

Sierra Club Washington Chapter

Please accept this attachment as commentary on behalf of the Sierra Club Washington Chapter's 25,000 members.

On behalf of the Washington Sierra Club's 25,000 members, we applaud the state of Washington's Department of Ecology (Ecology) for moving to expeditiously adopt the Advanced Clean Cars II (ACCI), Heavy Duty Omnibus and Fleet Reporting programs. These programs are some of the best opportunities to date to significantly mitigate the nation's leading source of dangerous air and climate pollutants, and to reduce WA and its residents' reliance on the economically volatile fossil fuels market.

Under Section 177 of the Federal Clean Air Act, states can adopt California's vehicle emission standards. On August 25, 2022, the California Air Resources Board approved the ACCII regulation, which requires that 100% of new cars and light trucks sold in the state will be zero-emission vehicles by 2035. Under state law, Ecology is required to adopt California's vehicle standards in order to achieve state goals for clean air. Ecology also has broad authority to do so under the Washington Clean Air Act.

Sierra Club [submitted comments](#) on June 21, 2022 during the informal written comment period for this rulemaking describing our considerations for Ecology, which we incorporate in full to the formal comment process. In summary, residents, businesses and communities will reap the benefits of cleaner air, better public health outcomes and access to a globally competitive electric vehicle market economy through the adoption of these programs.

Forty-five percent of WA's air pollutants and greenhouse gas emissions come from the transportation sector. Low-income communities and communities of color, already suffering from unsafe and unhealthy air quality, need decisive action from local and state leadership. In particular, the Omnibus Rule will reduce 90% of the NOx limit, benefiting frontline communities that live close to highways, ports and warehouses.¹ Coupled with ACCII, this suite of rules will incentivize and accelerate production of pollution free cars and heavy duty vehicles, and help get more of them deployed into frontline communities.

Adopting these rules will also position the Evergreen State as a leader in electric vehicle adoption worldwide - something the state is already well-equipped for. ACCII will ensure that residents benefit from a local economy bolstered by access to all-electric light duty vehicles, protecting residents from the increasingly volatile fossil fuel market. In addition, we'd also like to see Washington start a stakeholder process to encourage automakers to participate in the environmental justice program, and to formulate qualifications of a community-based clean mobility program that determines definitions of low-income consumers and communities, and defines geographic areas of overburdened or vulnerable populations

The fleet reporting requirement is broad in its scope, and we applaud Ecology's proposal to require fleets of five or more trucks to report to the state, and include comprehensive information related to a variety of reporting attributes. This report will ensure that the state can assess how and where medium and heavy duty vehicles are deployed, where they are fueling

¹. Int'l Council on Clean Transp., *California's Heavy-duty omnibus regulation: Updates to emission standards, testing requirement, and compliance procedures* at 1-2 (Jan. 4, 2022), available at <https://theicct.org/publication/california-us-hdv-omnibus-reg-jan22/> [hereinafter "ICCT Report"].

and how they move across the state. This information will help prepare a comprehensive baseline plan to identify communities most impacted by diesel pollution, and provide charging infrastructure to aid in implementing electric trucks. We still encourage Ecology to consider an annual or regularly occurring reporting requirement to ensure that decision makers have relevant and timely information for ongoing program development and innovation, and to include short distance drayage drivers.

The Advanced Clean Cars II, Omnibus Heavy Duty and Fleet Reporting programs are all common-sense tools to cut climate and air pollution in our State. Adoption of these programs are also consistent statewide governmental initiatives including the Clean Energy Transportation Act, Clean Cars 30 and Executive Order 18-01.

The devastating effects of climate and air pollution are here now. We thank you for meeting the moment with bold action, and in doing so, creating a healthier, more vibrant and prosperous Washington.

Thank you again for your leadership in moving this process forward expeditiously in 2022.

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