

Natural Resources Defense Council

My name is Kathy Harris, K-A-T-H-Y H-A-R-R-I-S, and I am the Clean Vehicles and Fuels Advocate for the Natural Resources Defense Council. While we urge Washington to adopt the suite of proposed transportation regulations expeditiously, I'm here today to speak specifically on the importance of adopting the Advanced Clean Cars II Regulation by the end of the year and reemphasizing that these standards make sense for Washington. As transportation is the largest source of greenhouse gas emissions in Washington, ensuring that we accelerate the transition to a zero-emission vehicle future is imperative to prevent the worst effects of climate change from occurring. The Advanced Clean Cars II standards are a key part of this transition. Earlier this year, Washington signed into law a target for the state to achieve 100% new vehicle sales that are electric or zero-emission by 2030. These regulations that we're talking about today are the mechanisms that will help us achieve that target. The transition to zero-emission vehicles is not just good for the climate. It'll also improve air quality and health, which will continue to improve over time as more cleaner energy is added onto the grid, all while reducing costs for drivers. We know that gasoline prices are volatile, as we've seen over the past year, while the price of electricity has historically been stable and hovered around the same price, and ZEVs have lower maintenance costs due to their fewer moving parts as well. The sooner that Washington adopts these standards, the sooner it's residents can realize the benefits of this transition. Advanced Clean Cars II is a common-sense standard, when we consider that, according to Atlas public policy, automakers and manufacturers have already pledged more than \$98 billion towards EV technology, research, manufacturing, and distribution operations here in the United States. Customers increasingly want these vehicles as well. During the first two quarters of 2022, EVs accounted for about 11% of total vehicle sales in Washington alone, and that's an increase from about 8.5% over the previous year. To work towards an equitable transition to clean transportation, Washington should ensure that the programs that qualify for the environmental justice credits are created here in the state. Washington should also commit to immediately beginning work and engagement with community members and environmental justice organizations to develop and implement EJ programs that'll be eligible for these credits. Further, as there are only limited environmental justice provisions in the regulation, Washington as part of its engagement with community members and environmental justice organizations must begin to develop complementary policies that will ensure the benefits of this transition to a zero-emission vehicle future. Washington is prime for this transition, and thank you very much for your time today.