

Lauren Redfield

Dear Ms. Nikki Harris,

Thank you for the opportunity to comment in support of the proposed updates to Washington's Clean Truck Rules. State leadership on clean transportation is essential at this moment, and I commend the Department of Ecology for advancing the Advanced Clean Trucks (ACT) rule and the Heavy-Duty Omnibus Low NOx (HDO) rule. These policies are critical steps in reducing diesel pollution, improving public health, and addressing the climate crisis.

In my role as a project manager at the World Resources Institute, I work every day on climate solutions that are grounded in data and equity. The science is clear: diesel emissions from heavy-duty vehicles significantly contribute to premature death, asthma, and cardiovascular disease—especially in low-income communities and communities of color who disproportionately bear the brunt of environmental harm. As a member of the Democratic Socialists of America, I also believe that clean air is a human right, and that public policy must prioritize people over polluter profits.

Delaying ACT implementation would come at a steep cost—\$67.6 to \$83.7 million in additional health burdens over just two years. We must not allow industry pressure to derail or weaken Washington's commitment to a clean, just transportation future. Ecology's decision to maintain momentum on ACT and HDO rules sends a powerful message: public health, environmental protection, and climate action are not up for negotiation.

I urge the Department to finalize and implement the proposed updates without delay. This is a vital opportunity to cut harmful emissions, stimulate clean energy jobs, and show national leadership. Thank you for your work and your continued commitment to a healthier, more equitable Washington.

Sincerely,
Lauren Redfield 98103