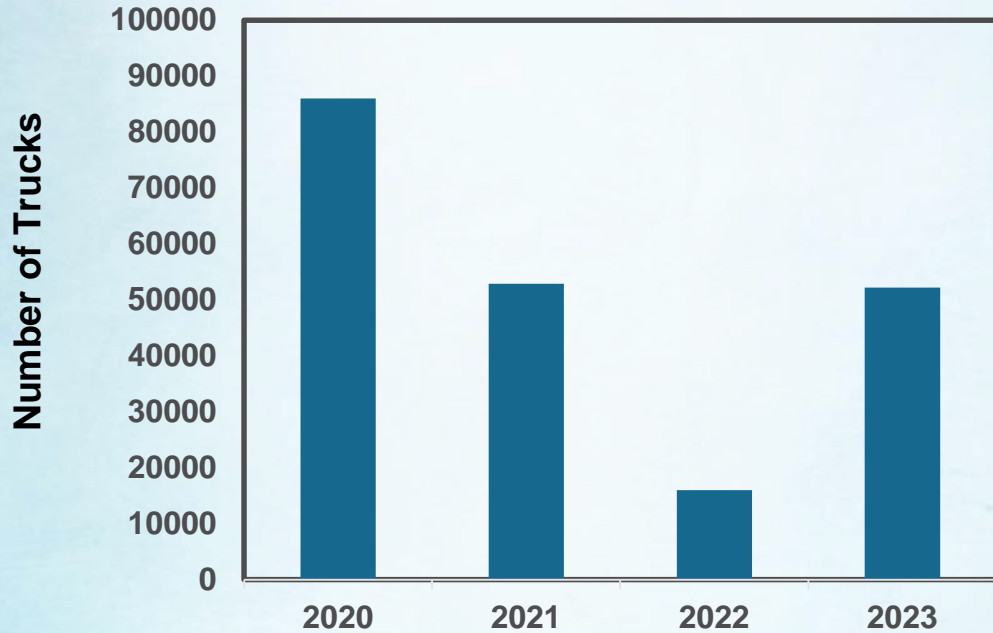


Phases in verification starting January 1, 2020



Allows for temporary permits to operate while issues are resolved

Who Will Be Affected?



- 2023 is the final deadline for engine replacement
- Many fleets need to take action from 2020-2023 to stay in compliance

Truck and Bus Regulation

Approved in 2008 to protect health by reducing exposure to harmful particulate matter (PM) and oxides of nitrogen (NOx) emissions from trucks and buses

- Critical component of CARB's Diesel Risk Reduction Plan
- Centerpiece of 2023 SIP strategy

Applies to the 1M trucks and buses operating in California

Medium- and heavy-duty trucks and buses

400K registered in CA

600K registered out of state

Compliance Assistance

General

- TruckStop website
- Deadline reminders
- Funding outreach
- Truck Loan Program

One-on-One

- Diesel Hotline calls: 60,000-80,000 per year
- Emails: 20,000 per year
- Training classes & events: 50 per year



