Chapter 173-423 WAC, Clean Vehicles Program Informational Meeting

Climate Pollution Reduction Program

December 15, 2025

Ecology staff introductions

- **Gopika Patwa**, Climate Policy Planner & Rule Lead
- **Nikki Harris**, Climate Pollution Reduction Program Rulemaking Coordinator and Tech Host
- **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. Rulemaking: Scope, Current Standards, Rule Revision Details, and Benefits
3. Additional Rule Revisions Under Consideration
4. ZEVergreen
5. Environmental Justice Assessment & Rulemaking Timeline

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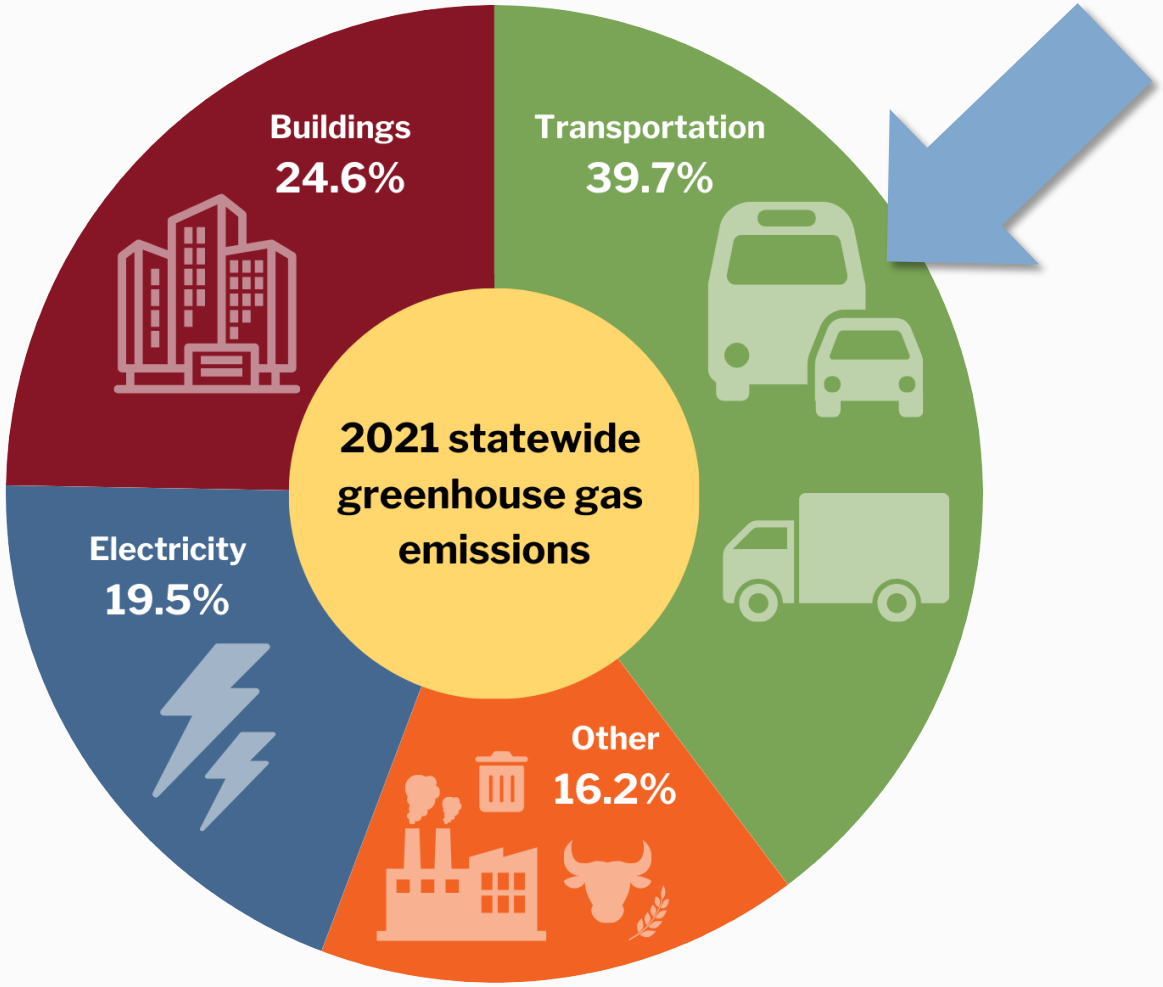
Driving to a cleaner future

- Transportation is Washington's greatest single source of greenhouse gas emissions and is a major source of air pollutants.
- 23% of state greenhouse gas emissions from on-road transportation.



