

July 3, 2023

Clean Vehicle Standards Adoption by the Environmental Improvement Board

Members of the Environmental Improvement Board:

The undersigned legislators write to support Governor Lujan Grisham and NMED's recent announcement of intention to propose the Advanced Clean Cars II (ACCII), Advanced Clean Trucks (ACT), and Heavy-Duty Omnibus (HDO) standards through a joint rulemaking in 2023. We support these regulations, herein referred to collectively as the Clean Car II and Truck standards because they will set New Mexico on a pathway towards decarbonization of all on-road transportation, improve air quality, protect public health and reduce climate change impacts while generating significant economic benefits for New Mexicans.

We thank you for opening these rule makings and setting hearing dates. Adopting the Clean Car and Truck standards in a joint rulemaking in 2023 would be the most effective way to capture the maximum environmental, public health and economic benefits of these regulations.

Transportation is the second-largest source of greenhouse gas emissions in New Mexico, and rapid decarbonization of all on-road transportation are key policies the state must reach to realize Governor Lujan Grisham's goal of reducing greenhouse gas emissions "at least 45% by 2030 as compared to 2005 levels."

The Clean Car II and Truck standards will also help to rapidly reduce criteria air pollutants from on-road transportation, which will help improve New Mexico's air quality and reduce hospital visits for asthma, premature deaths, and other negative health impacts from tailpipe emissions. Results from independent analysis by the consulting firm Environmental Resource Management (ERM) demonstrate that adoption of the ACC II, HDO and ACT rules would avoid over 76,000 health cases, including premature deaths caused by air pollution, by 2050.

Each of the Clean Car II and Truck standards generates net economic benefits, not just from monetizing the benefits of reduced greenhouse gas emissions and other air pollutants, but also by delivering cost savings directly to individuals and businesses through reduced fuel costs, reduced need for vehicle maintenance, and downward pressure on electricity rates. Furthermore, New Mexico is home to nearly 1,000 jobs in the advanced vehicle industry, including technological innovation in lightweight materials, engine design, aerodynamics, for electric vehicles.

More and more EV models are coming every year, and many manufacturers have lower-cost models available, with more coming soon. New Mexico has also received tens of millions of dollars from the Federal infrastructure legislation, and New Mexico electric utilities are also supporting electric vehicle adoption and charging infrastructure. Long-term standards and supporting policy are essential to ongoing innovation and job growth, and to further strengthen the manufacturing sector in New Mexico. In the legislature, we are eager to pass significant new incentives and support for electric vehicles and charging infrastructure. We urge you to act

expediently on the Clean Car II and Truck standards with complete adoption no later than the end of 2023. Adoption in 2023 will ensure New Mexico initiates the program in the first year possible and maximizes the full benefit of this important program in time to ensure New Mexico can lead in this exciting opportunity to cut pollution and expand new and innovative technologies.

The rules would, in part, update New Mexico’s regulations by incorporating the ACC II standards, which build upon the Clean Car standards adopted in 2022, ensuring that New Mexicans enjoy the benefits of the electric vehicle transition, including reduced emissions, lower fuel costs, increased grid resilience, and greater consumer choice. Full adoption of ACC-II would set an increasing percentage of new vehicles sold in the state to be zero emission vehicles (“ZEVs”)—which includes battery electric, plug-in hybrid, and fuel cell electric vehicles—with ZEVs reaching 100% of new cars sold in the state by Model Year 2035; it would also tighten emission standards for gas-vehicles sold before Model Year 2035. ACC II will improve air quality and public health, all while reducing climate harming pollution and saving drivers money.

The trucks rules are designed to slash harmful pollution from newly manufactured Medium/Heavy Duty vehicles. The ACT Rule would require manufacturers of medium and heavy-duty trucks to supply an increasing percentage of zero-emission trucks to New Mexico between Model Year 2027 and 2035. The Omnibus Rule complements the ACT Rule by limiting NOx emissions from newly manufactured gasoline or diesel trucks. Under this rule, manufacturers would need to reduce NOx emissions by 90 percent from current levels in Model Year 2027 and beyond. Together, the ACT and Omnibus Rule would be expected to lead to significant public health benefits.

The signatory legislators respectfully support EIB’s adoption of the Advanced Clean Cars II (ACCII), Advanced Clean Trucks (ACT), and Heavy-Duty Omnibus (HDO) standards through a joint rulemaking in 2023.

We thank you for your ongoing leadership on climate and clean technology opportunities in New Mexico and look forward to supporting these rulemaking processes.

Respectfully yours,

Nathan Small, Representative,
HD36, Chair House
Appropriations and Finance
Committee

Representative, HD15	Dayan Hochman-Vigil
Representative, HD16	Yanira Gurrola
Representative, HD18	Gail Chasey
Representative, HD21	Debbie Sariñana
Representative, HD26	Eleanor Chavez
Representative, HD28	Pamelya Herndon
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Representative, HD46	Andrea Romero
Representative, HD47	Reena Szczepanski
Representative, HD48	Tara Lujan
Senator, SD11	Linda M. Lopez
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Senator, SD17 Sen. President Pro Tem	Mimi Stewart
Senator, SD18	Bill Tallman
Senator, SD20	Martin Hickey
Senator, SD23	Harold Pope Jr.
Senator, SD36	Jeff Steinborn

Senator, SD38

Carrie Hamblen

Senator, SD39

Elizabeth Stefanics