

2025 Interagency Electric Vehicle Coordinating Council annual report

Report pursuant to Section 2 under [RCW 43.392.040](#)

February, 2026

Report to the Legislature

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INTERAGENCY EV COUNCIL

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Executive summary

Overview

Purpose of the report

The purpose of this report is to document the progress, gaps and resource needs identified by the Interagency Electric Vehicle Coordinating Council (EV Council) in 2025. The report examines the data behind Washington's progress toward meeting its vehicle emission standards, highlighting where progress has been made and where gaps remain. It then illustrates how the EV Council filled those gaps in 2025.

Legislative requirement

The report is required under Section 2 of [RCW 43.392.040](#), which states that the council shall provide an annual report to the appropriate committees of the legislature, summarizing the progress, gaps and resource needs in electric vehicle implementation.

Key findings

Washington is a recognized leader in electric vehicle adoption, though, like many markets, it is experiencing some barriers. Some key findings from the report include:

- Washington remains one of the strongest EV markets in the United States. It has one of the highest EV market shares in the country, and drivers across the state express strong interest in buying an EV as their next vehicle.
- Nevertheless, as experienced in other advanced EV markets, Washington is struggling to break through the market transformation phase of technology adoption, going from early adopters willing to absorb more risk and into the early majority of customers with more typical risk appetite. Growth in EV market share has stagnated, as has happened in other advanced markets.
- Some of the stagnation can be attributed to the continuing high price of EVs and ongoing driver concerns with the charging network. Significant swings in federal policy also play a role. Additionally, state investments, although large in comparison to those of most states, are insufficient to meet the state's EV targets.
- The used EV market is beginning to see robust growth as shoppers search for better deals and a strong supply of used EVs enters the market. This growth is expected to accelerate in 2026 as new EV supply is limited by automakers (to maintain higher margins) and leases are returned.
- Public level 2 charging ports are abundant across the state, but fast-charging ports are scarcer. More fast-charging ports are needed to meet the growing demand for vehicles. EV drivers in Washington recognize this need and support the EV Council's efforts to address it.

Significant accomplishments

Significant actions the EV Council took in 2025 (described in more detail in [Appendix A](#)) include:

- Creating the guiding documents that will steer the EV Council's upcoming work.
- Developing policies that will help the state get back on track with its Transportation Electrification Strategy (TES) benchmarks.
- Creating new tracking systems and datasets to measure progress.
- Aligning the EV Council's work based on connections with a wide variety of interested parties.
- Coordinating amongst member agencies to develop, deliver and publicize funding opportunities that will help put more EVs on the road and make more charging infrastructure available.
- Embedding equity into programs and projects, while measuring whether the benefits of electrification flow to all Washingtonians.

Introduction

The Washington Department of Commerce submits this annual report, in collaboration with the Washington Department of Transportation (WSDOT) and the 10-member agencies of the Interagency Electric Vehicle Coordinating Council (EV Council). The report documents the progress, gaps and resource needs identified by the EV Council in 2025. The report is written in conjunction with the EV Council's 2025-2027 [work plan](#),¹ which outlines the activities that EV Council members plan to undertake during the budget biennium from July 1, 2025, to June 30, 2027. Those activities are designed to help fill the gaps and resource needs identified in this report.

EV Council membership

- Department of Commerce (Co-Chair)
- Department of Transportation (Co-Chair)
- Department of Agriculture
- Department of Ecology
- Department of Enterprise Services
- Department of Health
- Office of Financial Management
- Office of the Superintendent of Public Instruction
- State Efficiency and Environmental Performance Office
- Utilities and Transportation Commission

Legislative mandate

This annual report is required in Section 2 of [RCW 43.392.040](#):

(1) Interagency electric vehicle coordinating council responsibilities include, but are not limited to:

(a) Development of a statewide transportation electrification strategy to ensure market and infrastructure readiness for all new vehicle sales;

(b) Identification of all electric vehicle infrastructure grant-related funding to include existing and future opportunities, including state, federal and other funds, and also nongrant-related funding, including revenues generated by an electric utility from credits under the clean fuels program for transportation electrification programs or projects pursuant to RCW [70A.535.080\(2\)](#);²

(c) Coordination of grant funding criteria across agency grant programs to most efficiently distribute state and federal electric vehicle-related funding in a manner that is most beneficial to the state, advances best practices, and recommends additional criteria that could be useful in advancing transportation electrification;

(d) Development of a robust public and private outreach plan that includes engaging with:

(i) Community organizers and the environmental justice council to develop community-driven programs to address zero emissions transportation needs and priorities in overburdened communities; and

¹ Washington State Department of Commerce, "EV Council's 2025-2027 [work plan](#)."

² Washington State Legislature, "[RCW 70A.535.080\(2\), Electric utilities—Use of certain revenues—Provision of information to the department](#)."

(ii) Local governments to explore procurement opportunities and work with local government and community programs to support electrification;

(e) Creation of an industry electric vehicle advisory committee; and

(f) Ensuring the statewide transportation electrification strategy, grant distribution, programs, and activities associated with advancing transportation electrification benefit vulnerable and overburdened communities.

(2) The council shall provide an annual report to the appropriate committees of the legislature summarizing electric vehicle implementation progress, gaps, and resource needs.

The Transportation Electrification Strategy and vehicle emission standards

The EV Council delivered a Transportation Electrification Strategy ([TES](#))³ to the Legislature in early 2024 as required by [law](#).⁴ The TES serves as a roadmap to the motor vehicle emission standards required by Washington [law](#).⁵ Washington adopted those standards from California law through an Environmental Protection Agency (EPA) waiver that allows states to adopt California's stricter-than-the-national vehicle emission standards.

The standards include:

- A requirement that all new light-duty vehicles (LDVs) sold in the state be zero-emission vehicles (ZEVs) by 2035⁶; this is a set of policies known as "Advanced Clean Cars" (ACC) and "Advanced Clean Cars II" (ACCII).
- A requirement that medium- and heavy-duty vehicle (MHDVs, consisting of Class 2b through 8 vehicles) ZEV sales percentages reach 40-75% by 2035, depending upon vehicle class.⁷
- A set of low-emission vehicle (LEV) standards for internal combustion engine (ICE) vehicles in all weight classes.⁸

The TES remains the EV Council's guide, ensuring market and charging infrastructure readiness for all new EV sales by 2035. Its 100+ recommendations represent significant actions that the state can take that would help Washington reach its ambitious ZEV targets; the EV Council identified nearly 25 of these as "priority" recommendations. The annual benchmarks modeled in the TES serve as a measuring stick to gauge whether the state is on track to meet the standards.

³ Washington State Department of Commerce, "[Clean Transportation: Transportation Electrification Strategy](#)."

⁴ Washington State Legislature, "[RCW 43.392.040, Electric Vehicle Coordinating Council—Annual report requirement](#)."

⁵ Washington State Legislature, "[RCW 70A.30.010, Greenhouse gas emissions—State policy](#)."

⁶ These policies are known as "Advanced Clean Cars" (ACC) and "Advanced Clean Cars II" (ACCII).

⁷ This policy is known as "Advanced Clean Trucks".

⁸ These are contained in ACC and ACCII for light-duty vehicles, and in the "Heavy-Duty Low NOx Omnibus" (Omnibus) policy for MHDVs.

Electric vehicle market analysis

Summary

Washington's EV market remains robust relative to other states but is now below the pace set by the TES to reach its vehicle emission standards. The state (along with the rest of the nation) saw strong EV sales share growth in the middle of 2025, primarily due to buyers taking advantage of the expiring \$7,500 federal EV tax credit. However, that growth showed signs of slowing as leading states (including Washington) struggled to break through a ceiling of roughly 25% market share (a milestone the International Energy Agency [IEA] [expects](#) global sales will reach in 2025)⁹. Meanwhile, with automakers maintaining record-high new vehicle prices, drivers have begun to turn to a growing used EV market, as an increasing number of EVs come off lease. Washington's EV charging network continues to grow, but has not kept up with the number of EVs on the road.

Meanwhile, the new biennial [budget](#) provides less state funding for vehicle electrification work than the previous budget, resulting in fewer state resources available to devote to projects and programs.¹⁰ Federal policy winds shifted dramatically in 2025, contributing to slowdowns in the EV market in Washington and nationally.

Electric vehicle market: A market in flux

Figure 1 offers a summary of the light-duty EV market in Washington from January 2023 through September 2025. The state added 41,609 new EVs (including plug-in hybrids) in the first nine months of 2025. The monthly market share (the percentage of new light-duty vehicles sold in the state that are EVs) fluctuated between a January high of 22.7% and a low of 14.1% in May, and then back to 22.2% in September – averaging 18.2% for the first nine months of the year, according to Washington Department of Licensing (DoL) [data](#).¹¹ Title transaction data typically lags sales data by about one month, and EV sales usually spike in the last month of a quarter, making year-over-year comparisons helpful in assessing progress each month.