Clean Vehicles Program: Policy Overview

Zero-emission vehicles (ZEV) + low-emission vehicle (LEV) standards were adopted by the Washington Legislature in 2020 by reference from California standards

DEPARTMENT OF ECOLOGY
State of Washington

- Advanced Clean Cars (ACC)
- Advanced Clean Cars II (ACCII)
- Advanced Clean Trucks (ACT)
- Heavy-Duty Low NOx Omnibus

Who do these rules impact?

- Manufacturers that sell new vehicles and engines
- The rules **do not** apply to Tribes, dealerships, or fleets

Federal headwinds

Waivers illegally revoked for motor vehicle emission standards

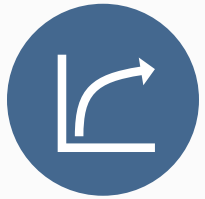
Washington and 10 other states filed legal challenge

Federal funding frozen

Successful lawsuit, led by WSDOT, unlocks $55m

EV tax credits expired at the end of September 2025

7+ years ahead of original expiration date, due to OBBBA



Slowing domestic EV market – year-over-year growth is slowing

Internationally, EV sales are expected to rise to 25-28% this year

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Scope of Rulemaking

Ecology is considering amendments to Washington regulations that will track amendments to California's:

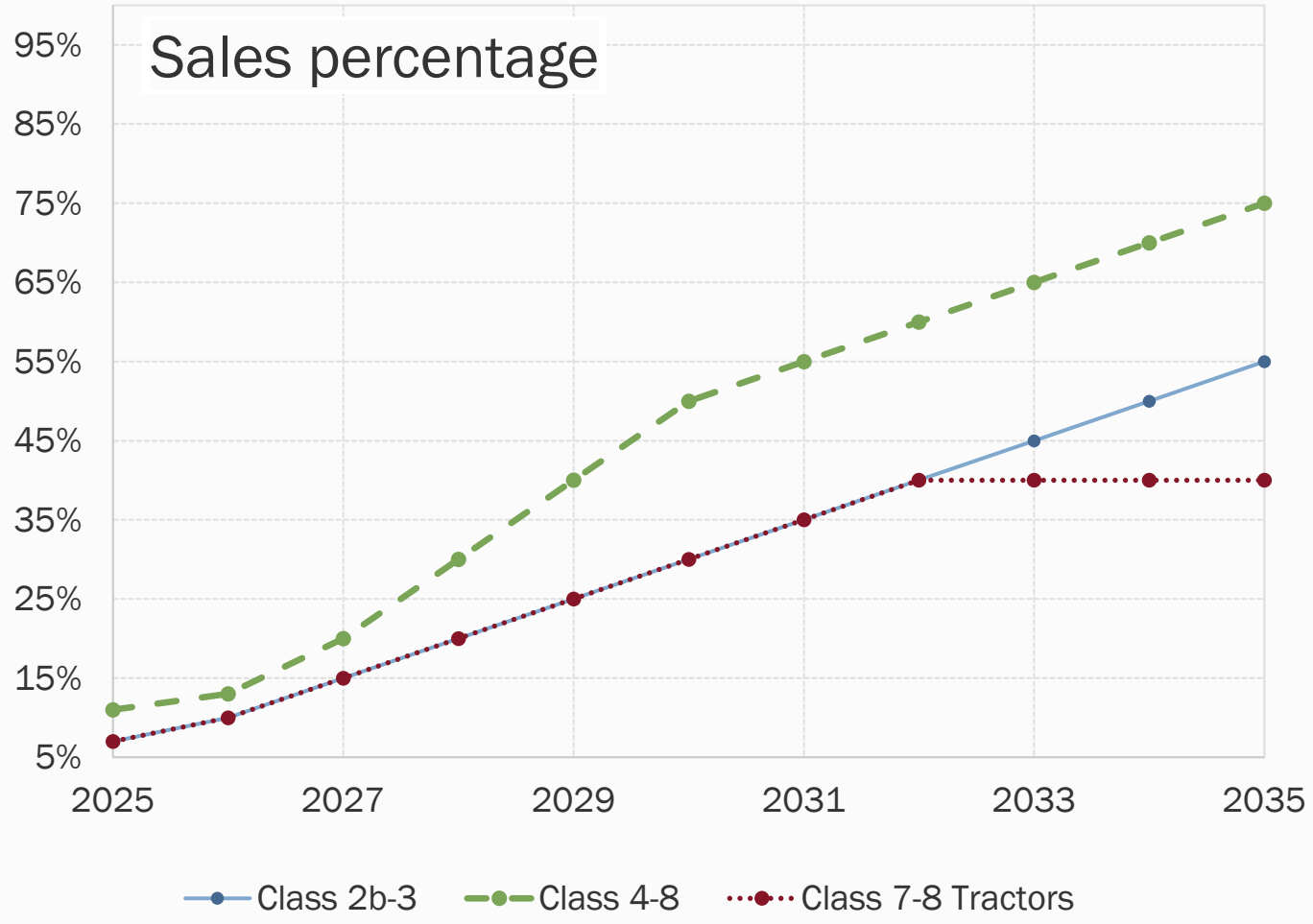
- Advanced Clean Cars
- Advanced Clean Cars II
- Advanced Clean Trucks
- Heavy-Duty Low NOx Omnibus

