Chapter 173-423 WAC, Clean Vehicles Program rulemaking

An Environmental Justice Assessment (per RCW 70A.02.060)

By

Gopika Patwa, Josh Grandbouche, and Dustin Watson

For the

Climate Pollution Reduction Program

Washington State Department of Ecology
Olympia, Washington

November 2026, Publication 26-14-099

Contact Information

Climate Pollution Reduction Program

P.O. Box 47600
Olympia, WA 98504-7600
Phone: 360-407-6800
Website[1]: Washington State Department of Ecology

ADA Accessibility

The Department of Ecology is committed to providing people with disabilities access to information and services by meeting or exceeding the requirements of the Americans with Disabilities Act (ADA), Section 504 and 508 of the Rehabilitation Act, and Washington State Policy #188.

To request an ADA accommodation, contact Ecology by phone at 360-338-2419 or email at Gopika.patwa@ecy.wa.gov. For Washington Relay Service or TTY call 711 or 877-833-6341. Visit Ecology's website for more information.

[1] www.ecology.wa.gov/contact

Language Access

Under the state Environmental Justice law (RCW 70A.02), Ecology is required to conduct Environmental Justice Assessments during development of certain significant actions. This Assessment provides information about the potential impacts to overburdened communities and vulnerable populations, and strategies to mitigate identified harms and fairly distribute known benefits. The Department of Ecology is committed to providing language services, including translation and interpretation, for people whose primary language is not English. To request these services, email EJ@ecy.wa.gov or call (360) 480-6270.

Bajo la ley estatal de Justicia Medioambiental (RCW 70A.02), Ecología está obligada a realizar Evaluaciones de Justicia Medioambiental durante el desarrollo de ciertas medidas importantes. Esta evaluación proporciona información sobre los posibles impactos en las comunidades sobrecargadas y las poblaciones vulnerables, y las estrategias para mitigar los daños identificados y distribuir justamente los beneficios conocidos. El Departamento de Ecología está comprometido a ofrecer servicios de idioma, incluidos traducción e interpretación, para personas cuyo idioma principal no es el inglés. Para solicitar estos servicios, envíe un correo electrónico a EJ@ecy.wa.gov o llame al (360) 480-6270.

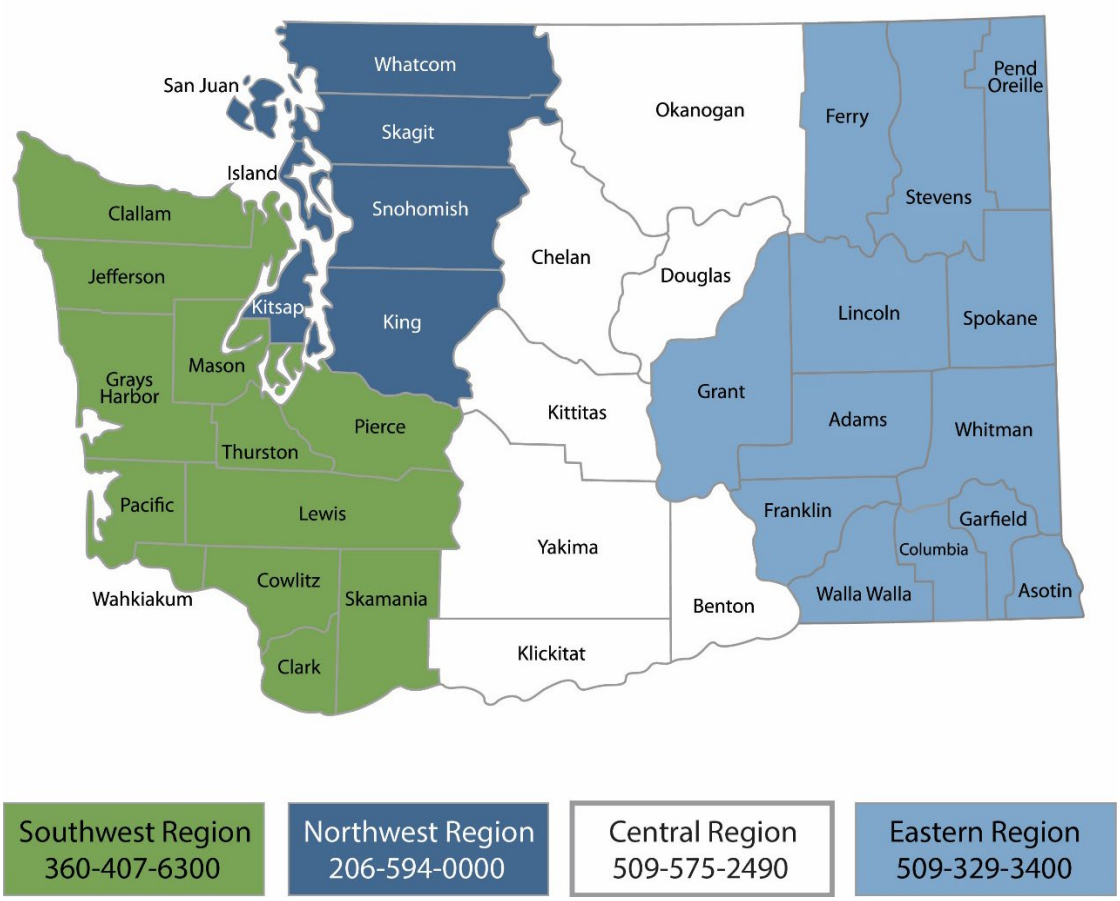
根据华盛顿州环境正义法(RCW 70A.02)，生态管理署在制定某些重大行动时必须进行环境正义评估。 该评估需提供对负担过重社区和弱势群体潜在影响的信息，以及减轻已明确的危害和公平分配已知利益的策略。 生态管理署致力于为母语非英语的人士提供语言服务，包括笔译和口译。如需求此类服务，请发送电子邮件至 EJ@ecy.wa.gov 或致电 (360) 480-6270。

Theo luật Công Bằng Môi Trường của tiểu bang (RCW 70A.02), Bộ Môi Sinh được yêu cầu tiến hành Đánh Giá Công Bằng Môi Trường trong quá trình triển khai một số hành động quan trọng. Đánh giá này cung cấp thông tin về các tác động tiềm ẩn đối với các cộng đồng đang chịu tổn hại và các nhóm dân cư dễ bị tổn hại cũng như các chiến lược nhằm giảm thiểu tác hại đã xác định và phân chia công bằng các lợi ích đã biết. Bộ Môi Sinh cam kết cung cấp các dịch vụ ngôn ngữ, bao gồm dịch thuật và thông dịch, cho những người có ngôn ngữ chính không phải là tiếng Anh. Để yêu cầu các dịch vụ này, quý vị vui lòng gửi email đến EJ@ecy.wa.gov hoặc gọi (360) 480-6270. Nếu gọi điện, quý vị hãy yêu cầu kết nối với một thông dịch viên.

주 환경부는 중요한 조치를 계획할 때 환경 정의 평가를 수행해야 합니다. 이 평가는 취약계층 지역사회와 취약인구에 대한 잠재적 영향 관련 정보와, 확인된 피해를 완화하고 알려진 혜택을 공정하게 분배하기 위한 전략을 제공합니다. 워싱턴주 환경부는 모국어가 영어가 아닌 분들을 위해 번역 및 통역을 포함한 언어 서비스를 제공하기 위해 최선을 다하고 있습니다. 이 서비스를 요청하려면, EJ@ecy.wa.gov로 이메일을 보내시거나 (360) 480-6270 번으로 전화해 주세요.