Compliance has been a Challenge



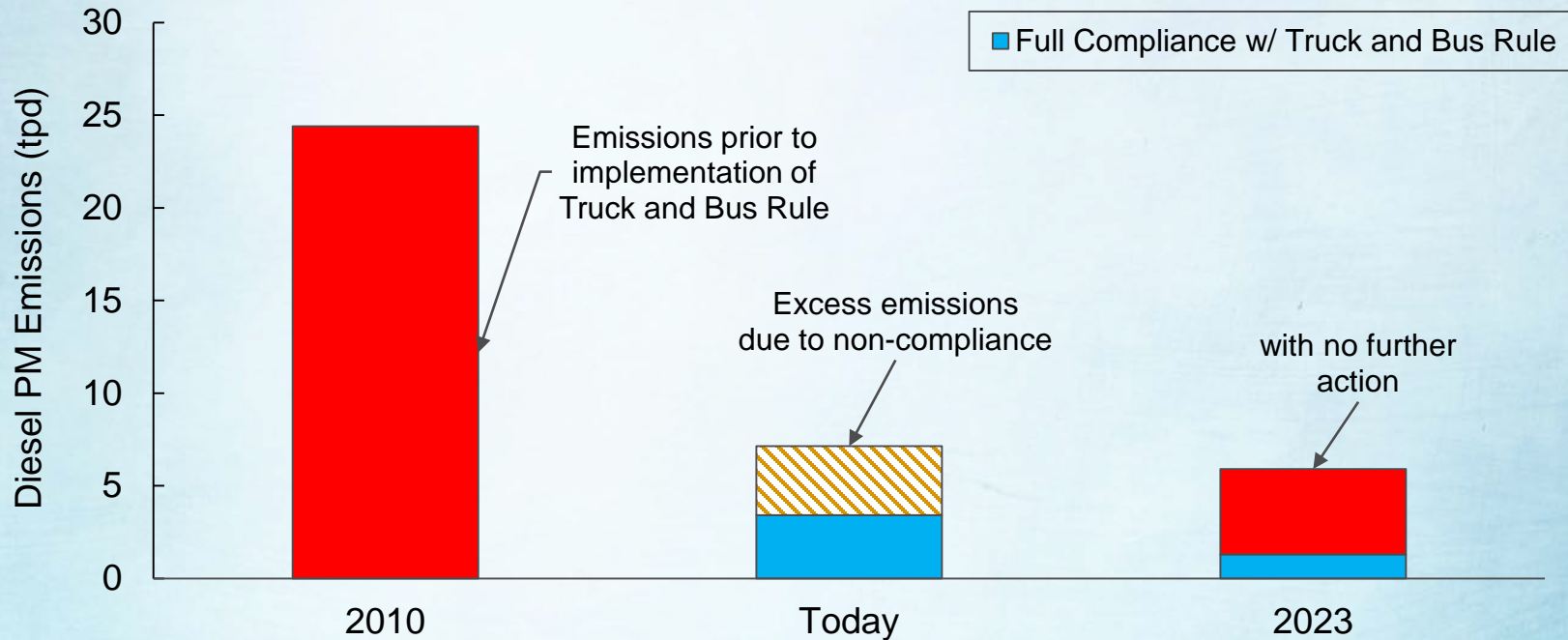
Most fleets operating in California are small businesses - 20 or fewer trucks.



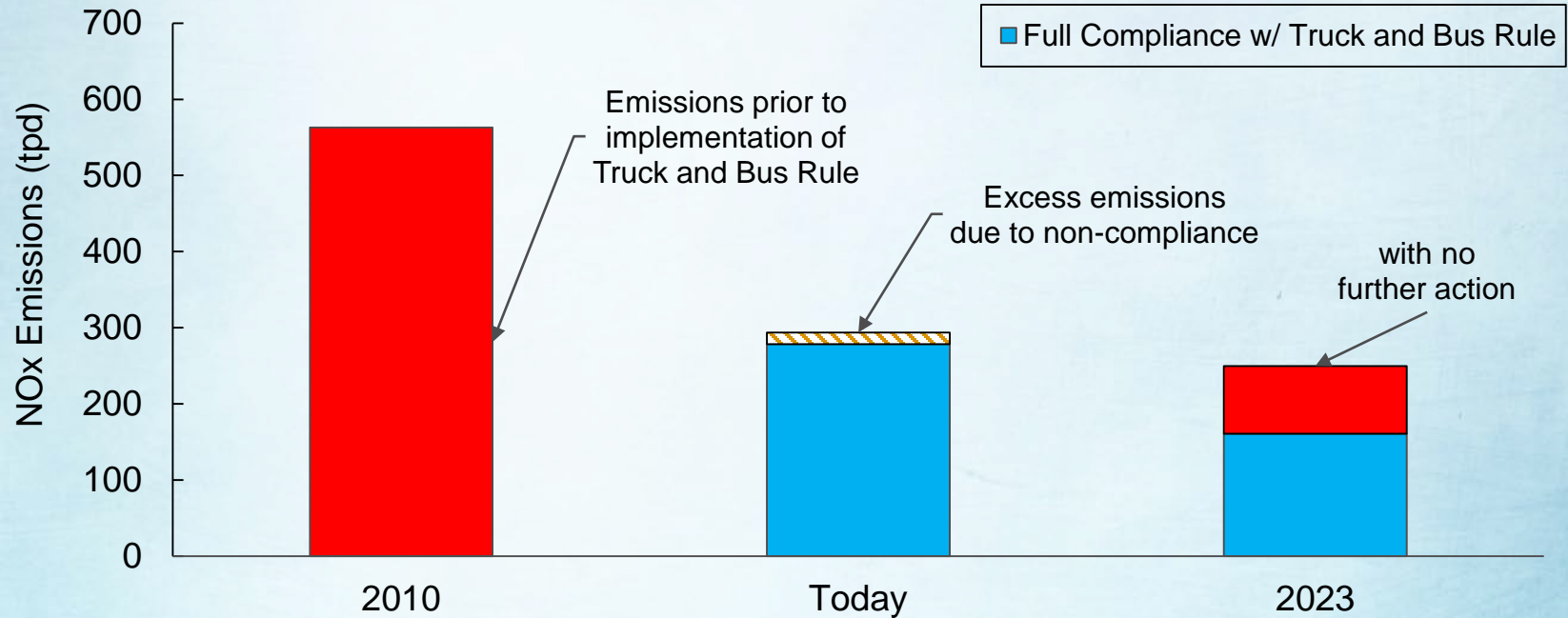
Recession significantly impacted the trucking industry, reducing new vehicle sales, and impacting fleets' abilities to comply

