

Akashdeep Singh, Union of Concerned Scientists

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Good afternoon. My name is Akashdeep Singh and I am with the Union of Concerned Scientists. UCS is a national science-based advocacy organization and proudly supports the Department of Ecology adopting the Advanced Clean Trucks and Zero-emission Vehicles Rule this year. UCS urges the department to also include a robust fleet reporting requirement in an effort to promote environmental justice and its rulemaking. These rules are critical in alleviating the disproportionate environmental and public health effects burdening low-income Washingtonians and Washingtonians of color.

Transportation pollution, particularly diesel pollution, is significantly harmful to public health and contains compounds known to damage DNA and cause cancer. According to the clean air taskforce, adult exposure to diesel pollution contributes up to 27,000 heart attacks, 14,500 hospitalizations, and 2.4 million lost workdays each year. Diesel particulate matter can easily deposit deep into the lungs, bloodstream, and contains compounds that are additionally carcinogenic.

This burden is exacerbated by constant climate catastrophe is like the recent heatwave that took the lives of hundreds of people in the Pacific Northwest. UCS analyses show that in the grid region, continuing Washington, a battery-electric truck has between 64% and 87% lower global warming emissions than a diesel truck today. Both the ACT and ZEV standards are significant to technologically feasible. For example, UCS is ready-to-work report notes that the availability of heavy-duty truck vehicles has grown rapidly in recent years.

There are 70 models and counting from 27 manufacturers of electric trucks and buses that are available today or production announced for the next two years. In 2014, eight manufacturers offered 25 models of electric trucks and buses that were eligible for purchase incentives in California. Similarly, the availability of electric cars is expanding with more affordable models being offered. The majority of EV sold in 2020 were models of the base model. Manufacturer's suggested retail price of under \$40,000.

We encourage the Department of Ecology to take the lead from impacted communities to design and implement additional steps to reduce harmful to car and truck pollution. The actions of rules are the result of significant and thorough regulatory processes built on a plethora of public comments, detailed economic and emissions analysis, and decades of rigorous research. They are, however, only a start. This is a building block towards a sustainable and equitable planet for future generations.

We, at UCS, look forward to working with the Department of Ecology to ensure a timely adoption of these critical roles. Thank you so much for all of your efforts and for this opportunity to engage with you today. Thank you.