



DEPARTMENT OF  
**ECOLOGY**  
State of Washington

# Chapter 173-423 WAC, Clean Vehicles Program rulemaking public information session

## Climate Pollution Reduction Program

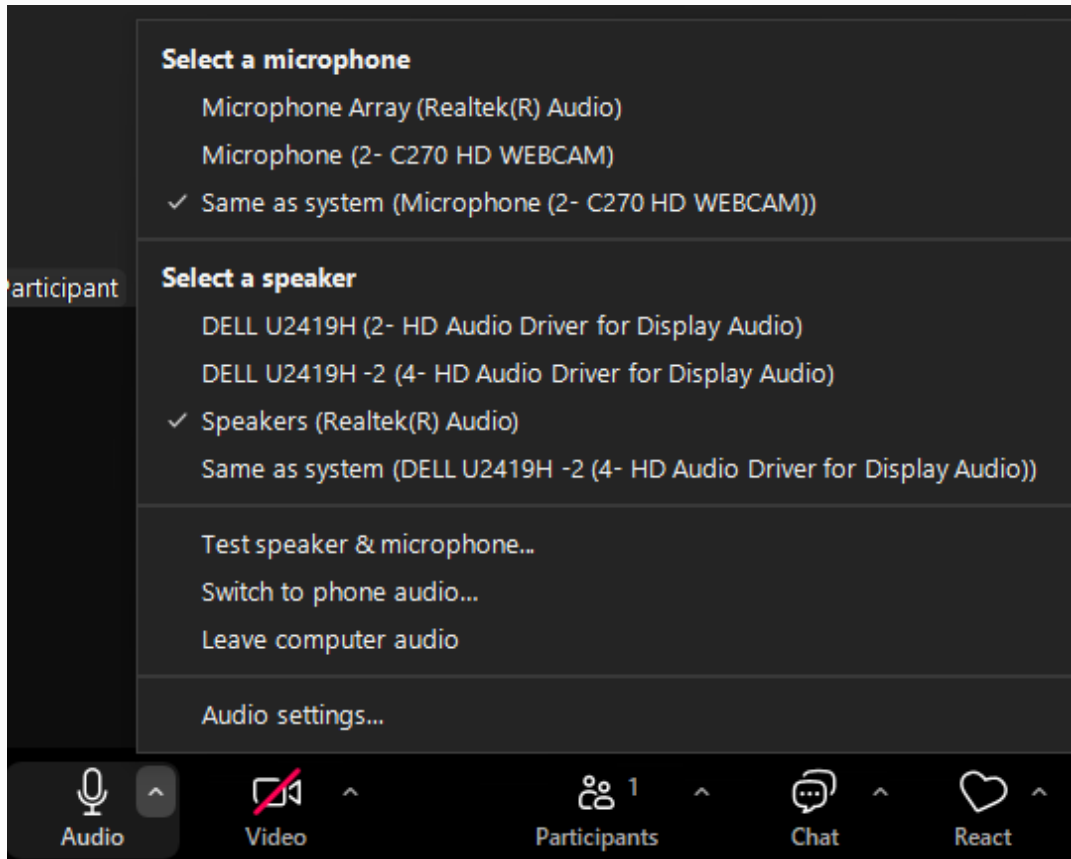
### December 10, 2024

# Sound check

## No sound?

Connect your audio and listen for a sound check before we start.

Confirm that the speaker and mic you're using match those selected in your Zoom settings.



participant

**Select a microphone**

- Microphone Array (Realtek(R) Audio)
- Microphone (2- C270 HD WEBCAM)
- ✓ Same as system (Microphone (2- C270 HD WEBCAM))

**Select a speaker**

- DELL U2419H (2- HD Audio Driver for Display Audio)
- DELL U2419H -2 (4- HD Audio Driver for Display Audio)
- ✓ Speakers (Realtek(R) Audio)
- Same as system (DELL U2419H -2 (4- HD Audio Driver for Display Audio))

Test speaker & microphone...

Switch to phone audio...

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Audio settings...

