

From: [Maryl Olivera](#)
To: [ARB Clerk of the Board](#)
Subject: Advanced Clean Trucks Rule
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Maryl Nichols, Chair, California Air Resources Board

1001 I Street Sacramento, CA 95814

RE: Support for a Strong Advanced Clean Trucks Rule

Dear Chair Nichols and Members of the Board:

I urge you to approve the proposed Advanced Clean Trucks ("ACT") Rule. I feel strongly about this rule because emissions from trucking have a significant negative impact on California communities, especially already vulnerable communities that live along main trucking arteries. The new proposed rules offer even more benefits than the prior proposal. The new changes, which increase sales targets, extend the time for the sales targets and reduce the time that some pickup trucks will be exempt from the rule, offer huge benefits in pollution and greenhouse gas reduction. U applaud all of these changes.

By strengthening the rule, CARB's new proposal nearly doubles reductions of NOx and PM2.5. This will result in billions of dollars saved in health care costs as well as reduced premature death. By increasing the number of zero-emission trucks sold, the new proposal almost doubles greenhouse gas emission reductions from the original proposal by 2040.

This proposal will add about 8,000 jobs. It will turn what was once a polluting industry into a green one. As we come out of the COVID-19 crises, job creation will be paramount and this proposal starts to get us back on our feet. Electric vehicles save money in fuel and operation costs, which results in lower costs for businesses and consumers.

In addition, I ask that the board formally commit to timelines for transitioning to electric trucks in California. This will send a clear signal that most trucks should become electric by 2040.

Like many of California's public health and environmental protection measures, the rule enables job growth, economic savings, and new industry and innovation opportunities while lowering health harms and costs. While some industry groups and politicians are asking for a delay the OEA EJC feels that delay would be irresponsible. Our health and our climate cannot wait. Indeed the current pandemic has highlighted the increased health risks that those breathing polluted air have. By enacting this rule California sends a powerful signal to the market, while leading the way for transformation within the freight transportation industry.

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