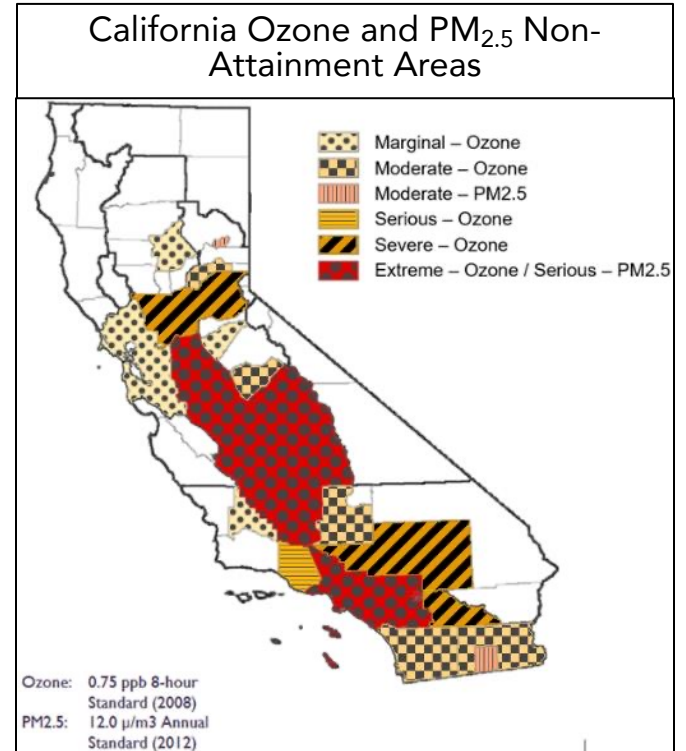




# Decarbonizing the Transportation System: Trucks

# Emissions Reductions Needed

- California has the worst air quality in the nation
- Heavy-duty trucks and federal sources\* remain largest contributors



# California Executive Order



**100% ZEV sales** by 2035

Full transition to  
**ZEV short-haul/drayage trucks**  
by 2035



Full transition to **ZEV buses & heavy-duty long-haul trucks**  
by 2045\*



# Cleaning Up Trucks & Transitioning to Zero-Emission



Enhanced  
Inspections &  
Maintenance



Sales  
Mandates



Fleet Phase-in  
Requirements



Incentives  
& Recognition



Cleaner Fuels  
& Engines

# Advanced Clean Trucks (ACT)

- Manufacturer ZEVs as a percentage of annual sales
- Begins with 2024 model year

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%

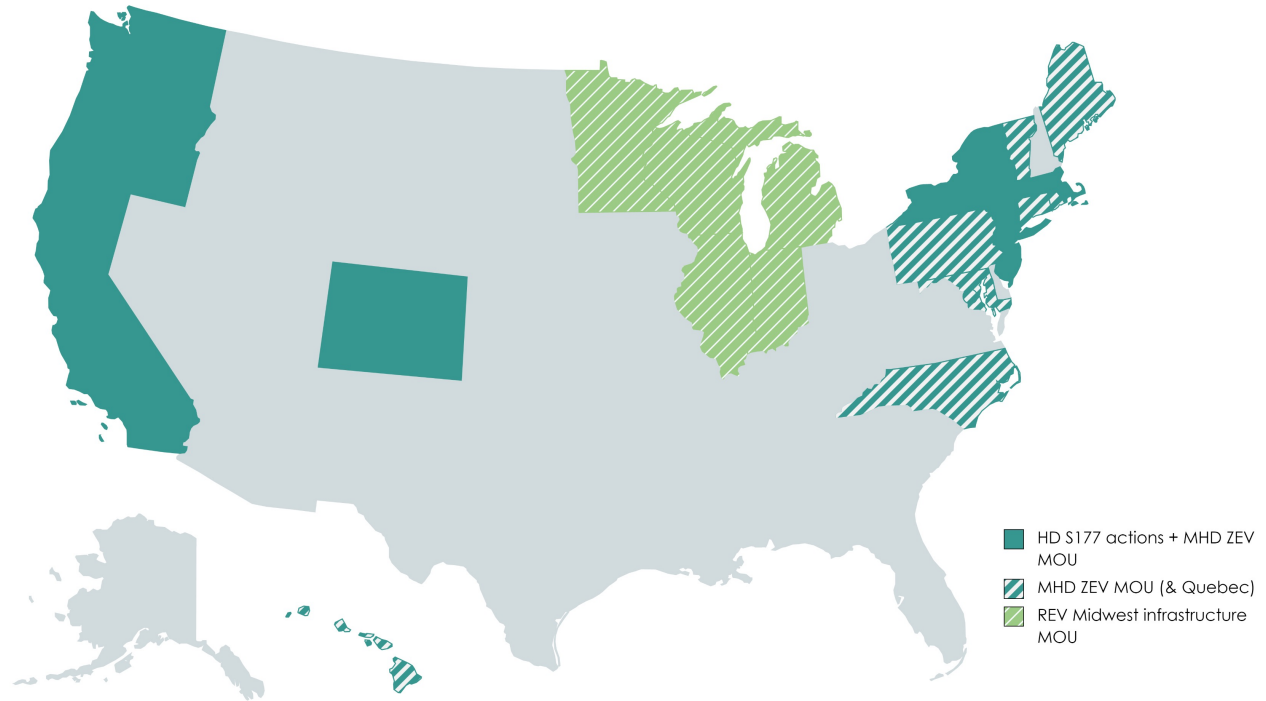


# Anticipated Benefits of the Advanced Clean Truck Regulation

- Significant air quality and greenhouse gas benefits
- \$5.9 billion in estimated net *economic* savings to California
- Additional \$8.9 billion in estimated *health benefit* savings
  - Avoided premature mortality, emergency room visits, hospitalizations, lost workdays
- Net creation of roughly 7,500 jobs
- Reduce energy use and petroleum dependence

# Multistate ZEV Truck Targets

- 15 states and the District of Columbia MOU
- 6 states actively working on ACT policy



# Advanced Clean Fleets

Board consideration: 2022

- Proposed Scope:
  - Public fleets; Drayage trucks; Federal and high priority fleets
  - 100% by 2040 *manufacturer* sales mandate





# Additional Policies

- Budget package
  - 1,000 ZE Drayage trucks and infrastructure
  - 1,000 ZE school buses and infrastructure
  - 1,000 ZE transit buses and infrastructure



**Thank you**