Audio

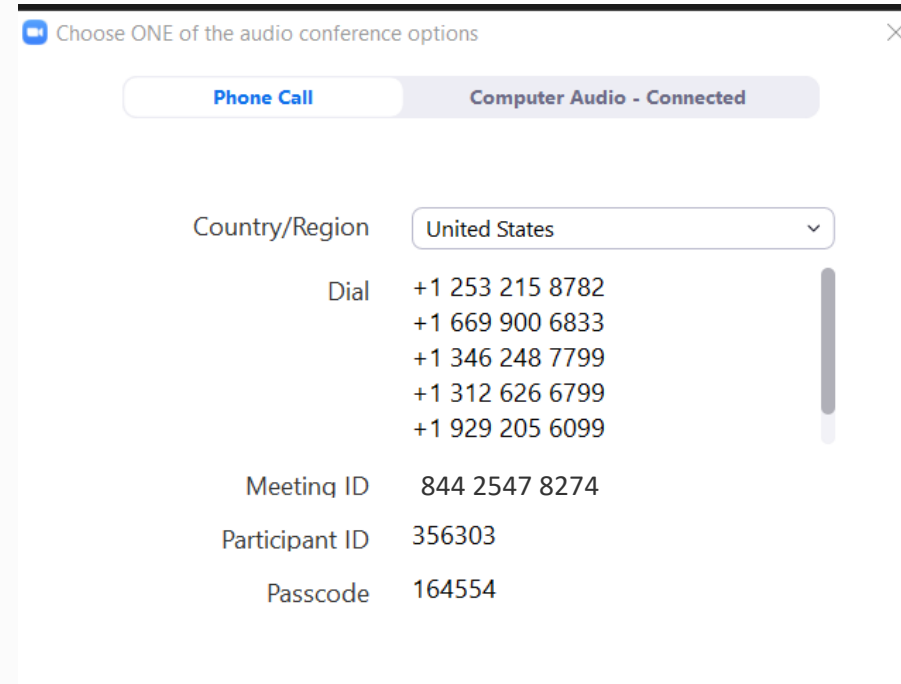
Video

Participants 1

Chat

React

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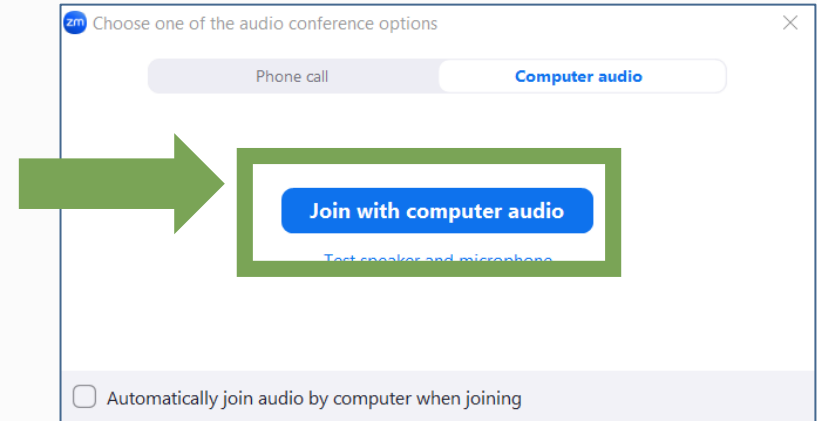
Meeting ID 844 2547 8274

Participant ID 356303

Passcode 164554



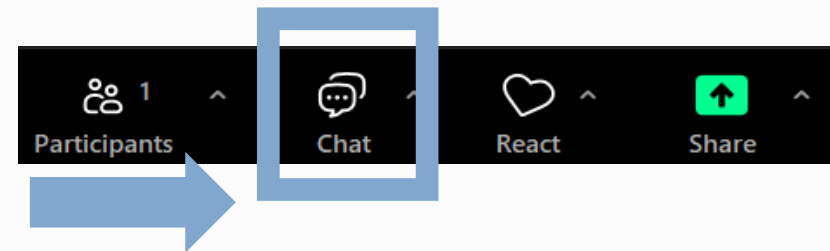
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# Zoom audio tips

# Zoom tips for participation

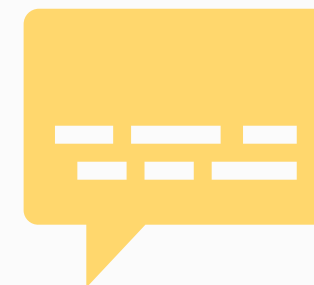
Raise your hand and we'll call on you to share your questions or comments. (Dial \*9 to raise your hand if you called in.)



Use the Q&A to ask questions and the chat for general comments. We'll read them out loud.



