

**From:** [Arneja, Paul@ARB](mailto:Arneja.Paul@ARB)  
**To:** [ARB Clerk of the Board](#)  
**Subject:** FW: Advanced Clean Trucking  
**Date:** Friday, May 29, 2020 11:03:22 AM

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ACT2019 comment, please add to the docket, thanks!

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**From:** Bruce Naegel <bnaegel@sustainablesv.org>  
**Sent:** Wednesday, May 27, 2020 8:41 PM  
**To:** Arneja, Paul@ARB <Paul.Arneja@arb.ca.gov>  
**Subject:** Advanced Clean Trucking

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Clerk's Office, California Air Resources Board  
1001 I Street, Sacramento, California 95814

RE: Support a Strong Advanced Clean Truck Rule

Dear Chair Nichols, California Air Resource Board Members and Staff:

I (we) request that the California Air Resource Board (CARB) please enact and enforce an Advanced Clean Truck (ACT) rule that requires that by 2030, at least 30% (preferably more) of the new trucks on California's roads are all electric, zero emission vehicles. As the Board should be aware, 30% by 2030 will not only significantly reduce our carbon footprint and criteria emissions (particularly in low income communities) but provide new employment and investment opportunities here in California while saving the trucking industry billions in avoided fuel costs[1].

Some other reasons to support ACT.

- Diesel trucks and buses exhausts have concentrations of Nitrogen Dioxide (NOx. NOx is a contributor to asthma and weakens the respiratory system.
- People with weakened respiratory systems are more subject to bad outcomes when exposed to COVID19
- Diesel trucks and buses often travel in low income areas. Converting to electric vehicles will improve the air quality in these areas, increasing life span.
- Commercial traffic (large trucks and buses) represent about 5% of the GHGs in the air. If we are going to meet the state goal of Carbon Neutral by 2045, we

need to use every option to get to that standard.

- It is easier to replace or upgrade trucks since they are usually in fleets.
- Trucks and buses usually have enough useful life in the chassis to replace the motor when it wears out. Light duty cars and trucks do not usually have engines replaced.
- It is likely that moving the commercial fleet to electric will speed the development of better batteries and electrical systems. More demand long term usually means lower pricing and better availability.

I appreciate your reading the letter.

Bruce Naegel

[1] <https://ww3.arb.ca.gov/regact/2019/act2019/isor.pdf>

[2] <https://ww2.arb.ca.gov/ghg-inventory-data>