

**From:** [Roger HALLSTEN](#)  
**To:** [ARB Clerk of the Board](#)  
**Subject:** RE: Support for a Strong Advanced Clean Trucks Rule  
**Date:** Thursday, May 28, 2020 8:39:31 AM

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Dear Chair Nichols and Members of the Board,

I urge you to approve the strengthened staff proposal for the Advanced Clean Trucks ("ACT") Rule. This Rule is supported by science, economics and ethics. The costs of climate disruption are far greater than the cost of transition to a green economy.

Electric vehicles save money in fuel and operation costs, which results in lower costs for businesses and consumers. 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.

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 that those breathing polluted air have. 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.

Even with the significant decrease in automobile commuting in the past two months, and with manufacturing significantly reduced, there has only been a 17% decrease in GHG emissions. This suggests that a large proportion of these emissions come from trucking.

The new proposed rule offers even more benefits than the previous proposal. The new changes would increase required sales targets, extend the time schedule for an increasing set of sales targets and apply the rule to pickup trucks as early as 2024. I approve of all of these changes. They vastly increase the benefits from the reduction of pollution and greenhouse gas emissions.

By strengthening the rule, CARB's new proposal nearly doubles reductions of NOx and PM2.5. This will result in billions more dollars saved in health care costs as well as many more reductions in premature deaths. By increasing the number of zero-emission trucks sold, the new proposal almost doubles greenhouse gas emission reductions by 2040 compared to the original proposal. Our community welcomes this change.

This proposal should add about 8,000 high quality jobs. It will turn what was once a polluting industry into a green one. As we come out of the COVID-19 crisis, job creation will be paramount and this proposal would help to get us back on our feet.

The success of this rule depends on sufficient investment in charging stations at

locations convenient for truckers throughout the state and incentives (such as a tax credits for purchasing zero emission trucks) for fleet owners. Hopefully CARB is addressing these needs to help make the transition to zero emission trucks proceed more smoothly and quickly.

Respectfully,  
Roger Hallsten