

**From:** [Arneja, Paul@ARB](mailto:Arneja.Paul@ARB)  
**To:** [ARB Clerk of the Board](#)  
**Subject:** FW: Advanced Clean Truck Rule  
**Date:** Tuesday, May 26, 2020 11:36:15 AM

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ACT2019 comment, I will forward a few of these. Please add to the docket, thanks!

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**From:** Ted Rees <trees2296@gmail.com>  
**Sent:** Tuesday, May 26, 2020 6:45 AM  
**To:** Arneja, Paul@ARB <Paul.Arneja@arb.ca.gov>  
**Subject:** Advanced Clean Truck Rule

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Clerk's Office, California Air Resources Board  
1001 I Street, Sacramento, California 95814

RE: Support a Strong Advanced Clean Truck Rule

Dear Chair Nichols, California Air Resource Board Members and Staff:

Project Green Home requests that the California Air Resource Board (CARB) please enact and enforce an Advanced Clean Truck (ACT) rule that requires that by 2030, at least 30% (preferably more) of the new trucks on California's roads are all electric, zero emission vehicles. As the Board should be aware, 30% by 2030 will not only significantly reduce our carbon footprint and criteria emissions (particularly in low income communities) but provide new employment and investment opportunities here in California while saving the trucking industry billions in avoided fuel costs[1].

It is important to note that this rule has significant multiple secondary and tertiary economic and environmental benefits. For example, this rule will further drive down battery costs for both light and heavy duty electric vehicles and likewise for overall electric storage. This cost reduction will both reduce the need for expensive (and often extremely dirty) peaker power plants and facilitating additional renewable energy integration into the grid while spawning new technologies and businesses that will avail themselves of this new inexpensive energy storage here in California.

As the Board is aware, we are currently at war with the novel coronavirus 19. To fight this war, a number of car companies (OEMs), in less than a month converted manufacturing lines from cars to ventilators[2]. Just like OEMs did in World War II in making tanks and planes, they can do the same with electric trucks. And if these OEMs are not willing, then there are plenty of California-grown startups to do so.

While in our view the 2030 30% requirement is not strong enough, there are others that are attempting to weaken CARB's current proposal. Please do not cave to their demands. The benefits to California, we the people, our environment and the economy are too great.

Cordially,

Ted Rees