



Department of Ecology
State of Washington
P.O. Box 47600
Olympia, WA 98504-7600

July 1, 2025

SUBMITTED ELECTRONICALLY TO: www.ecology.commentinput.com/?id=HBM5ajPTh

Re: Rule Update of Chapter 173-423 WAC, Clean Vehicles Program,

As a medium- and heavy-duty (“MHD”) electric vehicle (“EV”) manufacturer, Rivian appreciates the opportunity to comment on the proposed amendments to the Advanced Clean Trucks (“ACT”) regulation in Washington. We are also grateful for Washington’s continued leadership in transportation electrification, which is made possible by the dedication of the team at the Department of Ecology (“ECY”).

Rivian supports finalizing the adoption and implementation of the ACT amendments as a necessary step to harmonize Washington’s rule with California’s and to provide agreed upon compliance flexibility for the industry. The ACT standards are a crucial driver of our industry’s transformation into one that is cleaner and more technologically advanced. While recent federal actions have destabilized critical regulations such as ACT, we applaud Washington’s continued commitment to transportation electrification. Taking the proposed regulation action will position Washington to realize the benefits of the ACT rules.

About Rivian

Founded in 2009, Rivian is an independent U.S. company. With over 14,000 employees across the globe, Rivian’s mission is to Keep the World Adventurous Forever. Rivian’s focus is the design, development, manufacture, and distribution of all-electric adventure vehicles, specifically pickups, sport utility vehicles (“SUVs”), and commercial vans.

Rivian brought the first modern electric pickup to market in 2021 when we launched the **R1T**, followed shortly thereafter by the **R1S** SUV and the EDV commercial van for



Amazon. The **R1T** and **R1S** provide all-electric options in segments where added utility is a necessity. The **R1T** has an EPA-certified range of up to 420 miles. The **R1S** is certified at up to 410 miles. The truck also features 11,000lbs of towing capacity, while the **R1S** is a seven-passenger full-sized SUV. Both are well-equipped for off-roading in a range of climates. Separately, our Class 2b commercial vans eliminate tailpipe emissions from last-mile delivery. Rivian is committed to producing 100,000 vans for our launch customer, Amazon, with more than 20,000 already in service in 800+ U.S. cities. The van is now also available for purchase by other fleets. Beyond our vehicle lineup, Rivian is also building a network of DC fast chargers across the country known as the Rivian Adventure Network (“RAN”), including several sites across Washington.

Rivian Strongly Supports ACT and Adopting the Proposed Amendments

In 2024, the California Air Resources Board (“CARB”) adopted amendments to the ACT regulation pursuant to the terms of the Clean Truck Partnership developed with the input of the truck manufacturing industry.¹ These amendments increased compliance flexibility for diesel truck manufacturers at their request and were broadly supported. The amendments included new rules extending the deficit make-up period for manufacturers, allowing three full years for truck makers to satisfy a compliance obligation in a given model year, and provided for secondary manufacturers to optionally procure compliance credits to facilitate the sale of internal combustion engine vehicles to their businesses.

Washington needs to adopt these changes to remain harmonized with California’s regulation as required by the federal Clean Air Act. Finalizing and implementing these amendments in Washington as soon as possible will remove one source of the regulatory uncertainty that is increasingly plaguing our industry. It will also position Washington to realize the benefits of the ACT regulation at the earliest opportunity

¹ Clean Truck Partnership Agreement, available at www.arb.ca.gov/sites/default/files/2023-07/Final%20Agreement%20between%20CARB%20and%20EMA%202023_06_27.pdf.



pending as yet unresolved legal challenges to recent federal actions that seek to block enforcement of the rule. Rivian strongly supports finalizing these amendments.

Conclusion

Once again, Rivian is grateful for the opportunity to comment in support of the ACT regulation. Washington has shown tremendous leadership in transportation electrification. ECY data show that manufacturers have already delivered thousands of MHD EVs into the state thanks to the strong market signals sent by the state's leading policies. Adopting the recently developed amendments to the ACT rule is a critical step in building on this early success.

Sincerely,

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