

Rachel Roberts

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.

I live in the Briarcrest neighborhood in Shoreline. Ecology has identified Briarcrest as an overburdened community, precisely because of its exposure to particulate matter from truck diesel exhaust. See Department of Ecology, Community Summary Report, Improving Air Quality in Overburdened Communities Initiative (March 2023), pp. 38-39. My neighborhood is surrounded by state routes on two sides, and there are trucks going through them constantly. I have asthma, so I am even more impacted by high levels of PM2.5 than many of my neighbors. Between the fire smoke and the truck exhaust it can get pretty difficult to breathe in the late summer, even for simple things like walking my dog.

There is an ongoing national effort targeted at repealing this rule and others like it by the trucking industry and manufacturers. Delaying this rule by even two years would cause \$67.6-83.7 million in health costs (including mine). We can't let polluters take away our clean air future. Every delay in clean truck policies directly impacts public health. Washington can demonstrate its commitment to combating pollution and protecting vulnerable communities with forward-thinking policies like ACT and HDO.

I strongly support Ecology's proposed rules on ACT and HDO. The Advanced Clean Truck rule is critical for Washington to meet its climate targets in law and for improving our health.