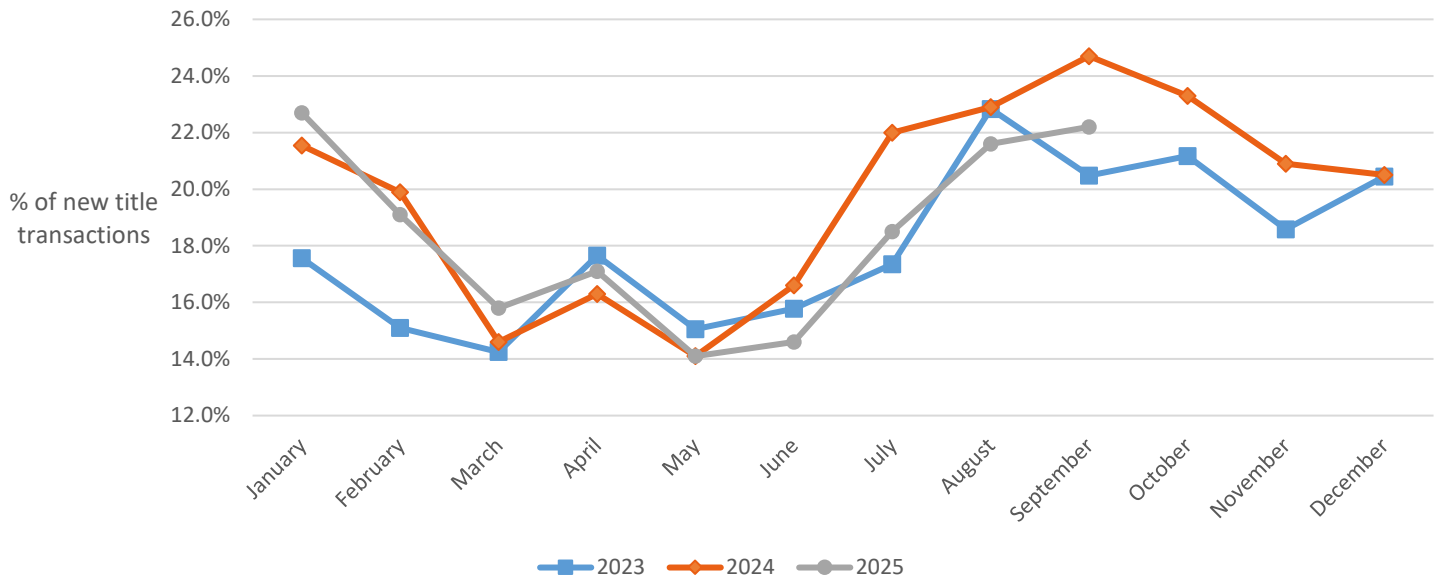
The record high in September 2024 follows the opening of Washington's EV Instant Rebates Program in August 2024. This matches evidence from Colorado that consumer incentives can drive short-term growth.

⁹ International Energy Agency, "[Global EV Outlook 2025: Trends in Electric Car Markets](#)".

¹⁰ Washington Office of Financial Management, "[2025–27 Enacted Budgets](#)".

¹¹ Washington State Department of Licensing, "[Vehicle Title Transactions by Department of Licensing](#)".

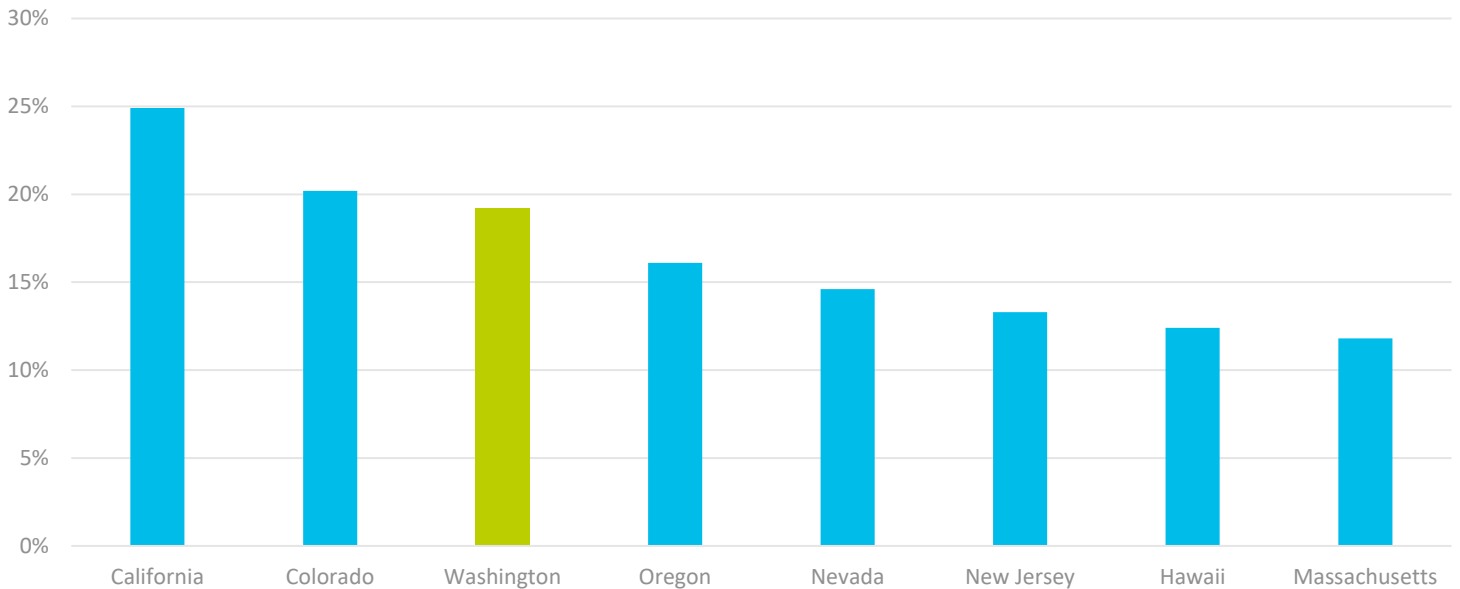
Figure 1: Monthly market share of new EV title transactions



Washington remains a top EV market

According to data from Atlas Public Policy, Washington remains one of the top EV markets in the nation. As shown in Figure 2, since 2023, Washington has been a [top-three state](#) in the country – behind only California and Colorado – in terms of light-duty EV market share, significantly ahead of most other states.¹² Washington's EV market share is also far above the national average, which [peaked](#) at 11.7% in September 2025.¹³ The momentum Washington has built up will help it continue to make progress towards the vehicle emission standards.

Figure 2: Light-duty EV market share, January 2023-July 2025



¹² Atlas Public Policy, "[Atlas EV Hub](#)".

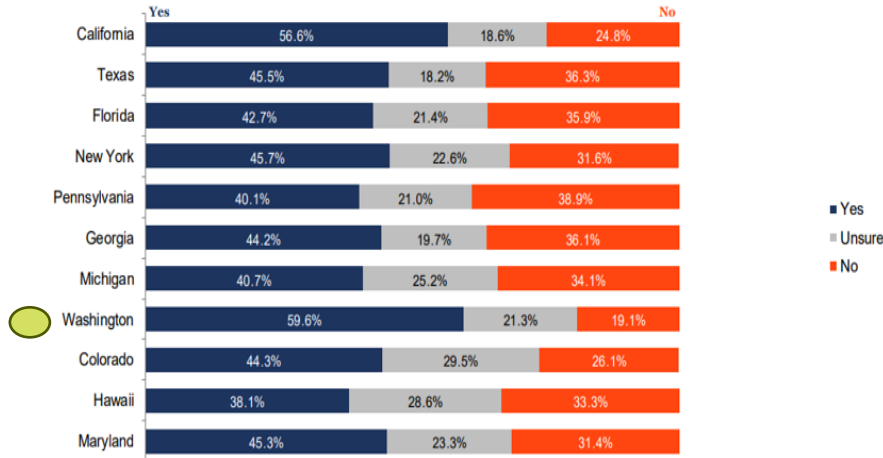
¹³ Cox Automotive, "[EV Market Monitor -- September 2025](#)."

Survey says: Washingtonians want EVs

Washingtonians' demand for EVs is reflected in survey data. In November 2024, the non-profit organization Veloz and Probolsky Research asked 3,000 residents of 11 states a [series of questions](#) about their attitudes towards purchasing EVs.¹⁴ Among drivers who do not already own an EV, Washingtonians responded that they would consider an EV at a higher rate – nearly 60% – than any other state in the sample, including California and Colorado. The survey reveals that Washington has a substantial and expanding market for electric vehicles.

