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May 28, 2020

Mary Nichols, ChairMembers
California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

Subject: CAUSE Recommendations to Amend Proposed Advanced Clean Truck Regulation

Dear Chair Nichols and California Air Resource Board Members:

The COVID-19 pandemic has caused a severe health crisis in our community, particularly for those with respiratory issues. Now more than ever, we need our state regulators to implement programs and regulations that prioritize clean air and health for our residents. Clear scientific evidence has linked exposure to air pollution with greater risk of death from COVID-19. CAUSE works to advance social, economic and environmental justice in the Central Coast, including neighborhoods in South Oxnard where the lungs of residents have already been disproportionately burdened by air pollution, including some of the highest levels of diesel exhaust in California along the freight corridors running from the Port of Hueneme. For years, local community groups have been working to protect the health of Oxnard families by calling for solutions in clean energy and zero-emissions freight transportation. There could be no greater reminder of the importance of the health of our lungs than this pandemic.

For these reasons, we urge the California Air Resources Board (CARB) to improve and adopt the Advanced Clean Truck (ACT) Rule by:

- Accelerating the development of the CARB fleet rule for adoption in late 2021, but ensuring that the rule is implemented no later than 2024.

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- Institutionalizing CARB's targets on reaching zero-emissions (ZE):
 - ZE drayage fleet by 2035 or sooner
 - ZE first/last mile delivery, refuse and local buses by 2040
 - ZE/plug in hybrid for utility and government fleet by 2040
 - ZE/plug in hybrid for all other truck segments, 'where feasible' by 2045

- Clearly articulate when our communities can expect all truck sales must be 100%

Zero-emission.

- Require that the upcoming CARB fleet rule is stringent enough to reach Governor Jerry Brown's carbon-neutrality by 2045 goal established in Executive order b-55-18.

- Including the updated Reporting Requirement

Our neighboring Port is one of the largest economic forces in our county but also one of the biggest contributors to air pollution. Neighborhoods near ports, trucking routes, and rail yards typically have the highest levels of diesel exhaust. Tailpipe exhaust releases from trucks, trains and ships and other diesel engines contain very small particles that can reach deep into lungs and contribute to a range of health problems.

In fact, the California Office of Environmental Health Hazard Assessment (OEHHA) evaluated that long term exposure to diesel exhaust particulates poses the highest cancer risk of any toxic air contaminant. The state estimates that 70% of the cancer risk linked to air pollution for the average person in California results from breathing diesel exhaust.

Neighborhoods in South Oxnard near the Port already have higher levels of diesel emissions than 87% of the other areas in California, with levels three times higher than other neighborhoods in Oxnard. This rule promises to be a life-saving action to clean up the air in some of California's most notoriously polluted neighborhoods near ports, warehouses, and trucking routes. The CARB Board has taken initiative in addressing California's high levels of air pollution by introducing and directing staff to strengthen the earlier language of the Advanced Clean Truck (ACT) Rule, but we are calling CARB to increase the targets, accelerate adoption and implementation, and reach the state's net neutrality goals.

Sincerely,

Lucia Marquez

CAUSE Policy Advocate