Regulation amended in response to comments and feedback from industry to provide flexibility

Statewide PM2.5 Emissions from Vehicles Subject to T&B Rule



Statewide NOx Emissions from Vehicles Subject to T&B Rule



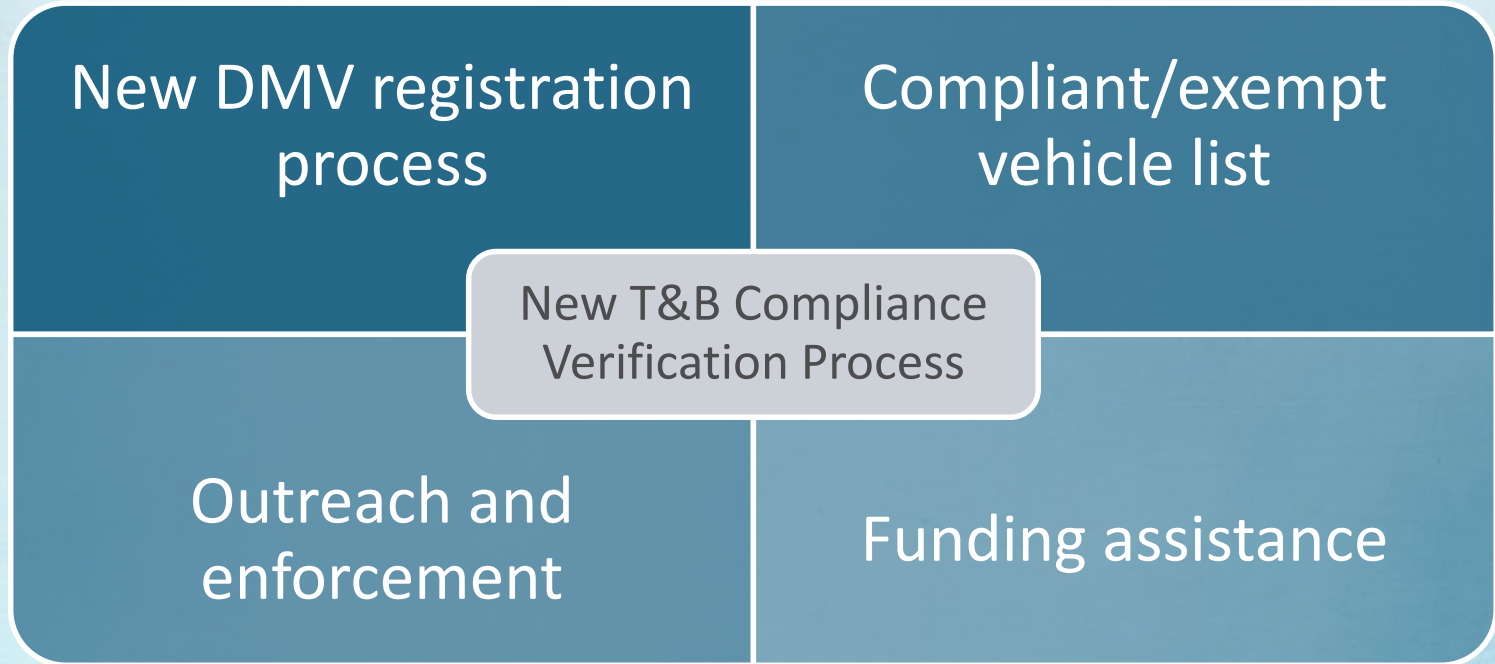
Compliance Options in 2020

Not many compliance options left:

