



2 March 2026

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

Re: Feedback on the Clean Fuel Standard (Chapter 173-424 WAC)

Dear Lauren Sanner,

Climate Solutions thanks you for the opportunity to submit informal comments on updates to Chapter 173-424 WAC, the Clean Fuel Standard.

Climate Solutions strongly supported the passage of the Clean Fuel Standard (CFS) in 2021 and the bill expanding the program in 2025. We are excited to continue engagement in rulemakings to ensure that the program is effective and equitable, and that it reduces climate pollution to the maximum extent possible.

As you know, decarbonizing our transportation system is facing increasing headwinds. Examples include the illegal federal actions purporting to revoke the Clean Air Act waiver for the enforcement of the Advanced Clean Cars II regulations and the federal government cancelling electric vehicle tax credits. This means that state-level policies and incentives to bolster clean fuels and clean vehicles are all the more important.

Please consider the following comments as you conduct scoping for the upcoming rulemaking.

Incentivizing transportation electrification

We appreciate that this will be one of the focal points of the rulemaking. Washington's own research, including the Transportation Electrification strategy modeling and the State Energy Strategy, show that we must electrify our on-road transportation system rapidly to meet our greenhouse gas pollution limits in law. Right now, the Clean Fuel Standard is one of the most effective tools the state has with the potential to do this mandate.

We would like to see discussion around *updating EER values, especially for light-duty EVs*. The current EER value is outdated and Washington's EV fleet has become more efficient over time. All EERs should be evaluated to make sure that they are as accurate as possible, but updating the light-duty value, given the increased volume of vehicles and their efficiency over time, would help support transportation electrification.

We would also like to see possible updates to *advance credits*. Right now, the guidance says that projects must be funded by the state transportation budget. However, there may be instances where public agencies would benefit from advance credits for EV purchases that are *not* funded by the state transportation budget.

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Accelerating vehicle stock turnover from fossil fuel-powered vehicles to EVs is necessary and providing more opportunities for public entities to claim advance credits, thereby encouraging EV purchases in the near term, could support this. It would also be useful to evaluate whether the current cap on advanced credits is at the right level, or if it needs to be adjusted.

It would also be useful to have more information on *utility spending on transportation electrification* under existing guidance. These investments are very important, and we want to ensure that they are being spent wisely and in a timely manner. Reviewing what investments have occurred and whether we need to adjust the rule or guidance in this regard seems timely. Reports from 2025 have not yet been released. However, 2024 reports indicate that a significant amount of credit revenue is being held by utilities. If significant investments did not occur in 2025, it would be appropriate to evaluate whether some credit revenue not spent within a certain period is instead directed to a state program that can get that money out the door more quickly.

Updating WA-GREET

We are glad that Ecology will be updating to WA-GREET 4.0 to ensure the use of the most up-to-date scientific methodology, which is a key part of maintaining the integrity of the greenhouse gas emissions reductions credited in the program. In particular, we would like to see robust discussion of what the appropriate indirect land use change (ILUC) values for crop-based fuels are. The current values are based on assessments that are now over a decade old.

Considerations for updating carbon intensity reduction schedules

When considering the carbon intensity reduction schedule for a given year, we believe that Ecology should first evaluate whether the state is on track to meet our greenhouse gas emissions limits in statute and further consider the transportation system's outsized role in achieving those goals.

It is also important that Ecology work to maintain a strong clean fuels market with an appropriate balance of credits and deficits such that there are adequate credits for compliance, but that there is not an overabundance such that credits do not carry enough value to incentivize clean fuels expansion.

Thank you for your hard work. We are eager to continue working with the Department of Ecology on implementing and improving this program over time.

Sincerely,



Leah Missik
WA Legislative Director

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