



CleanVehicles@ecy.wa.gov.

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To Whom It May Concern:

On behalf of the Washington Oil Marketers Association (WOMA), thank you for the opportunity to provide feedback on ZEVgreen and transportation electrification in Washington state. WOMA represents nearly 90% of all independent distributors in Washington state, selling gasoline, diesel, renewable fuels, lubricants and heating oil. We also have members that own convenience stores. Our members, predominantly small, family-owned businesses, play a vital role in Washington's fuel supply chain, serving local governments, emergency services, school districts, transit companies, independent fuel retailers, and the agriculture industry. While WOMA and its members support the broader goal of improving air quality and reducing emissions, we believe the ACT regulation, as currently constructed presents significant legal, economic, and operational problems that must be addressed before any further enforcement or implementation proceeds.

Challenges for Industry Compliance with ACT

The Advanced Clean Trucks regulation (ACT) presents significant and immediate challenges for the trucking industry including:

- 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.

Many truck operators are not yet willing — or financially able—to invest in ZEV fleets given their cost, range, payload and charging challenges. Some fleet owners will likely keep their older, less efficient fleets running to avoid the purchasing pain of ZEV trucks. They're delaying those fleet purchases, or not buying ZEV trucks, because of the new mandate. Others will move their operations to states that haven't adopted California's mandates.

In addition, we wanted to provide the following feedback on your questions:

1. What is the **number one action** Washington should take to promote clean transportation and/or reduce transportation emissions? *Washington state should prioritize improving the efficiency and emissions profile of existing fuel infrastructure by encouraging the adoption of advanced, low-emission fossil fuel technologies – such as renewable diesel, cleaner-burning gasoline blends and investment in pipeline safety and modern fleet upgrades – rather than mandating ZEVs or imposing energy choice on consumers.*
2. What **types of programs** would you like to see Washington State assess and possibly implement to meet air quality and climate targets for transportation? *Washington state should assess programs that incentivize voluntary fuel-saving practices, invest in infrastructure upgrades to reduce emissions (like better traffic management and cleaner combustion systems) and support research into carbon capture technologies for transportation fuels. Such programs could include technical assistance for fleet operators to optimize fuel use, recognition for companies demonstrating significant emissions improvements, and targeted education about responsible fuel use, all without mandating or heavily subsidizing any single energy source.*
3. What **kinds of programs, other than financial support**, could provide incentive to purchase and operate zero-emission vehicles and equipment?
 1. *Expanded access to preferred parking or HOV lanes for zero-emission vehicles*
 2. *Streamlined permitting and registration for alternative fuel vehicles and equipment*
 3. *Public recognition and awards for businesses and individuals leading in voluntary emission reductions or advanced fossil fuel technology adoption and*
 4. *Ensuring robust infrastructure for all vehicle types – including hydrogen, renewable natural gas and advanced biofuels so consumers have real choice.*

4. What **principles for program design** ensure we don't leave any Washingtonians behind in the transition to zero-emission transportation? *Programs should be built on principles of energy pluralism, affordability and reliability, ensuring that Washingtonians are not forced out of affordable proven transportation solutions or burdened by mandates that disproportionately impact lower-income residents or rural communities. That means avoiding one-size-fits-all solutions or excessive financial support for high-cost technologies; supporting diverse energy pathways and emphasizing voluntary, market-based approaches that reward innovation and practical reductions without limiting economic opportunity or mobility. These positions value practical and achievable steps to reduce emissions, strong energy security and preservation of Washington's economic vitality.*

In conclusion, the ACT regulation poses serious legal, economic, and operational risks to Washington's fuel marketers and transportation-related businesses. From the questionable legality of ACT to the market disruptions caused by sales quotas, the regulation in its current form is unworkable and unsustainable. We respectfully urge Ecology to suspend enforcement of the ACT regulation and refrain from further amendments until its legal foundation is clarified, and its real-world impacts are reevaluated.

We remain available for further discussion and hope to work collaboratively toward clean transportation goals that are both effective and achievable.

Sincerely,

Lea McCullough

Lea McCullough
Executive Director, Washington Oil Marketers Association