Ecology is also considering:

- Adopting components of the 2010 medium- and heavy-duty vehicle in-use standards amended by CARB to maintain compliance with RCW 70A.30.010.
- Amending additional components of these regulations within the limits of the federal Clean Air Act.
- Amendments to the one-time fleet reporting requirement

How Advanced Clean Trucks (ACT) works

- Adopted by Ecology in 2021
- Requires Class 2b-8 truck and engine manufacturers to:
  - **Increase sales** of new zero-emission and plug-in hybrid vehicles each year
  - **Or purchase credits** from manufacturers who exceed the requirements



ACT rule revisions

Interstate pooling (i.e., transfers) of credits

Pooling is only allowed: 1) with surplus credits; 2) between states with these amendments; 3) where the manufacturer has a deficit; and 4) only up to a certain percentage of that deficit.

Use of Class 2b-8 non-tractor credits for Class 7-8 tractor credits

Allows all zero-emission vehicle credits under ACT to count for semi-truck compliance, up to 1,000 credits each model year.

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_2e 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

- WA adopted in 2022
- Requires heavy-duty engine manufacturers to emit less:
  - nitrogen oxides (NOx)
  - particulate matter (PM)
- Requirements were set to begin 2026
  - Delayed to 2027 by regulatory guidance

Omnibus requirements

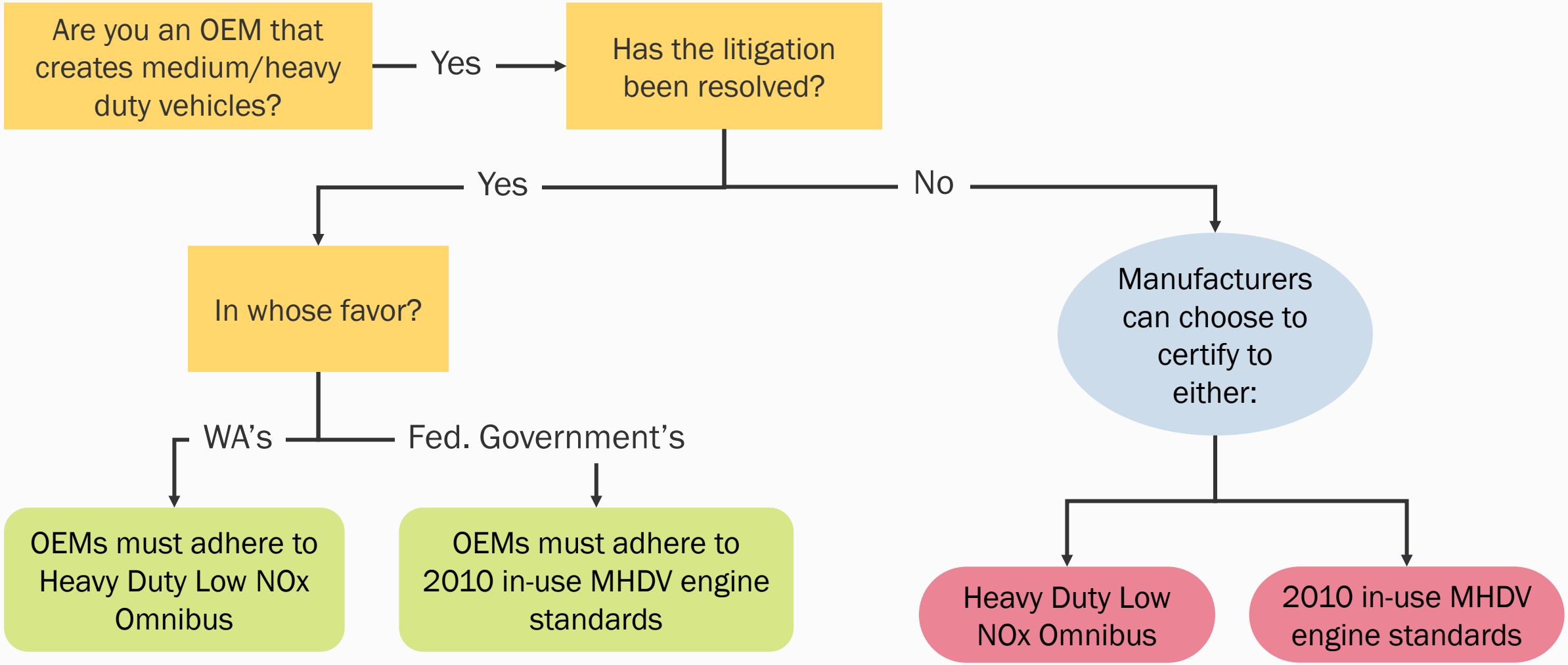
- NOx emission standards:
  - 75% reduction from current standards in 2026
    - Reducing from 0.2 to 0.05 g/bhp-hr
  - 90% reduction from current standards in 2027 and beyond
    - 0.02 g/bhp-hr
- PM emission standards:
  - 50% reduction from current standards in 2026 and beyond
    - 0.005 g/bhp-hr
- Reductions achieved mostly through improved after-treatment technologies
- Improved Warranty, Useful Life, and Emissions Warranty requirements
- Implements CARB Phase 2 greenhouse gas standards

Omnibus rule revisions

Amendments to align HD Omnibus with EPA NOx Standards as agreed in Clean Trucks Partnership

- Harmonizes exhaust emissions standards (NOx, HC, PM, and CO) with EPA Standards (MY 2027+)
- Standards apply for full useful life of engine
- Aligns In-Use Testing Procedures, Warranty Periods, Useful Life Periods, and Durability Procedures