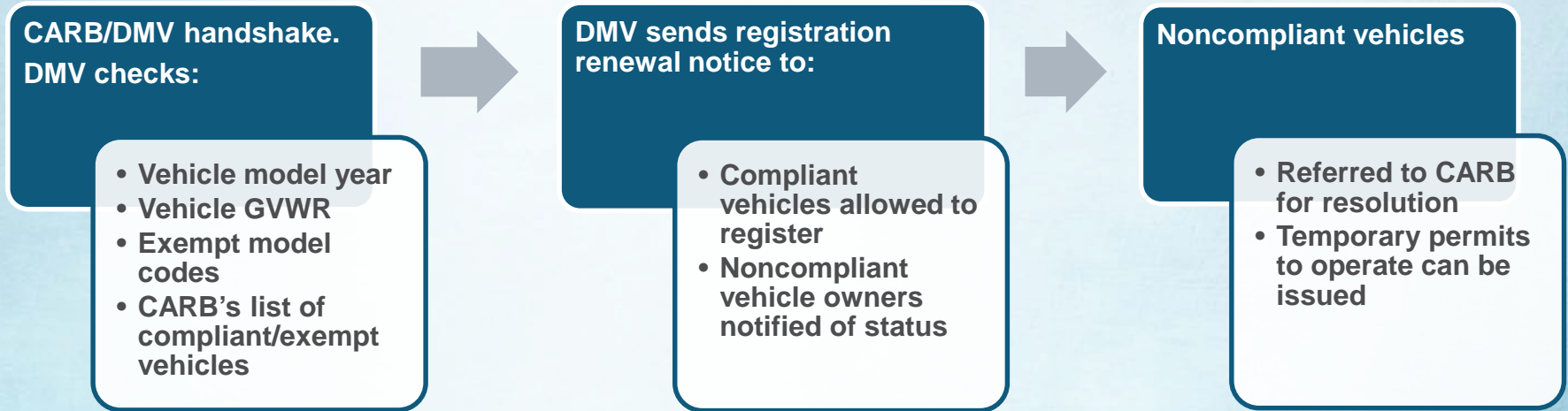
- 2010 model year or newer engine
- Commit to a flexibility provision
 - Low-use (<1,000 miles/year)
 - NOx exempt (have diesel particulate filters and operate only in limited areas)



Components of Successful Implementation



New Registration Process



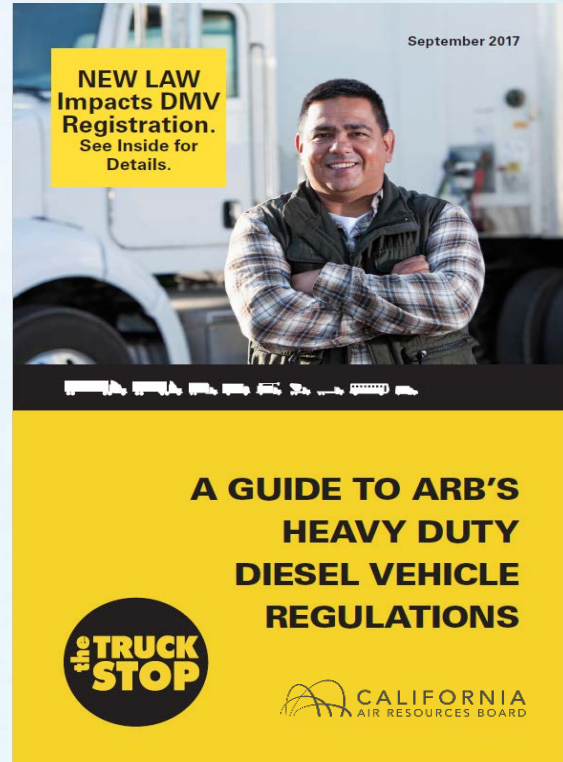
Developing List of Compliant/Exempt Vehicles

- Includes all vehicles reported to CARB as compliant with T&B Regulation
- Includes trucks and buses subject to other regulations
- Others that can report through a vehicle verification form
 - Requires proof, subject to audit

Outreach Goals

Ensure regulated community knows what to expect

- Direct proactive outreach to compliant fleets
- Broad outreach for all regulated community and public



Direct Outreach to Compliant/Exempt Fleets

- CARB/DMV deadline reminders based on vehicle model year
- Mailers to exempt/otherwise compliant fleets who may need to report
- More operators on the diesel hotline



NEW LAW
Only Compliant Diesel Trucks* Can Register in California Beginning in 2020

*Diesel trucks with a GVWR of more than 14,000 pounds that are owned by private or federal government fleets are subject to the Truck & Bus Regulation.



