

ACF FEB. 13 WORKSHOP INSTRUCTIONS, TALKING POINTS & SOCIAL MEDIA

INSTRUCTIONS

Date: February 13, 2023
Time: 09:00 a.m. – 3:00 p.m. (Pacific Time)
Location: [California EPA Headquarters, Sacramento](#)
Coastal Hearing Room
1001 I Street, Sacramento
[Register for Zoom meeting if participating online](#)

TALKING POINTS

We are on the verge of finalizing the world's first electric truck fleet standard and we must get it right in order to save the most lives possible.

- We applaud the California Air Resources Board (CARB) for including the 100% pollution-free truck sales target for 2036.
- However, you cannot guarantee that families exposed to big rig pollution near warehouses, ports and highways will breathe cleaner air because the standard only regulates fleets that have 50 or more trucks.
- Expert advocates did the research and found that [regulating fleets with 10 or more trucks will cut more smog-forming pollution and deadly diesel soot](#).

CARB must change the regulated fleet size to 10 or more trucks to save more lives.

- As written the ACF is missing the oldest, dirtiest trucks. These big rigs in these size fleets tend to be the dirtiest on the road and need to be treated differently with stronger standards.
- Under the current proposal, the rule would consider a fleet of 50 delivery vans much in the same way that it would a fleet of 50 big rigs. The problem is that the big rigs release 14 times more smog-forming pollution, 4 times more deadly diesel soot, and 4.5 times more climate pollution.
- By regulating fleet sizes of 10 or more big rigs, nearly 90 percent of the pollution from California's big rig fleets would be covered under the rule.

We must protect drivers from predatory practices by including mid-size big-rig fleets with 10 or more trucks.

- We need to regulate fleets sizes of 10 or more trucks to ensure labor protects are applied to vulnerable drivers. Companies, not drivers, should be held responsible for compliance.
- Reducing the regulated fleet size closes labor loopholes, ensuring thousands of hard-working drivers are not inappropriately burdened with the corporate responsibility of transitioning to these life-saving, pollution-free trucks.
- [Teamsters](#) support lowering the big rig fleet size limit from 50 to 10 trucks to ensure companies and not drivers and responsible for compliance.

MESSENGER-SPECIFIC TALKING POINTS

Environmental Justice and Equity

- We can end the perpetuation of environmental injustices that are literally shortening lives in Black and Brown communities across California.
- The disproportionate impact of air pollution from cars and trucks is the clearest example of environmental racism in California.
- Big rigs are responsible for a majority of the most harmful pollution faced by these communities. Compared to a fleet of the same amount of vans or smaller trucks, a fleet of big rigs spew 14 times more smog-forming pollution, 4 times more deadly diesel soot, and 4.5 times more climate pollution.
- Freight hubs and corridors concentrate air pollution in zip codes where the median income is far lower, and the percentage of [people of color is far higher than the state average](#).
- Living within [just one-third of a mile](#) of a highway or close to ports, warehouse distribution centers or other freight corridors is devastating for lung health and can lead to early death.
- Low-income communities and communities of color shoulder the biggest burden of deadly diesel truck pollution, [having suffered generations of systematic marginalization](#).
- Residents living near ports, warehouses, and busy roads are exposed to such high rates of heavy-duty vehicle pollution that physicians have labeled these areas [“diesel death zones”](#) - because asthma rates and cancer risks are so drastically elevated.
- People of color breathe disproportionate levels of this toxic air pollution, which contributes to [higher rates of asthma, cancer, and other illnesses than their white counterparts](#).

Health

- In California, cars, trucks and buses have made our air some of the [most polluted in the nation](#).
- Diesel exhaust contains more than 40 known cancer-causing organic substances, making it responsible for about [70% of cancer risk](#) related to air toxins in California.
- California cities take up 6 of the top 10 spots for [most polluted](#) by deadly diesel soot pollution, with Bakersfield ranked #1 in the nation.
- Soot pollution has not improved in California and in fact, annual soot, which is particularly harmful because it lodges deep in the lungs, has [only gotten worse](#).
- [Almost every single Californian](#) lives in an area impacted by poor air quality.
- Air pollution is deadly. Pollution from the burning of gas and diesel [is responsible](#) for nearly one in every five deaths worldwide.
- Heavy-duty trucks are the largest source of smog-forming pollution in California, and emit nearly [40%](#) of the state’s deadly diesel soot.

Labor and Jobs

- The technology exists for billion-dollar companies to cut pollution in low-income communities and communities of color that have suffered from systematic marginalization.
- It's time to bring polluting truck fleets into the 21st century with electric trucks and labor protections that support the quality of life for families that are harmed twice by the industry. First with unfair business and hiring practices that rob workers of critical benefits and income and second by exposing them to diesel pollution in their communities.
- Misclassification provisions in the Advanced Clean Fleet rule provide overdue labor protections to truck drivers who've been exploited for generations.
- The predatory business practices that have allowed companies to avoid providing protections for drivers will finally come to end.
- Clean, electrified transportation is already a fast-growing source of high-paying jobs in the state. Strong sales targets can build on this progress.
- Prior to the COVID-19 shutdown, electric vehicle industry employment was growing almost twice as fast as jobs in general.
- And these are good jobs. In California, the EV industry pays an average annual wage of \$91,300, well above the average annual wage across all industries of \$68,500.

