

15 February 2025

Dear Legislators,

In the last biennial budget, the Legislature took a critical step toward meeting our statutory greenhouse gas reduction requirements under RCW 70A.45.020, improving public health, spurring creation of good jobs, and boosting private investments in our state by **investing in the launch of a zero-emission medium- and heavy-duty incentive program** that will provide incentives for zero-emission vehicles, charging/fueling infrastructure, and technical assistance. \$110 million in Climate Commitment Act revenue was dedicated to this incentive program after the program design was completed by the Joint Transportation Committee. Since then, a program administrator has been selected, and the program will soon launch. **Now is the time to ensure the success of the zero-emission medium- and heavy-duty incentive program in the 2025-2027 budget.**

Medium- and heavy-duty (MHD) vehicles, including buses, trucks, and delivery vans, are responsible for about 30% of the state's on-road greenhouse gas emissions, and these emissions have more than doubled since 1990 due to factors such as increased e-commerce and a growing population. Our diverse coalition of business, labor, and environmental organizations agree that we will need robust investments in zero-emission medium- and heavy-duty vehicles and infrastructure to cut these emissions at scale and to meet the state's ambitious emission targets.

Washington has adopted the Advanced Clean Truck Rule, which requires that an increasing percentage of new MHD vehicles sold through model year 2035 are zero-emission. However, sales mandates do not guarantee fleet adoption nor infrastructure readiness. It is also important that small businesses and independent owner-operators of MHD vehicles are not excluded from the transition to zero-emission vehicles, which over time will present significant fuel savings and lower maintenance costs but currently are more expensive to purchase than diesel vehicles.

Analysis shows that to achieve Washington's greenhouse gas emissions limits under RCW 70A.45.020, adoption of zero-emission MHD vehicles must scale rapidly. Accordingly, the Legislature should invest \$200 million to ensure ongoing success of the point-of-sale MHD zero-emission vehicle voucher program.

**Our organizations representing the business, labor, and environmental communities, in coordination with Tribal and local governments, respectfully ask that lawmakers invest \$200 million this biennium in the zero-emission MHD voucher program.**

Sincerely,

AAA Washington  
African Chamber of Commerce of the Pacific Northwest  
African Community Housing and Development (ACHD)  
American Lung Association  
Aqua Superpower USA Inc.  
The Bajan Station LLC  
Beacon Hill Council in Seattle  
CALSTART  
City of Seattle  
Certified Electrical Workers of Washington  
Clean & Prosperous Washington  
Climate Pierce County  
Climate Solutions  
Coltura  
Communities for a Healthy Bay  
ConMet eMobility  
Cowlitz Indian Tribe  
DKS Associates  
Duwamish River Community Coalition  
Earthjustice  
Eco Infinity Nation  
Electric School Bus Newsletter  
EVCS  
EV Realty  
Forth  
Forum Mobility  
Grand Central Bakery  
Green Commuter  
Greenlane Infrastructure  
IBEW Local 46  
InCharge Energy  
InductEV, Inc.  
Ions Consulting, LLC  
Mack Trucks, Inc.  
McKinstry Co. LLC  
MTRWestern  
Natural Resources Defense Council  
The Nature Conservancy  
The Northwest Seaport Alliance  
NW Energy Coalition  
Pacific Northwest Economic Region (PNWER)  
Photon Marine  
The Port of Seattle  
Powering America's Commercial Transportation (PACT)

Range Truck Group  
Rivian  
Seattle Latino Chamber of Commerce  
Sierra Club Washington State Chapter  
Tacoma Power  
TEC Equipment  
Volvo Trucks North America  
Washington Conservation Action  
Washington Trucking Associations  
WattEV  
WA Build Back Black Alliance  
Yale Energy Inc  
Zeem Solutions  
350 Seattle