



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

Climate Pollution Reduction Program

June 25, 2025

# Ecology staff introductions

- Melanie Forster, Public Hearing Officer
- 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
- Gopika Patwa, Technical Host

# Agenda



Proposed Rule Overview  
(35 minutes)



Short Question & Answer session  
(15 minutes)



5 - Minute Break



Formal Hearing & Testimony

# Meeting Logistics

- The hearing officer makes sure:
  - Everyone who wants to is able to ask questions and provide testimony.
  - We have a clear recording.
- We will record the public hearing portion of the meeting.
- Your screen name and chat conversations during the hearing will also be recorded.
- If you have questions, please use the “raise your hand” button. If you are calling in, press \*9 to raise your hand.

# Ground Rules

- Please summarize lengthy comments – or repetitive ones.
- Please wait until you are called on to ask a question or provide testimony.
- Length of comment time is 3 minutes.
- **Written comments receive the same consideration as testimony:**
  - Online: must be received by July 3, 2025, at 11:59 p.m.
  - Postal mail: postmarked by July 3, 2025.





# Rulemaking Overview



## Advanced Clean Trucks

Adopted in 2021



## Heavy-Duty Low-NOx Omnibus

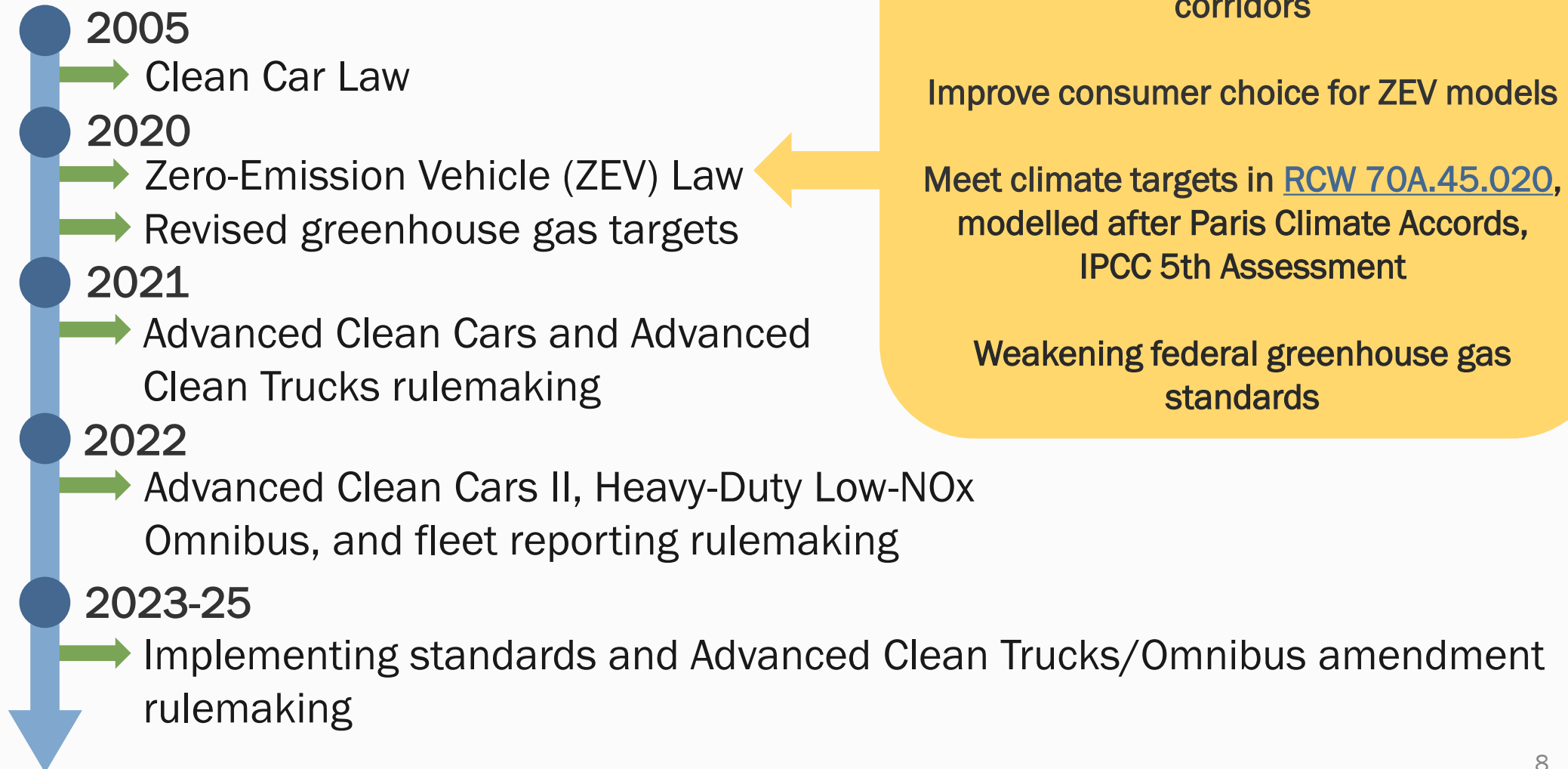
Adopted in 2022

# Clean truck regulations

### 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 Tribes, dealerships, or fleets

# Ecology's Clean Vehicle Program History

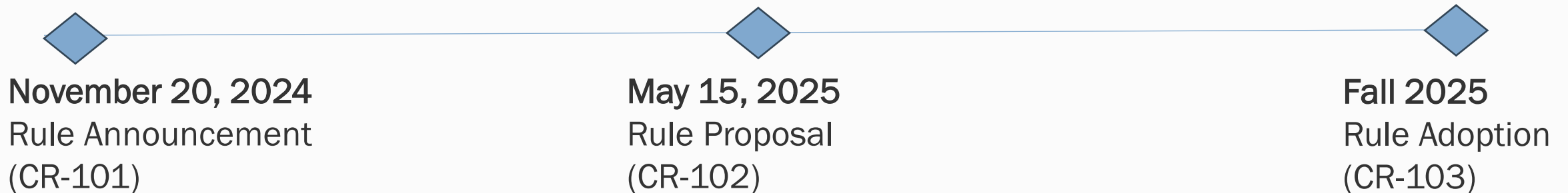




# Scope of Rulemaking

- 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.
- Chapter 70A.30 RCW requires Ecology to remain consistent with California Air Resource Board (CARB) regulations.

