Washington Conservation Action (Keith Curl-Dove)

Please see the attached comments from Washington Conservation Action.

WASHINGTON CONSERVATION ACTION
Protecting People & Nature as One

June 17, 2026

Lauren Sanner
Climate Rulemaking Planner
Department of Ecology
State of Washington
P.O. Box 47600
Olympia, WA 98504-7600

Re: Clean Fuel Standard Rulemaking: informal comment period for transportation electrification

Dear Lauren Sanner:

Washington Conservation Action appreciates the opportunity to provide comments on the open rulemaking for the Clean Fuel Standard (CFS). Washington Conservation Action, formerly Washington Environmental Council, has been a leading policy voice for the environment in our state for nearly 60 years. We develop, advocate, and defend policies that advance environmental progress and justice, and we actively supported passage of Washington's Clean Fuels Program law in 2021. We participated throughout Ecology's rulemakings in 2022 and 2025 and advocated for last year's passage of HB 1409. We are committed to supporting the effective implementation of the CFS and appreciate the agency's work to develop this dynamic program.

The CFS is a key element of Washington's broader climate policy framework. It has the potential to play a major role in reducing emissions from the transportation sector, which is responsible for 40% of our statewide greenhouse gas (GHG) emissions. As the current federal administration seeks to dismantle regulations and incentives supporting zero-emission vehicles (ZEVs) and infrastructure, our state policies must drive continued progress toward the GHG emission limits established under RCW 70A.45.020. The CFS is one of these policies, and we appreciate Ecology's work to identify opportunities to maximize support for transportation electrification in this rulemaking. We offer the following comments and recommendations for your consideration.

Update Energy Economy Ratios (EERs) for Light-Duty Electric Vehicles

We support updating EERs for light-duty electric vehicles. As EVs become more energy efficient, it is important to regularly update EER values to accurately reflect carbon intensity reductions.

Update EERs for Transit Electric Vehicles

As with light-duty electric vehicles, we also support Ecology updating the energy economy ratios for transit electric vehicles and school buses. As part of the EER update for transit, we support Ecology's work to research and implement methods for factoring in the indirect benefits of transit

(206) 631-2600 1415 4th Ave Suite 800, Seattle, WA 98101 waconservationaction.org

electrification, such as a land-use multiplier for total vehicle miles traveled reductions. Indirect benefits are not currently factored into public transportation EERs, but they are becoming increasingly quantifiable, as Ecology noted in the May 27 workshop. These benefits should be factored into EER calculations to better reflect the full benefits of transit electrification.

When updating transit EERs, we recommend Ecology work to prevent disadvantaging overburdened and environmental justice communities that have less reliable or accessible public transit.

Establish Statewide Fund for Investing Credit Revenue

We urge Ecology to look further into the possibility of creating a statewide fund to allocate a portion of utilities' credit revenue. We believe that a statewide fund could be a viable pathway for a more equitable transition to electric transportation if the fund prioritizes overburdened and environmental justice communities and is developed in collaboration with representatives from those communities. Ecology should conduct outreach to overburdened communities to learn their needs and priorities. Further, the fund could be managed by a board representing environmental justice communities or by Ecology with advice from representatives of environmental justice communities. At the same time, there is no need to reinvent the wheel. Ecology can use existing resources to identify funding priorities for consideration, such as the Washington Transportation Electrification Strategy[1], the Washington State Transportation Carbon Reduction Strategy[2], and Washington's Comprehensive Climate Action Plan[3].

Currently, utilities are not required to invest their credit revenue by a specific date. Ecology could set a reasonable timeline for utilities to invest their credit revenue. Spending that revenue in a timely way will help us reach our ambitious climate goals. In addition to charging infrastructure, we recommend that Ecology consider possibilities for revenue investment in consultation with overburdened and environmental justice communities.

Increase transparency and strengthen requirements for revenue investments by utilities

We recommend that Ecology strengthen transparency for revenue investments by utilities, requiring disclosure of how credits are spent. Further, we would support developing a process by which stakeholders can provide input on allowed uses for credit revenue.

---

[1] https://deptofcommerce.app.box.com/s/uphekt6rwpmtvbhojyi6eifjxdwttdvh
[2] https://wsdot.wa.gov/sites/default/files/2023-11/TCRS-Report.pdf
[3] https://deptofcommerce.app.box.com/s/bo1ly7ol0lfq4kof220y9exp7886view

WASHINGTON CONSERVATION ACTION
Protecting People & Nature as One

Protect Against Market Imbalances

We support Ecology's efforts to maximize support for transportation electrification through the CFS. Washington's ability to meet its climate goals requires the rapid expansion of zero-emission vehicle use and infrastructure, and the CFS can play an important role in this expansion. This role will be even more critical as federal uncertainty persists and our ability to implement our vehicle emission standards is uncertain.

However, in order to achieve and sustain credit prices that meaningfully support transportation electrification, it will be critical to protect against over-crediting in the program. As described in our March 2026 scoping period comment and our comments from the 2025 rulemaking, we are concerned that the program's current approach to crediting some biofuels—particularly renewable diesel, biodiesel, and biomethane—may lead to significant over-crediting and suppress credit prices. We are similarly concerned about opt-in fuels – particularly sustainable aviation fuel and sustainable maritime fuel – with no compliance obligation under the CFS. Last year's changes to biomethane crediting took important steps toward protecting against some of these risks, but there is more work to be done.

Increasing credit generation opportunities for light-duty EVs and transit will not succeed in supporting our transportation electrification needs without addressing the overall balance of credits in the program. We strongly encourage Ecology to consider changes aligned with California's 2025 LCFS updates to limit credit generation for renewable diesel and biodiesel produced using certain vegetable oil-based feedstocks. This process need not be administratively burdensome, and we urge the agency to seriously consider these updates to Washington's program to align with California's during this rulemaking.

The current rulemaking provides a timely opportunity to make critical updates that will help ensure the CFS is successful in its core purpose: meaningfully reducing emissions from the transportation sector. We look forward to continued engagement and appreciate the agency's ongoing work to implement this program successfully.

Sincerely,

Caitlin Krenn
Climate and Clean Energy Director
caitlin@waconservationaction.org
(206) 631-2630

WASHINGTON CONSERVATION ACTION

Protecting People & Nature as One

Keith Curl-Dove
Climate and Communities Senior Manager
keith@waconservationaction.org
(206) 631-2600