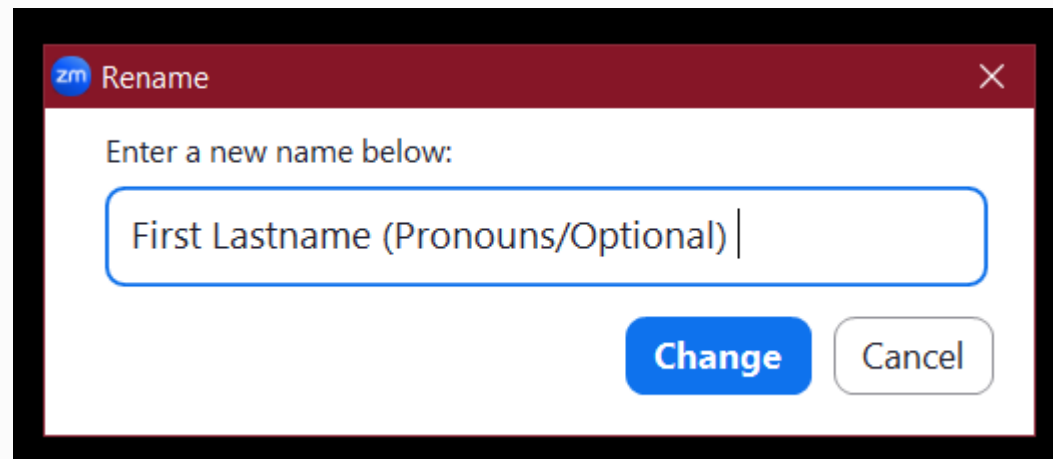
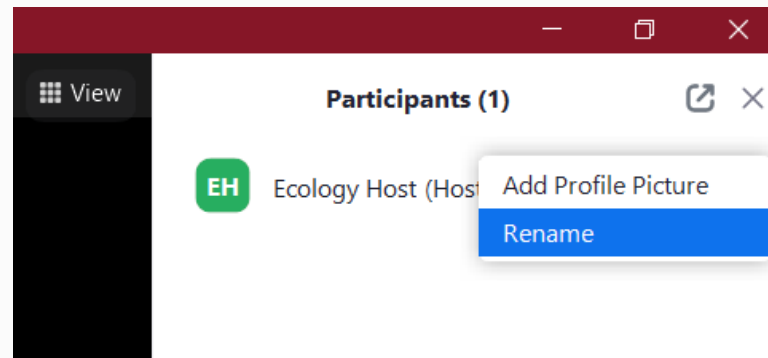
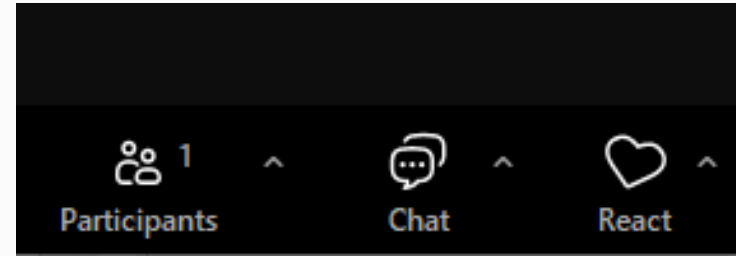
To view live, auto-generated captions, click the "captions" button.



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Click the “Participants” icon located at the bottom of the Zoom window.

Select the “...” next to your name to open the options menu. Click “Rename”



# Start recording





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# Chapter 173-423 WAC, Clean Vehicles Program rulemaking public information session

## Climate Pollution Reduction Program

### December 10, 2024

# Ecology staff introductions

- Meg Baker, Community Outreach & Environmental Education Specialist
- Nikki Harris, Climate Pollution Reduction Program Rulemaking Coordinator
- Joshua Grice, Policy and Planning Section Manager
- Josh Grandbouche, Zero Emission Vehicle Specialist
- Dustin Watson, Mobile Source Air Quality Specialist
- Rebecca Sears, Greenhouse Gas Inventory & Transportation Section Manager



# Agenda

- 1** Clean Vehicles Program Overview
- 2** Scope of rulemaking
- 3** Advanced Clean Trucks amendments
- 4** Heavy-Duty Low-NOx Omnibus amendments
- 5** Public engagement
- 6** Rulemaking timeline

# Ecology's Clean Vehicle Program History



Improve air quality in near-port communities and along transportation corridors

Improve consumer choice for ZEV models

Meet climate targets in [RCW 70A.45.020](#), modelled after Paris Climate Accords, IPCC 5th Assessment

Weakening federal greenhouse gas standards



## Advanced Clean Trucks

Adopted in 2021



## Heavy-Duty Low-NOx Omnibus

Adopted in 2022

### Who do these rules impact?

- Manufacturers that offer new medium- and heavy-duty trucks and engines for sale in Washington
- The rules do not apply to fleets or dealerships

# Clean truck regulations

# Scope of Rulemaking

- Ecology plans to adopt:
  - Technical amendments to Advanced Clean Trucks
  - Technical amendments to Heavy-Duty Low-NOx Omnibus
- These will give greater flexibility to manufacturers and address known concerns.
- To comply with Chapter 70A.30, Ecology is also inviting comment on additional California emissions standards the agency should consider adopting in the future

Visit the [rulemaking webpage](#)  
Online public comment is open



**November 2024**

Rule announced

**December  
2024-Summer  
2025**

Public engagement

**Summer 2025**

Propose rule

**Winter 2025**

Adopt rule

# Why is this rulemaking necessary?

- Transportation is Washington's largest source of greenhouse gas emissions (39%) and a major contributor of air pollution.
- Medium- and heavy-duty vehicles contribute ~30% of the state's transportation emissions
- The state's Transportation Electrification Strategy projects that zero-emission vehicles will reduce Washington's greenhouse gas emissions by 9.4 million metric tons of carbon dioxide annually by 2030.

