

NEW JERSEY
POLICY PERSPECTIVE

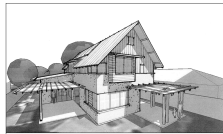


NEW JERSEY
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COUNCIL

CLEAN
AIR
COUNCIL



SWEEP
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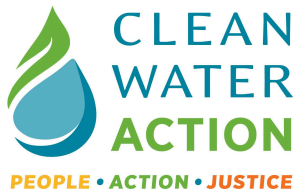


PROJECT
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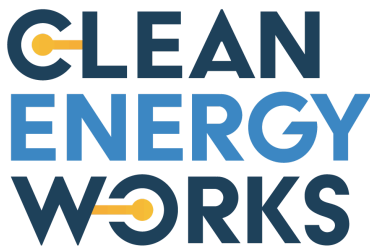
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EV SEMI-FLEET

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established 1978

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Dear Governors Polis, Lujan Grisham, Healey, Murphy, Newsom, Moore, Scott, Hochul, Kotek, McKee, and Ferguson;

On behalf of over 100 organizations, we urge you to maintain your strong support for the Advanced Clean Trucks (ACT) rule, which your states adopted after thorough, carefully deliberated rulemaking processes. The ACT rule will [create billions of dollars in economic, environmental, and public health benefits](#), particularly for communities disproportionately impacted by diesel pollution. Delaying its implementation would jeopardize these critical gains.

We urge you to adhere to the rule's scheduled implementation timeline despite calls from the trucking industry to postpone the rule. Your states have already enacted important complementary policies to support timely implementation of ACT and [have identified others that can further advance medium and heavy-duty electrification](#). Claims made in the December 17, 2024 letter from state trucking associations, including allegations of a "rushed timeline" and negative economic impacts, lack evidence and misrepresent the rule's provisions. This letter will rebut the trucking association's claims made in that letter.

Preserving Choice While Increasing Zero-Emission Vehicle Availability

First, the rule preserves choice, by allowing customers to purchase diesel trucks if that best fits their business needs, while requiring manufacturers to gradually increase the number of zero-emission models they make available for sale to meet growing customer demand. In model year 2025, sales of zero-emission trucks (ZETs) must be 7% to 11%, depending on the vehicle class, increasing modestly to 10% and 13% in model year 2026. The lower percentages are applicable to the largest, heavy-duty trucks and buses. ACT is not dictating that any customer must purchase a ZET, that is simply untrue and not what this rule does. Furthermore, these percentages do not account for the flexibility available to manufacturers, such as applying early-action credits generated prior to the rule's first compliance year, banking credits, and pooling credits. In California, truck manufacturers have [over-complied with the 2024 requirement by 60% for certain models and by an astounding 118% for Class 7-8 tractors](#).

Demonstrated Economic, Health, and Climate Benefits

Second, each state that has adopted the rule developed extensive analyses around the economic impacts of the rule, which consistently forecasted that billions of dollars of benefits will flow to businesses, consumers, and the public. These analyses stand in stark contrast to the trucking associations' unsubstantiated claims of economic harm. The fuel cost savings inherent in switching from diesel to electric-powered vehicles are beneficial for businesses and consumers – not to mention the monetized public health benefits. The economic analyses are attached as appendices to this letter. Notably, the industry has failed to provide any economic analysis to support its assertions that these rules will "shut down businesses," "cut jobs" and lead businesses to "lose everything". However, the comprehensive rulemaking record provided in the proceedings by state agencies and other organizations demonstrates the ACT rule will bolster state economies.

Infrastructure Progress

Third, states are actively scaling charging infrastructure in tandem with the gradual increase in ZET requirements. Each of your states has focused on creating a policy environment that encourages the adoption of zero-emission trucks and installing the charging infrastructure critical to powering those vehicles. Detailed information on these efforts, included in the appendices, highlights robust policy support and infrastructure development in California, Colorado, Massachusetts, New Jersey, New Mexico, New York, Maryland, Oregon, Rhode Island, Vermont, and Washington.

Addressing Dealer Concerns

The trucking associations' claims that the ACT rule harms truck dealers stem largely from misleading practices by vehicle manufacturers. Some manufacturers have incorrectly informed dealers that diesel trucks are unavailable or that ZET sales ratios are required to obtain diesel inventory. Investigations, such as one by the California Air Resources Board reveal that these tactics are designed to manufacture opposition to the rule. In fact, [CARB found that some original equipment manufacturers](#) "have expressed plans to begin implementing a rigid policy to require each dealer or upfitter to purchase a certain number of ZETs from the manufacturer before they can get any internal combustion engines whether or not the manufacturer offers ZETs in the market segment the dealer specializes." The ACT rule itself does not mandate such practices.

Federal Speculation Should Not Dictate State Leadership

Lastly, the suggestion that states should abandon their leadership is misguided. Your adoption of the ACT rule reflects leadership and a commitment to addressing climate change, safeguarding public health, and ushering in a wave of economic innovation. State leadership is written into the Clean Air Act and especially critical in these moments when federal efforts threaten to fall short of the protections that your residents need and deserve.

In sum, the trucking associations' letter presents unfounded claims that conflict with the rigorous analysis and clear benefits underpinning the ACT rule. By continuing to prioritize clean air, economic growth, and climate action, your states are focused on the issues your residents deeply care about. We urge you to stand firm in support of the ACT rule's timely implementation.

Sincerely,

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