

October 17, 2022

Liane M. Randolph, Chair, and Board Members  
California Air Resources Board  
1001 I Street  
Sacramento, California 95814

*Re: Proposed Advanced Clean Fleets Regulation*

Dear Chair Randolph and Honorable Board Members:

The Northeast States for Coordinated Air Use Management (NESCAUM) is writing to express support for the proposed Advanced Clean Fleets (ACF) rulemaking and urges the California Air Resources Board (CARB) to adopt the proposed regulation. NESCAUM is the regional nonprofit association of state air quality agencies in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont.

In our states and across the country, medium- and heavy-duty (MHD) vehicles are a major source of greenhouse gas (GHG) emissions and a significant contributor to harmful emissions of smog-forming pollutants that adversely affect public health. Despite comprising only 5 percent of total on-road vehicles in the U.S., MHD vehicles account for 30 percent of GHG emissions,<sup>1</sup> 42 percent of NOx emissions,<sup>2</sup> and 51 percent of fine particulate matter (PM<sub>2.5</sub>) emissions.<sup>3</sup> Moreover, these vehicles, mostly powered by diesel combustion engines, pose an even greater threat to public health in frontline and overburdened communities located near freight distribution hubs, bus depots, and trucking corridors.

A rapid, equitable, and widespread transition to zero-emission trucks and buses is needed to achieve large-scale reductions in diesel emissions that will better protect public health and stabilize the climate. To accelerate this transition, 17 states, the District of Columbia, and Quebec signed a memorandum of understanding (MOU) committing to make at least 30 percent of new truck and bus sales zero-emission vehicles (ZEVs) by 2030 and 100 percent of sales zero-emission no later than 2050.<sup>4</sup> In July 2022, NESCAUM and the MOU jurisdictions released a

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<sup>1</sup> U.S. Environmental Protection Agency, U.S. Greenhouse Gas Emissions and Sinks 1990-2019 (Apr. 2021), <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019>.

<sup>2</sup> U.S. Environmental Protection Agency, 2017 National Emissions Inventory: January 2021 Updated Release, Technical Support Document (Jan. 2021), [https://www.epa.gov/sites/default/files/2021-02/documents/nei2017\\_tsd\\_full\\_jan2021.pdf](https://www.epa.gov/sites/default/files/2021-02/documents/nei2017_tsd_full_jan2021.pdf).

<sup>3</sup> Ibid.

<sup>4</sup> Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding (July 2020), <https://www.nescaum.org/documents/mhdv-zev-mou-20220329.pdf>.

comprehensive Multi-State MHD ZEV Action Plan<sup>5</sup> highlighting more than 65 actions for states to consider as they work to foster a self-sustaining zero-emission truck and bus market that can achieve these sales targets. In fact, the MHD ZEV Action Plan recommends that states should consider adopting CARB's Advanced Clean Trucks (ACT) regulation and corresponding fleet purchase requirements such as the ACF regulation as key actions to help drive MHD vehicle electrification. Further, NESCAUM's member states and the MOU jurisdictions are undertaking significant efforts to accelerate the transition by deploying zero-emission buses in public transit fleets, providing incentives for the purchase of zero-emission MHD vehicles, setting targets for the procurement of electric transit and school buses, and allocating funds from the Volkswagen Settlement and the Diesel Emission Reduction Act for MHD vehicle electrification.

The proposed ACF regulation will accelerate the transition to ZEV fleets in applications most suitable for electrification, including drayage trucks, public fleets, and high priority and federal fleets.<sup>6</sup> More specifically, the proposed regulation will require that all new drayage truck purchases be ZEVs beginning in 2024; state and local government fleets ensure that half of all new truck purchases be ZEVs in 2024 and all new truck purchases be ZEVs by 2027; and high priority and federal fleets to either purchase only new ZEVs beginning in 2024 or opt-in to a gradual ZEV fleet transition. In addition, the proposed ACF regulation establishes a 100 percent ZEV sales requirement for MHD vehicle manufacturers beginning in the 2040 model year, which provides manufacturers with a clear end date for sales of new MHD internal combustion engine vehicles.

NESCAUM believes our states will benefit significantly from California's ACF rulemaking and complementary MHD incentive policies. The proposed ACF regulation is part of a comprehensive strategy for achieving a zero-emission transportation future and builds upon other landmark policies for reducing emissions from MHD vehicles, such as CARB's ACT regulation. Together, these complementary regulations will help introduce more zero-emission technologies in the U.S. market, provide certainty for truck and bus manufacturers, expand model availability for fleet operators, and enable our states to move toward achieving their air quality and climate commitments.

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<sup>5</sup> NESCAUM, Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Action Plan (July 2022), <https://www.nescaum.org/documents/multi-state-medium-and-heavy-duty-zev-action-plan.pdf>.

<sup>6</sup> High priority and federal fleet requirements would apply to fleets that meet one of the following criteria: any fleet owner who owns, operates, or directs 50 or more Class 2b-8 vehicles or off-road yard tractors including vehicles under common ownership and control, that operates at least 1 vehicle in California; any entity with \$50 million or more in annual revenue and owns or operates at least 1 affected vehicle that is operated in California; and federal government agencies that own, operate, or direct 1 or more affected vehicles in California.

NESCAUM applauds California's continued leadership in protecting the environment and public health from motor vehicle pollution and driving the transition toward a zero-emission transportation sector. Our states look forward to continuing to work closely with California, industry, and other key partners to build a robust market for electric trucks and buses and advance MHD fleet electrification in our states and across the nation.

Sincerely,



Paul J. Miller  
Executive Director

cc: NESCAUM Air Directors  
EPA Regions 1 & 2