

UNITED STATES CLIMATE ALLIANCE

The Honorable Michael S. Regan, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

August 1, 2022

Docket ID No. EPA-HQ-OAR-2022-0331

Dear Administrator Regan,

I write to you on behalf of the U.S. Climate Alliance (Alliance), a bipartisan coalition of 24 governors committed to climate action that together represent approximately 60 percent of the U.S. economy and 55 percent of the U.S. population. The Alliance appreciates the opportunity to comment on California's request for a waiver under the Clean Air Act (CAA) for the Advanced Clean Trucks (ACT) regulation, which accelerates the adoption of zero-emission trucks and supports our shared goals to confront the climate crisis, advance environmental justice, spur technological innovation and economic growth, create jobs, and protect public health. The Alliance has long supported state flexibility in the CAA that permits California to adopt, and allows other states to follow, regulations with more protective emissions standards than the federal standards. We strongly support approval of California's clean trucks rule, which was promulgated consistent with CAA requirements, and we urge EPA to grant the waiver without delay.

The Alliance is committed to doing its part to tackle greenhouse gas emissions in the transportation sector — the largest source of climate pollution in the United States. Our states are leading the nation in deployment of zero-emission vehicles and are working to put cleaner and more efficient medium- and heavy-duty vehicles (MHDVs) on the road. Already, five more Alliance members¹ have adopted California's clean trucks regulation, and 16 Alliance members are currently collaborating with each other to foster a self-sustaining market for zero-emission MHDVs.² EPA's approval of this waiver is essential not only for California, but for all states that choose to adopt the Advanced Clean Trucks rule to protect their communities, advance their emission reduction targets, and lead the market transition to zero-emission vehicles.

ACT is good for public health. California's clean trucks rule is expected to significantly reduce harmful NOx,³ PM2.5,³ and hazardous air pollutant emissions,⁴ improving public health for tens of millions of residents in the state. Across other Alliance members,⁵ granting the waiver would provide a powerful mechanism for states to ensure compliance with the National Ambient Air Quality Standards (NAAQS) and protect public health in each of their jurisdictions. Emissions reductions achieved from the rule would avoid premature deaths, hospitalizations for cardiovascular illness, hospitalizations for respiratory illness, and emergency room visits, yielding billions in health benefits.³ Importantly, granting the waiver is in line with EPA's goals to address environmental justice because ACT would provide a powerful tool for states to mitigate adverse health impacts for overburdened communities by reducing harmful air pollutants near ports,^{2,6} freight logistics hubs,^{2,7} and major freight corridors.^{2,5,8,9}

ACT is good for the economy, businesses, and workers. Adoption of the ACT rule is expected to have positive impacts on the economy, businesses, and workers,³ creating new good-paying jobs and economic opportunities in a quickly emerging growth sector while ensuring access cleaner and increasingly more affordable vehicle technologies. In California alone, granting the waiver would create more than 7,000 jobs by 2040, boost workers' salaries, and increase both the state's economic output and private investment. Across all states that adopt the

California | Colorado | Connecticut | Delaware | Hawaii | Illinois | Louisiana | Maine
Maryland | Massachusetts | Michigan | Minnesota | Nevada | New Jersey | New Mexico | New York
North Carolina | Oregon | Pennsylvania | Puerto Rico | Rhode Island | Vermont | Washington | Wisconsin

ACT regulation, the rule will reduce fuel and maintenance costs for businesses and mitigate exposure to volatile fuel prices, while expanding market availability of zero-emission MHDVs and driving technological innovation in American manufacturing.

ACT is good for the climate. Transportation remains the largest source of greenhouse gas emissions across the Alliance, and approval of the ACT regulation is critical to our states' collective efforts to accelerate vehicle electrification and meet our Paris Agreement emission reduction targets. We agree with the White House that a rapid expansion of zero-emission vehicles across light-, medium-, and heavy-duty applications must be a central component of the U.S. Long-Term Strategy to confront the climate crisis.¹⁰ Importantly, the ACT regulation sets zero-emission MHDV sales targets to achieve these goals and helps expand the national zero-emission MHDV marketplace. Granting this waiver will ensure California and other Alliance states can continue to lead on transportation decarbonization — driving significant reductions in transportation emissions at the state level while ensuring the United States does not fall behind in our national efforts to limit global warming.

The Alliance stands firmly with California and its authority under the CAA to set its own vehicle emission standards, as well as the other states that choose to voluntarily adopt those standards. Setting ambitious MHDV standards can play a critical role in a state's ability to protect public health, advance environmental justice, remain economically competitive, protect consumer choice, and tackle climate change. California's waiver request meets the conditions required by the law, and the state's promulgation of the ACT regulation is consistent with the requirements of the CAA. We support full approval of the waiver application and strongly encourage EPA to grant it without delay.

Thank you again for the opportunity to comment and for the Administration's collaboration with states to confront the climate crisis.

Sincerely,



Casey Katims
Executive Director
U.S. Climate Alliance

¹ Additional states that have adopted ACT include Massachusetts, New Jersey, New York, Oregon, and Washington.

² NESCAUM, *Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding* <https://www.nescaum.org/documents/mhdv-zev-mou-20220329.pdf>.

³ California Air Resources Board, *Attachment C: Updated Costs and Benefits Analysis for the Proposed Advanced Clean Trucks Regulation* (CARB, Sacramento, CA) <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2019/act2019/30dayattc.pdf>.

⁴ California Air Resources Board, *Advanced Clean Trucks Fact Sheet* (CARB, Sacramento, CA) https://ww2.arb.ca.gov/sites/default/files/2021-08/200625factsheet_ADA.pdf.

⁵ Including Vermont, which is in the Ozone Transport Region, but excluding Hawaii.

⁶ California Air Resources Board, *Transportation, clean air leaders from California and multiple states call for federal funding for clean ports in infrastructure package* (CARB, Sacramento, CA) <https://ww2.arb.ca.gov/news/transportation-clean-air-leaders-california-and-multiple-states-call-federal-funding-clean/printable/print>.

⁷ California Department of Justice, *Attorney General Bonta, CARB Seek to Defend Rule Limiting Warehouse Pollution in Disadvantaged Los Angeles and Inland Empire Communities* (California Department of Justice, Oakland, CA) <https://oag.ca.gov/news/press-releases/attorney-general-bonta-carb-seek-defend-rule-limiting-warehouse-pollution-0>.

⁸ American Society of Civil Engineers, *EPA Suspends California Interstate 710 project* (ASCE), <https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project>.

⁹ US Environmental Protection Agency Region IX, *Re: EPA technical response for project-level transportation conformity status- Interstate 710 South* (US EPA, San Francisco, CA), <https://la.streetsblog.org/wp-content/uploads/sites/2/2021/05/1-710-Conformity-Technical-Response-by-EPA-3-25-2021.pdf>.

¹⁰ United States Department of State and the United States Executive Office of the President, *The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050* (Washington, DC), <https://www.whitehouse.gov/wp-content/uploads/2021/10/US-Long-Term-Strategy.pdf>.