Figure 3: Responses to "Would you consider an electric vehicle for your next vehicle?"

Question: Would you consider an electric vehicle for your next vehicle?
[AMONG THOSE WHO DO NOT OWN AN EV]



Sales are slowing more than projected

The monthly EV market share fluctuates (as shown by the orange line in Figure 4) but has not experienced significant growth since approximately the middle of 2023. The monthly EV sales share has also not kept pace with the benchmarks in ACCII (the blue line in Figure 4), which requires that the EV sales share climb to 35% by 2025.

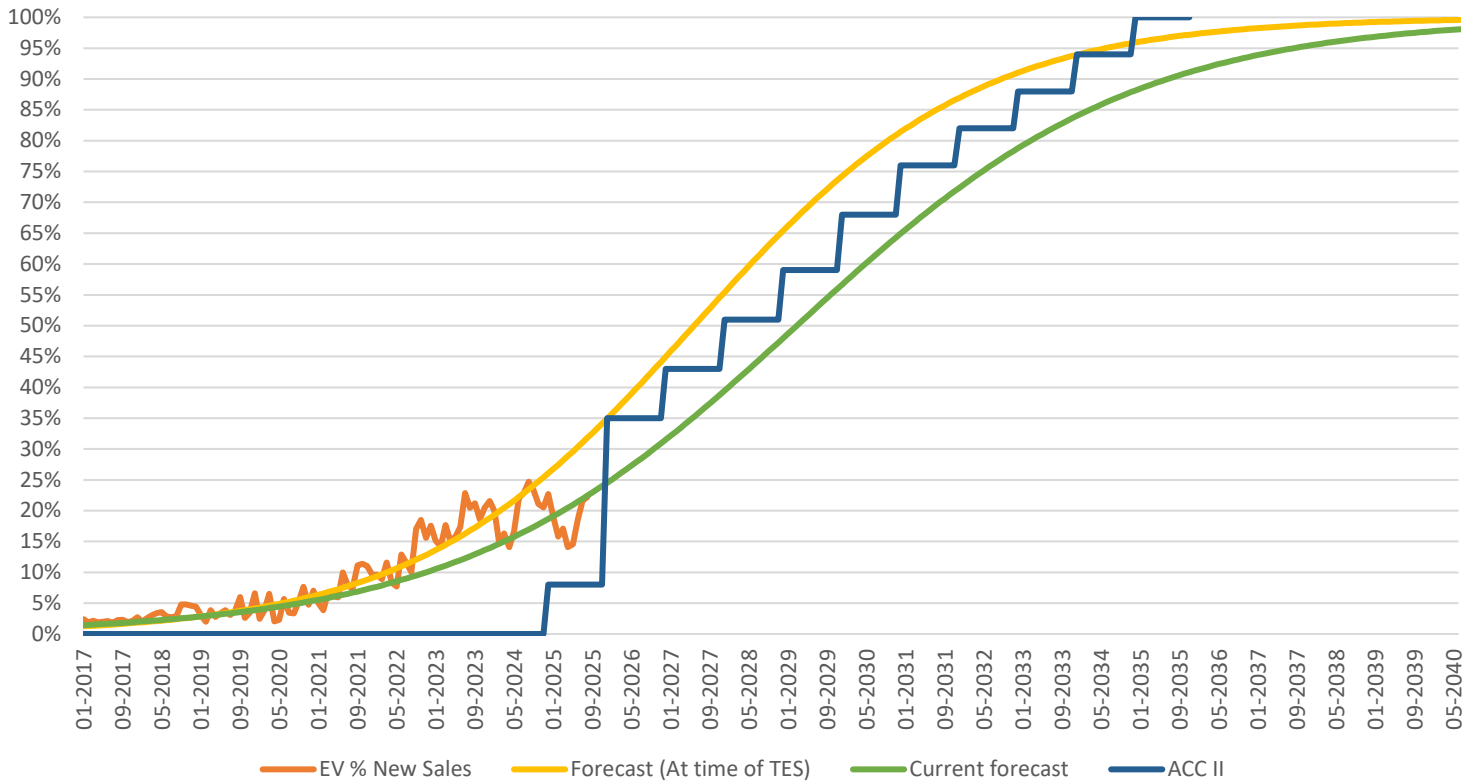
The graph below shows how real title transaction data forecasted forward – represented by the yellow line – showed a trajectory surpassing the ACCII market share requirements. This exceeded the actual TES targets, similar to ACCII requirements shown in blue. However, the green line – representing the current trend based on actual data to date, extending out to 2040 – forecasts that the EV market share in Washington will remain below ACCII levels over the next several years. While manufacturers can use banked credits earned in earlier years to comply for the first few years of ACCII, sales will need to increase in later years to comply.

It is important to note that the EV Council's preferred TES modeling scenario anticipated a slowdown in growth from 2022 to 2023, followed by accelerated growth in the following years. However, the slowdown seen in 2024-2025 has been greater than anticipated. This is because the model predicted that the growth seen following Tesla's introduction of the Model 3 and Model Y was evidence that the market transformation "tipping point" had already been reached, allowing for further exponential growth up the S-curve. Instead, it is now clear that there was a ceiling to the first innovation cycle involving Tesla models and early technology adopters. Additional work remains

¹⁴ Veloz and Probolsky Research, "[Electric Vehicle Survey Results Presentation](#)," (December 2024).

to reach the tipping point when EV information, affordability and charging access are accessible to most Washington residents and businesses.

Figure 4: Monthly new EV market share: Comparison to forecasts and targets



Short-term signals are mixed. Nationally, EV market share accelerated over the summer as drivers rushed to take advantage of the expiring \$7,500 [Clean Vehicle Tax Credit](#); in Washington, sales share jumped from 14.1% in May to 22.2% by September.¹⁵ The long-term projection, however, is murkier: the loss of the tax credit means EVs will take longer to meet cost parity with gas-powered vehicles, a crucial factor that is expected to hinder the EV market.

Washington is not alone: growth is slowing in other leading markets

Other markets beyond Washington have seen a recent slowdown in EV adoption. California, long the national leader in EV market share, experienced a decline in that metric for the first time in years during the first half of 2025, as shown in Figure 5. California's experience mirrors that in the European Union (EU), another market that is moving into the mainstream. In the EU, market share [fell](#) from 22.3% in 2023 to 20.8% in 2024 (see Figure 6).¹⁶ However, as other markets (such as China) continue to see robust growth, the International Energy Agency expects a 25% global market share for the year.¹⁷

¹⁵ Internal Revenue Service, "[Clean vehicle tax credits](#)."

¹⁶ Statista, "[Total market share of newly registered passenger electric vehicles in the European Union between 2015 and 2024, by propulsion type](#)."

¹⁷ International Energy Agency, "[Global EV Outlook 2025](#)".