**Visit the [rulemaking webpage](#)  
Online public comment is open  
until July 3, 2025 at 11:59 p.m.**



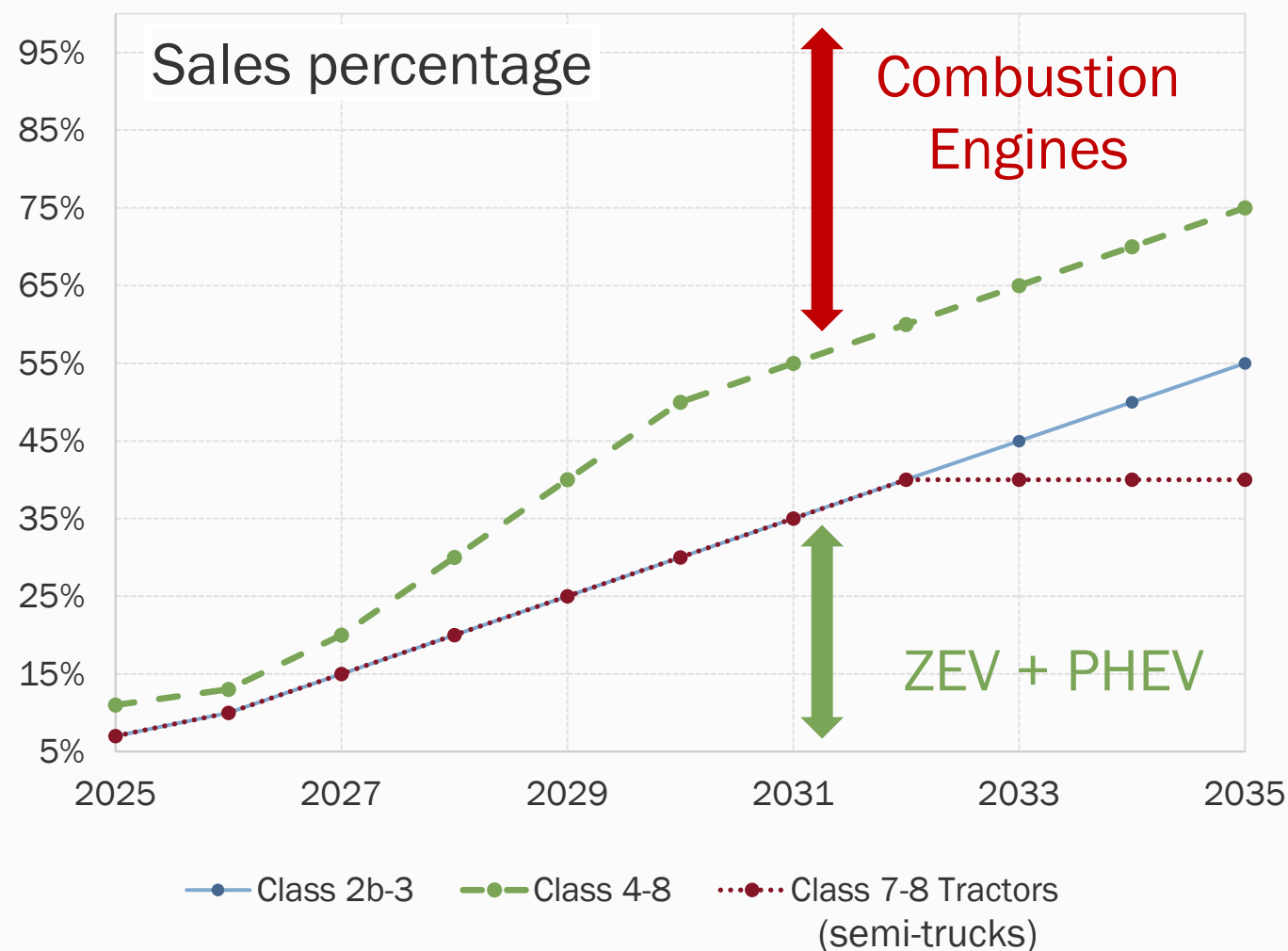
# Why is this rulemaking necessary?

- Transportation is Washington's **largest source of greenhouse gas emissions (39%)** and a **major contributor of air pollution**.
- Medium- and heavy-duty vehicles are **10% of vehicles** but contribute **~30% of the state's on-road transportation emissions**.
- Washington's Transportation Electrification Strategy
  - **9.4 million metric tons of carbon dioxide** reduced annually by 2030 from zero-emission vehicles
- The Legislature requires Ecology to remain consistent with California's motor vehicle emission standards.



