

## Clean Vehicles Program Rulemaking

This year, the Washington State Department of Ecology (Ecology) is adopting three regulations that will help address air pollution to improve public health, protect frontline communities, and increase access to electricity as an affordable transportation fuel: the Advanced Clean Cars II Rule (ACC II), Heavy-Duty Omnibus Low NOx Rule, and a Fleeting Reporting Requirement.

### History:

The Federal Clean Air Act allows states to either adopt the U.S. Environmental Protection Agency's motor vehicle emission standards or California's, which historically have been more stringent. In 2005, the Washington State Legislature directed Ecology to adopt some of California's standards while simultaneously prohibiting Ecology from adopting other standards, including the zero emission vehicle (ZEV) standard. In 2020, the Legislature passed [SB 5811](#), removing that prohibition and allowing Ecology to adopt the full suite of California's light, medium- and heavy-duty (these terms refer to the [vehicle class](#)) clean vehicle standards, including these three regulations. In 2021, NW Energy Coalition (Coalition) supported adoption of the Zero Emission Vehicle Program, a requirement for automakers to increasingly make ZEVs available for sale in Washington. The Coalition also supported adoption of the Advanced Clean Trucks Rule, a requirement for automakers to increasingly sell zero emission medium- and heavy-duty vehicles and has been advocating for additional clean vehicle standards. Last week (Oct. 19th), NW Energy Coalition, with our partners, submitted comments on the proposed standards. Unfortunately, the public comments highlight a significant amount of misinformation regarding the scope and impact of the regulations.

### The Regulations:

The regulations are:

1. The **Advanced Clean Cars II Rule (ACC II)** which requires, by 2035, every new light-duty vehicle sold in Washington to be a zero-emission vehicle, which includes battery electric, plug-in hybrid, and fuel cell electric vehicles;
2. The **Heavy-Duty Omnibus Low NOx Rule** which requires manufacturers to reduce harmful smog-forming pollution from new heavy-duty fossil fuel trucks; and
3. The **Fleet Reporting Requirement** which allows Washington to collect essential information on truck fleet operations that will help reduce pollution faster.

Ecology intends to issue the final rule on December 19, 2022.

### Benefits of the Rules:

Four million people in Washington live or work near transportation corridors that are exposed to harmful pollution, particularly communities of color and low-income communities. Transportation contributes to about [22% of total air pollution](#) and [45% of greenhouse gas emissions](#) in the

state. NW Energy Coalition, with our partner organizations, has been advocating for Ecology to adopt a suite of clean vehicle standards that will help address this.

In addition to reducing emissions, adopting ACC II will support consumer access to ZEVs, increase job opportunities as about [3,400 Washingtonians](#) are already employed in clean transportation, and help households save money on fuel. With high gas prices, electric car owners could save between [\\$1,800 and \\$2,600 in operating and maintenance costs](#) every year, compared to drivers of gas-powered vehicles. ACC II will increase access to electricity as an affordable transportation fuel, meaning electric utilities will increasingly be our fuel providers. Utilities are actively planning for new load from electric vehicles, both in integrated resource planning and distribution system planning. ACC II is helpful for utility planning as it provides more certainty so utilities can account for these new vehicles and respond accordingly.

Adopting the Heavy-Duty Omnibus Low NOx (HDO) Rule will help reduce toxic air pollutants. Trucks and buses are responsible for [59% of nitrogen oxide and 53% of particulate matter](#). A [report](#) found that together with the Advanced Clean Trucks Rule, the HDO Rule will result in up to 288 avoided premature deaths and 242 avoided hospitalizations statewide as well as provide total statewide health benefits of approximately \$3.4 billion. Once on the road, electric trucks are pollution and greenhouse gas emission free.

Lastly, data collected through the Fleet Reporting Requirement will help identify and prioritize the electrification of trucking operations that would provide the greatest relief in air pollution exposure to overburdened communities. It also ensures that the burden of complying with clean truck regulations is not placed on drivers, who often do not have the resources to comply.

These three rules are important parts of a comprehensive strategy to decarbonize the transportation sector and create a more just and equitable transportation future in Washington.

The Coalition's comments on the draft rule language can be found [here](#). Joint comments from environmental, environmental justice, and labor organizations from June 9, 2022 and October 19, 2022 can be found [here](#) and [here](#), respectively. For more information about the rulemaking, visit [Ecology's webpage](#).

### **About NW Energy Coalition:**

The [NW Energy Coalition](#) is an alliance of over 100 environmental, civic, and human service organizations, utilities, and businesses in Oregon, Washington, Idaho, Montana, and British Columbia, plus many individual members. The NW Energy Coalition advances clean, equitable, and affordable energy policies by leveraging our analytic expertise and convening a broad alliance of people and organizations.