

## **Patricio Portillo, Natural Resources Defense Council**

Public Hearing Testimony, July 29 2021

This is Patricio Portillo. I'm a transportation analyst at the Natural Resources Defense Council. First, I really just want to thank Elena and Dustin, and the rest of the Ecology staff on pulling together this presentation and all your hard work on getting this rulemaking underway, and also really appreciative of your transparency and openness throughout this process as well, so thank you for that.

Honestly, I just want to piggyback on what Tim was just saying, which is, on the Advanced Clean Truck rule in particular, cleaning up the medium and heavy-duty vehicles that are on our roads is just so critical for two reasons really. One, addressing the climate crisis that we're all feeling acutely, as well as cleaning up the toxic air pollution that comes from burning diesel fuel in medium and heavy-duty vehicles. It's very critical from both a climate as well as a clean air perspective to reduce emissions from our medium and heavy-duty fleet.

I also wanted to add that while it's great that this rulemaking is underway, there are these two outstanding rules that it would also be terrific if Ecology could take on, and the first being this heavy-duty, Low NOx Omnibus Rule that as soon as California finalizes it, it would be terrific to see Washington take it on as well. As Tim rightfully pointed out, the emission reduction benefits from that rule are very significant. It's a 90% reduction in NOx pollution once it's been fully implemented. That will run you into the tens of millions of dollars of public health benefits from reducing those really harmful air pollutants.

The other item is the fleet reporting requirement. That was something that understandably was left out from this rulemaking, but the data that would be collected in it would be the operational data, where these vehicles are operating, where they're registered, where they spend most of their time, where they're idling. That is really critical data from both an environmental justice perspective for ensuring that the vehicles that are operating in the communities most overburdened are addressed and targeted in subsequent policies or incentives as well as from an infrastructure perspective.

That data is incredibly valuable to the utility companies in order for them to build out the requisite charging infrastructure to support all of these new zero-emission vehicles that the ACT rule will bring to Washington. It also will help shed light onto some of the gross labor violations that we know are occurring in the trucking segment, particularly in the dredge portion of the trucking industry, where misclassification is a horrible labor practice that is unfortunately rampant, and will really determine whether addressing that, this classification, particularly in the dredge, will really determine whether or not drivers have the ability to transition to zero-emission vehicles.

Really, the success of deploying zero-emission vehicles really depends on addressing some of these labor concerns, and the fleet reporting requirement helps provide the data and clarity on what is actually occurring in the trucking industry. I'll stop there, and just want to say that we strongly support this rulemaking and greatly appreciate Ecology for taking it on. Thank you.