Department of Ecology's Regional Offices

Map of Counties Served



Region	Counties served	Mailing Address	Phone
Southwest	Clallam, Clark, Cowlitz, Grays Harbor, Jefferson, Mason, Lewis, Pacific, Pierce, Skamania, Thurston, Wahkiakum	P.O. Box 47775 Olympia, WA 98504	360-407-6300
Northwest	Island, King, Kitsap, San Juan, Skagit, Snohomish, Whatcom	P.O. Box 330316 Shoreline, WA 98133	206-594-0000
Central	Benton, Chelan, Douglas, Kittitas, Klickitat, Okanogan, Yakima	1250 West Alder Street Union Gap, WA 98903	509-575-2490
Eastern	Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Lincoln, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman	4601 North Monroe Spokane, WA 99205	509-329-3400
Headquarters	Statewide	P.O. Box 46700 Olympia, WA 98504	360-407-6000

Chapter 173-423 WAC
Clean Vehicles Program rulemaking

An Environmental Justice Assessment (per RCW 70A.02.060)[2]

Climate Pollution Reduction Program
Washington State Department of Ecology
Olympia, WA

November 2026 | Publication 26-14-099

DEPARTMENT OF
ECOLOGY
State of Washington

[2] https://app.leg.wa.gov/RCW/default.aspx?cite=70A.02&full=true#70A.02.010

Table of Contents

List of Figures **7**

Figures 7

Executive Summary 8

Environmental Justice Assessment **9**

Purpose of the Environmental Justice Assessment 9

Section 1: Background **11**

Section 2: Notification that an Environmental Justice Assessment has been Initiated **14**

This section instructs Ecology staff to notify OFM about the initiation of the action. **14**

Section 3: Identify Affected Tribes **14**

Preparing for Tribal Consultation 14

Section 4: Offer Consultation: **15**

Section 5: Summary of Tribal Consultation & Engagement **15**

Summary of Tribal Consultation 15

Section 6: Identification of Overburdened Communities & Vulnerable Populations **17**

Identify Overburdened Communities and Vulnerable Populations 17

Section 7: Summary of Community Engagement **27**

Summarizing Community Engagement 27

Section 8: Potential Environmental Benefits & Harms from Action **27**

Identify Potential Environmental Benefits & Harms from Action 28

Section 9: Options to Eliminate, Reduce, or Mitigate Harms and Equitably Distribute Benefits **32**

Identify Options to Eliminate, Reduce, or Mitigate Harms & Equitably Distribute Benefits 32

List of Figures

Figures

Figure 1. Proximity to Heavy Traffic Roadways ..... 1**Error! Bookmark not defined.**

Figure 2. Proximity to Heavy Traffic Roadways Rank 9 and 10 Census Tracts……19

Figure 3. Overall EHD Rank 9 and 10 of Proximity to Heavy Traffic Roadways Rank 9 and 10 Census Tracts……20

Figure 4. Proximity to Heavy Traffic Roadways Rank 9 and 10 and People of Color or Population Living in Poverty Rank 9 and 10……22

Figure 5. Astha Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank……23

Figure 6. Cancer Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank……24

Figure 7. Coronary Heart Disease Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank 25

Executive Summary

Ecology is adopting amendments to the Clean Vehicles Program Rule (chapter 173-423 WAC). Following adjustments to the rulemaking scope, these amendments focus specifically on updating and expanding fleet reporting.

This rulemaking will reauthorize 2023 fleet reporting, which applied to fleets of five or more medium- or heavy-duty vehicles, or over $50 million in annual revenue, to report on their 2022 vehicle operations. These reports included data such as number and age of vehicles, operating characteristics such as miles traveled and fuel type used, and the locations where the vehicles were housed (e.g., fleet depot). Changes in this rulemaking would narrow the questions asked to provide data most useful for utility grid planning and state transportation electrification incentive programs, while expanding the fleets required to report to cover certain additional light-duty vehicle fleets.

While fleet reporting does not directly regulate vehicle emissions, this data collection, along with the Clean Vehicles program as a whole, is an essential policy tool for addressing climate change and improving air quality. It provides foundational data necessary to support Washington's transition to zero-emission vehicles, particularly in planning infrastructure for communities most overburdened by transportation pollution.

During public outreach on the initial, broader scope of this rulemaking, community members and organizations expressed overall support for the rulemaking and the Clean Vehicles program as a whole. The primary identified benefits include significant reductions in both localized air pollution and statewide greenhouse gas emissions. These environmental improvements will directly translate to better respiratory health outcomes and reduced noise pollution for residents in heavily trafficked areas. At the same time, some harms were identified regarding the broader electric vehicle transition, including potentially increased particulate matter emissions from tires containing 6PPD-quinone (6PPD-q), a compound toxic to coho salmon and several other plant and animal species, as well as increased electricity demand from electric vehicles.

To address these issues, the state is taking proactive steps: Ecology's 6PPD research team is working to find safer alternatives to 6PPD, and Ecology is working to provide utilities access to better data on electric vehicle uptake through fleet reporting in this rulemaking.

As a final note, several of the regulations in the Clean Vehicles program – Advanced Clean Cars II, Advanced Clean Trucks, and Heavy-Duty Low NOx Omnibus – have seen federal action to revoke the EPA waivers that authorize their enforcement. Ecology holds these waiver revocations as unlawful, and Washington is party to litigation between the federal government and states that have adopted these more stringent motor vehicle emission standards. While litigation is ongoing, Ecology has issued regulatory guidance pausing enforcement of the affected standards. The impacts discussed in this report consider the full enforcement of the Clean Vehicles program and are subject to the results of litigation.

Environmental Justice Assessment

Purpose of the Environmental Justice Assessment

The Environmental Justice (EJ) Assessment process helps assess the environmental justice impacts of Significant Agency Actions (SAAs). The assessment informs and supports consideration of overburdened communities and vulnerable populations when making decisions. This information assists with the equitable distribution of environmental benefits, the reduction of environmental harms, and the identification and reduction of health disparities.

The EJ assessment process aligns with Washington's Environmental Justice law called the Healthy Environment for All (HEAL) Act (RCW 70A.02[3]), as well as federal commitments in the Performance Partnership Agreement[4] with the EPA. The assessment process draws on best practices established in Technical Guidance for Assessing Environmental Justice in Regulatory Analysis[5] and Promising Practices for EJ Methodologies in NEPA Reviews[6].

Environmental justice assessments are to be completed for the following actions:

- The development and adoption of significant legislative rules as defined in RCW.05.328[7]
- The development and adoption of any new grant or loan program that a covered agency is explicitly authorized or required by statute to carry out
- A capital project, grant, or loan award of at least $12,000,000 or a transportation project, grant, or loan of at least $15,000,000
- The submission of agency request legislation to the office of the governor or the office of financial management for approval
- (Covered actions are expected to expand in 2025)

This assessment is not required to be a comprehensive or an exhaustive examination of all potential impacts of a significant agency action and does not require novel quantitative or economic analysis of the proposed significant agency action.

The time and resource investment, and depth of assessment, will be influenced by the reasonable applicability of the questions to the agency action.

Ecology plans to update this document and incorporate what we learn through practice, community engagement, Tribal consultation, and any guidance we may receive from the Environmental Justice Council.

[3] https://app.leg.wa.gov/RCW/default.aspx?cite=70A.02&full=true
[4] https://ecology.wa.gov/About-us/Accountability-transparency/Government-coordination/Partnering-with-the-EPA
[5] https://www.epa.gov/environmentaljustice/technical-guidance-assessing-environmental-justice-regulatory-analysis
[6] https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf
[7] http://app.leg.wa.gov/RCW/default.aspx?cite=34.05.328

This Environmental Justice Assessment is adapted for publication and does not include internal agency process instructions.

Section 1: Background

The information in this section is provided for the Office of Financial Management's dashboard[8] which includes all covered agency's Environmental Justice Assessment notices.

1. Descriptive title of project/action:
Chapter 173-423 WAC, Clean Vehicles Program Rulemaking

2. Date EJ Assessment initiated:
November 19, 2025

3. Ecology Program/Office:
Climate Pollution Reduction Program

4. Point of contact for EJ Assessment:
Gopika Patwa

5. Significant Agency Action type, select one or more:
   - ☒ Rulemaking
   - ☐ New grant or loan program
   - ☐ New capital project, grant, or loan of $12 million or more
   - ☐ Request legislation
   - ☐ Other, explain:

6. Write a short summary of the action.
Ecology adopted revisions to chapter 173-423 WAC, Washington's Clean Vehicles Program rule. Following adjustments to the rulemaking scope, these amendments focus specifically on updating and expanding the fleet reporting. Ecology adopted provisions for fleet data collection, beyond the one-time report required in 2023, to authorize ongoing data collection. This data will be used to support utility grid planning, the development of state-funded transportation electrification grant programs, and other efforts to reduce carbon emissions from transportation.

Adjustments to the Current Rulemaking:

On June 23, 2026, Ecology proposed revisions to chapter 173-423 WAC, Washington's Clean Vehicles Program rule, to adopt amendments to California's Advanced Clean Cars (ACC), Advanced Clean Cars II (ACCII), and Heavy-Duty Low NOx Omnibus (Omnibus) rules, along with components of California's 2010 medium and heavy-duty vehicle in-use standards.

[8] https://ofm.wa.gov/budget/budget-related-information/agency-activities/environmental-justice-assessment-notices

These amendments were proposed to act as a fallback emission standard for combustion engine vehicles in the event that the current, more protective standards become unenforceable due to recent federal actions and ongoing litigation.

