



February 2, 2026

Washington State Department Ecology
Air & Climate Division
300 Desmond Drive SE
Lacey, WA 98503

RE: Chapter 173-423 WAC - Clean Vehicle Program Rulemaking

Dear Washington State Department of Ecology,

We appreciate the Department of Ecology's continued work on updating Chapter 173-423 WAC – Clean Vehicle Program and welcome the opportunity to provide early recommendations on the drafted rule language. Transportation continues to be the leading source of emissions in the United States and Washington has shown leadership in implementing vehicle emissions standards that provide more health protections than baseline standards. Our comments are intended to strengthen the proposed language to further solidify health protections and advance Washington's climate and public health goals.

Despite decades of clean air leadership and progress, Washingtonians continue to face air pollution challenges with the impacts of climate change, increasing this challenge. The Seattle –Tacoma metro area ranked ninth worst in the nation for short-term particle pollution. King County was ranked the most polluted county in the metro for ozone, and King, Pierce, and Snohomish counties continue to receive failing grades for particle pollution according to our "State of the Air" 2025 report. These pollutants trigger asthma attacks, worsen other respiratory symptoms and diseases, can lead to heart attacks and premature death.

In Washington, the transportation sector is the largest source of greenhouse gas emissions, accounting for about 40% of total statewide emissions. These pollutants can affect everyone's health and are especially damaging to those near railyards, ports, warehouses, freeways, and other transportation hubs. The *Clean Vehicle Program* is a critical part of the state's commitment to curbing health harm caused by cars, heavy-duty trucks, ferries, and other transportation sources.

Passenger vehicles account for about 15% of statewide gas emissions and fossil fuel vehicles emit 2-3.5 times more lifetime greenhouse gases than cleaner and zero emission vehicles. Reducing tailpipe emissions from passenger vehicles will lower smog forming pollutants and fine particles that worsen asthma and other respiratory illnesses. Cleaner air can lower negative health impacts of air pollution like lung disease, heart disease and premature death especially in areas most impacted by air pollution.

ACT - Interstate Pooling of Credits: Trucks represent a small fraction of vehicles on the road but generate a major share of emissions that threaten health. ACT will address the harm of trucking pollution by increasing the sales of medium and heavy-duty zero-emission vehicles. This program will lower harmful diesel exhaust, reduce smog-forming NOx and soot pollution and cut greenhouse gas emissions. Interstate Credit Pooling can provide compliance flexibility without changing the underlying sales requirements. To ensure flexibility does not undermine the positive health benefits of broad electrification, we support surplus-only transfers; transfers only among adopting states; transfer only to cover documented deficits; and a capped share of the deficit.

Adoption of Updated California ACT Amendments: Alignment with California's ACT amendments can reduce administrative burden and help maintain consistent compliance framework. We have concerns with the transfer of non-tractor credits to heavier weight classes which generate significant pollution and encourage the department to review options for maintaining progress on Class 7-8 ZE tractor sales for compliance with the ACT.

California Emergency Regulatory Updates: Due to industry and federal actions, California adopted Emergency Regulations to clarify authority to certify vehicles for sale under existing standards. This step ensures ongoing attention to the need for cleaner vehicles to protect health in the state and should also be adopted.

Continuation & Expansion of Fleet Reporting: Collecting additional years of data and expanding fleet reporting requirements to light duty vehicle fleets will identify areas where excess pollution is occurring and provide critical insight into how vehicles operate in Washington. Improved data will inform policy design and infrastructure planning for clean transportation, ensuring state resources are spent effectively.

Expansion of Exemptions for Authorized Emergency Vehicles: Washington must continue to lead the way with fleet standards that align with clean air and climate standards. We are concerned with proposals to further expand the definition of exemptions for authorized emergency vehicles could slow air quality improvements.

We appreciate the opportunity to provide early recommendations. We believe the suggestions above will strengthen the Clean Vehicles Program by preserving emission benefits and supporting equitable public health outcomes. By maintaining strong vehicle standards, including zero emission requirements, and improved heavy-duty regulations, Washington can improve air quality, protect public health, and deliver long term environmental and economic benefits for all residents. Thank you for considering our comments and for your ongoing work to improve air quality for all Washingtonians.

Sincerely,



Carrie Nyssen
Senior Director, Advocacy