

# Michael Hoffman

Dear Ms. Nikki Harris,

Thank you for the opportunity to comment in support of the updates to the Clean Truck Rules. I live in West Seattle and with all of the trucks and rail traffic associated with the Port I see and smell the pollution everyday. Every step we can take to reduce air pollution is essential. on a regular basis we all can see the pollution we are creating in the greater Seattle Metroplex. I grew up in the LA basin in the 50's-early 70's and suffered SMOG and saw how the Clean Air Act changed things. We need to act now for everyone's health's sake.

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 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. 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 in law and for improving our health.

Thank you.

Michael A Hoffman MPH