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To: [ARB Clerk of the Board](#)
Subject: Support for a strong Advanced Clean Truck Rule
Date: Wednesday, May 27, 2020 11:52:49 AM

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RE: Support for a Strong Advanced Clean Trucks Rule

Dear Chair Nichols and Members of the Board,

I urge you to approve the strengthened staff proposal for the Advanced Clean Trucks Rule. I feel strongly about this rule because I live in the East Bay where the quality of air is often not good. The many large trucks in the area that visit the ports of Oakland and Richmond contribute to this problem.

I hope the board will formally commit to the sales share requirements for three different classes of trucks from 2024 to 2035. This will send a clear signal that CARB expects most trucks in California to be electric by 2040.

The success of the Advanced Clean Truck Rule will depend on sufficient investment in charging stations at locations convenient for truckers throughout the state. Tax credits or rebates for fleet owners purchasing zero emission trucks will also be needed for encouraging the transition to ZEVs. Hopefully CARB is addressing these needs to help make the transition to zero emission trucks proceed more quickly.

While some industry groups and politicians are asking for a delay our community feels that delay would be irresponsible. Our health and the climate crisis cannot wait. Indeed the current pandemic has highlighted the increased

health risks to those breathing polluted air. Enacting this rule in California would send a powerful signal to the market and lead the way for transforming the freight transportation industry in the US.

The new proposed rule offers many more benefits than the previous proposal. Applying the rule to pickup trucks as early as 2024 is an important addition. This new proposal nearly doubles reductions of NOx, PM2.5 and CO2 resulting in billions more dollars saved in health care costs, many fewer premature deaths and hopefully less severe effects from global warming. The addition of 8,000 high quality green jobs is also a tremendous benefit.

Hopefully this stronger version of the Advanced Clean Truck Act will become law.

Sincerely yours,

Pamela Brigg