Figures 5: EV market share in California through June 2025

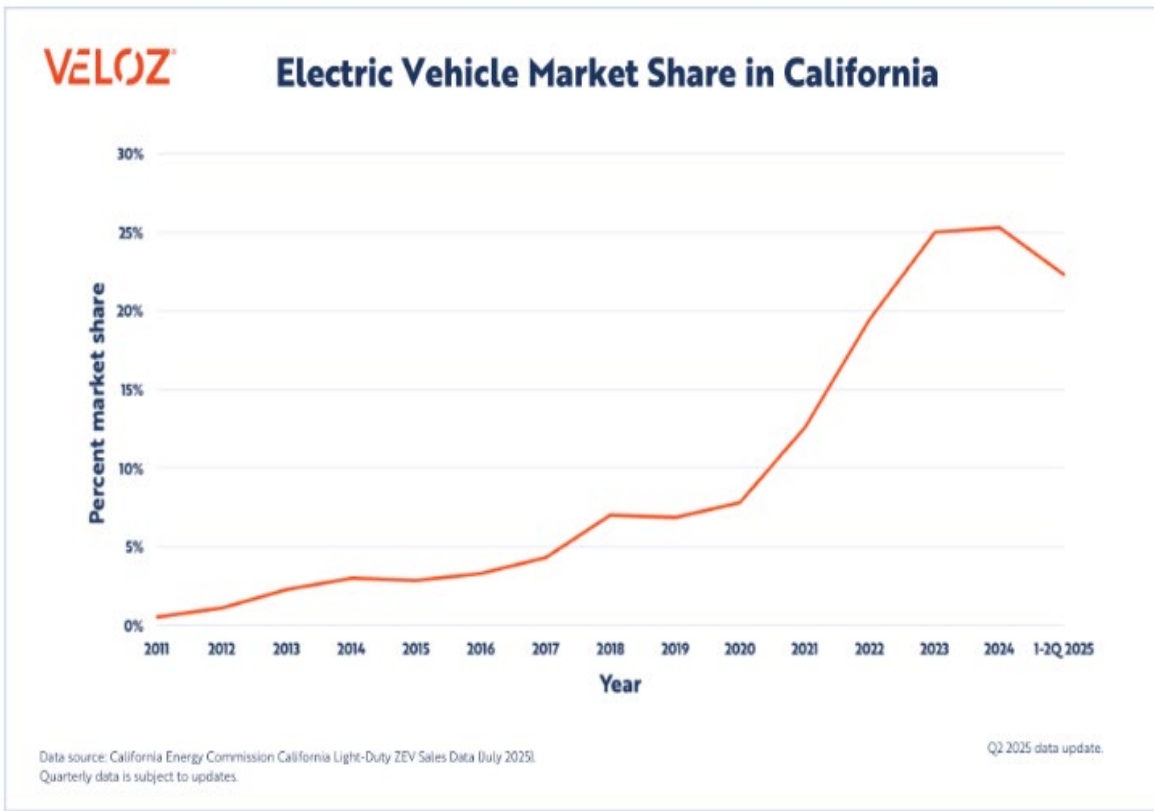
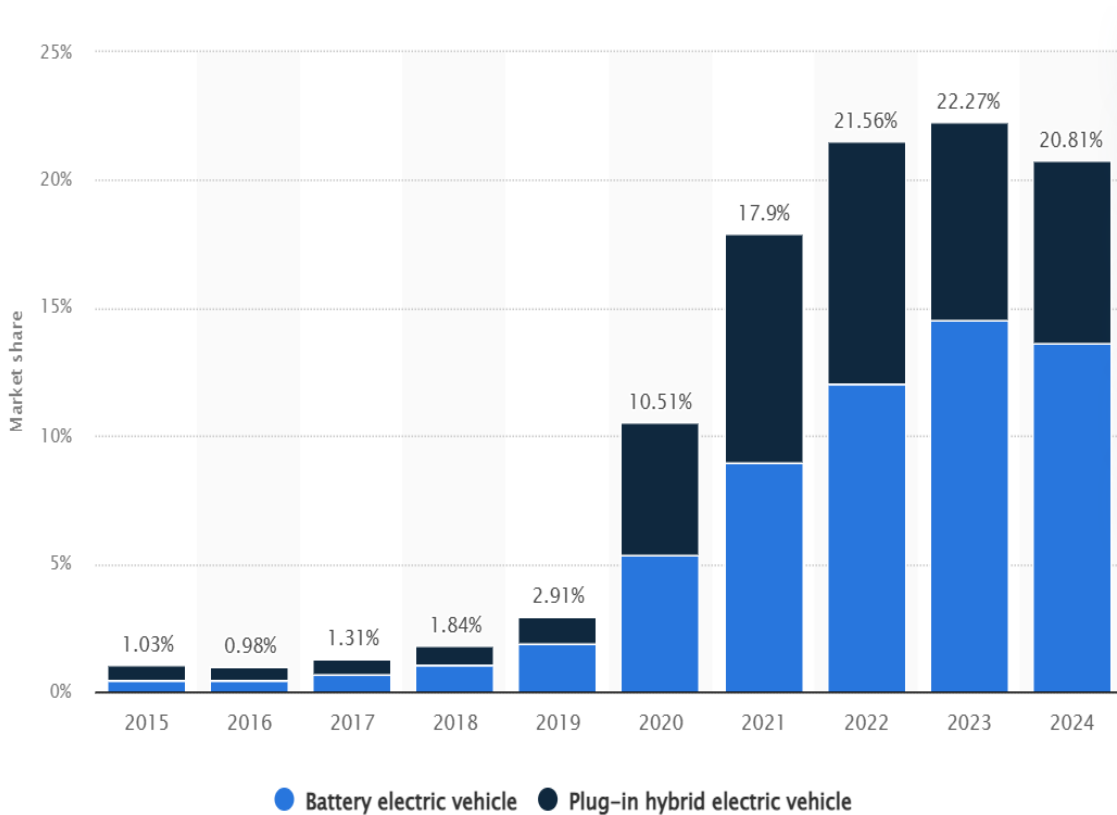


Figure 6: EV market share in the European Union through 2024



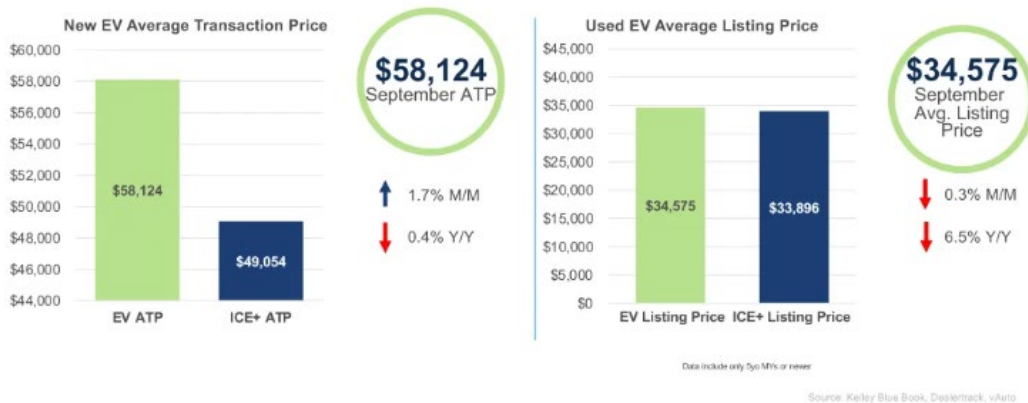
New vehicle prices remain stubbornly high while used vehicle prices decline

One factor that continues to hinder the EV market is the higher prices carried by EVs compared to comparable ICE vehicles. As measured by [Cox Automotive](#), in September 2025, the national average transaction price (ATP) for a new EV was \$9,070 (18.5%) greater than that of an ICE vehicle, as shown in Figure 7.¹⁸ The new EV ATP in September was more than \$58,000, up 1.7% from August 2025, but essentially unchanged from September 2024.

Used EVs, on the other hand, are much more price-competitive with ICE vehicles. In September, the average used EV listing price was only \$679 (2.0%) more than the average listing price for an ICE vehicle. At less than \$35,000, used EVs are starting to look very attractive to buyers, particularly when the [savings](#) to be realized in fueling and maintaining an EV are factored in.¹⁹ Given that roughly [three-quarters of total car sales](#) in the country are of used vehicles, buyers are increasingly encountering price-competitive EVs.²⁰

Figure 7: New and used EV prices, September 2025

New and Used EV Prices – September



The used EV market gains traction

Those facts play a role in the rise of the used EV market. According to DoL [data](#), the number of used EV transactions grew by 38.8% from September 2024 to September 2025.²¹ That reflects an emerging nationwide trend in which the number of used EVs on the market is positioned to expand. Because of a [loophole](#) in the federal law that allowed EV lessors to take advantage of the \$7,500 tax credit, many EV lessors will be turning in their used EVs in the next 1-3 years.²² As illustrated by the green area in Figure 8 from Cox Automotive, [analysts](#) are predicting a significant increase in the number of EVs available on the used market due to maturing leases.²³

¹⁸ Cox Automotive, "[EV Market Monitor -- September 2025](#)." It is important to note that these figures do not include incentives, which for EVs have been very high in 2025. Cox Automotive, "[Q3 2025 Industry Insights and Sales Forecast](#)", Sept. 25, 2025, p. 23.

