

Mike Ellison

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 to me and those like me that have health conditions that make me more susceptible to air pollution. I am a life-long science educator and environmental scientist.

I am grateful the Department of Ecology ensures we have more clean trucks on our roads in Washington State 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 combat pollution and protecting vulnerable communities with forward-thinking policies like ACT and HDO.

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. In Vancouver where I live, large warehouses are being built that will route the increased traffic into a neighborhood with a very large population of low-income neighbors. We must clean up these trucks.

In China, sales of zero-emission trucks and buses in China reached a historic high of more than 230,000 units in 2024, according to the International Council on Clean Transportation (ICCT). Current technology to support zero-emission vehicles is here to stay.

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

Thank you for the opportunity to comment.

Sincerely,

Mike Ellison