After careful review, Ecology has decided to remove the proposed California regulation amendments from the current rulemaking scope. While California's final adoption of these amendments occurred on November 6th, 2026, they had not been adopted while we were completing the final preparations of our rule adoption. As a result, Ecology removed these amendments to ensure we did not inadvertently adopt standards prior to California's adoption, or regulations that are inconsistent with their final rules. We will continue to support litigation against unlawful attempts to undermine EPA waivers that are the foundation of our current emission standards that we have adopted from California.

Due to a statutory requirement (RCW 70A.30.010) that Ecology update our rules "from time to time" to maintain consistency with California's motor vehicle emission standards, Ecology will consider the California Air Resource Board's newly finalized amendments, which became effective on November 6, 2026, for a future rulemaking. We are still moving forward with the fleet reporting provision in this current rule.

Vehicle emissions standards are an essential policy tool for addressing climate change and reducing harmful air pollution from vehicles, particularly in communities most exposed to this type of pollution. While we are removing these specific fallback measures from the current rulemaking, Washington continues to hold recent federal actions to reclassify and revoke California's waivers as unlawful and is actively engaged in litigation. Moving forward with a fleet reporting provision ensures that we continue building the foundation for cleaner transportation in Washington.

For a complete list of amendments being considered in this rulemaking, please see the rulemaking webpage.

7. Identify the method(s) for the public to comment on this proposed action for this assessment.

Ecology organized the following engagement opportunities for the public to comment on this proposed action. We conducted outreach with the public, community-based and environmental organizations whose missions are focused on climate or energy policy and air quality, and overburdened communities and vulnerable populations most impacted by the rulemaking:

Informational meetings: To provide an opportunity to learn about this rulemaking and share input.

Industry-focused meetings: To provide an opportunity for members of the regulated industry to learn about the rule language revisions and share input on the rule language drafts.

Comment periods, both informal and formal: To provide opportunities to submit written comments online.

Environmental justice-focused community forums: To gather feedback from potential overburdened and vulnerable communities, environmental justice organizations, and other members of the public on environmental justice issues related to these rulemakings. Overburdened communities and vulnerable populations near major roadways are most likely to be indirectly impacted by this rulemaking.

Tribal Forums: To share rulemaking updates and gather feedback from Tribes.

Public hearings: To gather feedback on the proposed rule language. Hearings include time for oral testimony.

ZEVergreen: This rulemaking is a part of ZEVergreen, Washington's effort to make clean, affordable transportation more accessible for our communities and industry.

As a part of this effort, Ecology held a series of workshops in 2025 with industry, utilities, Tribal Governments, environmental and community groups to explore strategies for ZEV adoption that are in line with our state's legally mandated greenhouse gas emission limits. Ecology conducted a comprehensive and inclusive public engagement process to understand barriers to ZEV adoption and strategies to address those barriers for all on-road vehicles, ranging from passenger cars to semi-trucks. This approach reflects a commitment to grounding future policy development in the experiences of the fleets, businesses, utilities, Tribes, local governments, and communities that will be affected by the ZEV transition. The results of those workshops are contained in a report on our website.

In addition to helping Washingtonians save money, ZEVergreen will protect public health and the environment. Getting more of these vehicles on Washington's roads reduces the harmful air pollution affecting communities located near major traffic corridors. Washington law requires a 45% reduction in greenhouse gas emissions by 2030 and a 95% reduction by 2050. Continuing zero-emission vehicle adoption is an important part of meeting these limits and reducing associated air pollution.

8. Create/provide an Ecology webpage with information about this proposed action.
   Provide link here: https://ecology.wa.gov/regulations-permits/laws-rules-rulemaking/rulemaking/wac-173-423-clean-vehicles-program

Section 2: Notification that an Environmental Justice Assessment has been Initiated

This section instructs Ecology staff to notify OFM about the initiation of the action.

Section 3: Identify Affected Tribes

This section summarizes preliminary planning for Tribal Consultation. Ecology must offer consultation with Tribes on significant agency actions that affect federally recognized Tribes' rights and interest in their Tribal lands.

Preparing for Tribal Consultation

1. Is the proposed action likely to have any local or regional impacts to federally reserved Tribal rights and resources, including but not limited to, those protected by treaty, executive order, or federal law? Choose one of the following:

☒ Yes

The adopted amendments update and expand fleet reporting to collect operational data on commercial and government vehicle fleets. This data will be used to support utility grid planning and the development of state-funded transportation electrification incentive programs, which may influence future infrastructure investments in or near Tribal communities. This data will broadly be used to support the transportation goals of the Clean Vehicles program. Potential impacts are described in question 1 of section 5 below.

☐ No
☐ Unsure

2. List any federally recognized Tribes that are expected to be affected by the proposed action. If it is determined during consultation that Tribes do not wish to be included, then do not include them.

This action will have a statewide impact and will therefore affect all federally recognized Tribes and their members in Washington State.

3. If it is determined at any other point in the process of the assessment that Tribes have self-identified as being potentially impacted by the action, then include them in the assessment and offer consultation.

N/A: No Tribes self-identified as being potentially impacted by the action.

4. Describe plans to offer consultation to identified Tribes.

Ecology offered Government-to-Government consultation to Tribes when the rulemaking was announced on November 19, 2025. To date, Ecology has not received a request for formal consultation regarding this rulemaking, but we will continue to notify Tribes of opportunities throughout the implementation of these rule amendments.

Virtual Tribal Forums were held in January and March 2026, with 12 and 6 attendees present, respectively. Representatives from the following Tribes and Tribal organizations were in attendance: Suquamish, Northwest Indian Fisheries Commission, Nooksack, Snoqualmie, Puyallup, Jamestown S'Klallam, and Cowlitz.

To maximize participation, Ecology staff implemented a tiered notification schedule, sending email reminders to Tribal natural resource directors and chairpersons at one-month, one-week, and two-day intervals prior to each forum. A follow-up email was also sent out to address any outstanding questions.

Section 4: Offer Consultation:

This section directs Ecology staff to offer consultation with Tribes on significant agency actions that affect federally recognized Tribes' rights and interest in their Tribal lands.

Section 5: Summary of Tribal Consultation & Engagement

Tribal consultation is intended to inform the answers to all questions in this section.

Summary of Tribal Consultation

1. Describe potential impacts (including harms and benefits) to federally recognized Tribal rights and interests in their Tribal lands.
    - Do not share sensitive data or location information attributable to individual sites.
    - Do not share any information that Tribes have requested that you not share.

The amendments in this rulemaking focus specifically on updating and expanding the fleet reporting to support the transportation decarbonization goals of the Clean Vehicles program. These amendments are not expected to have any additional impacts on Tribal rights or interests not on Tribal lands. As this data is expected to support the Clean Vehicles program, the impacts of the program are summarized below:

Potential benefits: The transition to zero-emission vehicles will reduce NO_2 and PM2.5 tailpipe emissions, improving overall regional air quality that encompasses Tribal lands. A recent longitudinal study in California from 2019 to 2023 utilized Tropospheric Monitoring Instrument (TROPOMI)

satellite measurements to demonstrate that increases in zero-emission vehicle registrations are directly associated with statistically significant reductions in NO_2 air pollution in the same region.[9]

Additionally, Tribal members are disproportionately impacted by current vehicle pollution. According to a January 2026 report by the TRUE initiative and Duwamish River Community Coalition, there is a clear disparity in exposure to drayage truck nitrogen oxides (NOx) emissions in the Seattle area, with Native American residents being significantly overrepresented in the most highly polluted neighborhoods.[10] Drayage is the short-distance hauling of goods from a port to a nearby warehouse or distribution center. This report found that areas with the highest idling emissions have premature mortality rates over 50% higher than areas with no idling emissions. Native American populations are among Washington residents that will experience health benefits from reducing tailpipe emissions, which this rulemaking aims to do.

Potential harm: The Clean Vehicles program may have an impact on Tribal rights and/or the ability for Tribes to use Tribal lands through a potential increase of 6PPD-quinone (6PPD-q) in stormwater runoff due to zero-emission vehicle weight. The program requires manufacturers to sell increasing numbers of zero-emission vehicles in Washington over time. Tire manufacturers use the chemical 6PPD to reduce cracking and tire blowouts, but it reacts with ozone in the air to create 6PPD-q. As the tire wears, this chemical is deposited in the environment. The increased weight of electric vehicles relative to their internal combustion engine counterparts may be associated with increased tire wear, which likely increases 6PPD-q emissions. This could particularly impact Tribal rights and resources because 6PPD-q has a negative impact on the salmon populations, particularly coho salmon, that Tribes depend on.

