

Jared Howe

I commend the Washington Department of Ecology for upholding the Advanced Clean Trucks (ACT) program—an essential measure to combat toxic diesel pollution in our state. As climate change and air pollution continue to endanger public health and our natural environment, bold state leadership is not only timely but necessary. Washington has the opportunity to lead by example through the ACT and Heavy-Duty Omnibus (HDO) programs, demonstrating a firm commitment to protecting communities and achieving cleaner air.

These programs are indispensable for reaching Washington's climate goals and reducing harmful emissions. By setting strong, enforceable standards, ACT and HDO provide a path toward a cleaner transportation system—one that protects public health, especially in communities disproportionately impacted by pollution. Ecology's proposed rules are critical, and I urge the department to stay the course and reject attempts by polluting special interests to weaken or delay progress.

Unfortunately, truck manufacturers are launching coordinated efforts across the country to erode clean air rules. Their tactics—claims of supply shortages, compliance burdens, and inflated costs—are designed to create fear and stall progress. But the truth is, ACT and HDO are flexible and pragmatic: they offer multiple compliance options and do not mandate specific vehicle purchases for dealers or fleet owners. These built-in safeguards make it feasible for businesses to transition without undue hardship.

I strongly support Ecology's proposed rules on ACT and HDO and urge the department to adopt them without delay.