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# California State Senate

SENATOR  
**DAVE CORTESE**

FIFTEENTH SENATE DISTRICT



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TRANSPORTATION

October 11, 2022

Chair Liane Randolph  
California Air Resources Board (CARB)  
1001 I Street  
Sacramento, CA 95814

Dear Chair Randolph and Board Members,

### **I am writing with regard to CARB's Advanced Clean Fleets rule.**

In light of the Governor's recent call for the legislature and agencies to be significantly more aggressive in crafting climate change policies and bills—specifically highlighting the need to increase the 2030 greenhouse gas (GHG) emission reduction goals from 40 percent to 55 percent below 1990 levels—I urge you to adopt much stronger truck rules this October. As you know, while trucks represent approximately 4 percent of the units of vehicles on the road, they contribute over 28 percent of California's emissions. New regulations can significantly contribute to advancing emissions reductions.

The Advanced Clean Fleets (ACF) rule is vital to addressing California's climate and environmental justice crises. There are no additional regulatory mechanisms identified that can so directly accelerate the transition away from polluting medium and heavy-duty vehicles and their emissions. Thus, strengthening the ACF rule is one of CARB's most critical opportunities to put us on a path to meet the targets in the Governor's Executive Order and the Mobile Source Strategy, as well as address Californians' health and climate concerns.

First and foremost, the Board should require that all new truck sales be zero-emission vehicles (ZEV) by 2036 rather than 2040. I understand CARB staff agrees this alternative is feasible.

Secondly, the current truck rule proposal falls short of the Governor's objectives. The proposal only includes fleet sizes of 50 or greater, excluding nearly 50 percent of the truck population that currently has combustion-powered engines. This will severely inhibit our progress towards achieving the Governor's Executive Order N-79-20, which mandates that all medium and heavy-duty fleets be zero-emission (ZE) by 2045 where feasible. We must lower that threshold significantly. The ACF Coalition, a diverse group of environmental justice, health, labor, and environmental groups, are recommending a threshold fleet size of 10 for Classes 7 & 8 tractors. I believe this recommendation is much more appropriate than the current truck rule. By simply lowering the fleet size of these two truck classes, the state can reduce NOx emissions by 50

percent and generate significant health benefits for Californians. Accepting fleet sizes of only 50 or greater across all classes imperils our clean air and climate commitments.

Lastly, I believe that CARB should move the ZEV transition date for Group 3 vehicles up three years to begin in 2027 instead of 2030. Using this time frame, Group 3 can follow the same schedule as Group 2, as is now recommended.

With President Biden and Governor Newsom leaning into bold climate strategies, CARB must follow suit and ensure accelerated transition to ZE trucks. Adopting these changes in the final ACF rule will do just that, helping deliver sorely needed emission reductions that will bring us closer to fulfilling our climate and air quality commitments. I ask that you strongly consider these three modifications to the truck rules, and let us know the status of doing so by the end of October.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Cortese", with a stylized, cursive script.

Dave Cortese  
California State Senate, District 15