¹⁹ Natural Resources Defense Council, "[Electric vs. Gas Cars: Is It Cheaper to Drive an EV?](#)"

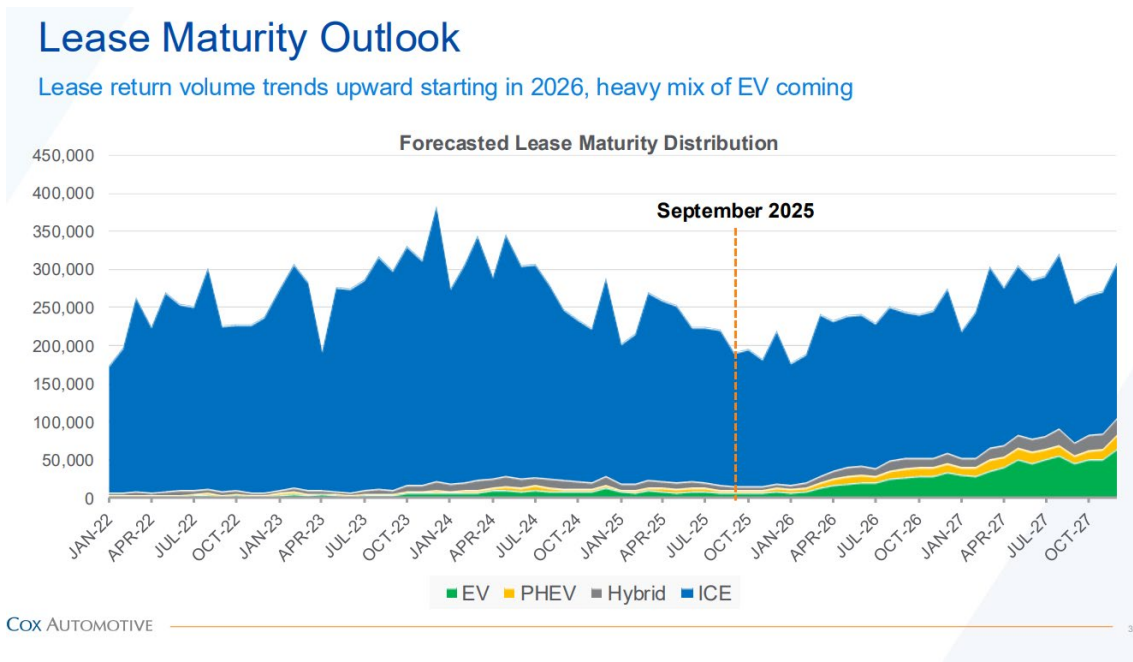
²⁰ Consumer Affairs, "[Used Car Statistics 2025](#)."

²¹ Data.wa.gov, "[Original Title Transactions by Vehicle Primary Use Class](#)."

²² Cars Direct, "[EV Leasing Loophole Explained](#)."

²³ Cox Automotive, "[Q3 2025 Industry Insights and Sales Forecast](#)", Sept. 25, 2025, p. 32.

Figure 8: Lease maturity outlook by powertrain



Washington leaned heavily into this leasing trend in a deliberate attempt to juice the future used EV market. The Washington EV Instant Rebate [program](#), which ran in 2024, reserved its highest incentives for new EV leases.²⁴ With 68% of incentives allocated towards leases, the state is expected to see a significant increase in its used EV market within the next two years.

Washington leads on large zero-emission vehicles

Washington's leadership in the EV sector extends beyond the light-duty market. Figure 9 shows the top states for electric MHDVs from 2023 through July 2025. It demonstrates that Washington's 18.1% EV MHDV market share was second in the nation, only to California's 20.9%.

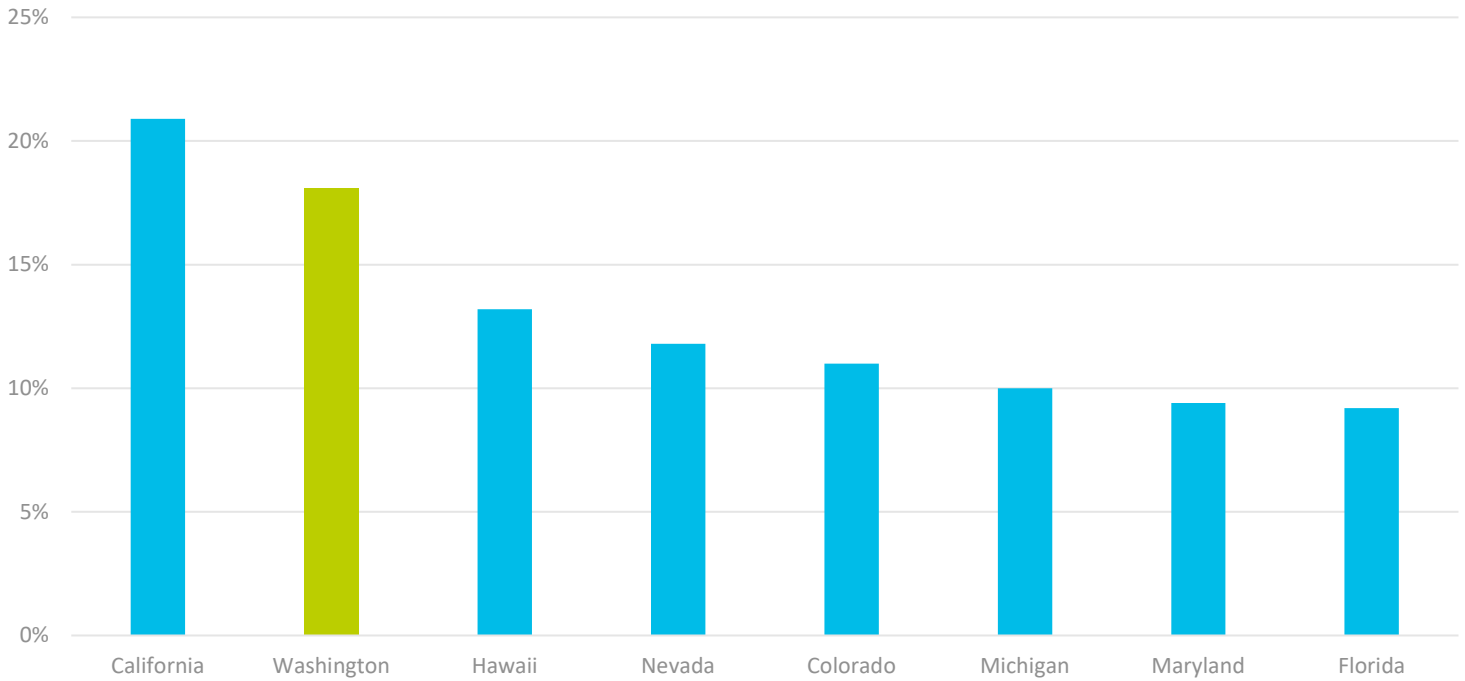
One of the reasons that California has had such success in electrifying the MHDV sector is its Clean Truck and Bus Voucher Incentive Project (known as [HVIP](#)).²⁵ HVIP has incentivized the purchase of zero-emission MHDVs since 2010. In early 2026, Washington will launch its own zero-emission MHDV program, known as the Washington Zero-Emission Incentive Program ([WAZIP](#)).²⁶ With more than \$100 million in incentives, it is hoped that WAZIP will have a similar impact in Washington that HVIP has had in California. (See [Appendix A](#) for more details on how WSDOT worked with the EV Council to develop WAZIP.)

²⁴ Washington State Department of Commerce, "[Washington Electric Vehicle Instant Rebates](#)."

²⁵ California HVIP, "[California HVIP](#)."

²⁶ Calstart, "[WAZIP](#)."

Figure 9: Medium- and heavy-duty EV market share, January 2023-July 2025



Electric vehicle charging: Build-out of charging network continues

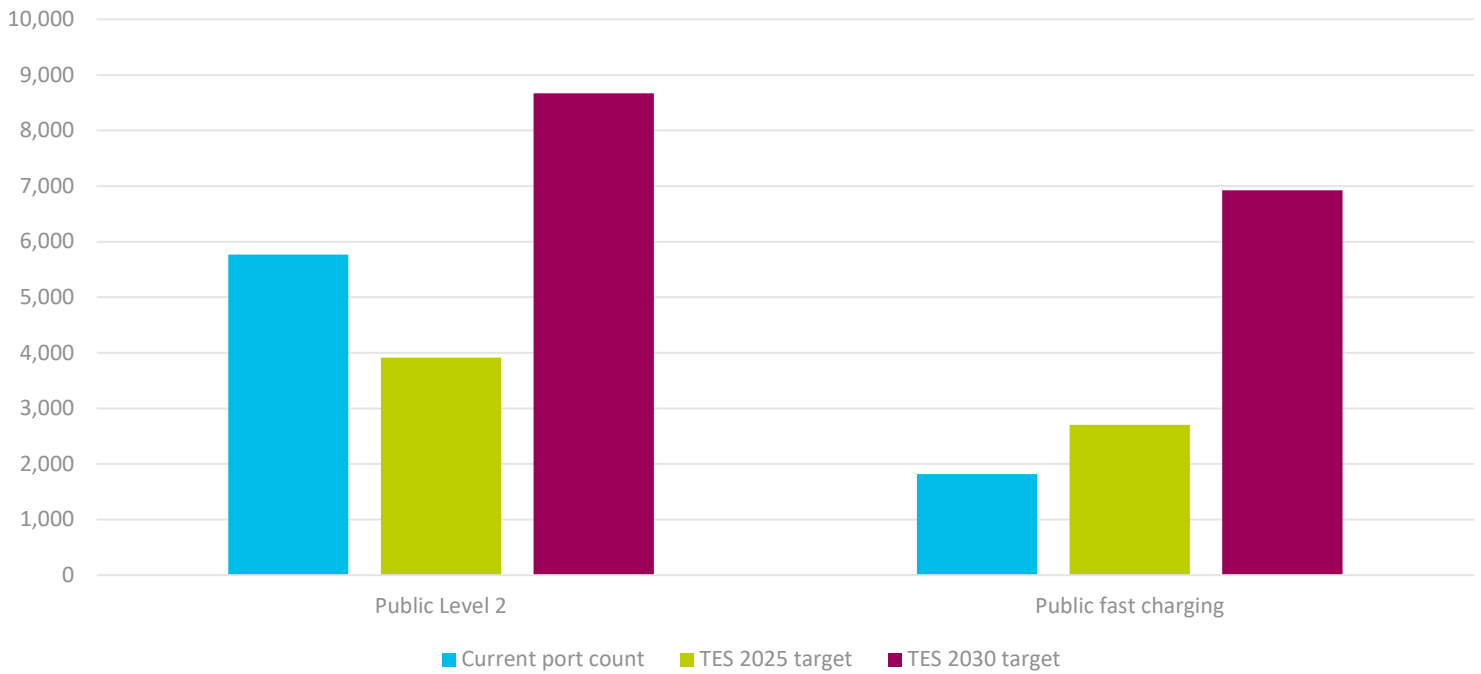
Charging network expanding rapidly, though more charging ports are still needed