**Do you own a lighter diesel truck that is a 2004 or older model year?
Upcoming compliance deadlines may affect you.**

For more information, please visit ARB.CA.GOV/TRUCKSTOP or call toll-free 866-6-DIESEL.
Hay información disponible en Español.

Broad Outreach



DMV Outlets - Videos, posters, and distributable materials



Industry Coordination – Magazines, newsletters, events



TruckStop Website Redesign – Streamlined and intuitive



Media Campaign – Multimedia projects

Media Campaign

- Digital video ads
- Digital banner ads
- Publications
- Radio ads
- Billboards
- Pump toppers
- Social media



the TRUCK STOP

Don't put the brakes on your business!

CARB rules impact truck and bus DMV registration

arb.ca.gov/truckstop

 CALIFORNIA AIR RESOURCES BOARD





Began November 2018

Funding Assistance

- Outreach provides information on funding options
- Compliant fleets are eligible for incentive funding
- Small fleets are eligible for loan assistance

Funding can help fleets attain compliance if they qualify

Promoting Incentive Programs

- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and Low NOx Engine Incentives
- Carl Moyer Memorial Air Quality Standards Attainment Program
- AB 617 Funds
- Other Local funds



Truck Loan Assistance Program

- Low interest loans to truckers who need additional assistance
- \$103 million from CARB and counting
- Leveraged \$1.2 billion in financing
- Over 20,000 loans issued



The Role of Enforcement

- Identify noncompliance
- Notify responsible party
- Provide compliance assistance
- Take enforcement action if warranted



Enforcement Activities

- Goal is compliance for a level playing field
- Productivity has dramatically increased, but
- Tens of thousands of vehicles are currently not compliant

Enforcement Challenges

California Registered Vehicles

- 82,000 California registered vehicles not compliant today
- The average fleet size subject to enforcement is 2 vehicles

Out-of-State Vehicles

- Up to 260,000 noncompliant non-California registered vehicles are in fleets that operate in California

Streamlined Truck Enforcement Process

- Data driven process informed by vehicle registration, inspection, and compliance reporting data
- Using administrative enforcement procedures
 - Strict time limits to move cases quickly
 - All communications recorded in a database
 - Offer due process through administrative hearing
 - Assess penalties and request registration holds

Results to Date:

STEP Increasing Efficiency of Enforcement

- Five-fold increase in productivity: 20,000 vehicles/year
- 10,500 fleets covering 20,500 vehicles currently in process
- Registration holds issued to 10,000 vehicles
- \$1.6 million in administrative penalties collected
 - Penalties assessed at \$3,000 per vehicle
 - Penalties collected range \$1,000 - \$3,000 per vehicle
 - Unpaid penalties may be referred to court for judgment
 - Collection methods may follow

Enforcement Strategy

1. Focused enforcement
2. “Notice to Comply” letters to remaining noncompliant vehicles
3. Targeted warning letters to fleets with vehicles approaching noncompliance
4. Focus inspections on out-of-state vehicles

Focused Enforcement

- Enforcement on 35,000 vehicles by December 2019
- Focus
 - Chronic noncompliance
 - Oldest vehicles
 - Operating in disadvantaged communities

Notice to Comply and Warning Letters

- Send Notice to Comply Letters to remaining 47,000 noncompliant vehicles
- Send Warning Letters to 44,000 currently compliant vehicles that will become noncompliant in 2020
- Approach
 - Certified mail
 - Specific identification of noncompliant vehicles
 - Could be subject to enforcement action
 - Provide compliance assistance information
- Registration will be withheld in 2020 as new law implemented

Out-of-State Vehicles

- Focus inspections at border crossings for noncompliant, non-CA registered vehicles
 - Field staff
 - Investigating use of automated license plate readers
- Enforcement
 - Issue and process citations
 - Identify fleets for audit and enforcement
 - Coordinate with US EPA



What Happens in 2020

- New law takes effect
- Program staff coordinate with DMV and withhold registration for noncompliant trucks and buses
- More than 80,000 California registered vehicles will be impacted
- Inspections will be focused at border crossings to create level playing field relative to out-of-state vehicles

Next Steps



- Continue working with DMV for a seamless process
- Education/Outreach on new process
- Continue enforcement efforts to address noncompliance
- Periodic Board updates on implementation
- **Protect public health by getting dirty vehicles off the road!**