

Philip Bebbington

Thank you for the opportunity to provide comments in strong support of the proposed updates to Washington's Clean Truck Rules. At a time when clean transportation leadership is more urgent than ever, I commend the Department of Ecology for advancing the Advanced Clean Trucks (ACT) program and the Heavy-Duty Omnibus Low NO_x (HDO) rule—essential steps in reducing diesel pollution and improving public health across our state.

These policies are not only a testament to Washington's commitment to cutting harmful emissions and achieving our climate goals—they are also vital for protecting the health of our most vulnerable communities. Low-income neighborhoods and communities of color are disproportionately exposed to diesel exhaust and bear the brunt of the public health crisis caused by transportation pollution. These rules are long overdue, and any delay would come at a severe cost.

Let's be clear: efforts by the trucking industry and manufacturers to roll back or stall ACT and HDO are not about logistics—they're about profits at the expense of public health. Delaying these clean truck standards by even two years could result in \$67.6 to \$83.7 million in additional health costs—a burden Washington families should not be forced to carry.

We cannot allow polluting special interests to sabotage our progress. Upholding and implementing ACT and HDO is not just a policy decision—it's a statement that Washington prioritizes clean air, healthy communities, and a livable climate.

I strongly urge you to finalize and enforce the ACT and HDO rules without delay. Washington must continue to lead the way in the clean transportation movement and protect the health of current and future generations.