What little research exists in this area is not conclusive on the impact of 6PPD-q emissions from heavier vehicles, but Ecology is actively investigating clean alternatives to 6PPD. The tire industry is also planning for heavier electric vehicles through changes to tire chemical makeups that reduce wear at higher weights. Emerging evidence shows that 6PPD-q may have an even wider array of impacts beyond neurotoxicity to coho salmon and other freshwater fish populations, such as reducing diversity (and therefore resilience) in fungal communities, impacts to photosynthesis of certain aquatic plants, and potential bioaccumulation in humans.

The Clean Vehicles program will remain in contact with the 6PPD research team to continue to learn how the standards impact salmon populations.

2. Describe potential impacts related to Tribal rights and interests that are not in Tribal lands?

The adopted amendments are not expected to have any additional impacts on Tribal rights or interests not on Tribal lands. This rulemaking updates and expands fleet reporting to collect operational data on vehicle fleets.

3. Summarize recommendations from Tribes to:

[9] Eckel et al. "Zero-emissions vehicle adoption and satellite-measured NO2 air pollution in California, USA, from 2019 to 2023: a longitudinal observational study." Lancet Planet Health, Jan. 2026.
[10] Meyer, Michelle, Kira O'Hare, and Yoann Bernard. "Seattle drayage truck emissions and environmental justice analysis." The Real Urban Emissions (TRUE) Initiative, Jan. 2026.

a. Mitigate or eliminate potential harms from the action

Ecology did not receive any recommendations from Tribes to mitigate or eliminate potential harms from this rulemaking.

b. Equitably distribute benefits from the action

Ecology did not receive any recommendations from Tribes to mitigate or eliminate potential harms from this rulemaking.

4. Describe how consultation, engagement, and analyses of impacts to Tribes has informed the development of the action. If it has not, explain why.

Ecology did not receive any recommendations from Tribes that would inform the development of this rule.

5. Describe any plans to continue consultation or engagement with Tribes related to this action.

Ecology will continue to provide information to Tribes on the implementation of the Clean Vehicles program, including the amendments adopted in this rulemaking.

Section 6: Identification of Overburdened Communities & Vulnerable Populations

This section identifies overburdened communities and vulnerable populations, as identified in the definitions of RCW 70A.02, who will be affected by the action.

Identify Overburdened Communities and Vulnerable Populations

1. Identify the geographic area(s) anticipated to be affected by the action.

This administrative change is a statewide action that is not expected to directly create new impacts to overburdened communities and vulnerable populations above and beyond what is expected from the Clean Vehicles program already. While the specific amendments in this rulemaking do not directly alter emission standards, they provide the essential foundational data needed to support the transportation decarbonization goals of the broader Clean Vehicles program. Potential impacts associated with full enforcement of the Clean Vehicles program include:

Figure 1 highlights the communities along major roadways such as I-5 (particularly in Clark, Thurston, Pierce, King, Snohomish, Skagit, and Whatcom counties), along I-90 (particularly in King and Spokane counties), and other major traffic areas, such as northwest Kitsap County and the Tri-Cities.

Overburdened communities and vulnerable populations near major roadways are most likely to be indirectly impacted by the broader Clean Vehicles program for the following reasons:

- Zero-emission vehicles tend to be heavier than similar internal combustion engine vehicles and may lead to an increase in stormwater runoff of 6PPD-q from tire wear particles. 6PPD-q is associated with neurotoxicity to coho salmon and other freshwater fish that have cultural, commercial, and ecological importance to Tribes and other residents of the Pacific Northwest.

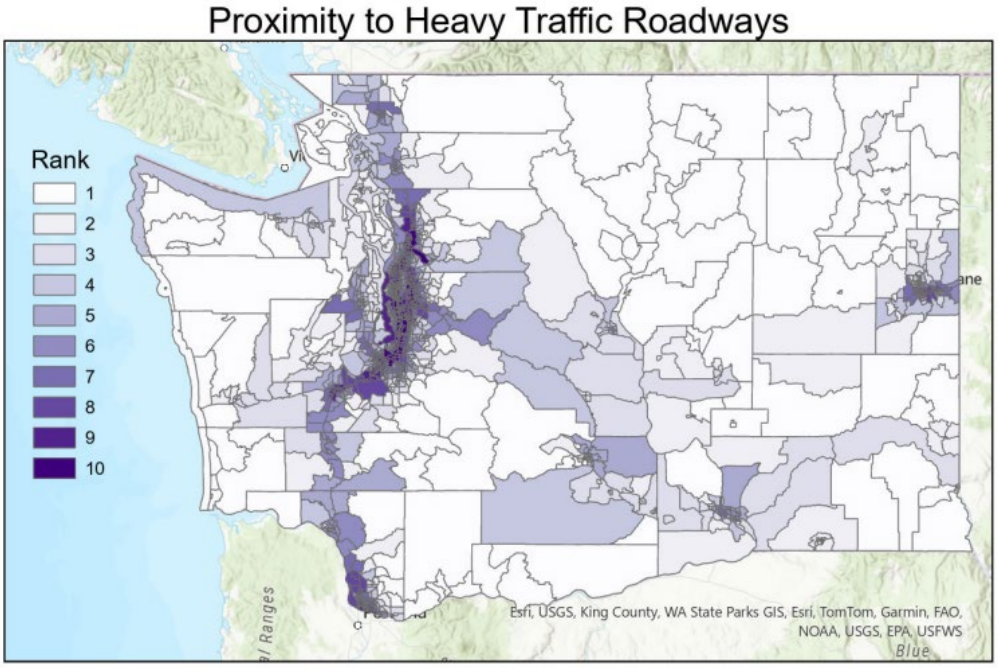
- Electric vehicles are significantly quieter than traditional vehicles. Because some vehicle noise comes from internal combustion engines, especially with medium- and heavy-duty vehicles, traffic noise along heavy traffic roadways may be reduced due to the Clean Vehicles program's increased zero-emission vehicle sale requirements.

- Air pollutant emissions are expected to be reduced due to the Clean Vehicles program's increased zero-emission vehicle sales requirements, as well as the requirements of manufacturers to certify their remaining internal combustion engines to more stringent air quality standards.

- Overburdened communities, particularly those located along major transportation corridors, will benefit most from the improved air quality that comes from reducing tailpipe emissions because emissions that lead to cardio-respiratory issues come from vehicles. Communities will realize these benefits through reduced exposure to vehicle emissions, and communities along major roadways will experience greater reductions than those farther from roadways.

- Any construction projects (including those to install charging infrastructure and account for increased electricity consumption) that indirectly result from this rulemaking process will need to be assessed independently for environmental justice impacts as they arise, which is beyond the scope of this rulemaking process.

Figure 1. Proximity to Heavy Traffic Roadways (Map Generated August 2025)

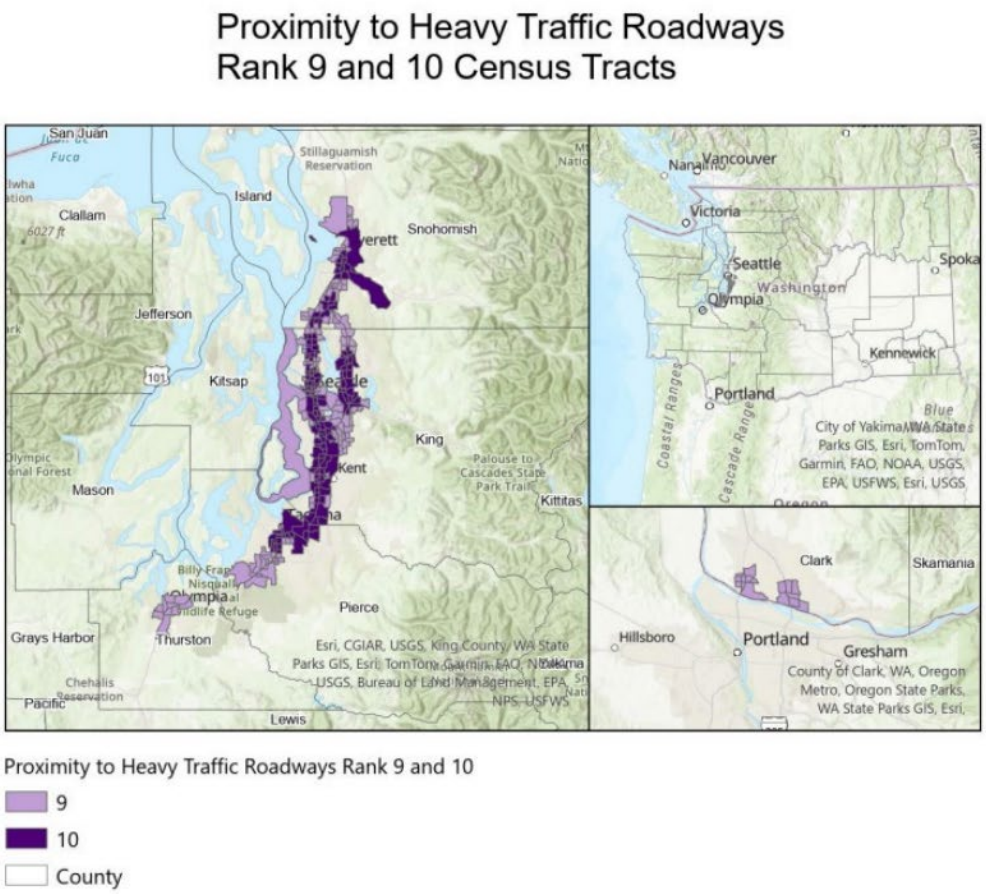


This map provides an overview of communities in Washington that have close proximity to heavy traffic roadways. Communities are ranked on a scale of 1 to 10, where a higher rank indicates a higher relative density of heavy traffic or closer proximity to major transportation corridors. Communities with close proximity to heavy traffic roadways are most likely to be indirectly impacted by the broader Clean Vehicles program.

