

## Testimony of the Northeast States for Coordinated Air Use Management

### California Air Resources Board Hearing for the Advanced Clean Fleets (ACF) Regulation

**October 27, 2022**

Good morning. My name is Jeremy Hunt, and I am a Policy Advisor and Analyst at the Northeast States for Coordinated Air Use Management, or NESCAUM. NESCAUM is the regional nonprofit association of state air quality agencies in the six New England states, New York, and New Jersey and has a long history of working with states throughout the country on adopting and implementing California's clean car and clean truck standards.

I am speaking today in support of the Advanced Clean Fleets (ACF) regulation and urge the Board to adopt this regulation.

A rapid and equitable transition to zero-emission trucks and buses is critical to avoid the worst impacts of climate change and improve air quality and public health outcomes in our communities. Across the U.S., medium- and heavy-duty vehicles represent only 5 percent of on-road vehicles, yet they are responsible for 30 percent of GHG emissions,<sup>1</sup> 42 percent of NOx emissions,<sup>2</sup> and 51 percent of fine particulate matter.<sup>3</sup>

Building upon the suite of California regulatory programs to electrify trucks and buses, the proposed ACF regulation provides another critical strategy for states to consider in meeting their air quality and climate goals. In fact, the Multi-State Medium- and Heavy-Duty ZEV Action Plan,<sup>4</sup> released earlier this year and developed by NESCAUM along with 17 states,<sup>5</sup> the District of Columbia, and Quebec, highlights adoption of California's regulations requiring increasing sales of zero-emission trucks and corresponding fleet purchase requirements, such as the

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<sup>1</sup> 1 U.S. Environmental Protection Agency, U.S. Greenhouse Gas Emissions and Sinks 1990-2019 (Apr. 2021), <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2019>.

<sup>2</sup> U.S. Environmental Protection Agency, 2017 National Emissions Inventory: January 2021 Updated Release, Technical Support Document (Jan. 2021), [https://www.epa.gov/sites/default/files/2021-02/documents/nei2017\\_tsd\\_full\\_jan2021.pdf](https://www.epa.gov/sites/default/files/2021-02/documents/nei2017_tsd_full_jan2021.pdf).

<sup>3</sup> Ibid.

<sup>4</sup> See Multi-State ZEV Task Force, Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Action Plan: A Policy Framework to Eliminate Harmful Truck and Bus Emissions (July 27, 2022), <https://www.nescaum.org/documents/multi-state-medium-and-heavy-duty-zev-action-plan.pdf>.

<sup>5</sup> The states include California, Colorado, Connecticut, Hawaii, Maine, Maryland, Massachusetts, Nevada, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, and Washington.

proposed ACF regulation, as key actions to help accelerate medium- and heavy-duty vehicle electrification.

The proposed ACF regulation targets the truck and bus fleets most suitable for electrification, including drayage trucks, public fleets, and high priority and federal fleets, where the availability of ZEV models is rapidly growing to meet increasing demand. In addition, the proposed regulation establishes a 100 percent ZEV sales requirement for truck and bus manufacturers beginning in the 2040 model year to provide manufacturers with a clear end date for sales of new internal combustion engine vehicles, which will help drive us toward a zero-emission transportation future.

In closing, we thank California for its strong and sustained leadership to protect the environment, public health, and welfare from motor vehicle pollution. NESCAUM and our states look forward to our ongoing partnership with the State of California.

Thank you.