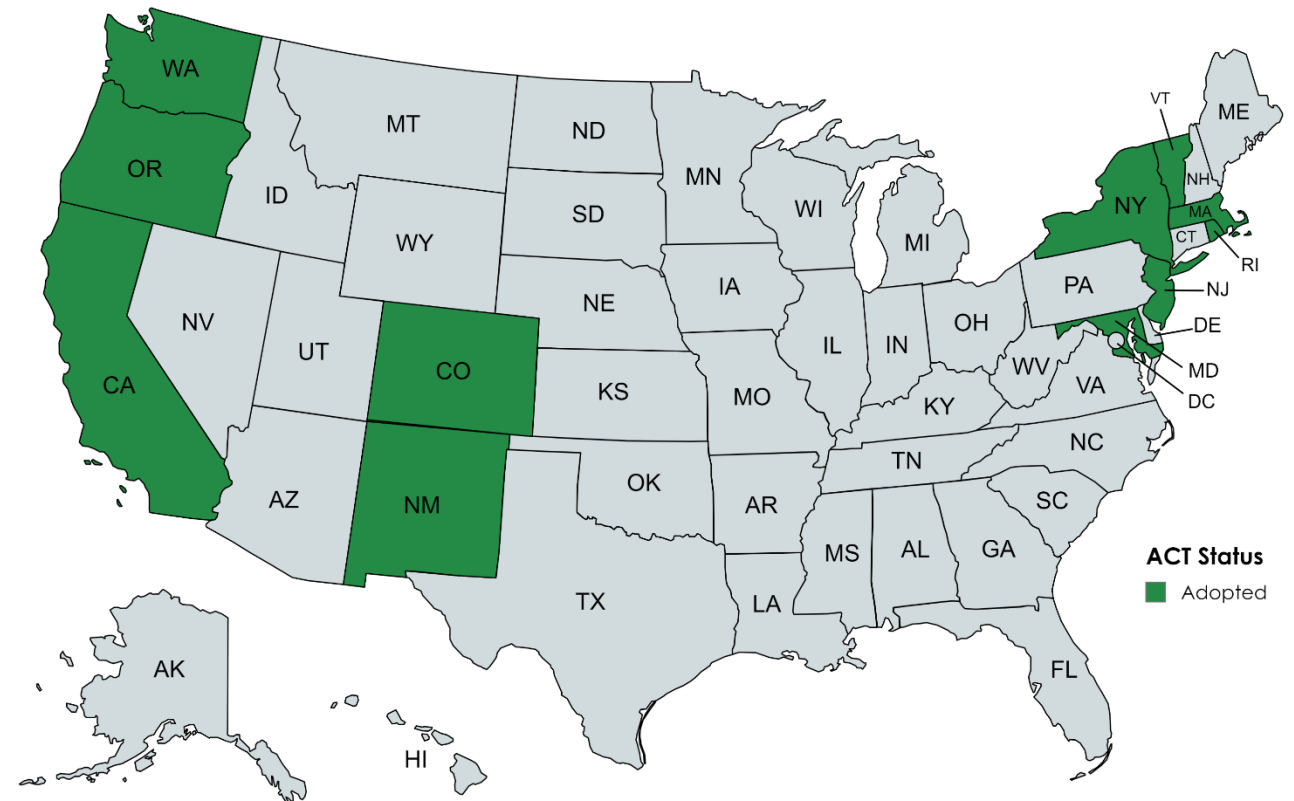


# Common ACT misconceptions

Myth	Fact
Manufacturers must sell a certain number of zero-emission vehicles before being allowed to sell diesel or gas-vehicles	Manufacturers have multiple compliance options
Fleets must purchase zero-emission vehicles starting next year	ACT only regulates manufacturers
ACT is banning the sale of [insert vehicle here]	ACT does not ban the sale of any kind of vehicle
There is not enough public charging to transition to EVs	ACT was designed to be feasible even without public charging, and public and depot charging are both being rapidly built out in Washington
There are not very many zero-emission vehicles out now	Over 190 Class 2b-8 zero-emission vehicles available for sale in the US

# How ACT works

- Adopted in Washington in 2021
- Includes annual zero-emission vehicle (ZEV) **sales** mandate for applicable Class 2b-8 trucks and buses
- ACT regulatory compliance applies to **manufacturers**, not fleets or purchasers
- Starts with model year 2025 in Washington
- Original Equipment Manufacturer (OEM) exemption: Emergency vehicles, transit buses, motor coaches
- Rule language: [WAC 173-423-075 \(2\)](#)
  - Also here: [ACT Title 13](#)