2. When applicable, using the Washington State Department of Health's Environmental Health Disparities Map (EHD Map), identify the EHD Map rankings for all census tracts likely to be impacted by the action.

Because this is a statewide rule, census tracts across the entire spectrum of environmental health disparities rankings (ranks 1-10) are impacted. Priority focus is placed on census tracts with high rankings (9-10) located along the I-5 corridor, the Duwamish Valley, and near major logistics hubs where vehicle pollution is most concentrated. See Figure 2 below for specifically identified census tracts.

Figure 2. Proximity to Heavy Traffic Roadways Rank 9 and 10 Census Tracts (Map Generated August 2025)



This map highlights Washington census tracts that rank in the 9th and 10th deciles for proximity to heavy traffic roadways. A rank of 9 or 10 indicates that these communities are in the top 20% statewide for relative density for heavy vehicle traffic or closest proximity to major transportation corridors, representing the highest potential exposure to traffic-related air pollution and environmental health disparities.

3. From the rankings identified in question 2, are there any census tracts ranked 9 and 10?

x Yes

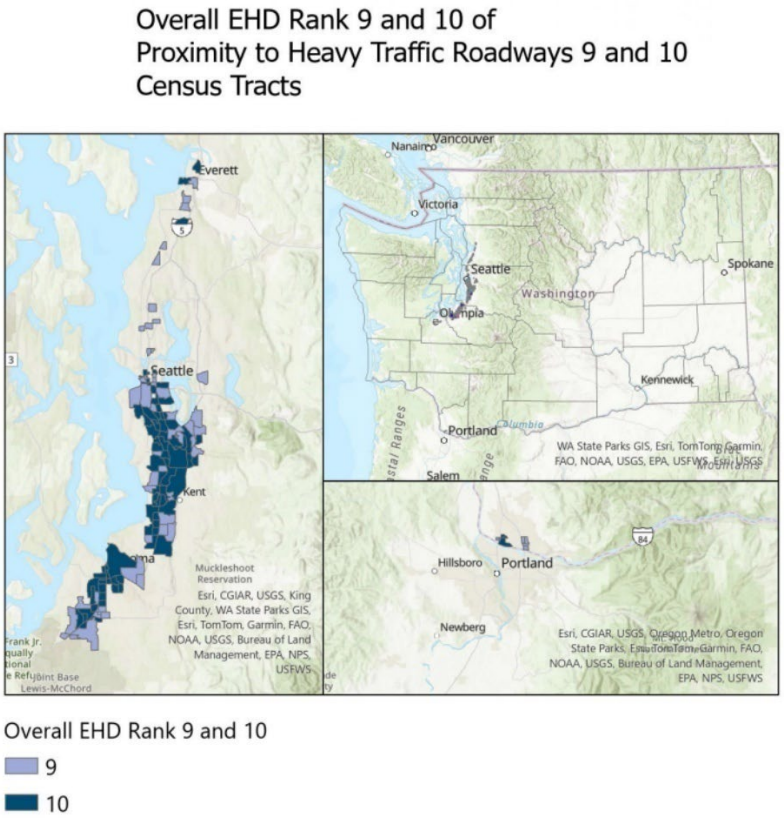
☐ No

If yes, describe.

Many census tracts in Seattle, Vancouver, Everett, Spokane, Tacoma (Pierce County), the Duwamish Valley, South King County, Pierce County, and Yakima County carry a rank of 9 or 10 on the EHD map. This specifically includes tracts located near major transportation corridors, industrial facilities, and ports, which historically experience disproportionate levels of harmful air pollutants. These areas experience high cumulative impacts from diesel particulate matter and ozone, and they often align with areas identified as having elevated drayage truck emissions where premature mortality rates are significantly higher. Drayage is the short-distance hauling of goods from a port to a nearby

warehouse or distribution center. See Figure 3 below for detail on the specifically identified census tracts.

Figure 3. Overall EHD Rank 9 and 10 of Proximity to Heavy Traffic Roadways 9 and 10 Census Tracts (Map Generated August 2025)



4. Please describe additional cumulative health considerations relevant to this action.

There are no additional health considerations relevant to this action than the ones outlined in the response to question 1 above. As mentioned previously, communities with proximity to heavy traffic roadways are most likely to experience indirect impacts, including health considerations.

The cumulative health considerations include:

Impacts from stormwater runoff: Zero-emission vehicles tend to be heavier than similar internal combustion engine vehicles. The broader Clean Vehicles program may lead to an increase in stormwater runoff directly related to the impact of brake and tire wear particles from heavier vehicles. One example chemical of concern is 6PPD-quinone, which is used in tires to reduce rubber degradation over time. Also known as 6PPD-q, this chemical is released in tire dust as tires wear down from the friction on the road. Tire wear particles then wash into stormwater and negatively impact aquatic life caught and consumed by nearby communities. Ecology is actively undertaking efforts to mitigate this issue, possibly by reducing or eliminating the use of 6PPD in tires.

Impacts on air quality and cardio-respiratory health: The broader Clean Vehicles program is expected to reduce emissions that lead to cardio-respiratory issues. Specifically, enforcement of the Heavy-Duty Low NOx Omnibus regulation is expected to reduce over 35,000 tons of NOx emissions through 2050, with additional reductions from the low- and zero-emission standards under Advanced Clean Cars, Advanced Clean Cars II, and Advanced Clean Trucks.

Overburdened communities located along major transportation corridors will benefit most from the improved air quality that comes from reducing tailpipe emissions.

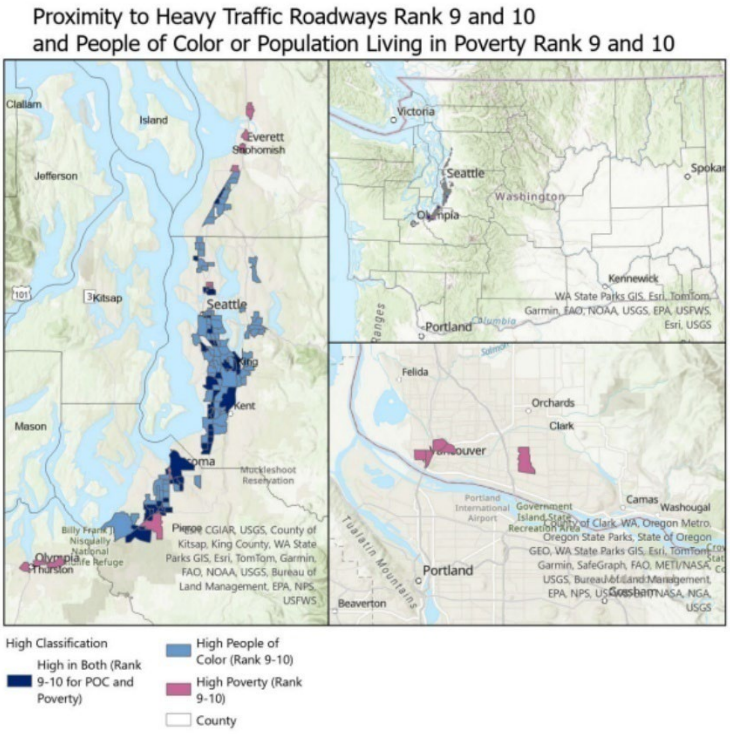
Drayage truck impacts: Neighborhoods with elevated drayage truck emissions experience disparate health outcomes. A January 2026 study of the Duwamish River Valley in Seattle found that areas with the highest idling emissions (greater than 75th percentile of all areas studied for idling + total NOx emissions) have premature mortality rates over 50% higher than areas without these emissions. Data also shows that Native American, Latino, and Asian residents are overrepresented in areas with high drayage truck NOx emissions. Transitioning to zero-emission trucks through the Clean Vehicles program can help reduce these health disparities.[11]

5. Identify areas likely to be impacted by the action that are at or above the 80th percentile (in state) for the "People of color" and "Low income" socioeconomic indicators. You can do this by looking at the EHD map rankings for these individual indicators (rank 9 or higher roughly approximates those census tracts at or above the 80th percentile), and/or by downloading the appropriate data on these indicators from the Washington Tracking Network or the Census Bureau's American Community Survey 5-year estimates and running additional analysis to determine percentiles.