# How Advanced Clean Trucks (ACT) works

- Requires Class 2b-8 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

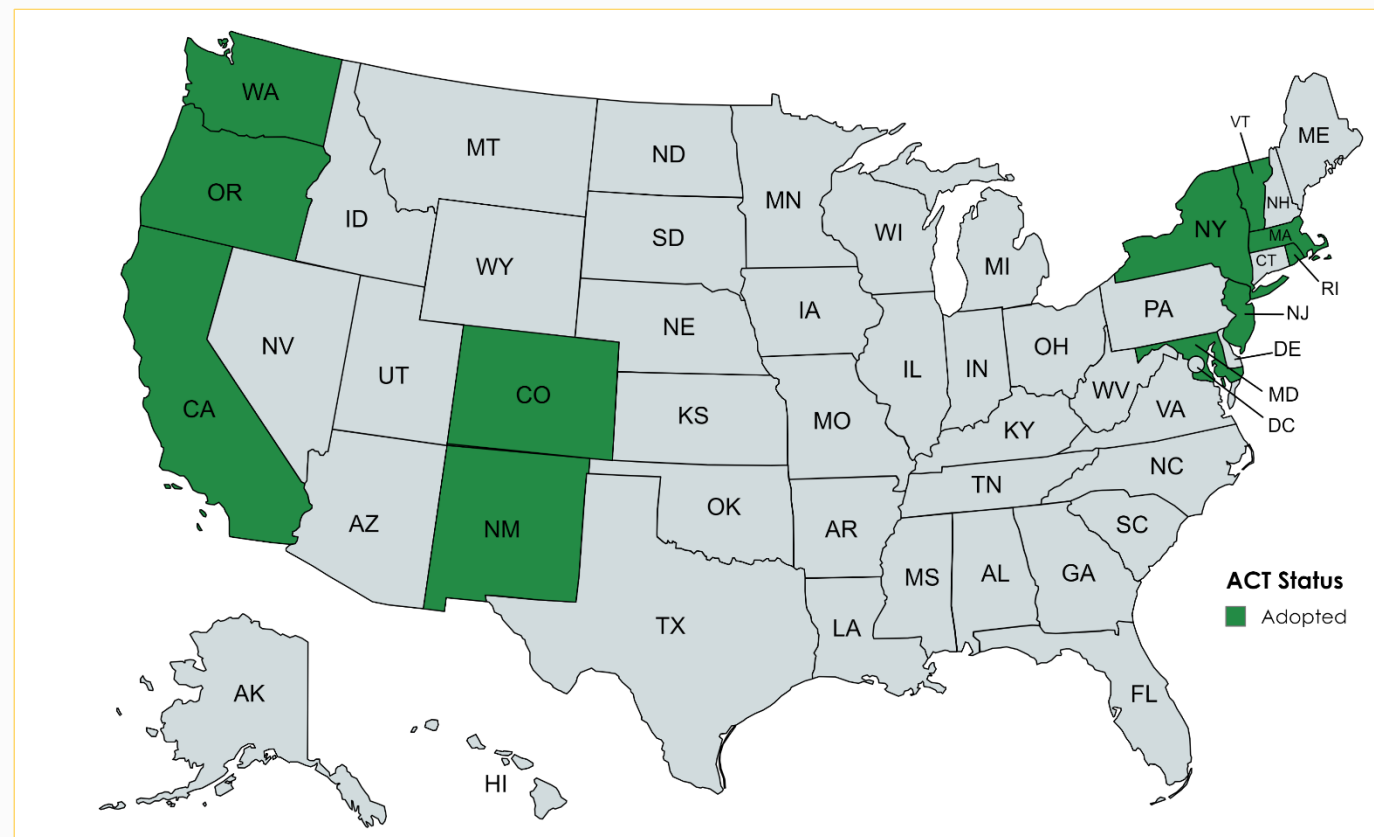




# Where ACT has been adopted

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

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



**Exemptions:** Emergency vehicles, transit buses, used vehicles, and more

Rule language: [WAC 173-423-075 \(2\)](#) and here: [ACT Title 13](#)



# 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 this 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

# Reported model year 2021, 2022, & 2023 vehicle sales in Washington

	Class 2b-8 vehicles		Class 7-8 tractors (semi-trucks)	
<u>Manufacturer</u>	<u>Total sales</u> (ICE + ZEV)	<u>Total ZEV sales</u>	<u>Total sales</u> (ICE + ZEV)	<u>Total ZEV sales</u>
Autocar	46	0	0	0
Blue Bird	431	15	0	0
BYD	6	6	2	2
Daimler	2,005	30	1,593	4
Ford	18,041	977	0	0
GM	3,376	22	0	0
Isuzu	1,294	0	0	0
Lightning	11	11	0	0
Lion	3	3	0	0
PACCAR	2,387	5	3,140	3
Rivian	3,605	3,605	0	0
Stellantis	12,167	0	0	0
Tesla	0	0	0	0
Volvo	153	0	465	49
<b>Total</b>	<b>43,525</b>	<b>4,674</b>	<b>5,200</b>	<b>58</b>
(% of total sales)		(10.7%)		(1.1%)

