

California Legislature



October 17th, 2022

Liane M. Randolph
Governing Board Chair
California Air Resources Board
1001 I Street, Sacramento, CA 95814

RE: Proposed Advanced Clean Fleets Regulation

Dear Chair Randolph,

We, the undersigned legislators, represent communities across California that face disproportionate impacts of poor air quality. As leaders in the fight for clean air and the rights of all workers, we strongly urge the Board to adopt a modified version of the Advanced Clean Fleets regulation that not only strengthens the rule, but puts in place key protections that prevent the misclassification of drivers and potential evasion of the rule.

According to the American Lung Association, California has the most polluted cities in the country when ranked by ozone, and by year-round and short-term diesel particulate matter pollution. One of the primary drivers of this issue are diesel trucks, which are the largest source of ozone and the smog-forming NOx pollution in California. Consequently and due to years of environmental injustices and land-use decisions, these toxic emissions concentrate most heavily in low-income communities of color, who often live near freeways, ports and warehouses. For these reasons, we believe the Advanced Clean Fleets regulation is one of California's most significant opportunities for addressing our climate and environmental justice crises while encouraging high road jobs and economic justice.

This year, we worked with the administration to pass a budget that invests a record \$54 billion to tackle the climate crisis, including a \$10 billion commitment to accelerate the deployment of zero-emission vehicles and infrastructure. A significant portion of this funding is specifically earmarked for zero-emission medium- and heavy-duty vehicles. Additionally, the Federal Government's recent passage of the Inflation Reduction Act - which includes 30% tax credits for zero-emission commercial vehicles and their chargers, as well as significant grants for port electrification and zero-emission vehicle manufacturing - provide an unprecedented opportunity to transition away from diesel. This effort sends a signal to the market, manufacturers, and fleet owners and operators that California is here to support the transition to a zero-emission freight sector.

Even without accounting for these new investments, the California Air Resources Board (CARB) Staff's own report found overwhelming benefits with a stronger Advanced Clean Fleets rule. Therefore, we recommend the Board adopt a modified version of the Accelerated ZEV Transition Alternative (Accelerated Alternative) set forth in the Initial Statement of Reasons (ISOR):

1. Require 100% zero-emission vehicle sales by 2036 (instead of 2040).
2. Take two actions to further reduce toxic emissions from Class 7 and 8 tractors
 - a. Move Class 8 Sleeper Cabs from Group 3 to Group 2 vehicles in the High Priority Fleets Rule so that all Class 7 and 8 tractors are subject to the same transition schedule beginning 2027 (instead of 2030).
 - b. Lower the High Priority Fleet threshold for Class 7 and 8 tractors from 50 to 10 trucks.

The Staff Report confirms that by shifting the proposed 100% sales requirement from 2040 to 2036, and strengthening purchase requirements for the most heavily-polluting Class 7-8 vehicles, the Accelerated Alternative delivers an *additional* reduction of 41 tons-per-day of NOx on top of the reductions already expected from staff's proposal. To put this figure in context, the additional emission reductions just from *strengthening* this one rule would achieve NOx reductions equivalent to all of CARB's proposed off-road equipment regulations, or roughly double the reductions achieved by the recently adopted Advanced Clean Cars II rule. Simply put, the most polluted air basins in California cannot afford to turn down these additional reductions, which equate to an additional \$34 billion in health benefits.

The Accelerated Alternative also extends crucial protections to more drivers that face exploitative misclassification within the trucking industry. By ensuring that the majority of controlling companies absorb the cost of transitioning our heaviest fleets, we are making sure this policy prioritizes the workforce critical to our supply chain, many who come from the very communities we are working to protect.

In light of the compelling technological and economic advancements in the zero-emission truck market, the outsized benefits for public health and climate action, the increased protection for truck drivers and environmental justice communities, and the substantial new investments from the state and federal government for zero-emission trucks, we urge you to adopt the strongest possible Advanced Clean Fleets rule.

Sincerely,



Eloise Gómez Reyes
Assembly Majority Leader 47th District



Lena Gonzalez
Senator 33rd District



Tasha Boerner-Horvath
Assemblymember 76th District



Henry Stern
Senator 27th District



Monique Limón
Senator 19th District



Nancy Skinner
Senator 9th District



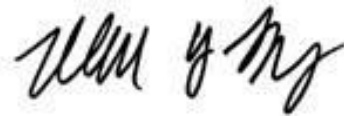
Wendy Carrillo
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Mark Stone
Assemblymember 29th District



Maria Elena Durazo
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Phil Ting
Assemblymember 19th District



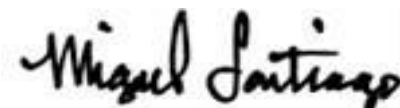
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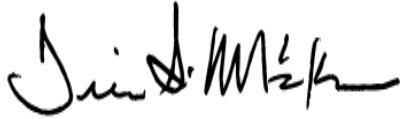
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