Figure 4 below identifies the areas likely to be impacted by the action that meet the criteria defined above. They are located along the I-5 corridor in Thurston, Pierce, Snohomish, and Clark counties and are concentrated in the major cities of Vancouver, Olympia, Tacoma, Seattle, and Everett.

[11] Meyer, Michelle, Kira O'Hare, and Yoann Bernard. "Seattle drayage truck emissions and environmental justice analysis." The Real Urban Emissions (TRUE) Initiative, Jan. 2026.

Figure 4. Proximity to Heavy Traffic Roadways Rank 9 and 10 and People of Color or Population Living in Poverty Rank 9 and 10 (Map Generated August 2025)



6. Using the EHD map and/or data from Washington Tracking Network, identify any other indicators pertaining to socioeconomic characteristics, health disparities, and/or climate and environmental impacts at or above the 80th percentile (in state) that are relevant to this action.[12]

Figures 5-7 below identify other relevant characteristics to this action for consideration. They include the prevalence of asthma, cancer, and coronary heart disease relative to proximity to heavy traffic roadways. Vehicle emissions – from tailpipes, brake wear, and tire wear – contain pollutants and carcinogens that cause and worsen cardiorespiratory health issues such as asthma and coronary heart disease. Full enforcement of the Clean Vehicles program directly reduces these pollutants from tailpipes and brakes in new vehicles as zero-emission vehicles have both no tailpipe emissions and regenerative braking, which significantly reduces brake wear. However, as identified above, there may be an increase in particulate matter from electric vehicle tire wear relative to internal combustion engine vehicle tire wear. Therefore, we note the prevalence of these other characteristics in Washington communities as various aspects of the Clean Vehicles program may impact cumulative health outcomes both positively and negatively in these communities.

[12] As appropriate for the action, you may also consult the Climate Vulnerability Index and/or the Climate Mapping for a Resilient Washington interactive maps for supplementary data on climate impacts, beyond what is available via WTN.

Figure 5. Asthma Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank (Map Generated August 2025)

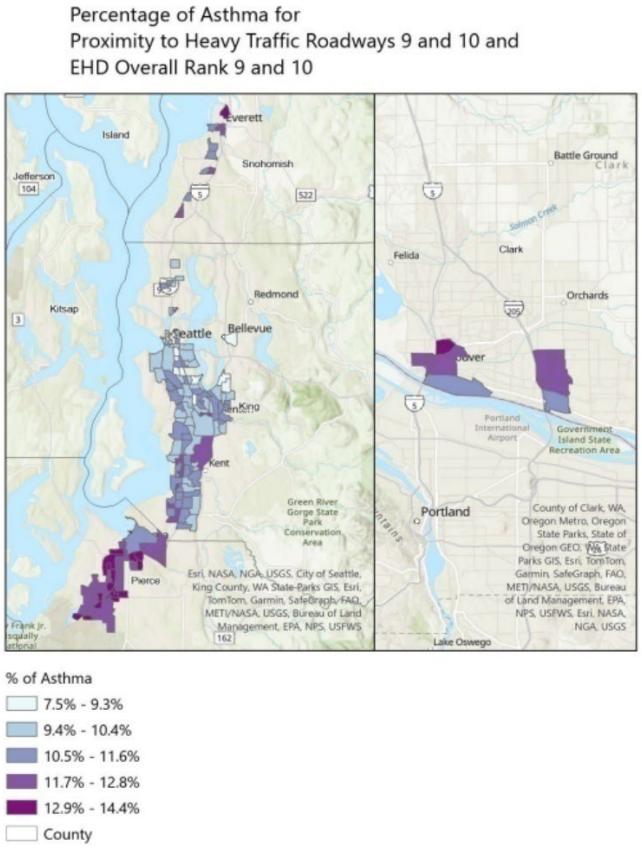


Figure 6. Cancer Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank (Map Generated August 2025)

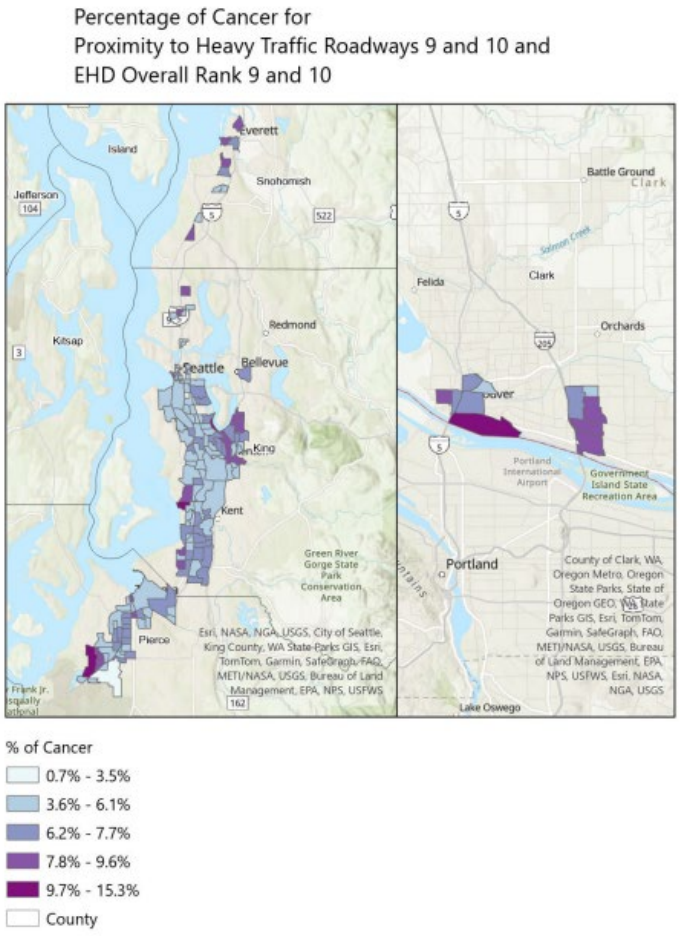
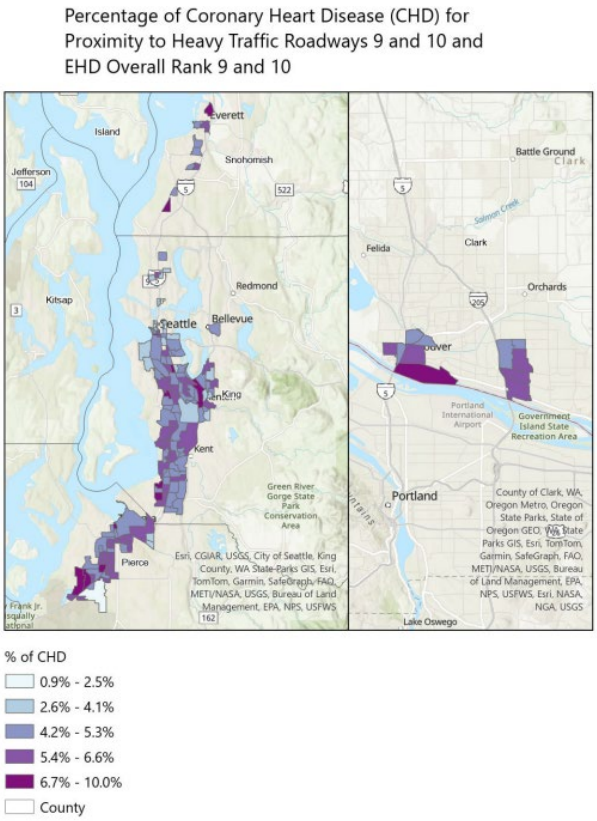


Figure 7. Coronary Heart Disease Prevalence in Census Tracts with Both High Proximity to Heavy Traffic Roadways and High EHD Overall Rank (Map Generated August 2025)



7. Identify additional overburdened communities and vulnerable populations that are likely to be affected by the action.

No additional overburdened communities or vulnerable populations are likely to be directly affected by this action. All Washingtonians are expected to indirectly be impacted by changes to the commercial trucking industry as they transition from internal combustion engine to zero-emission vehicles, as these vehicles travel across the entirety of the state's road network.