The expansion of the EV charging network continues across Washington, but it will need to accelerate to meet growing demand. Figure 10 includes data from the Alternative Fuels Data Center ([AFDC](#)) and the TES.²⁷ It shows the number of publicly available Level 2 (L2) and direct current fast charging (DCFC) charging ports in Washington, along with the TES targets for 2025 and 2030. The charging port targets in the TES were calculated to serve the load from the number of EVs on the road each year.

The figure demonstrates that Washington is well on its way to installing the number of L2 charging ports needed to service its EV population in 2030. In fact, Washington has already reached its public L2 target for 2025 and is zooming towards future targets. Considerable work remains to reach the 2025 DCFC target, though. The state will need more fast-charging ports if its overall EV market continues to expand at the necessary pace.

²⁷ Alternative Fuels Data Center, "[Alternative Fuel Station Locator](#)."

Figure 10: Washington public charging port deployment, current vs. TES targets



The charging experience is improving, but charging cost is a concern

One of the factors that contributes to drivers' willingness to purchase an EV is their experience with the public charging network. While Washington-specific data is complex to access publicly, the automotive data and analytics firm J.D. Power collects [quarterly national data](#) on the percentage of EV drivers who were unable to charge upon plugging into a public charging station.²⁸

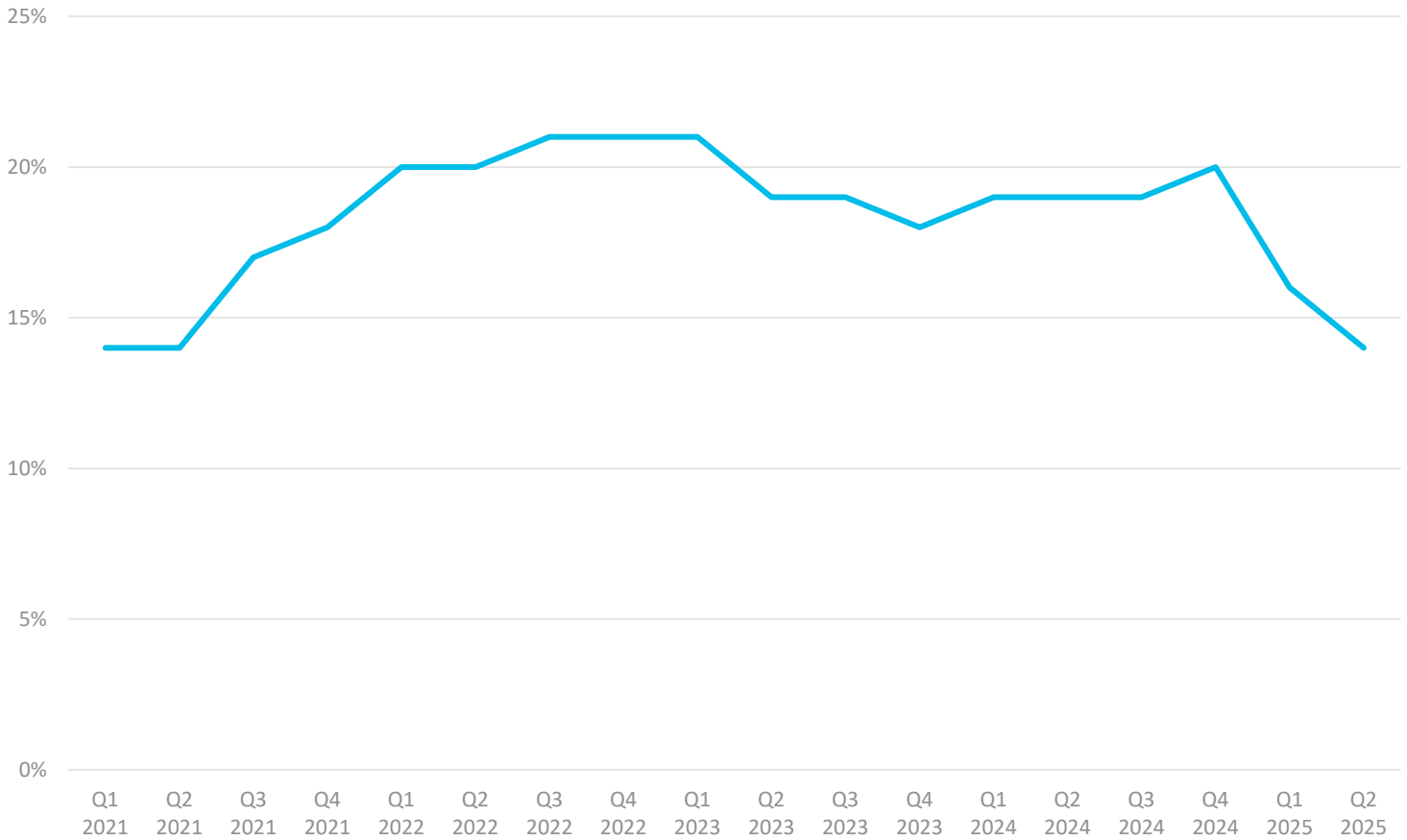
Figure 11, based on quarterly J.D. Power data, shows that the percentage of drivers who failed to get a charge has hovered around 20% for the past several years. However, 2025 has seen a recent sharp downturn in that number, indicating that more drivers are successfully charging their vehicles. While it is too early to declare these recent data points a trend, this recent improvement provides some hope that the public charging experience is improving.

According to J.D. Power's [latest national data](#), however, drivers are increasingly dissatisfied with the cost of public charging.²⁹ J.D. Power attributes recent increases in cost concerns to non-Tesla drivers experiencing sticker shock at Tesla's charging prices, as well as a general rise in prices charged by other networks due to the rising cost of electricity and other factors.

²⁸ J.D. Power, "[Public EV Charging Experience Continues to Languish as Federal Funds Expected to be Paused, Reduced or Eliminated.](#)"

²⁹ J.D. Power, "[Fewer Failed Charging Attempts Signal Progress in EV Infrastructure, J.D. Power Finds.](#)"

