

NEW JERSEY  
POLICY PERSPECTIVE

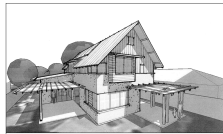


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ELDER'S CLIMATE ACTION



Dear Governors Polis, Lujan Grisham, Healey, Murphy, Newsom, Moore, Scott, Hochul, Kotek, McKee, and Ferguson;

On behalf of over 100 organizations, we urge you to maintain your strong support for the Advanced Clean Trucks (ACT) rule, which your states adopted after thorough, carefully deliberated rulemaking processes. The ACT rule will [create billions of dollars in economic, environmental, and public health benefits](#), particularly for communities disproportionately impacted by diesel pollution. Delaying its implementation would jeopardize these critical gains.

We urge you to adhere to the rule's scheduled implementation timeline despite calls from the trucking industry to postpone the rule. Your states have already enacted important complementary policies to support timely implementation of ACT and [have identified others that can further advance medium and heavy-duty electrification](#). Claims made in the December 17, 2024 letter from state trucking associations, including allegations of a "rushed timeline" and negative economic impacts, lack evidence and misrepresent the rule's provisions. This letter will rebut the trucking association's claims made in that letter.

#### **Preserving Choice While Increasing Zero-Emission Vehicle Availability**

First, the rule preserves choice, by allowing customers to purchase diesel trucks if that best fits their business needs, while requiring manufacturers to gradually increase the number of zero-emission models they make available for sale to meet growing customer demand. In model year 2025, sales of zero-emission trucks (ZETs) must be 7% to 11%, depending on the vehicle class, increasing modestly to 10% and 13% in model year 2026. The lower percentages are applicable to the largest, heavy-duty trucks and buses. ACT is not dictating that any customer must purchase a ZET, that is simply untrue and not what this rule does. Furthermore, these percentages do not account for the flexibility available to manufacturers, such as applying early-action credits generated prior to the rule's first compliance year, banking credits, and pooling credits. In California, truck manufacturers have [over-complied with the 2024 requirement by 60% for certain models and by an astounding 118% for Class 7-8 tractors](#).

#### **Demonstrated Economic, Health, and Climate Benefits**

Second, each state that has adopted the rule developed extensive analyses around the economic impacts of the rule, which consistently forecasted that billions of dollars of benefits will flow to businesses, consumers, and the public. These analyses stand in stark contrast to the trucking associations' unsubstantiated claims of economic harm. The fuel cost savings inherent in switching from diesel to electric-powered vehicles are beneficial for businesses and consumers – not to mention the monetized public health benefits. The economic analyses are attached as appendices to this letter. Notably, the industry has failed to provide any economic analysis to support its assertions that these rules will "shut down businesses," "cut jobs" and lead businesses to "lose everything". However, the comprehensive rulemaking record provided in the proceedings by state agencies and other organizations demonstrates the ACT rule will bolster state economies.



### **Infrastructure Progress**

Third, states are actively scaling charging infrastructure in tandem with the gradual increase in ZET requirements. Each of your states has focused on creating a policy environment that encourages the adoption of zero-emission trucks and installing the charging infrastructure critical to powering those vehicles. Detailed information on these efforts, included in the appendices, highlights robust policy support and infrastructure development in California, Colorado, Massachusetts, New Jersey, New Mexico, New York, Maryland, Oregon, Rhode Island, Vermont, and Washington.

### **Addressing Dealer Concerns**

The trucking associations' claims that the ACT rule harms truck dealers stem largely from misleading practices by vehicle manufacturers. Some manufacturers have incorrectly informed dealers that diesel trucks are unavailable or that ZET sales ratios are required to obtain diesel inventory. Investigations, such as one by the California Air Resources Board reveal that these tactics are designed to manufacture opposition to the rule. In fact, [CARB found that some original equipment manufacturers](#) "have expressed plans to begin implementing a rigid policy to require each dealer or upfitter to purchase a certain number of ZETs from the manufacturer before they can get any internal combustion engines whether or not the manufacturer offers ZETs in the market segment the dealer specializes." The ACT rule itself does not mandate such practices.

### **Federal Speculation Should Not Dictate State Leadership**

Lastly, the suggestion that states should abandon their leadership is misguided. Your adoption of the ACT rule reflects leadership and a commitment to addressing climate change, safeguarding public health, and ushering in a wave of economic innovation. State leadership is written into the Clean Air Act and especially critical in these moments when federal efforts threaten to fall short of the protections that your residents need and deserve.

In sum, the trucking associations' letter presents unfounded claims that conflict with the rigorous analysis and clear benefits underpinning the ACT rule. By continuing to prioritize clean air, economic growth, and climate action, your states are focused on the issues your residents deeply care about. We urge you to stand firm in support of the ACT rule's timely implementation.