8. Through community engagement, were additional overburdened communities and vulnerable populations identified who are likely to be affected by the action? Describe additional communities or populations identified, and the reasons they would be considered overburdened and vulnerable.

No additional communities were identified while conducting community engagement for this rulemaking.

9. Through Tribal Consultation, were additional overburdened communities and vulnerable populations identified who are likely to be affected by the action? Describe additional

communities or populations identified, and the reasons they would be considered overburdened and vulnerable.

No additional communities were identified while conducting community engagement for this rulemaking during Tribal Consultation.

Section 7: Summary of Community Engagement

This section summarizes community engagement activities. Community Engagement should be tailored to specifically reach overburdened communities and vulnerable populations. Community engagement is required for all significant agency actions, but the engagement methods will vary depending on the size, scope, and topic of the project. The level, type, and form of engagement is based on the likelihood that the actions may cause environmental harm or may affect the equitable distribution of environmental benefits to an overburdened community or a vulnerable population.

Summarizing Community Engagement

1. Describe the engagement activities with identified overburdened communities and vulnerable populations.

Ecology held a series of public meetings to engage residents of Washington, communities, and organizations interested in this rulemaking. Specifically, on January 15, 2026, Ecology held a community-focused forum to gather input from community members, informal community leaders, community-based organizations, elected officials and local governments. The goal of the community forum was to better understand how rule changes could impact communities of color, low-income communities, and other communities who experience environmental harm or health impacts. The community forum included a presentation about the rulemaking from Ecology staff and time for attendees to ask questions and provide feedback.

2. What actions were taken to help address barriers to meaningful engagement?

Ecology offered several public meetings between December 2025 and March 2026. This included two Tribal forums and a community-focused forum. To maximize participation, Ecology staff implemented a tiered notification schedule, sending email reminders at one-month, one-week, and two-day intervals prior to each forum. A follow-up email was also sent out to address any outstanding questions.

The first Tribal Forum held on January 13, 2026, had approximately 14 attendees while the second Tribal Forum held on March 2, 2026, had 6 attendees. The community-based forum held on January 15, 2026, had 12 community members. Participants included members from Clean and Prosperous, Public Utility Districts, the City of Seattle, and Port of Longview. The materials from these meetings were shared and added to the rulemaking website. Additionally, translations of the rulemaking description were provided in Spanish, Korean, Chinese, Ukrainian, Russian, and Vietnamese to be more accessible to non-English speaking members of the public.

3. Identify overburdened communities or vulnerable populations potentially affected by the action who were not engaged and explain why not.

We have not identified any specific communities that were not engaged in the rulemaking process.

4. Summarize recommendations from members of overburdened communities and vulnerable populations to mitigate or eliminate potential harms from the action and/or equitably distribute benefits from the action.

Ecology held a community-focused forum on this rulemaking in addition to public meetings and comment periods. Ecology did not receive any recommendations from members of overburdened communities and vulnerable populations to mitigate or eliminate potential harms and/ or equitably distribute the benefits from the rulemaking in the informal comment period.

5. Describe any plans for ongoing engagement with overburdened communities and vulnerable populations related to this action.

Ecology will continue to provide information on the implementation of the Clean Vehicles program via the relevant email lists and the Ecology webpage. Additionally, any future events will be posted on our rulemaking webpage and shared via the relevant email lists.

Section 8: Potential Environmental Benefits & Harms from Action

This section summarizes anticipated benefits and harms from the potential action, and to assess impacts on overburdened communities and vulnerable populations. The level, type, and form of engagement is based on the likelihood that the actions may cause environmental harm or may affect the equitable distribution of environmental benefits to an overburdened community or a vulnerable population. Answers to the questions in this section may have helped in strategizing our approach to engagement.

Identify Potential Environmental Benefits & Harms from Action

1. Describe the anticipated benefits (direct and/or indirect) from this action.

In this rulemaking, Ecology is adopting amendments to the Clean Vehicles Program Rule (chapter 173-423 WAC). Following adjustments to the rulemaking scope, these amendments focus specifically on updating and expanding the fleet reporting requirements.

This rulemaking will reauthorize the 2023 fleet reporting requirement, which required fleets of five or more medium- or heavy-duty vehicles, or over $50 million in annual revenue, to report on their 2022

vehicle operations. These reports included data such as number and age of vehicles, operating characteristics such as miles traveled and fuel type used, and the locations where the vehicles were housed (e.g., fleet depot). Changes in this rulemaking would narrow the questions asked to provide data most useful for utility grid planning and state transportation electrification incentive programs, while expanding the fleets required to report to cover certain additional light-duty vehicle fleets.

While fleet reporting does not directly regulate vehicle emissions, this data collection, along with the Clean Vehicles program as a whole, is an essential policy tool for addressing climate change and improving air quality. It provides foundational data necessary to support Washington's transition to zero-emission vehicles, particularly in planning infrastructure for communities most overburdened by transportation pollution.

Ecology anticipates that communities near major roadways will be indirectly impacted by this rulemaking due to the ongoing transition to zero-emission vehicles supported by this data collection. While these specific amendments do not directly alter emission standards, they provide the essential foundational data needed to support the transportation decarbonization goals of the Clean Vehicles program overall. Potential benefits associated with full enforcement of the broader Clean Vehicles program include:

- Expected reductions in air pollutant emissions due to the Clean Vehicles program's increased zero-emission vehicle sales requirements, as well as the requirements of manufacturers to certify their remaining internal combustion engines to more stringent air quality standards. Omnibus is expected to reduce over 35,000 tons of NOx emissions through 2050 through cleaner engine requirements for manufacturers.
- Overburdened communities, particularly those located along major transportation corridors, will benefit most from the improved air quality that comes from reducing tailpipe emissions. Communities will realize these benefits through reduced exposure to the emissions that lead to cardio-respiratory issues, and communities along major roadways will experience greater reductions than those farther from roadways.
- Traffic noise along heavy traffic roadways may be reduced due to the Clean Vehicles program's increased zero-emission vehicle sale requirements. Traffic noise comes from the engine and wind displacement by the vehicle.[13] Traffic noise is greatly reduced with electric vehicles, because electric motors are much quieter than internal combustion engines, especially for medium- and heavy-duty vehicles. Electric vehicles (EVs) are significantly quieter than internal combustion engine vehicles when traveling under 30 miles per hour (mph); above this threshold, tire/road interaction noise is generally more prevalent. EVs do not impact current tire/road interaction noise levels in a significant way. The Clean Vehicles program requires manufacturers to sell increasing amounts of new zero- emission vehicles over time in Washington.

2. Who will primarily benefit from this action?

[13] https://pubs.aip.org/physicstoday/article/62/12/66/390713/What-causes-road-noise

This administrative change is a statewide action. While the specific amendments in this rulemaking do not directly alter emission standards, they provide the essential foundational data needed to implement the broader Clean Vehicles program. As the broader program continues to be enforced, the potential impacts associated with it include:

Figure 1 in Section 6 highlights the communities along major roadways such as I-5 (particularly in Clark, Thurston, Pierce, King, Snohomish, Skagit, and Whatcom counties), along I-90 (particularly in King and Spokane counties), and other major traffic areas, such as northwest Kitsap County and the Tri-Cities.

Overburdened communities and vulnerable populations near major roadways are most likely to be indirectly impacted by this rulemaking given the expected benefits listed above, as they and the program are focused on regulating the impacts of tailpipe emissions from on-road medium- and heavy-duty vehicles, which are the primary source of many pollutants that are deleterious to public health and called out as specific layers/inputs – such as proximity to high traffic roadways and exposure to diesel exhaust – on the Environmental Health Disparities map.

3. How is the action expected to benefit specifically overburdened communities or vulnerable populations? If there is no benefit, identify potential barriers to benefitting from the action.

It is likely that overburdened communities near major roadways are most likely to benefit from this rulemaking. For a list of benefits, see question 1 of this section above. Ecology has not identified any barriers that would specifically prevent overburdened communities or vulnerable populations from the benefits of this rulemaking.

