

April 7, 2023

Liane M. Randolph, Chair, and Board Members
California Air Resources Board
1001 I Street
Sacramento, California 95814

Re: Proposed Amendments to the Proposed Advanced Clean Fleets Regulation

Dear Chair Randolph and Honorable Board Members:

The Northeast States for Coordinated Air Use Management (NESCAUM) is writing to express strong support for the updates to the proposed Advanced Clean Fleets (ACF) rulemaking and urges the California Air Resources Board to adopt the proposed regulation. NESCAUM is the regional nonprofit association of state air quality agencies in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont.

Medium- and heavy-duty (MHD) vehicles, mostly powered by diesel combustion engines, are a major source of greenhouse gas (GHG) emissions and significant contributor to smog-forming pollutants that negatively harm public health. These vehicles make up only 5 percent of total on-road vehicles in the U.S., but are responsible for 30 percent of GHG emissions,¹ 42 percent of NO_x emissions,² and 51 percent of fine particulate matter (PM_{2.5}) emissions.³ The adverse impacts of MHD vehicle pollution are even more pronounced in frontline and overburdened communities located near freight distribution hubs, bus depots, and trucking corridors.

In recent years, our states and others across the country have turned their attention to reducing pollution from fossil-fueled trucks and buses and accelerating the widespread transition to zero-emission vehicles (ZEVs) to better protect public health and mitigate the worst impacts of climate change. To expedite this transition, 17 states, the District of Columbia, and Quebec signed a memorandum of understanding (MOU)⁴ committing to achieve 100 percent MHD ZEV sales no later than 2050 and released a comprehensive Multi-State MHD ZEV Action Plan⁵ featuring more than 65 actions for state policymakers to consider as they work to develop a self-sustaining market for zero-emission trucks and buses in support of achieving the 100 percent ZEV sales target. The Action Plan highlights adoption of California's Advanced Clean Trucks

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>.

² 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.

³ Ibid.

⁴ Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding (July 2020), <https://www.nescaum.org/documents/mhdv-zev-mou-20220329.pdf/>.

⁵ NESCAUM, Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Action Plan (July 2022), <https://www.nescaum.org/documents/multi-state-medium-and-heavy-duty-zev-action-plan.pdf>.

(ACT) and ACF regulations as key actions to drive truck and bus electrification. Several MOU states have adopted or are currently considering adoption of the ACT regulation under Section 177 of the Clean Air Act, and many more states are setting MHD ZEV procurement targets and implementing complementary policies, such as ZEV purchase incentive programs and charging infrastructure grant programs.

By requiring drayage, high priority and federal government, and state and local government fleets to purchase increasing numbers of MHD ZEVs in California beginning in 2024, the ACF rule will accelerate the market for zero-emission trucks, vans, and buses. The updated changes to ACF's fleet purchase requirements, which expand extensions and exemptions from ZEV purchase and internal combustion engine vehicle replacement requirements, provide fleets additional compliance flexibilities to account for circumstances outside their control, such as delays to ZEV delivery, infrastructure construction, and depot site electrification. The updated ACF proposal also clarifies ZEV purchase exemptions and establishes a fleet-specific exemption process to address more complex issues that vary by fleet.

In addition, the updated ACF proposal advances the 100 percent ZEV sales requirement for Class 2b-8 vehicles from the 2040 model year to the 2036 model year. Acceleration of this 100 percent ZEV sales requirement sends a stronger market signal to manufacturers, supply chains, fleets, and utilities by providing longer-term regulatory certainty to support industry investment in zero-emission technologies and infrastructure. This change provides manufacturers with sufficient lead time to transition their product offerings to all-electric drivetrains and will drive manufacturers to develop more widely available and affordable MHD ZEV technologies for purchase by fleets.

Overall, the proposed changes to the ACF regulation will accelerate the market for zero-emission trucks, vans, and buses and reduce harmful emissions of NO_x, PM_{2.5}, toxic air contaminants, and GHGs from MHD vehicles. As a result, the ACF regulation will provide improved public health benefits, especially to the frontline and overburdened communities disproportionately impacted by truck and bus pollution.

Thank you for the opportunity to comment on the revisions to the proposed ACF regulation. We appreciate California's continued leadership in protecting the environment and public health from motor vehicle pollution. Our states look forward to continued collaboration in our joint effort to electrify the transportation sector.

Sincerely,



Paul J. Miller
Executive Director

cc: NESCAUM Air Directors
EPA Regions 1 & 2