

Christine Cooley

Good morning, my name is Christine Cooley, I'm the Executive Director of the Puget Sound Clean Air Agency. The agency strongly supports the proposed amendments in the Clean Vehicles Program rules to incorporate changes to the Advanced Clean Trucks and Heavy Duty Low-NOX Omnibus regulations adopted by the California Air Resources Board. We recognize that these regulations are important policy tools for addressing climate change and improving air quality in the Puget Sound region. The proposed amendments support a flexible program for successful implementation. Despite federal uncertainties, prompt adoption is needed to meet our state-mandated climate targets and improve air quality, especially in overburdened communities. We know that transportation is one of the largest sources of greenhouse gas emissions and air pollution in the Puget Sound region. It accounts for 40% of all greenhouse gas emissions in our region, according to our Puget Sound Regional Emissions and Inventory, and it also significantly contributes to public health risks. Diesel particulate matter, a component of diesel exhaust, accounts for 80% of potential cancer risk from all air toxics in our region, according to our most recent Seattle-Tacoma Air Toxic study. This risk can be greater for overburdened communities living near roadways as demonstrated in our EPA-funded study on air toxics in Tacoma and Seattle. The proposed amendments to the Clean Vehicles Program rules are a meaningful step toward addressing climate change and improving public health outcomes in our region. The Puget Sound Clean Air Agency fully supports Ecology's efforts to design the Clean Vehicles program rules with flexibility needed to meet our climate goals and improve air quality. Thank you.