# ACT implementation dates in other states

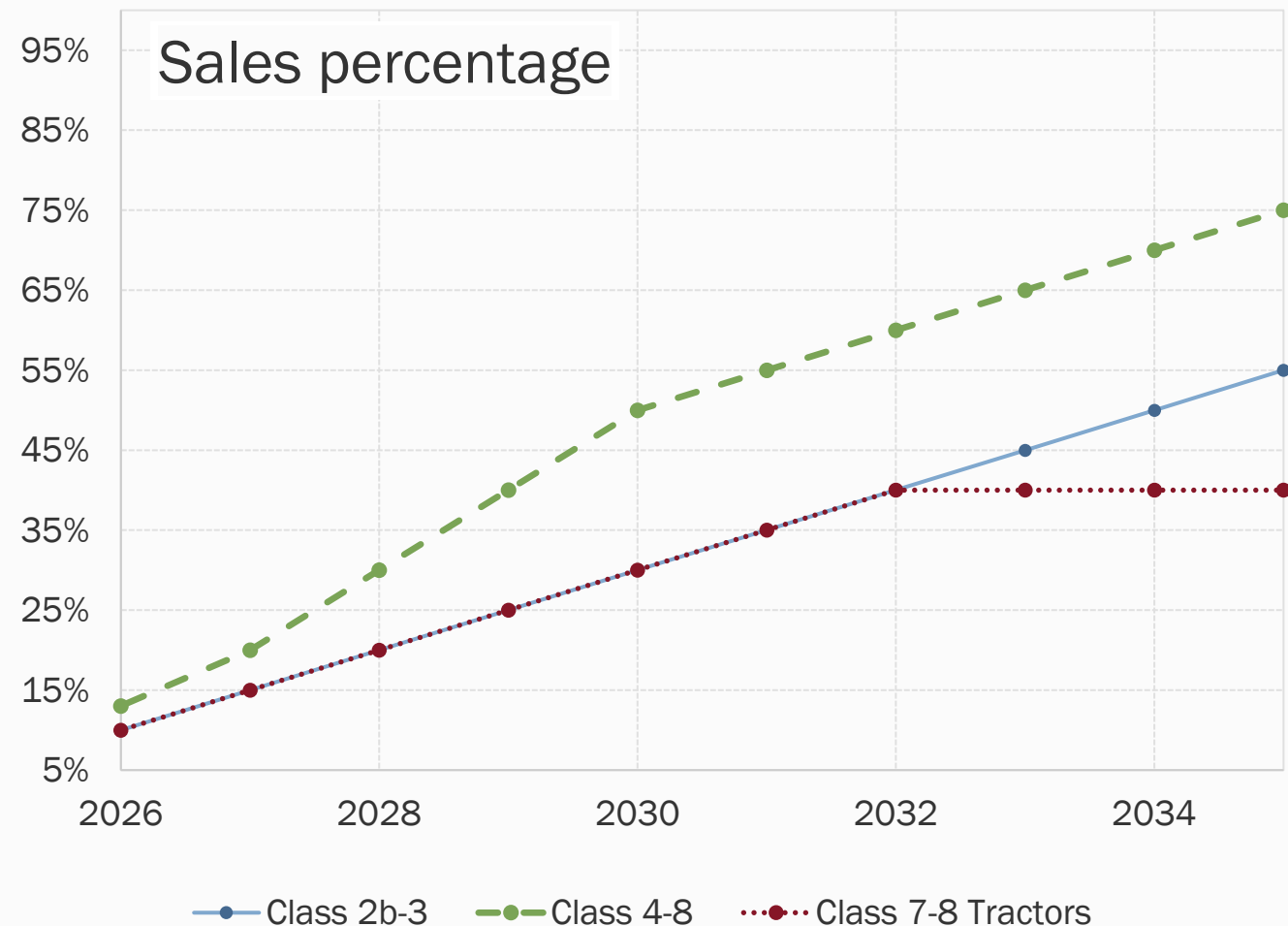
ACT states represent approximately 25% of the heavy-duty market

State	Applicable Model Year
California	2024
Colorado	2027
Maryland	2027
Massachusetts	2025
New Jersey	2025
New Mexico	2027
New York	2025
Oregon	2025
Rhode Island	2027
Vermont	2026
Washington	2025



# Advanced Clean Trucks (ACT)

- Initially adopted by Ecology in 2021
- Requires truck and engine manufacturers to:
  - **Increase sales** of new zero-emission and plug-in hybrid vehicles each year in Washington
  - **Or purchase credits** from manufacturers who exceed the requirements



# ACT potential rule revisions

- Adopt California's ACT amendments:
  - Edits to clarify existing language
  - Extends shortfall makeup period from one year to three years
  - Compliance to be based on reported sales of vehicles delivered into the state instead of when vehicles reach the ultimate purchaser
  - Additional manufacturer reporting and record retention requirements



# ACT potential rule revisions, continued

- Allows secondary manufacturers to buy and sell ACT credits
- Allows manufacturers to certify Class 2b-3 vehicles to the zero-emission powertrain requirements
- Clarifies vehicle and engine labelling requirements so that the vehicle is clearly marked for sale in the Washington/ACT market
- Exempts Omnibus-compliant engines in Class 7-8 vehicles from deficit calculations in model year 2026
  - Reduces the credits needed for Class 7-8 vehicle (tractor and non-tractor) compliance by a minimum of 90% for model year 2026

# ACT potential rule revisions, continued

Taken together, these changes address industry concerns by allowing additional time for manufacturers to report and make up a shortfall; increase manufacturer flexibility to provide combustion and zero-emission models simultaneously; and ease requirements for zero-emission Class 7-8 tractor sales in the early years of the program.

