

Tom Van Heeke

Thanks. Uh, good evening, Tom Van Heeke with Rivian Automotive. T-o-m-v-a-n-h-e-e-k-e. Thanks for the opportunity to speak today in support of ACT amendments. I'm Senior Policy Advisor at Rivian Automotive. We're an independent American company, and we design, manufacture, and sell all electric vehicles, including the R1T pickup, R1S SUV, and a commercial van, widely used by Amazon here in Washington. A variant of the van is now also in service with other customers. As a manufacturer, Rivian is subject to the ACT standards, and we support them. Standards are a crucial driver of our industry's transformation into one that is cleaner and more technologically advanced. And while recent federal actions have destabilized regulations such as ACT, we applaud Washington's continued commitment to transportation electrification. In 2024, California adopted amendments to the regulation that were described earlier today, pursuant to the terms of the Clean Truck Partnership, developed with the input of the Truck Manufacturing Industry. These amendments increase compliance flexibility for diesel truck makers at their request, and were broadly supported. Washington needs to adopt these changes to remain harmonized with California's regulation, as required by federal and state law. Finalizing and implementing these amendments in Washington as soon as possible will remove at least one source of the regulatory uncertainty that is increasingly plaguing our industry. It will also position Washington to realize the benefits of the ACT regulation at the earliest opportunity, pending as yet unresolved legal challenges to recent federal actions that seek to block enforcement of the rule. Therefore, Rivian strongly supports finalizing these amendments, and thanks... thanks Ecology for their hard work bringing this to the table today. Thanks again for the opportunity to comment. I'll be following up with some comments, in writing, on behalf of the company. Thanks again.