



Washington Trucking Associations

Advanced Clean Trucks (ACT) Regulation in Washington State

Overview: In 2020, the Washington Legislature directed the Department of Ecology to adopt California Air Resources Board (CARB) vehicle emission standards, which include the Advanced Clean Trucks (ACT) rule. ACT mandates truck manufacturers to sell an increasing percentage of zero emission vehicles in Washington State.

Regulatory Framework:

- The ACT regulation sets ambitious requirements for manufacturers to ensure a growing percentage of their sales are ZEVs over a specific timeline.
- The rule focuses on medium- and heavy-duty trucks, including delivery vans, box trucks, specialty, and utility vehicles, over the road and local drayage trucks, and buses.

Implementation Timeline:

Model Year	Class 2b-3	Class 4-8	Class 7-8 Tractors
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035 and beyond	55%	75%	40%

Challenges:

- Lack of maintenance and charging infrastructure for electric trucks in Washington and surrounding states.
- Limitations on electric truck operational capabilities across industry sectors including range, charging time, and payload capacity. In many cases, it takes two ZEV trucks to conduct the same delivery route as a clean diesel truck.
- ZEVs are three times more expensive than the cost of traditional diesel vehicles, ranging anywhere from \$400,000 to \$750,000/per vehicle depending on application.
- Unknown resale value creates uncertainty around purchase ROI.
- Lack of federal action to exempt ZEVs from 12% Federal Excise Tax on new vehicle sales.

Conclusion: The Advanced Clean Trucks regulation presents significant and immediate challenges for the trucking industry. However, the industry remains committed to advancing sustainability while balancing costs, practicality, and the capabilities of zero-emission vehicles (ZEVs). Addressing the financial and operational feasibility of ZEV adoption is essential for both the industry's health and Washington's supply chain. While challenges exist, successful navigation of this transition will yield significant benefits for the trucking sector and society. WTA and industry partners believe a carbon-free future for the transportation sector is possible, as the commercial trucking industry continues to transition from fossil fuels to zero-emission propulsion technology.

Next Steps:

- Stakeholders, including manufacturers, fleet operators, local governments, energy producers and suppliers should engage to encourage open dialogue on the challenges industry's face with a transition to ZEV adoption.

- Continuous monitoring of current and future technological advancements and opportunities to adapt when feasible are essential for achieving set goals for decarbonizing the transportation sector.
- Support for SB 5091 and HB 1117 which aim to delink Washington from California will provide these opportunities to solve problems for Washington businesses and consumers while giving industries the flexibility needed to adopt carbon reducing technologies as they become viable based on their unique operational needs.

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