June 17, 2026

Lauren Sanner
Clean Fuels Program, Department of Ecology
Climate Pollution Reduction Program
P.O. Box. 47600
Olympia, WA 98504-7600

Submitted electronically

Re: Comments on the 2026 Clean Fuel Standard Rulemaking for Transportation Electrification

Dear Ms. Sanner,

Thank you for investigating new opportunities for Washington's Clean Fuel Standard (CFS) to support transportation electrification. As Ecology staff noted at the workshop on May 27, 2026, maximizing the CFS's support for transportation electrification is particularly urgent in light of recent federal policy changes. For instance, if Washington cannot implement the Advanced Clean Trucks rule, it is imperative to find other ways to deliver the air pollution reductions anticipated from that rule, which would have provided an estimated $1.3 billion in health-related savings while alleviating the disproportionate pollution burdens on the communities living near Washington's freight corridors.[1]

To ensure the CFS drives the decarbonization of Washington's transportation sector in a manner that benefits Washington's overburdened communities, we urge you to take the following four actions in this rulemaking:

- Help provide revenue for improving transit service and electric school buses by allowing transit and school bus fleet operators to generate credits for all their contributions to greenhouse gas (GHG) emissions reductions;
- Establish a dedicated statewide fund to deliver transportation electrification benefits to overburdened communities in a manner that is efficient and reflects community priorities;

[1] Union of Concerned Scientists, What the Advanced Clean Truck Rule Will Do for Washington (2021), https://www.ucs.org/sites/default/files/2021-12/wa-clean-trucks-fact-sheet.pdf.

- Reward zero-emission vehicles for their public health benefits through a credit multiplier;
- Ensure credits for biomethane and liquid biofuels reflect actual GHG reductions so that fuels with strong federal support do not generate excess credits that undermine the CFS' support for transportation electrification.

First, as Ecology staff recognized at the workshop, transit provides mode-shift and indirect GHG benefits that the CFS currently ignores. Allowing credit generation for these benefits would provide much-needed revenue for Washington's transit agencies, which must be a cornerstone of an equitable transportation system. While the Ecology presentation focused on the benefits of transit service, we also note that school buses provide similar essential benefits. In the school bus context, these benefits are magnified because of the sensitive subpopulation that they serve—children with developing lungs who are potentially exposed to air toxics. Any reasonable adder for transit vehicles and school buses will improve the integrity of the CFS by correcting the false assumption that transit vehicles and school buses have zero mode-shift and indirect benefits and correctly capture their actual contribution to GHG emission reductions.

Second, we urge Ecology to establish a statewide fund that will direct utility revenue to address pressing needs in overburdened communities. We appreciate Ecology's request for feedback on a statewide fund that could use some of the electric utilities' residential EV charging credit revenue to address key barriers to transportation electrification. A statewide fund could be particularly useful for supporting the following priorities:

- Incentives that help convert public-serving fleets that are currently degrading air quality in overburdened communities with diesel pollution to electric vehicles. It is important to target fleets like school and transit buses because they directly serve residents and disproportionately impact public health by frequenting residential neighborhoods. A statewide program that assists public-serving fleets should include eligibility for private entities like People for People, which provides vital public services.
- Vehicle rebates for low-income households. These rebates should be reserved for, or provide enhanced incentives to, participants who trade in very old combustion vehicles that disproportionately degrade air quality, similar to California's Clean Cars for All program. More families can benefit from vehicle rebates than at-home charger rebates; every family that goes electric will purchase a vehicle, but not all families need to invest in at-home charging because some will rely on level 1 home charging and/or public charging. Ecology should also consider directing funds to programs like Washington State Department of Transportation's WE-Bike and provide rebates for e-bikes.
- Incentives for electrification of farm equipment in overburdened communities. There is not much support for electrification of off-road vehicles, even though there are increasingly competitive electric options for vehicles like tractors.

A statewide fund that addresses these priorities will ensure utilities' EV charging credits are directed to overburdened communities in a timely manner. By having Ecology identify specific projects, utilities can avoid decision paralysis on how to utilize these funds in an equitable manner.

Ecology must be careful to ensure that any statewide program helps remedy inequity in Washington. Some program concepts mentioned in the workshop brainstorming session—such as using revenue for solar installations at homes that have EVs—could disproportionately benefit more affluent Washingtonians who own single-family homes. If Ecology decides to move forward with any statewide program that targets passenger vehicles, it will be important to work closely with frontline groups to ensure that the program is meaningfully accessible to residents of overburdened communities and avoids unintended consequences. For instance, participation in a program that supports EV charging in rental homes must include renter protections so that new charging amenities do not contribute to displacement or undue rent increases. Incentives should also be reserved for low-income households or overburdened communities. Not only is this approach equitable, but it increases the climate and air quality impact of the program by ensuring that revenue benefits the people with the greatest barriers to EV adoption, rather than creating a windfall for families that do not need assistance transitioning to EVs.

Third, Ecology should adopt a credit multiplier for fuels that provide significant air quality benefits. When it passed the Heal Act, the legislature recognized a compelling interest in administering environmental programs "so as to remedy the effects of past disparate treatment of overburdened communities and vulnerable populations."[2] Unique credit generation opportunities for fuels that avoid the combustion of diesel in overburdened communities would help mitigate the disproportionate health burdens from transportation-sector pollution.

Fourth, the CFS will not be able to provide appropriate support for transportation electrification if a glut of credits from biomethane and biofuels depresses the credit price. The production of biomethane and biofuels raises significant environmental concerns. For instance, Ecology has acknowledged that "expansion of dairy operations because of biomethane credit incentives in the CFS could cause negative air quality, water quality, soil, odor, and other environmental impacts on nearby communities," which are often low-income.[3] Ecology should restrict credit generation from these fuels so that a flood of credits from fuels with uncertain real-world climate impacts does not undermine the CFS' support for transportation electrification. Further, the CFS should avoid duplicating lavish federal incentives for biogenic transportation fuels, which suppresses the credit price signal that is critical for transportation electrification.

[2] RCW 70A.02.005(3).
[3] Washington Department of Ecology, Clean Fuel Standard Environmental Justice Assessment, Publication 25-13-091 at 39 (Oct. 2025), https://apps.ecology.wa.gov/publications/documents/2514091.pdf.

Sincerely,

Jamie Hearn
Front and Centered

Jean Mendoza
Friends of Toppenish Creek

Paul Tabayoyon
APIC-Yakima

Mia Ayala-Marshall
Duwamish River Community Coalition

Merivet Lombera
Poder Latinx

Maria Fernandez
ELLA

Coleen Anderson
350 Yakima

Logan Danzek
Communities for a Healthy Bay

Sara Gersen, Senior Attorney
Earthjustice

Victor Zertuche, Senior Attorney
Earthjustice