Additional Omnibus rule revisions



Omnibus benefits

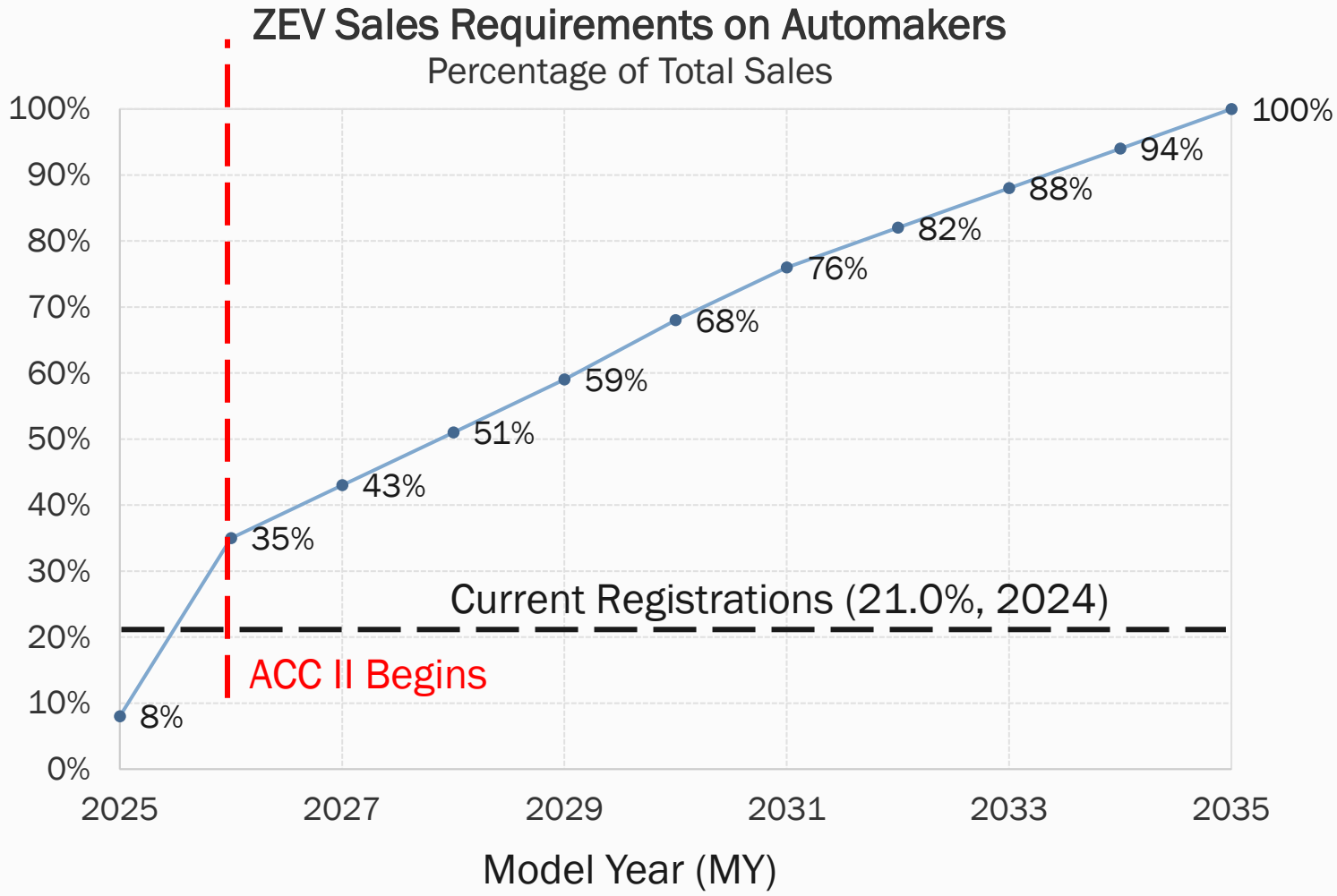
~35,000 tons of reduced NOx emissions by 2050

Omnibus will improve Washington public health by:

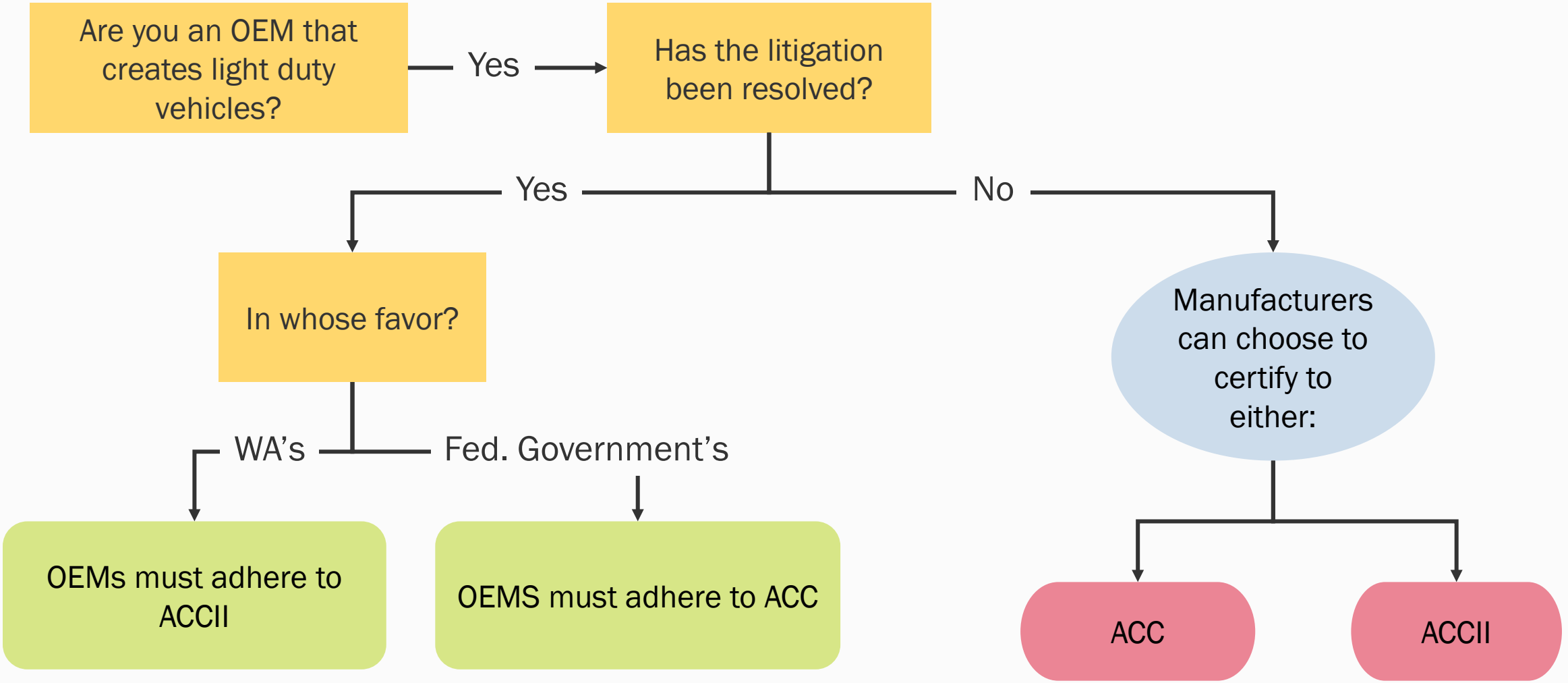
- Reducing premature deaths
- Reducing hospital admissions for breathing difficulties
- Reducing health care costs for air pollution-related issues

Advanced Clean Cars (I and II)

- 100% new light-duty ZEV sales by 2035
- Requirement is on light-duty vehicle manufacturers
- Begins in MY 2025



ACC I & II rule revisions



ACC II benefits

Fossil-fuel powered vehicles have 2-3.5x the amount of lifetime GHG emissions as a ZEV

~15% of statewide GHG emissions come from passenger vehicles.

Vehicle pollution contributes to health disparities experienced by overburdened WA communities

Improved health outcomes and reduced climate impacts from transitioning to ZEVs.

