

# Arlene Brown

Dear Ms. Nikki Harris,

As an engineer with past experience siting airport pollution monitors and being persuaded into being the citizen representative to a multi-year government DOH/DOE/EPA/ U of WA study, I know too well the adverse health effects including premature death of pollution from Beacon Hill to southern Des Moines

The expansion of SR 509 and planned increase of cargo airplanes and cargo trucks at SeaTac airport will kill even more people and make others even sicker (this is statistically measurable - not an exaggeration).

I am sick so not taking time to add references and illustrations of very wrong truck quantity projections the Port of Seattle in conjunction with clever consultants used to do to avoid triggering Clean Air Act extra steps for projects.

**WE DESPARETLY NEED CLEANER TRUCKS TO BREATHE AND STUDENTS TO LEARN!**

Taking the short cut of adding a copy of the template letter below to show my agreement  
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 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.  
Arlene Brown