Figure 11: Percent of respondents unable to charge at public EVSE



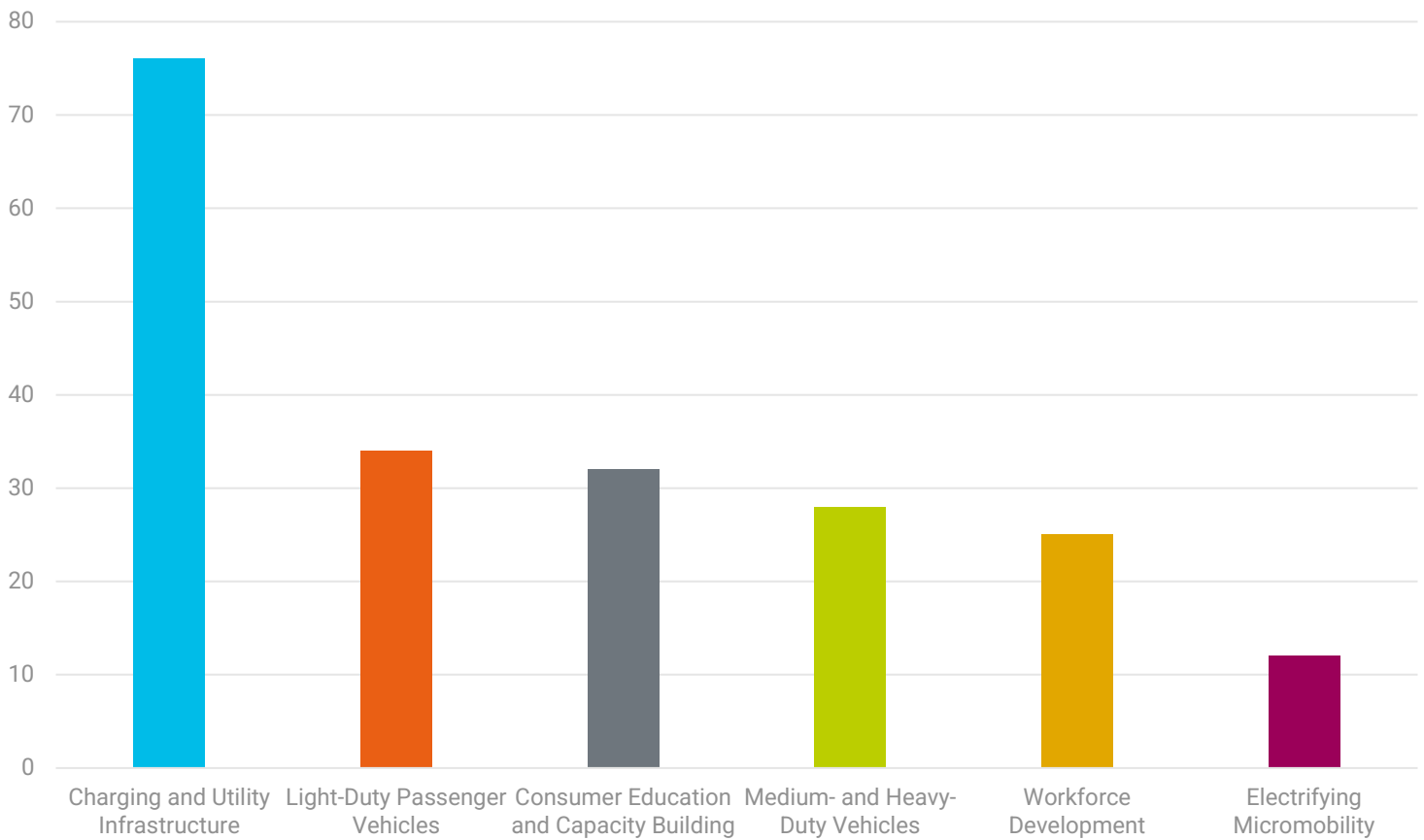
Survey says: improving charging is a top priority

The EV Council uses occasional questionnaires to obtain interested party input on Washington's EV landscape. In March 2025, the EV Council distributed a questionnaire that asked respondents to identify which of the TES recommendations should be considered "priorities". The [TES recommendations](#) are grouped into categories; selecting a recommendation automatically determines the category to which it belongs.³⁰ Respondents could choose recommendations from multiple categories.

As seen in Figure 12, the 99 respondents to this questionnaire overwhelmingly indicated that the EV Council should prioritize recommendations in the "Charging and Utility Infrastructure" category. More than twice as many respondents selected recommendations from the charging category as they did from any other category. This data point highlights the need to improve the charging experience. It underscores the responses to Veloz's survey, where more than one-third of drivers cited a lack of charging availability as a factor that may prevent them from purchasing an EV.

³⁰ Interagency Electric Vehicle Coordinating Council, "[Transportation Electrification Strategy recommendations](#)."

Figure 12: TES priority recommendations categories, March 2025 EV Council questionnaire



EV policy landscape: Driving into the headwinds

The 2025 Washington legislative session

Declining state revenues led the Legislature to allocate less overall new funding for electrification in the 2025-2027 budget than it did in the 2023-2025 budget. Some programs received less new funding than they had in the previous biennium; for instance, the Washington EV Charging Program (WAEVCP) received \$105 million in 2023-2025 to establish the program, but only \$23 million in new, additional funding in 2025-2027. Others, such as the Washington EV Instant Rebate program, were given no funding at all.

At the same time, hundreds of millions of dollars that were not spent in 2023 through 2025 were reappropriated for the period from 2025 to 2027. Chief among them was WAZIP, which had nearly \$100 million shifted from one biennium to the next. The total funding results are shown in Table 1.

Table 1: 2023-2025 and 2025-2027 clean transportation budgets by agency, as passed by the Washington State Legislature

Agency	2023-2025 after reappropriations	2025-2027 after reappropriations	Total
WSDOT	\$121 million	\$269 million	\$390 million
Commerce	\$161 million	\$40 million	\$201 million
Ecology	\$16 million	\$62 million	\$78 million
DES	\$13 million	\$16 million	\$29 million
Other	\$98 million	\$2 million	\$100 million
Total	\$408 million	\$389 million	\$798 million

Elsewhere, Governor Ferguson signed several new laws that impact the vehicle electrification work of EV Council members. These new laws represent significant steps in Washington's journey toward vehicle electrification. Table 2 has the key details of the new laws.

Table 2: 2025 legislation that impacts EVs

Law	Impact
Chapter 119, Laws of 2025	Allows EVSE to be installed without approval by associations of single-family homes, site condominiums, or planned use developments, under certain conditions
Chapter 319, Laws of 2025	Raises the stringency of the Clean Fuel Standard to 45% below 2017 levels by January 2038 (TES priority recommendation)
Chapter 419, Laws of 2025	Imposes a 10% excise tax on the banking of and a 2% tax on the sale of surplus ZEV credits; requires a first-in-the-nation reporting of credit sale values
Chapter 372, Laws of 2025	Extends the total cost of ownership-based ZEV purchase requirement established in the 2024 session to all vehicles used for student transportation
Chapter 233, Laws of 2025	Requires installation of EVSE on “public works” to be performed by Electric Vehicle Infrastructure Training Program-certified (or other national standard) technicians (TES priority recommendation)

Federal policy turns against EVs

The federal EV policy landscape underwent significant changes in 2025. Among the actions taken at the federal level since January are:

- Sunsetting the [Clean Vehicle Tax Credits](#) on September 30, 2025, rather than allowing them to continue for years as initially planned.³¹ This resulted in the loss of a \$7,500 tax credit for new EVs, a \$4,000 credit for used EVs and a \$40,000 credit for commercial MHDV EVs. With no state incentives to fill those gaps, average transaction prices for light-duty EVs in Washington rose from \$53,364 in August 2024 to \$56,593 in August 2025.
- Using the Congressional Review Act in an attempt to unlawfully revoke the [waivers](#) through which states adopted California's ZEV standards (ACCII and ACT) and LEV standards (Omnibus).³² Washington has joined a [lawsuit](#) with 10 other states to challenge the revocation, which is currently pending.³³ In the meantime, Ecology issued [guidance](#) to vehicle manufacturers, noting that earning and banking credits under ACCII and ACT can proceed, but deficit generation has been paused until June 2026.³⁴ Low-emission vehicle standards for medium- and heavy-duty vehicles are paused until January 1st, 2027.
- [Proposing to roll back](#) the country's fleet-wide fuel economy standards (known as Corporate Average Fuel Economy, or CAFE, standards).³⁵ The administration has also [proposed repealing](#) the EPA's 2009 "endangerment finding" that provides the basis for regulating GHG emissions.³⁶ Ecology provided comments to the EPA against repeal, but the proposal remains under consideration.
- Freezing the National Electric Vehicle Infrastructure (NEVI) program as part of the "Unleashing American Energy" [executive order](#).³⁷ Washington joined with several other states to successfully [challenge](#) this funding freeze; WSDOT's NEVI funding was restored by July 2025.³⁸ However, \$36 million in NEVI grants were frozen in the meantime.
- [Pausing](#) efforts to electrify the federal fleet, even going so far as to prohibit most new EVSE at federal facilities and shutting down existing EVSE deemed "non-mission critical."³⁹

These actions have undoubtedly had a chilling effect on the EV market. Washington has taken action to combat these effects. The EV Council members will continue to fill the gap wherever possible and will coordinate the state's responses to federal actions.

Conclusion

Washington made significant progress toward its vehicle electrification targets in 2025 — see [Appendix A](#) — although headwinds to further progress have emerged. Washington remained one of the top EV markets in the nation, for both LDVs and MHDVs. The state's used EV market also took off. Meanwhile, the charging network expanded rapidly in response to robust public demand. These successes came despite growing headwinds to further progress, such as lower funding levels and federal policy changes.

³¹ Internal Revenue Service, "[Clean vehicle tax credits](#)." The early sunset came as part of the "[One Big Beautiful Bill](#)" (H.R. 1), signed into law on July 4, 2025.