ACCII Benefits: A clean future is an affordable one

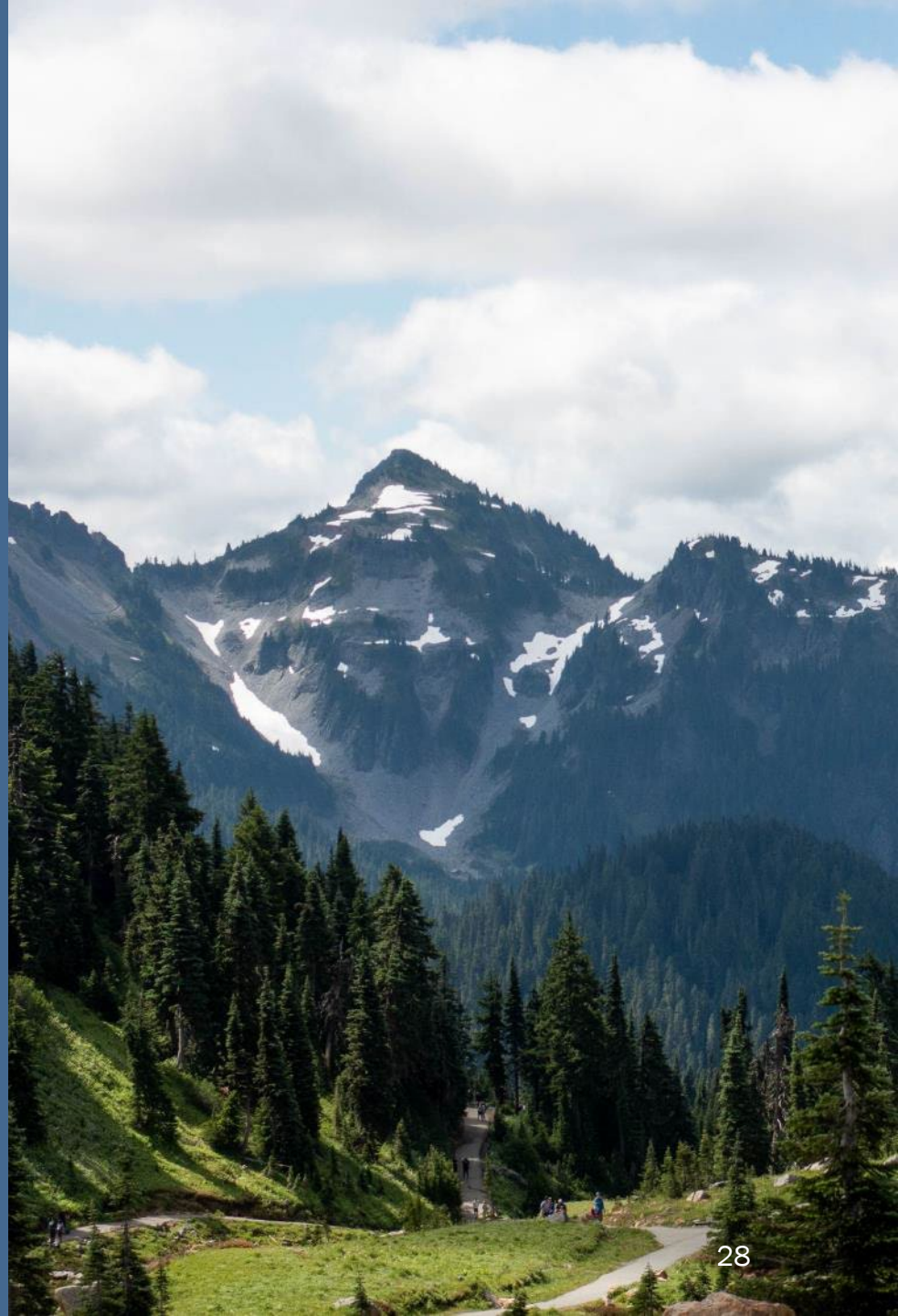
- Transportation is the second largest expense for Americans after housing.
- Zero-emission vehicles can change that.

ZEVs can save drivers hundreds to thousands on maintenance

Charging an EV costs less than $1 per gallon of gas in Washington

Owners that switch to an EV can save more than $2,000 for a compact sedan and more than $8,000 for a mid-size SUV

Break



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Additional rule revisions to standards under consideration

Scope: changes that do not create a “third vehicle” under federal Clean Air Act definition

Examples include:

- Considering changes to current exemptions
- Considering changes to allow more generation of “early action”-style credits

Fleet Reporting – 2022/2023

- Reporting parties: Fleets/brokers with 5+ medium- and heavy-duty vehicles OR $50+ million in corporate revenue
- Type of information collected: Number, type, age, location, and operations of vehicles in WA in 2022
- Information is used to understand how Washingtonians depend on these vehicles and shape policies that better support these businesses.

