



August 20, 2020

Mary Nichols, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Support for Health-Protective Low NOx Omnibus Rule

Dear Chair Nichols and Members of the Board:

On behalf of the undersigned organizations, we write to express our support for a strong Low NOx Omnibus Truck rule that results in significant, durable real-world emissions benefits over the full course of truck lifecycles. Following the adoption of the landmark Advanced Clean Trucks standard in June to transition California to a zero emission truck fleet, the Board now has an opportunity to generate major clean air and public health improvements by adopting this rule to clean up the existing combustion truck fleet.

Californians face the most difficult air pollution challenges in the United States, with 98 percent of Californians living in counties that received a failing grade for ozone and/or particle pollution in the American Lung Association's *State of the Air* 2020 report. California must continue to establish the most health-protective standards possible as we continue to make progress in cleaning our air and protecting the health of all Californians, and especially those living in Low Income Disadvantaged and Communities of color who most impacted by the burdens of poor air quality. The trucking sector is the leading source of on-road pollution in California, responsible for approximately one-third of smog- and particle-forming NOx emissions and a quarter of carcinogenic fine particle pollution. These pollutants contribute to a wide range of poor health outcomes, including asthma and heart attacks, strokes, lung cancer and

preterm-births and premature deaths. In order to achieve clean air for all communities, CARB must adopt a standard that achieves major reductions in pollution through tighter standards while ensuring real-world emission reductions under all driving conditions, longer emissions warranty periods and an acceleration of fleet turnover to get older, higher-polluting trucks off the roads as quickly as possible.

CARB should immediately adopt the Low NOx Omnibus standard to provide significant real-world emissions benefits. We support the adoption of a strong Low NOx standard and encourage the Board to consider opportunities to strengthen the proposal to further accelerate its clean air and health benefits. Given the extreme public health burdens posed by harmful emissions from the heavy-duty truck sector, especially in our most overburdened communities, this rule's focus on delivering real-world emission benefits is essential. As proposed, the rule would yield major clean air and public health benefits, including:

- Supporting attainment of health-protective air quality standards by significantly reducing harmful NOx and particle pollution, projected to yield:
 - \$36 billion in avoided health costs between 2022-2050
 - 3,900 premature deaths avoided between 2022-2050

Support for more stringent NOx emission standards in 2024 and 2027. The Low NOx truck standard represents the largest share – approximately half of the NOx emissions benefits – of pollution reduction commitments in the 2016 State Implementation Plan. CARB must move forward with the goal of a 90 percent more stringent standard (*i.e.* moving from the existing 0.2 gram standard to an 0.02 gram standard) as quickly as feasible.

- The Board should adopt a 2024 standard at least as stringent as the 0.05 grams in the proposal and should consider earlier implementation opportunities to reflect the urgency of NOx reductions needed to achieve clean air standards. As noted in the proposal, earlier implementation of the 0.02 standard could increase health benefits to:
 - \$43 billion in avoided costs between 2022-2050
 - 4,300 premature deaths avoided

Ensure real-world benefits under all driving conditions through stronger durability and warranty requirements. We strongly support proposals designed to ensure real-world emissions benefits occur throughout the full useful life and duty cycles of vehicles subject to the regulation. We support the proposals elements focused on:

- strengthening in-use emission controls across idling, hot, cold, low-load, medium- and high-load operation;
- extending warranties to ensure emission control failures are addressed quickly and at no cost to vehicle operators; and
- better representing the full useful lifecycle of trucks in order to ensure durability and effectiveness of emissions controls across multiple owners and duty cycles.

Avoid loss of NOx reduction benefits due to excess crediting. We appreciate that the staff proposal acknowledges the importance of achieving early emission reductions. Given the well-documented feasibility of the proposed standard, the rule must compel cleaner technology across the combustion fleet and avoid delays in deployment of more health-protective emission controls.

- We encourage the Board to carefully review the credit provisions and timelines to avoid excess crediting, including the potential for double-counting of credits between CARB programs, that may reduce the overall emissions benefits of the rule.

Achieve emission reductions in California and set a high bar for national standards CARB's standards must ensure progress in addressing air quality burdens, especially in the South Coast and San Joaquin Valley. The proposal estimates out-of-state trucks will represent 63 percent of California truck miles in 2027. The staff proposal includes an optional, 50-state compliance path for manufacturers that may choose to certify to a less stringent California NOx standard (0.1 grams) between 2024 and 2026.

- While we support CARB's ongoing efforts toward a standard that brings cleaner trucks into California as soon as possible and sets the stage for a strong national standard, we urge the Board to ensure flexibility options do not interfere with the achievement of a 90 percent reduction in California, or with the establishment of a national rule based on the well-documented technological feasibility of standards well below 0.1 grams that informs the CARB staff proposal.
- We also encourage CARB to work closely with other states to help them opt into the California standards.

Illustrate a comprehensive California strategy to achieve clean air standards and reduce climate pollution from the trucking sector. CARB's planned adoption of the 2020 Mobile Source Strategy should clearly illustrate a comprehensive pathway toward achieving clean air and climate standards in California as directed by Senate Bill 44 (Skinner, 2019). The Low NOx Omnibus Rule, the Advanced Clean Trucks rule, the Heavy-Duty Inspection and Maintenance Program, accelerating fleet turnover through incentive funding and other strategies must form a clear and comprehensive plan to eliminate trucking pollution in California.

Our organizations urge the Board to adopt the most health-protective Low NOx Omnibus regulation possible and protect our air and the health of the public.

Sincerely,

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Alliance of Nurses for Healthy Environments

Kris Calvin, CEO
American Academy of Pediatrics – California Chapter

Soma Wali MD, MACP, President
American College of Physicians, California Chapter

William Barrett, Director, Clean Air Policy
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