Sincerely,

Lauren Weston  
Executive Director  
**Acterra: Action for a Healthy Planet**

Winn Khuong  
Executive Director  
**Action Together New Jersey**

Ryan Gallentine  
Managing Director  
**Advanced Energy United**

Jane Williams  
Executive Director  
**California Communities Against Toxics**

Alissa Burger  
Regional Policy Director  
**CALSTART**

Anita Edward  
Administrative Assistant  
**Clinicians for Climate Action New Jersey**

Maya Golden-Krasner  
Deputy Climate Director  
**Center for Biological Diversity**

Kevin D. Hamilton, RRT, ACS  
Policy Advisor  
**Central California Asthma Collaborative**

Dave Robba  
Senior Manager, Policy Network, Transportation  
**Ceres**

Kate Johnson  
Head of Federal Affairs  
**C40 Cities**

Titania Markland  
Sustainable Transportation Program Manager  
**Clean Air Council**

Margarita Parra  
Director of Transport Decarbonization  
**Clean Energy Works**

Tolani Taylor  
Zero Emissions & Warehouse Organizer  
**Clean Water Action**

Don Steinke  
Policy Lead  
**Climate Action of Southwest Washington**

Thomas Coleman  
Co-Chair  
**Climate Reality Chicago**

Leah Missik  
Acting WA Director  
**Climate Solutions**

Nora Apter  
Oregon Director  
**Climate Solutions**

Charles de Saillan  
Attorney  
**Coalition for Clean Affordable Energy**

Bill Magavern  
Policy Director  
**Coalition for Clean Air**

Logan Danzek  
Policy Manager  
**Communities for a Healthy Bay**

Maya Iñigo-Anderson  
Transportation Equity Fellow  
**Communities for a Better Environment**

Paul Sherman  
Climate Campaign Manager  
**Conservation Colorado**

Emily K. Green  
Director of Clean Mobility  
**Conservation Law Foundation**

T. Justin Garoutte, MPH, CPH  
Climate & Energy Advocate  
**Conservation Voters New Mexico**

Stuart Liebowitz  
Facilitator  
**Douglas County Global Warming Coalition**

Mia Ayala-Marshall  
Clean Air Program Manager  
**Duwamish River Community Coalition**

Casandia Bellevue  
Senior Associate Attorney  
**Earthjustice Community Partnerships Program  
of New Jersey**

Alok Disa  
Senior Research and Policy Analyst  
**Earthjustice Northeast Office**

Kristen L. Boyles  
Managing Attorney  
**Earthjustice Northwest**

Alexandra Schluntz  
Senior Attorney  
**Earthjustice Rocky Mountain Office**

Liz Hurtado  
National Field Manager  
**EcoMadres**

Bob Yuhnke  
Policy Committee, Transportation  
**Elders Climate Action**

Elaine Borseth  
President  
**Electric Vehicle Association**

Neda Deylami  
Manager & Attorney, Vehicle Electrification  
**Environmental Defense Fund**

Micaela Preskill  
Director of State Advocacy  
**E2**

Julia Kortrey  
Deputy State Policy Director  
**Evergreen Action**

Jacob Guerra  
CEO  
**EV Semi-Fleet Corp**

Brian Sauder  
President & CEO  
**Faith in Place**

Mary Shesgreen  
Chair  
**Fox Valley Citizens for Peace & Justice**

Tracey McFadden  
Vice President  
**Fox Valley Electric Auto Association**

Stuart Gardner  
Executive Director  
**Generation180**

Jamie Johnson  
Staff Attorney  
**Green Energy Institute at Lewis & Clark Law  
School**

Dr. Carmen Orozco-Acosta  
Director of Sustainable Communities Program  
**GreenLatinos**

Juan Roberto Madrid  
Colorado Clean Transportation and Energy  
Policy Advocate  
**GreenLatinos**

Kevin Ma  
Committee Chair  
**Green Sanctuary Committee of the Unitarian  
Universalist Church of Palo Alto**

Stella Ursua  
Director of Community Engagement &  
Partnerships  
**GRID Alternatives Greater Los Angeles**

Bill Bradlee  
Senior Organizing Director  
**Interfaith Power & Light**

Chloe Desir  
Environmental Justice Organizer  
**Ironbound Community Corporation**

Drew Tompkins  
Director  
**Jersey Renews**

Bakari Height  
Transit Equity Organizer  
**Labor Network for Sustainability**

Darien Davis  
Government Affairs Advocate, Climate & Clean  
Energy  
**League of Conservation Voters**

Dave Shukla  
Operations  
**Long Beach Alliance for Clean Energy**

Mary Leslie  
President  
**Los Angeles Business Council**

Kevin D. Hamilton, RRT, ACS  
Founding Director  
**Medical Advocates for Healthy Air**