# ACT benefits



- Large trucks and buses make up just **10%** of on-road vehicles but **30%** of on-road greenhouse gas emissions
  - Even larger shares of particulate matter (PM) and nitrogen oxides (NO<sub>x</sub>)
  - Total cost of ownership for some zero-emission vehicles is already lower than diesel counterparts
  - All zero-emission vehicle classes are projected to have models cheaper to own than diesel within the next 10 years



- Advanced Clean Trucks will help WA clean up:
  - **47 million metric tons** of CO<sub>2</sub> through 2050
  - **47%** of NO<sub>x</sub> pollution
  - **43%** of PM<sub>2.5</sub>
  - And help avoid **~100** hospital visits and premature deaths annually!



Questions?



# Heavy-Duty Low-NOx Omnibus

- Adopted in Washington in 2022
- Requires heavy-duty engine manufacturers to emit less:
  - nitrogen oxides (NOx)
  - particulate matter (PM)
- Requirements begin 2026
- Rule language: [WAC 173-423-081](#)
  - Also here: [HD Omnibus Title 13](#) and [HD Omnibus Title 17](#)



# Omnibus requirements

- NO<sub>x</sub> emission standards:
  - **75%** reduction from current standards in 2026
    - Reducing from 0.2 to 0.05 g/bhp-hr
  - **90%** reduction from current standards in 2027 and beyond
    - 0.02 g/bhp-hr
- PM emission standards:
  - **50%** reduction from current standards in 2026 and beyond
    - 0.005 g/bhp-hr
- Reductions achieved mostly through improved after-treatment technologies
- Improved Warranty, Useful Life, and Emissions Warranty requirements
- Implements CARB Phase 2 greenhouse gas standards





# Omnibus potential rule revisions

- Adopt the amendments currently under consideration in California:
  - Clarifies existing language in amendments
  - Addresses manufacturer plans to restrict the supply of new diesel engines by allowing “legacy” engines to be sold through 2026
  - Allows for sale of legacy engines before they receive approval for an Omnibus-compliant engine family



# Omnibus potential rule revisions, continued

Taken together, these changes allow time for more Omnibus-certified compliant engines to reach the market while maintaining emissions reductions through offsets to legacy engine sales