Business and Economy

- Fleets and truck owners will save money over the life of their trucks by cutting fuel and maintenance costs. And, the companies that are polluting most have the most money to save by switching to electric trucks.
- Stronger electric truck standards create market certainty that drives new public and private investment and market growth opportunities that support good, permanent, clean economy jobs.
- Electric truck technology is here now and will grow and expand vehicle options to meet the diverse needs of different industries.
- Clean, electrified transportation is already a fast-growing source of exports and manufacturing in the state. Strong sales targets can build on this progress.
- California's policy promoting electric vehicles has made the state a global leader in researching, designing, manufacturing and exporting clean transportation products, services and technologies, creating 275,600 jobs statewide in 2018.
- With 85% of the world's car market committed to embracing 100% electrification within the next 20 years, stronger standards can help build and maintain market leadership, which is critical to growing the industry.

Infrastructure

- The charging infrastructure needed to support this gradual transition is here and programs are in place, with billions of dollars in state and federal investment, to continue

growing charging station deployment necessary to support the transition to a 100% electric truck fleet by 2036.

- CARB's adoption of a strengthened ACF rule is supported by investments and advancements from state agencies, industry, utilities, and other stakeholders with various programs to meet the charging needs of new electric trucks now and in the years ahead.
- The first Electric Vehicle Charging Infrastructure Assessment Report says 157,000 electric truck chargers are needed by 2030.
- California already has almost 80,000 public charging stations, including 7,000 DC fast chargers, that already meet the needs of class 2b/3 vehicles.
- And, there are plans and funding to build a total of at least 250,000 public and shared-private chargers by 2025.

Parents/Guardians

- We cannot afford the health and climate costs associated with burning fossil fuels. We owe it to future generations to act boldly to cut climate pollution from cars and trucks.
- What kind of future do we want to leave to our children?
- If we don't significantly cut our climate pollution, the average 6-year-old will live through roughly [three times as many climate disasters and twice as many wildfires as their grandparents](#).
- A majority of our young people fear the future, believe they would have less opportunity than their parents and [said their governments had betrayed them and future generations](#).
- It is a betrayal to our children's future to not act boldly to cut pollution from cars and trucks as fast as possible.

Climate and Environment

- We are [running out of time](#) to take bold action on climate change, which is worsening drought, wildfires and extreme heat.
- Cars and trucks are the number one source of pollution causing these devastating fires and air quality crises. It is only going to get worse if we don't act quickly.
- What's happening to our state has made it absolutely clear that the climate crisis *IS* an attack on public health.
- Smog, soot, drought, wildfires and extreme heat - Californians suffer daily from dirty air and the impacts of the climate crisis.
- [Climate scientists say](#) the mechanism driving the wildfire crisis is straightforward: human behavior, chiefly the burning of fossil fuels like oil, has released the pollution that desiccates forests, priming them to burn.

SOCIAL MEDIA

(PLEASE, when possible, customize and edit these tweets with emojis or small tweaks to language as [Twitter will begin limiting the visibility of copy/pasted content](#))

Please add these handles (limit 10) to the [IMAGES LINKED HERE](#). Here is a [link to instructions](#) on how to do this via your phone or computer:

Targets:

@GavinNewsom
@AirResources
@mslianeran
@DianeTakvorian
@GKracov
@taniahlthplce
@SupNoraVargas
@davina_belmont

Sample Tweets

@AirResources, thank you for your commitment to #StopDieselDeath with an #ACF that hits 100% #EV truck sales by 2036. Now we need more fleets that achieve this goal. Change the regulated big rig fleet size to 10+ trucks and save more lives! Learn more: <https://www.electrictrucksnowca.com/more-ev-trucks-in-more-fleets>

@AirResources & @Mslianeran, labor, health, equity, business and clean air groups support the #ACF's 100% #EV truck sales 2036 target. But to #StopDieselDeath we need stronger standards for the most polluting big rig fleets. Learn more: <https://www.electrictrucksnowca.com/more-ev-trucks-in-more-fleets>

@GavinNewsom, @Mslianeran and @AirResources, we are on the verge of adopting the world's first #ACF. We must get it right. ⚡ 🚛 Let's cut more pollution from dirty big rigs with a regulated fleet size of 10+ vehicles trucks! Learn more: <https://www.electrictrucksnowca.com/more-ev-trucks-in-more-fleets>

Unequal exposure to polluted air is one of the clearest examples of environmental racism. @Mslianeran @AirResources, you have a "moral obligation" to cut deadly diesel exhaust from more big rig fleets. You can #StopDieselDeath! <https://www.electrictrucksnowca.com/more-ev-trucks-in-more-fleets>

@Mslianeran, business leaders want @AirResources to strengthen the #ACF to keep CA at the forefront of the #EV industry. With the 100% #ElectricTruck sales target of 2036 & lowering the fleet threshold to 10 can keep us on track! #ElectricTrucksNow <https://www.electrictrucksnowca.com/support>

@Mslianeran @AirResources, #EV Trucks are:

- ✓ More affordable to own and operate
- ✓ Quiet and more comfortable to drive

✓ Don't rely on expensive fossil fuels

All fleets sizes will benefit from the gradual transition to #ElectricTrucks!

<https://www.electrictrucksnowca.com/support>

@Mslianeran @AirResources, with the thoughtful planning, federal and state funding and industry collaboration that's ALREADY HAPPENING we can easily hit infrastructure needs to hit an #ACF 100% #ElectricTrucks sales target by 2036!

<https://www.electrictrucksnowca.com/support>