

Sandra Johnson

Dear Adam Saul,

Thank you for the opportunity to comment on the proposed Clean Vehicles Program rule. I strongly support the adoption of Advanced Clean Cars II, the Heavy-Duty Omnibus Low NOx Rule, and the Fleet Reporting Requirement.

Washington needs to adopt Advanced Clean Cars II to meet its climate goals according to the State Energy Strategy, which says that basically all new passenger vehicle sales must be zero emissions in 2035 and beyond to affordably decarbonize our economy. We already see the impacts of the climate crisis today with record-breaking heatwaves and more frequent smoke events.

We need to switch to clean vehicles to stop polluting our air. I don't want vehicles that spew fumes driving through my neighborhood and polluting my lungs, and I want everyone who drives to have access to clean vehicles. This is why Advanced Clean Cars II and its equity provisions are important. So is the Heavy-Duty Omnibus Low NOx Rule, which improves emission standards for large vehicles.

It is also important to gather more information on our transportation system so we can better address the harms it is causing—not only to the environment, but sometimes to workers through poor labor practices. This is why the Fleet Reporting Requirement is an important piece of this regulation.

Every new vehicle sold that is powered by fossil fuels is a missed opportunity. Relying on polluting vehicles hurts the climate and our health. It also makes us beholden to oil companies that bring in record profits while raising prices. We need clean options in Washington.

I strongly support this rule and look forward to the improvements to our climate, health, and community that the Clean Vehicles Program rule would bring. Thank you to all those in the Department of Ecology for your hard work.

Sincerely,
Sandra Johnson