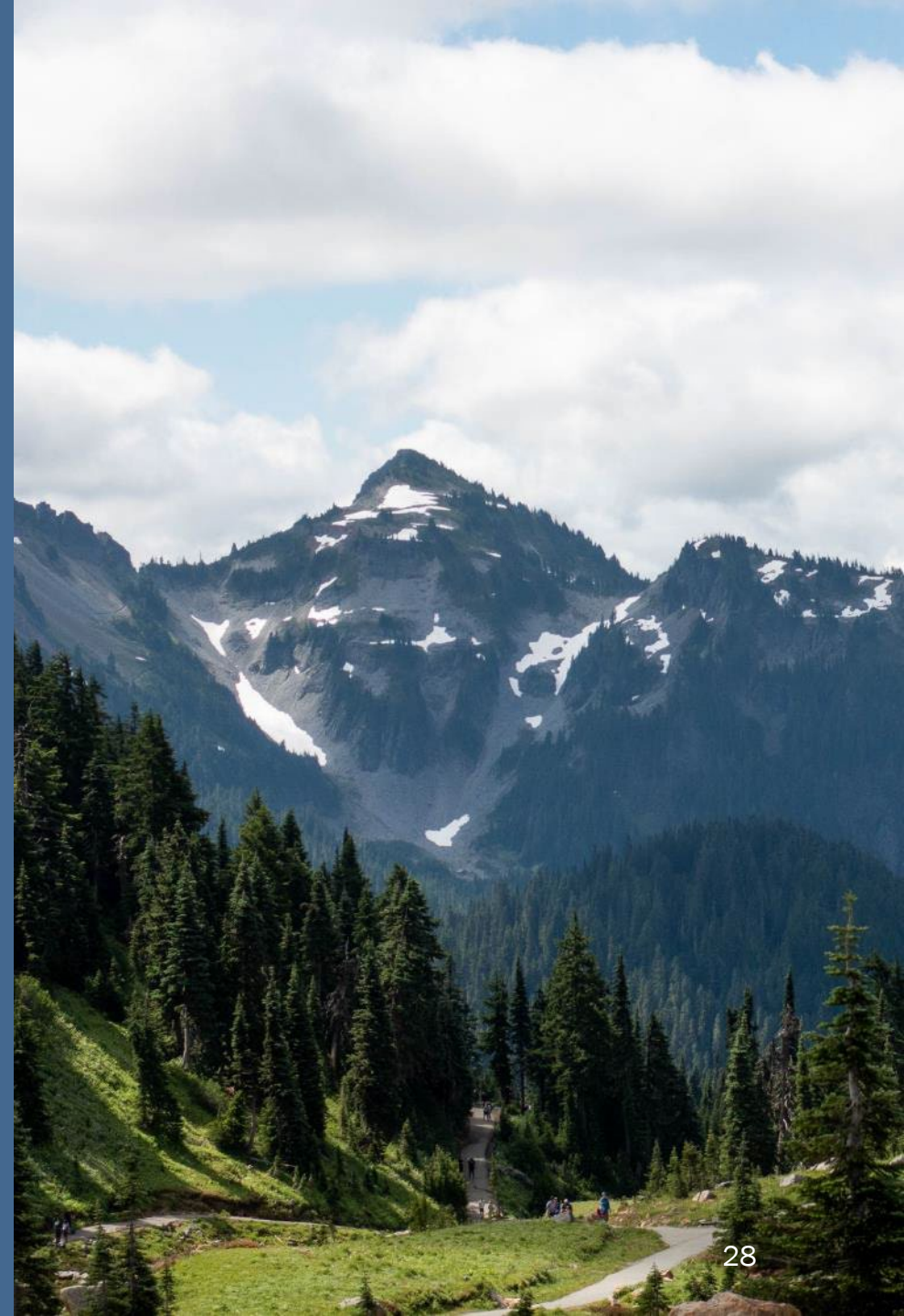
# Omnibus benefits

- 35,640 tons of reduced NOx emissions in Washington through 2050
- Improved health outcomes for people living near truck traffic:
  - Fewer premature deaths
  - Fewer hospital admissions for asthma and other breathing difficulties
  - Reduced health care costs for air pollution-related issues





# Questions?



# Scope of Rulemaking

- Ecology plans to adopt:
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# Environmental Justice Assessment

- We will be conducting an Environmental Justice Assessment to support this rulemaking as required by the HEAL Act.
- We plan to engage with Tribes, overburdened communities, and others who may have insight into the impacts of this rulemaking on Washington's communities.

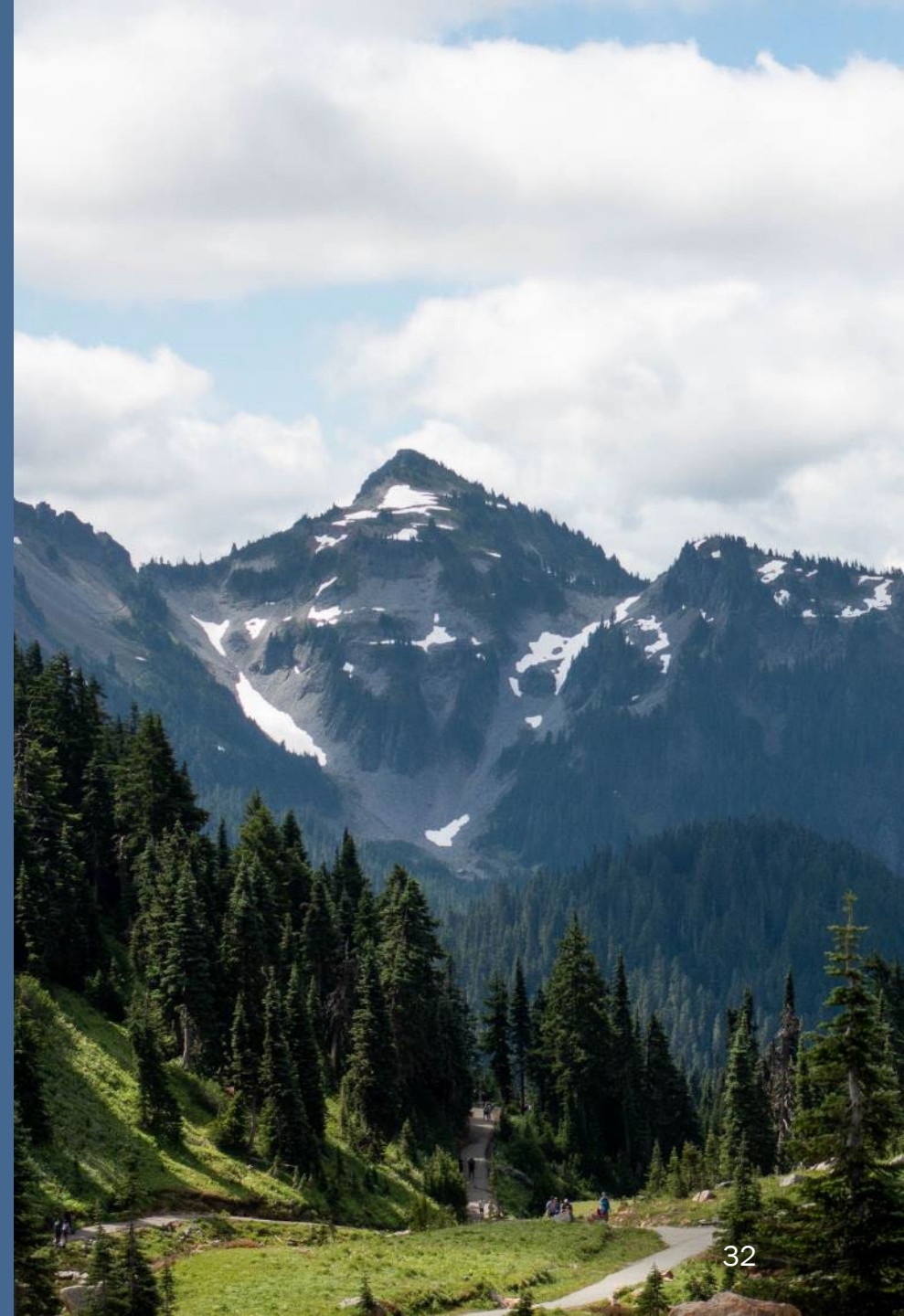


# Public engagement

- Plans to conduct robust public engagement
  - Public Informational Sessions
  - Industry-Focused Meetings
  - Community Forums
  - Tribal Forums
- We will engage the public on the rulemaking and Environmental Justice Assessment prior to proposal



