

To: Mary 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.

From: The Rodeo Citizens Association, a 501(C)3  
512 Barnes Way Rodeo, CA 94572  
Janet Pygeorge; Janet Callaghan; Charles Davidson: Michael Coody; Elaine Wander. [charlesdavidson@me.com](mailto:charlesdavidson@me.com)

Chair Nichols,

Our organization, the Rodeo Citizens Association, urges you to approve staff's proposed Advanced Clean Trucks ("ACT") Rule. We feel strongly about this rule for public health reasons and because the technology to fix the problem of diesel pollution is available and feasible.

Diesel pollution from trucks emits significant amounts of disease-causing pollutants, especially nitrogen dioxide (which contributes to ozone, a powerful biological oxidant) and particulate matter PM2.5 (which acts as a carrier for other toxic substances can enter the bloodstream from the lungs). CARB scientists have determined that during rush hour, when traffic moves slowly, the pollution control devices of diesel trucks are (almost universally) highly inefficient and mostly useless for filtering both NOx and PM.

Communities located near highways suffer disproportionately from asthma, cardiovascular disease and low-birth weight. This proportionality is compounded by proximity to major industrial facilities and ports and by higher proportions of residents living in poverty or being persons of color.

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. We approve of 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 is a change we highly approve of.

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.

One additional ask we have for the board is to 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 costs. While some industry groups and politicians are asking for a delay our group 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.

Respectfully,

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