- Class 2b-8 vehicles include everything from **delivery vans to refuse trucks**
  - Semi-trucks are considered separately
- No plug-in hybrid (PHEV) medium- and heavy-duty vehicle sales reported
- Sales were reported by manufacturers and are not yet validated by Ecology

**2024 ZEV sales are estimated at  
19.4% of total sales**

# Proposed ACT amendments, pt. 1

Edits to clarify existing language

Clarifies certification for medium-duty (Class 2b-3) vehicles to zero-emission powertrain requirements

Clarifies requirements that vehicle/engine are clearly marked for sale in the Washington/ACT market

Additional manufacturer reporting and record retention requirements

# Proposed ACT amendments, pt. 2

Extends shortfall makeup period from one year to three years

Compliance based on sales of vehicles delivered into WA instead of when vehicles reach the purchaser

Allows secondary manufacturers to buy and sell credits

Exempts semi-truck engines that meet partial Omnibus standards in 2026 from Advanced Clean Trucks

- Reduces semi-truck compliance in 2026 by an estimated ~30%



# ACT benefits

Large trucks and buses disproportionately contribute to climate change and air pollution

**ACT will help Washington clean up:**

47 million  
metric tons of  
**CO<sub>2</sub>e** through  
2050

47% of NOx  
pollution from  
these vehicles  
through 2045

73% of PM2.5  
pollution from  
these vehicles  
through 2045

# Heavy-Duty Low-NOx Omnibus

- Requires heavy-duty engine manufacturers to design their new engines to emit less:
  - Oxides of nitrogen (NOx)
  - particulate matter (PM)
- Requirements begin in 2027 (under current regulatory guidance)
- Rule language: [WAC 173-423-081](#)
  - Also here: [CCR Title 13](#) and [CCR Title 17](#)



# Omnibus requirements

- NOx emission standards:
  - **75%** reduction from current standards in 2026: 0.2 to 0.05 g/bhp-hr
  - **90%** reduction from current standards in 2027 and beyond: 0.2 to 0.02 g/bhp-hr
- PM emission standards:
  - **50%** reduction from current standards in 2026 and beyond: 0.01 to 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



# Proposed Omnibus amendments

Edits to clarify existing language

10% of 2026 sales can be legacy engines

Legacy engines can be sold before a manufacturer's Omnibus-compliant version of the engine family receives CARB certification

*Legacy engine definition: an engine that emits more pollution than allowed by Omnibus. Extra emissions must be offset by other pollution reduction projects (selling zero-emission vehicles, community air quality improvements, etc.)*



# Omnibus benefits

35,640 tons of reduced NOx emissions by 2050

**Omnibus will improve Washington public health by:**

Reducing  
premature  
deaths

Reducing  
hospital  
admissions for  
asthma and  
other breathing  
difficulties

**Reducing  
health care  
costs for  
air pollution-  
related issues**



# 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.



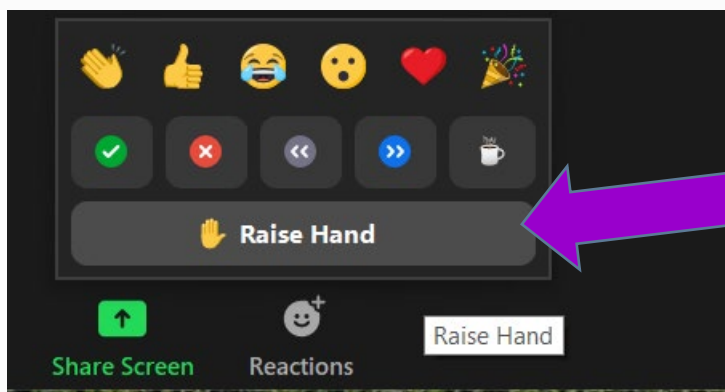
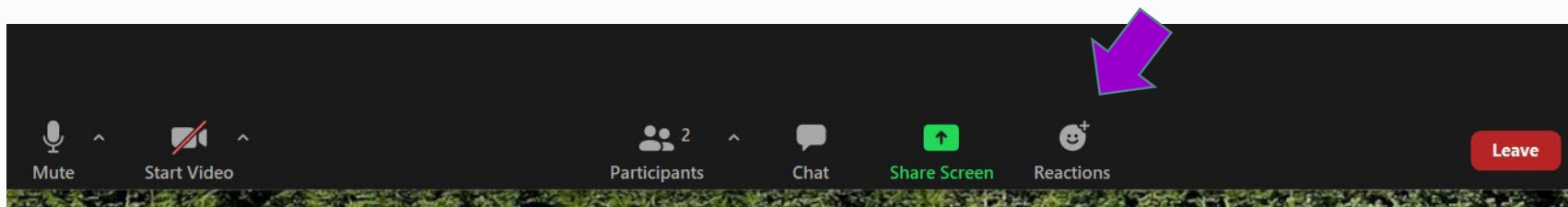




