

From: [M Sargent](#)
To: [ARB Clerk of the Board](#)
Subject: Clean Trucks
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Dear Chair Nichols and Members of the Board,

Please act without delay to implement the Advanced Clean Trucks ("ACT") Rule from the California Air Resources Board. It encourages manufacturers toward "widespread adoption of zero-emission vehicles." The current health threat only heightens the need for a healthy environment. There is no excuse to delay our health and well-being, as industry lobbies to defer the ACT Rule.

Cleaner trucking will benefit California's environment by improving air quality, reducing greenhouse gases and adding green jobs. The ACT Rule mandates clean truck targets: zero-emission truck/chassis sales will be 50% of medium to large truck sales and 15% of all other truck sales by 2030. It increases the number of zero-emission vehicles (ZEVs) required to be sold for all vehicle groups, includes pickup trucks beginning in 2024, provides changes to streamline reporting, and clarifies definitions of on-road vehicles. The result will be 300,000 ZEVs in California by 2035, instead of 150,000 as in the earlier draft (*Fresh law blog*, website, May, 2020; *CARB, ACT Fact Sheet*, website, May, 2020). Cleaner transport is necessary to remedy the disastrous effects of emissions and fuel production. Mobile transport powered by fossil fuels is largely responsible for the formation of ozone, greenhouse gas emissions, fine particulate matter (PM2.5), and toxic diesel particulate matter. In California, transport contributes approximately 80% of smog-forming nitrogen oxide (NOx) emissions. Additionally, transport pumps out about 50% of greenhouse gas emissions and over 95% of toxic diesel particulate matter emissions (*CARB, ACT Fact Sheet*, website, May, 2020)

In contrast, zero-emission vehicles have no tailpipe emissions. When compared to diesel vehicles, they are two to five times more energy efficient, reduce dependence on petroleum, and reduce greenhouse gas emissions substantially.

The recent rule proposal will produce deep emissions reductions, thus dramatically improving the well-being of Californians and helping to meet global climate targets. By increasing the number of zero-emission trucks sold, the newest proposal further reduces greenhouse gas emissions by half, relative to the prior proposal. Benefits to human health and wealth follow: 8000 jobs will be created, billions of dollars will be saved in health care costs and premature deaths will decline. Economic recovery is promoted by green jobs as well as cost savings for consumers from ZEVs. The ACT rule helps transform a polluting industry into a green one.

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Marilyn Sargent