

# Meridian Green

Dear Ms. Nikki Harris,

Thank you for the opportunity to comment in support of the updates to the Clean Truck Rules. State leadership on clean transportation has never been more important. I recently walked through the most highly impacted neighborhoods in Vancouver; Fruit Valley, the Fourth Plain corridor and Mountain View. These neighborhoods have the highest concentrations of pollution emitted by trucks. In Fruit Valley, a major truck route passes directly by the elementary school. Cutting diesel pollution and improving air quality in these neighborhoods and throughout Vancouver and transportation corridors in Clark County is crucially needed.

I commend the Department of Ecology for making sure we have more clean trucks on our roads in Washington by upholding the Advanced Clean Truck (ACT) program and the Heavy-Duty Omnibus Low NOx rule (HDO), a crucial step in cutting diesel pollution.

Washington can demonstrate its commitment to combating pollution and protecting vulnerable communities with forward-thinking policies like ACT and HDO. There is an ongoing national effort targeted at repealing this rule and others like it by the trucking industry and manufacturers. Delaying this rule by even two years would cause \$67.6-83.7 million in health costs. We can't let polluters take away our clean air future. Every delay in clean truck policies directly impacts public health, especially for low-income communities and communities of color, who are disproportionately exposed to harmful diesel emissions.

I strongly support Ecology's proposed rules on ACT and HDO to continue standing up to polluting special interests who seek to delay or halt progress. The Advanced Clean Truck rule is critical for Washington to meet its climate targets in law and for improving our health.

Thank you.