Fleet reporting rule revisions under consideration

Considering reauthorizing Ecology to collect additional years of fleet reporting

Considering expanding to light-duty vehicle fleets

Considering changes to information collected

Considering requirements to utilize pre-existing data from Department of Licensing

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Connection to ZEVergreen

Expanding access

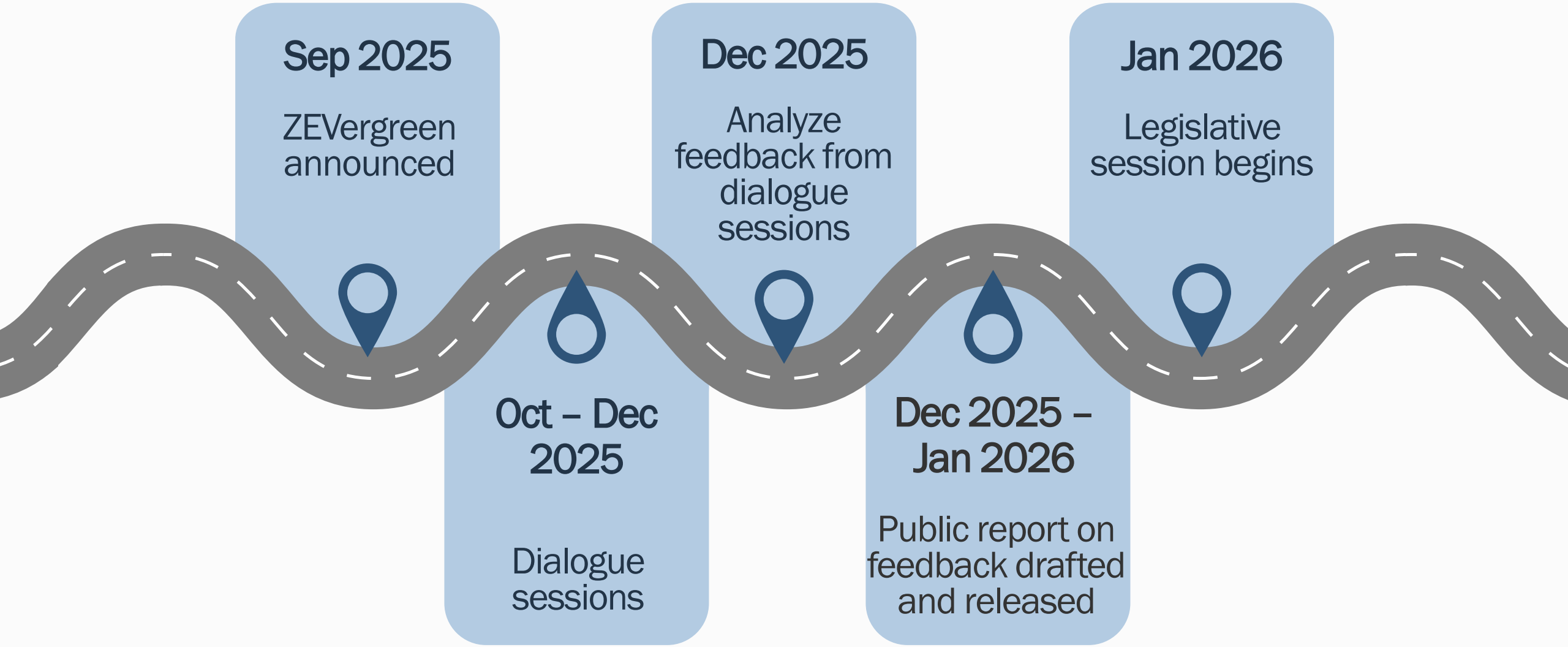
Focusing on affordability

Developing new policies

Collaborating with partners

ZEVergreen: the state's effort to make clean, affordable transportation more accessible.

ZEVergreen timeline



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Environmental Justice Assessment

- Ecology will conduct an Environmental Justice Assessment (EJA) to support this rulemaking
- Process includes community forums, public informational sessions, and Tribal forums
- Previous EJA found:
    - Air pollution and climate benefits
    - Noise pollution reduction
    - Potential stormwater runoff concerns
    - Economic Impacts

Rulemaking timeline

Rule announcement

- Introduce rulemaking
- Public meetings
- Rule development
- Informal public comment periods

Nov. 2025 – Spring 2026

Rule proposal

- Announce public hearings
- Provide proposed rule language
- Formal comment period
  - Hold public hearings
  - Submit comments

Summer 2026 – Fall 2026

Rule adoption

- Adopt final rule language (File CR-103)
- Concise Explanatory Statement
- Economic analysis
- Rule effective after 31 Days

Fall 2026

Questions and comments?

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