# Questions

# Questions and Answers

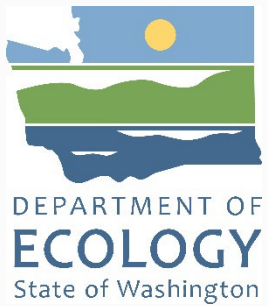
## How to Use the "Raise Hand Function"



### During today's hearing:

- Participants using computer or mobile app: Use the "Raise Your Hand" button. This button is located in the reactions icon, "Raise Hand".





# 5-Minute Break



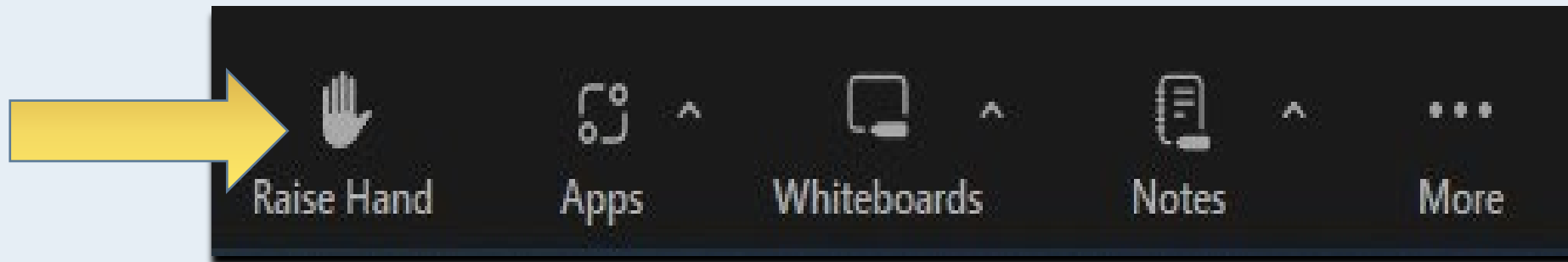


# Public Hearing

# How To Participate

## During Testimony:

- Participants using computer or mobile app: Use the “Raise Your Hand” button. This button is located on the lower right-hand corner of the participant list window.



- Participants listening in on the phone: Press \*9 on your phone. The system will show you have your hand raised. The host will unmute you at your turn and the system will announce that you are unmuted.

# Submitting written comments

- Visit our rulemaking webpage: <https://ecology.wa.gov/regulations-permits/laws-rules-rulemaking/rulemaking/wac-173-423>
- Submit comments online:  
<https://ecology.commentinput.com/?id=HBM5ajPTh>
- Postal mail: Department of Ecology  
Climate Pollution Reduction Program  
Attn: Nikki Harris  
PO Box 47600  
Olympia, WA 98504-7600
- Contact Nikki Harris at [Nikki.harris@ecy.wa.gov](mailto:Nikki.harris@ecy.wa.gov)
- Due by: July 3, 2025, at 11:59pm





# Thank you

Nikki Harris

CPR Rulemaking Coordinator

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



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