

Peter Kowalczyk

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 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 these rules and others like it by the trucking industry and manufacturers. Delaying the ACT 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'm taking time out of my schedule to comment today because 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 and for improving our health.

Thank you.