4. Describe anticipated harms (direct and/or indirect) from this action.

Ecology has also considered some potential harms, such as:

- **Impacts from stormwater runoff:**
    - Zero-emission vehicles tend to be heavier than similar internal combustion engine vehicles. The proposed rule may lead to an increase in stormwater runoff directly related to the impact of brake and tire wear particles from heavier vehicles. One chemical of concern is 6PPD-quinone (6PPD-q). This is formed when 6PPD, a chemical used in tires to reduce rubber degradation over time, reacts with ozone in the air. Tire wear particles then wash into stormwater and negatively impact aquatic life caught and consumed by nearby communities. This can disproportionately impact Tribes and Indigenous communities because salmon are central to their culture, health, and way of life. Ecology is actively undertaking efforts to mitigate this issue, possibly by reducing or eliminating the use of 6PPD in tires.

    - The primary impact of note here is to coho salmon populations, which are culturally, commercially, and ecologically important to Tribes and other residents in the Pacific Northwest. Emerging evidence shows that 6PPD-q may have an even wider array of impacts beyond neurotoxicity to coho salmon and other freshwater fish

populations, such as reducing diversity (and therefore resilience) in fungal communities, impacts to photosynthesis of certain aquatic plants, and potential bioaccumulation in humans.

- Some estimates indicate that for every additional 1,000 lbs. of vehicle weight (the average weight of a current light-duty EV battery), tire wear increases by 20- 26%, but the scientific record is inconclusive on the impact of heavier vehicles on tire wear. There is little conclusive, available research on the tire emissions impact of heavy-duty zero-emission vehicles. However, it is possible that tire wear increases are similar between all classes of vehicles, and recent research has found that replacing internal combustion engine vehicles with electric vehicles may result in significant increases to microplastics and other particulate matter of various sizes.

Note that many factors impact tire wear, including but not limited to vehicle weight total and distribution, road material, rolling resistance, tire material, road conditions (weather and temperature), tire pressure, and more. Current work in the tire industry is directed at improving tire durability and wear for heavier vehicles as the industry transitions to electric vehicles. Ecology is supporting this work through the EV Council, which coordinates state agencies on transportation electrification work.

- **Increased electricity consumption/infrastructure needs**
  - It is likely that the broader Clean Vehicles program and the fleet reporting requirements in this rulemaking will increase electricity consumption, grid impacts, and infrastructure needs
    - The state has done extensive work to forecast demand for charging and hydrogen refueling infrastructure as a part of the state's Transportation Electrification Strategy.
    - It is possible that this rulemaking will result in increased electricity consumption and/or infrastructure needs. Any construction projects (including those to create increased charging infrastructure and account for increased electricity consumption) that indirectly result from this rulemaking process will need to be assessed independently for environmental justice impacts as they arise, which is beyond the scope of this rulemaking process.
    - Utilities are required to plan for future electricity demand and all major utilities in the state have issued Transportation Electrification Infrastructure Plans to plan for the transition.
    - This rulemaking would result in additional data on fleet electrification through fleet reporting, which would be available for utility grid planning.
    - More work is needed, and Ecology is supporting this work through the EV Council, which coordinates state agencies on transportation electrification work.

5. Who will primarily experience the harms?

This is a statewide action. However, it is possible that the broader Clean Vehicles program causes an increased economic burden on small business owners that operate medium- and heavy-duty

vehicles. Zero-emission trucks and vans are currently more expensive upfront by sometimes significant margins of 2-3x relative to their internal combustion engine counterpart, and small businesses may lack the upfront capital to purchase a zero-emission vehicle. However, this is offset by significant operational savings, both on fuel and maintenance, that are expected to be larger than the upfront cost differential over the lifetime of a single owner. The amount of net savings varies by vehicle type and size.

Communities located in proximity to heavy traffic roadways may experience the potential increase in tire particulate matter emissions from heavier zero-emission vehicles. Ecology will be completing a regulatory economic analysis to analyze and model economic impacts related to this rulemaking.

6. Describe how the action may harm overburdened communities or vulnerable populations? Be as specific as possible.

This is a statewide action. Communities located in proximity to heavy traffic roadways may experience an increase in tire particulate matter emissions, including 6PPD-q, from heavier zero-emission vehicles, if new materials are unable to be substituted in to reduce these impacts. As seen in the maps in Section 6 above, there are many communities overburdened by air quality located along heavy-traffic roadways that would be exposed to this potential additional pollution.

7. Describe how the action would address environmental and health disparities.

This rulemaking addresses environmental and health disparities by lowering vehicle emissions in Washington state. This action primarily results in a reduction in air pollutants, that create health concerns in Washington residents, and results in a reduction in greenhouse gas emissions, that contribute to climate change.

Section 9: Options to Eliminate, Reduce, or Mitigate Harms and Equitably Distribute Benefits

This section summarizes options identified for eliminating, reducing, or mitigating harms, as well as options for equitably distributing anticipated benefits. The answers in this section should be informed by engagement, answers from the previous subsections, and any legislative or regulatory boundaries that limit possible decision making.

Identify Options to Eliminate, Reduce, or Mitigate Harms & Equitably Distribute Benefits

1. Describe options to reduce, mitigate, or eliminate the identified probable harms to overburdened communities and vulnerable populations; and options to equitably distribute the benefits.

Clean Vehicles program staff have worked with Ecology staff in other programs to ensure workstreams address identified harms, such as through researching alternatives to 6PPD for tires.

Ecology is actively undertaking efforts to mitigate 6PPD-q runoff, possibly by reducing or eliminating the use of 6PPD-q in tires, through research partnerships with universities and consultants. They are currently working towards a 6PPD alternatives assessment which was funded by the Legislature in the 2022 session. The current estimated completion date for that assessment is later in 2026, although the work may take more time. Exploration of alternatives include graphene and carbon nanotubes, while silica formulations are being researched to reduce overall tire wear from heavier vehicles.

2. Describe methods chosen for this action to reduce, mitigate, or eliminate the identified probable harms to overburdened communities and vulnerable populations; and methods chosen to equitably distribute the benefits. You must consider the following methods, but are not limited to them:

    - Reducing cumulative environmental health impacts on overburdened communities or vulnerable populations
        - Ecology is undertaking efforts to mitigate 6PPD-q runoff, which disproportionately affects Tribal nations and communities reliant on local fish for food and cultural practices.
        - Implementing low-emission vehicle (LEV) standards to reduce negative public health impacts.
            - LEV standards require engine manufacturers to meet more stringent tailpipe emission standards for greenhouse gases and criteria air pollutants, specifically NOx and particulate matter. By reducing these pollutants at the source, this method can mitigate the disproportionate "near roadway" pollution burden in census tracts with high traffic density. These reductions can lower the incidence of cardio-respiratory conditions such as asthma and heart disease, and reduce associated healthcare costs for vulnerable populations near heavy traffic corridors. As noted in sections 5 and 6, the proposed amendments in this rulemaking would primarily maintain implementation of these motor vehicle emission standards and protect against federal backsliding.

    - Prioritizing equitable distribution of resources and benefits to overburdened communities;
        - Washington's Healthy Environment For All (HEAL) Act requires that agencies incorporate environmental justice goals into "decision processes for budget development, making expenditures, and granting or withholding environmental benefits". This includes establishing goals for these processes that "40 percent of grants and expenditures that create environmental benefits [are directed] to vulnerable populations and overburdened communities." The state's Interagency Electric Vehicle Coordinating Council, of which Ecology is a member agency, works to coordinate between state transportation electrification spending at its member agencies and ensure that funding for this work is directed at overburdened

communities and vulnerable populations, where feasible and in line with the goals established by the HEAL Act.

- Utilities informed Ecology that larger fleets tend to be earlier adopters of fleet electrification and benefit from their resources to overcome hurdles around bringing charging infrastructure to a site. Small and mid-size businesses, including immigrant-owned businesses or those operating in overburdened communities or by vulnerable populations, will not have the same level of resources to engage with their utility and otherwise prepare for fleet electrification. Utilities noted that current planning tools lack data on smaller fleets. This rulemaking balances the reporting burden on these fleets with the need to fill this data gap. Gathering this information can help utilities prepare the grid for electrification, while also helping both utilities and state grant programs improve their outreach to small and mid-size fleets.

3. If the agency determines it does not have the ability or authority to eliminate, reduce, or mitigate environmental harms caused by the action, or address the equitable distribution of environmental benefits, explain why that determination was made.

While Ecology is committed to eliminating the impacts of 6PPD-q, the agency currently lacks immediate authority and necessary technical data to ban the substance without a proven, safe alternative. To address this data gap, Ecology is working towards a 6PPD alternatives assessment. This effort focuses on identifying viable substitutes such as graphene or carbon nanotubes to ensure that future regulatory actions effectively protect overburdened communities and the environment.