# Questions & Comments



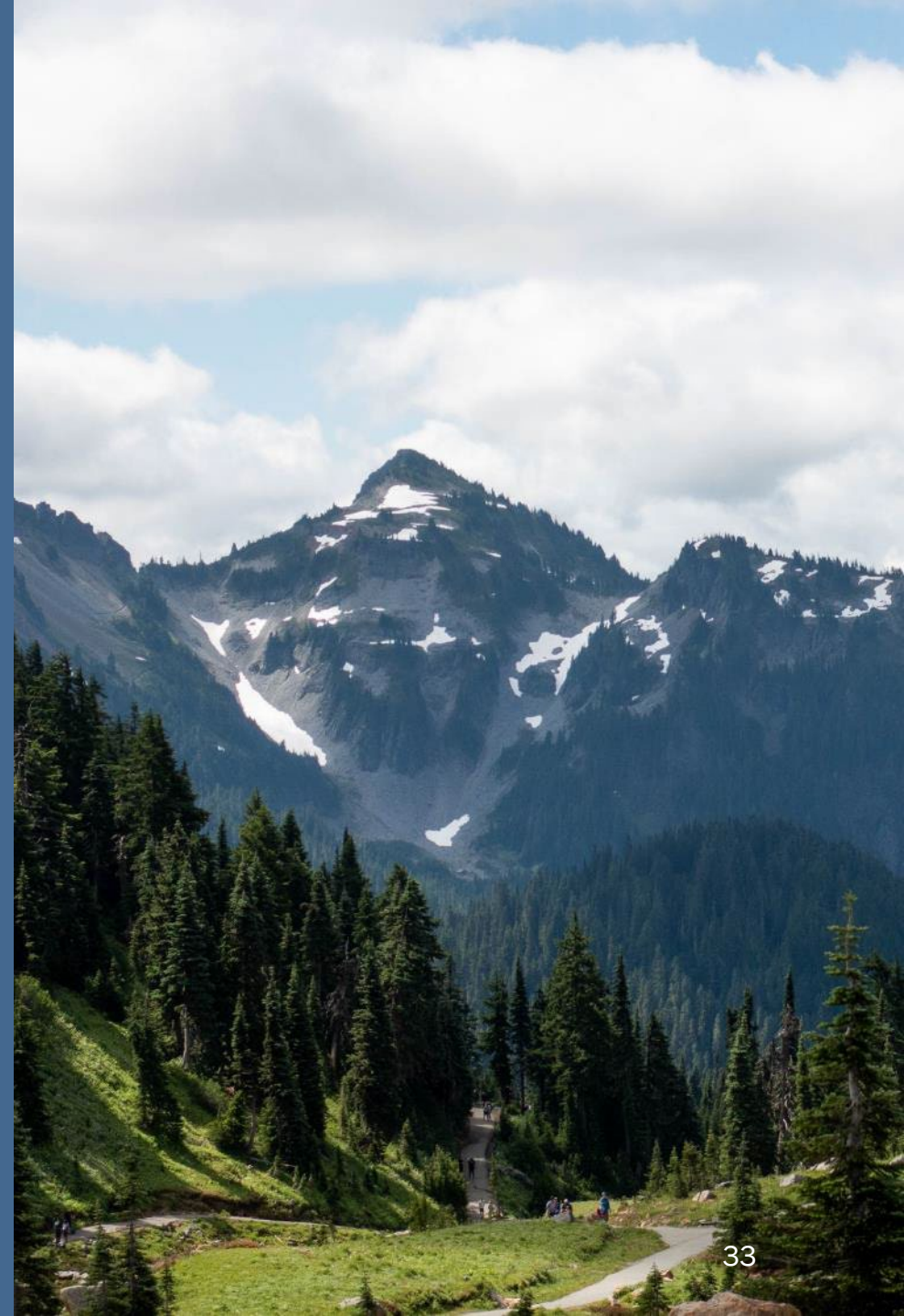




# Comment online:

December 2, 2024 @ 12:00AM-  
February 9, 2025 @ 11:59 PM

<https://ecology.commentinput.com?id=FSWdBhRsP>





# Thank you

Nikki Harris

CPR Rulemaking Coordinator

[Nikki.harris@ecy.wa.gov](mailto:Nikki.harris@ecy.wa.gov)



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