Toni Oplt  
Chair  
**Metro East Green Alliance**

Chris Sandvig  
Executive Director  
**Mobilify Southwestern Pennsylvania**

Laurie Anderson  
Field Organizer  
**Moms Clean Air Force, Colorado Chapter**

Giovanna Rossi  
NM Organizer/Consultant  
**Moms Clean Air Force, New Mexico Chapter.**

Sara Kuntzler  
Colorado State Director  
**Mountain Mamas**

Vanessa Warheit  
Project Director  
**National Charging for All Coalition**

Guillermo A. Ortiz  
Senior Clean Vehicles Advocate  
**Natural Resources Defense Council**

Mary Peveto & Nakisha Nathan  
Co-Executive Directors  
**Neighbors for Clean Air**

Tobias Fox  
Managing Director  
**Newark Science and Sustainability Inc**

Ed Potosnak  
Executive Director  
**New Jersey League of Conservation Voters**



Nicole Rodriguez  
President  
**New Jersey Policy Perspective**

Richard Lawton  
Executive Director  
**New Jersey Sustainable Business Council**

Deb Coyle  
Executive Director  
**NJ Work Environment Council**

Rev. Clara Sims  
Assistant Executive Director  
**New Mexico & El Paso Interfaith Power and Light**

Leslie Zebrowitz  
Co-Chair  
**Newton EV Task Force**

Kevin Garcia  
Senior Transportation Planner  
**New York City Environmental Justice Alliance**

Anshul Gupta  
Policy & Research Director  
**New Yorkers for Clean Power**

Caroline Chen  
Director of Environmental Justice  
**New York Lawyers for the Public Interest**

Sarah Camille Wilson  
Executive Director  
**Old Spokes Home**

Tim Miller  
Director  
**Oregon Business for Climate**

Kristopher Fortin Grijalva  
Transportation Program Director  
**Oregon Environmental Council**

Ingrid Malmgren  
Senior Policy Director  
**Plug In America**

Barry Woods  
President  
**Plug In America**

Sarahia M. Benn  
CEO/President  
**Policy Foundation, INC**

Lucas Herndon  
Energy Policy Director  
**ProgressNow New Mexico**

Sven Thesen  
Co-Founder & CEO  
**Project Green Home**

Ona Porter  
Founder Emerita and Clean Energy Leader  
**Prosperity Works**

Joel Ervice  
Associate Director  
**Regional Asthma Management & Prevention (RAMP)**

Beto Lugo Martinez  
Research & Policy Director  
**RiSE**

Pauline Seales  
Organizer  
**Santa Cruz Climate Action Network**

Katherine Garcia  
Clean Transportation for All Campaign Director  
**Sierra Club**

Joe Antus  
Executive Director  
**Signal Tech Coalition**

Michelle Pinon  
Clean Mobility Collective Campaigner  
**Stand.earth**

Kim Gaddy  
Founder and Executive Director  
**South Ward Environmental Alliance**

Travis Madsen  
Transportation Program Director  
**Southwest Energy Efficiency Project**

Christopher Ramirez  
Executive Director  
**Together for Brothers**

Barbara Church  
Leadership Team  
**The Conversation 253**

Maurissa Brown  
Transportation Equity Program Manager  
**The Greenlining Institute**

Thor Hinckley  
Coordinating Committee  
**Third Act Oregon**

Beth Sachs  
State Co-facilitator  
**Third Act Vermont**

Larry Coble  
Executive Director  
**350 Chicago**

John MacDougall  
Co-Chair  
**350Mass Transportation Working Group**

Will Brieger  
Chair, Legislation & Policy Team  
**350 Sacramento**

Stacy Oaks  
Community Organizer  
**350 Tacoma**

Jan Dietrick  
Policy Leader  
**350 Ventura County Climate Hub**

Pete Wilson  
Senior Policy Director  
**Transportation for Massachusetts**

Jaqi Cohen  
Director of Climate and Equity Policy  
**Tri-State Transportation Campaign**

Sam Wilson  
Senior Analyst  
**Union of Concerned Scientists**

Dan Quinlan  
Chair  
**Vermont Climate and Health Alliance**

Dan Fingas  
Executive Director  
**Vermont Conservation Voters**

Ron McGarvey  
Board President  
**Vermont Interfaith Power & Light**

Johanna Miller  
Energy & Climate Program Director  
**Vermont Natural Resources Council**

Ben Edgerly Walsh  
Climate & Energy Program Director  
**Vermont Public Interest Research Group**

James Moschella  
Climate and Health Program Manager  
**Washington Physicians for Social Responsibility**

Rachel Dawn Davis  
Public Policy & Justice Organizer  
**Waterspirit**

Aaron Kressig  
Transportation Electrification Manager  
**Western Resource Advocates**

Renée Millard Chacon  
Co-Founder  
**Womxn From The Mountain**