³² AP News, "[Trump signs measure blocking California's ban on new sales of gas-powered cars](#)."

³³ Washington State Office of the Attorney General, "[AG Brown joins lawsuit challenging Trump administration attack on California's Clean Vehicles Program](#)."

³⁴ Washington State Department of Ecology, "[Update to regulatory guidance for Advanced Clean Cars II, Advanced Clean Trucks, and Heavy-Duty Low NOx Omnibus](#)."

³⁵ Roll Call, "[Fuel economy standards rewrite poised to deal a blow to EVs](#)."

³⁶ Environmental Protection Agency, "[EPA Releases Proposal to Rescind Obama-Era Endangerment Finding, Regulations that Paved the Way for Electric Vehicle Mandates](#)."

³⁷ The White House, "[Unleashing American Energy](#)."

³⁸ Washington State Standard, "[Seattle judge orders Trump administration to unfreeze EV charger funding](#)."

³⁹ General Services Administration, "[GSA Order: Electric Vehicle Supply Equipment \(EVSE\) in Federally Owned Facilities Under GSA's Jurisdiction, Custody, and Control](#)."

Appendix A: 2025 accomplishments

Summary

The EV Council made tremendous progress in 2025. It developed key documents that will guide its work in 2026 and beyond. The EV Council members collaborated to develop policies that would facilitate the implementation of the TES and create tools to track progress. The EV Council collaborated with elected officials, workgroups and members of the public to align its work with their interests, then worked together to implement their funded programs with those interests in mind. Throughout it all, the EV Council members strived to ensure that the benefits of its activities reached vulnerable and overburdened communities.

The following sections detail the EV Council's accomplishments in 2025.

The TES priority recommendation tracker

The TES contained more than 100 policy recommendations that, if adopted, would support the state's efforts to achieve the TES's "strong electrification scenario" and reduce transportation greenhouse gas emissions through non-road measures. The EV Council identified 24 of these recommendations as priorities for policy and program development. While the EV Council strives to make progress toward fulfilling many of the recommendations in the TES, the priority recommendations will have the most significant impact in the short term.

Status of TES priority recommendations:

- Complete (recommendation has been substantially completed): 3 recommendations
- Implementation underway (program/project described in recommendation is currently being implemented): 8 recommendations
- Some progress made (Implementation has begun on the recommendation, but is currently stalled): 11 recommendations
- Not started (recommendation has had little/no progress made): 2 recommendations

EV Council guiding documents: laying a foundation

EV Council charter

The EV Council adopted a **charter** for the first time in its history in 2025. The goal of the [charter](#) is to clarify for members (and others) how each agency can engage with the EV Council's work and gain maximum benefit from it.⁴⁰ The charter outlines each member agency's role in shaping a mission, vision and a set of five ongoing objectives for the EV transition. It also provides a way to frame conversations and communicate accomplishments.

EV Council charter: Five objectives

- 1) Implementing the Transportation Electrification Strategy
- 2) Measuring progress
- 3) Aligning EV Council work with elected officials, workgroups and members of the public
- 4) Identifying, publicizing and coordinating grant funding opportunities
- 5) Using insights from data to ensure benefits from electrification flow to vulnerable populations in overburdened communities

The charter was developed and agreed upon collectively, with a consensus vote to adopt the charter taken at the March EV Council public meeting. In 2025, the charter was used to guide the EV Council's work by providing

⁴⁰ EV Council, "[EV Council Charter](#)".

structure, objectives and clarity of roles for its members. EV Council members referred to the charter when developing new policies and initiatives to clarify when agencies should engage on specific topics. The charter is subject to amendment and will be updated as necessary.

2025-2027 EV Council work plan

The EV Council also developed a **biennial work plan** for the first time.⁴¹ The plan covers the period from July 1, 2025, to June 30, 2027, for the state's biennial budget. The EV Council has developed annual work plans in past years, but with the state entering a new budget biennium, the members found it helpful to plan further into the future.

The work plan, adopted by consensus vote at the November EV Council meeting, outlines the key activities that members expect to undertake during the plan period. The actions detailed in the work plan will further the EV Council's mission (articulated in the charter) to "coordinate the implementation of a unified strategy [the TES] to equitably achieve the state's ZEV standards." The work plan serves to guide the day-to-day collective work of the EV Council, with a particular emphasis on how members will collaborate to achieve their objectives. It also provides a way to measure and communicate the state's (and the EV Council's) progress towards the goals. It will be updated throughout the biennium as work progresses and additional activities arise.

Strategy implementation

Outreach and policy development

In late 2025, Governor Ferguson and Ecology, with input and advice from other EV Council members, undertook the "ZEVergreen" effort. ZEVergreen aims to gather feedback from interested parties to explore actionable strategies the state can use to support the clean transportation transition. As a part of ZEVergreen, Ecology met with interested parties from across the EV landscape (for example, Tribes, utilities and vehicle manufacturers). The department also hosted a public comment session and opened a written comment period. Ecology used this input to develop a report summarizing the input and policy strategies from the dialogue sessions and comments. This report will be delivered to legislators in January 2026.

Figure 13: Four "pillars" of ZEVergreen



A second initiative was a joint effort between Commerce and Ecology to develop Washington's **Comprehensive Climate Action Plan (CCAP)**.⁴² The CCAP is a statewide, federally funded effort to create a roadmap for reducing GHG emissions in the near- and long-term. Strategies to limit transportation GHG emissions are an essential aspect of the CCAP. As co-leaders of the initiative, Commerce and Ecology collaborated to develop a robust public

⁴¹ EV Council, "[Biennial Work Plan, July 2025-June 2027](#)"

⁴² Washington Climate Partnership, "[Washington Climate Partnership's Comprehensive Climate Action Plan](#)."

outreach plan, using the input gained to inform its execution. Part of that outreach included a conversation at the July EV Council meeting. The final document will be submitted to the EPA in December.

Several agencies advanced **rulemakings** in 2025. Ecology finalized its Clean Vehicles [rulemaking](#) in October 2025.⁴³ The new rules enshrined amendments to the ACT and Omnibus that add flexibility to compliance requirements while maintaining emissions reductions. Ecology also adopted amendments to the Clean Fuel Standard in October 2025. Among other changes, the new rules included adjustments to infrastructure credits for EV charging and hydrogen refueling, including several measures to support better investment in charging infrastructure for heavy-duty trucks. Meanwhile, Agriculture and OSPI both initiated their own rulemakings: Agriculture to adopt by reference certain National Institute of Standards and Technology (NIST) handbooks that guide EVSE inspections, and OSPI (in consultation with Ecology) to adopt school bus total cost of ownership rules. Those rulemakings should conclude in 2026.

Finally, the Utilities and Transportation Commission (UTC) has moved closer to finalizing its policy statement on regulating EV charging services. The policy statement will serve as official, non-binding guidance from the UTC; when completed, it will guide the actions the state's investor-owned utilities take to prepare the electric grid for the current and future EV adoption. The Commission first issued a [policy statement](#) in 2017; the current process is designed to update the existing policy statement.⁴⁴ The policy statement, which incorporates input from EV Council members, is expected to be finalized in 2026.

Other actions

As an appendix to the work plan, the EV Council created a **program catalog** that contains details of the 2025-2027 funding programs. The [catalog](#) can be used by interested parties to see an at-a-glance view of upcoming and ongoing funding opportunities.⁴⁵ It also includes eligibility criteria, application deadlines and other critical information that parties can use when applying for state funding opportunities. The catalog was posted on the EV Council website along with the rest of the work plan and will be updated as new funding rounds arise.

In 2025, EV Council staff examined the state's progress towards the annual TES benchmarks for light-duty vehicle adoption and DCFC port installations (see the "Electric vehicle market analysis" section of this report). Staff also **revisited the TES benchmarks** and adjusted them to create a more gradual glide path to the vehicle emission standards. The resulting new annual benchmarks are somewhat lower than those in the TES from 2025 to 2029, but put the state back on the preferred TES-modeled track by 2030. The new targets were proposed at the September EV Council meeting and posted on the EV Council [website](#).⁴⁶

Figures 14 and 15 demonstrate the difference between the previous and revised TES targets for LDVs and DCFC charging ports.

⁴³ Washington Department of Ecology, "[Chapter 173-423 WAC - Clean Vehicles Program](#)."

⁴⁴ Washington Utilities and Transportation Commission, "[Policy and interpretive statement concerning commission regulation of electric vehicle charging services](#)" (Docket UE-160799).

⁴⁵ [EV Council program catalog](#).

⁴⁶ Washington Department of Commerce, "[Electric Vehicle Coordinating Council](#)."

Figure 14: Previous and revised light-duty EV statewide annual population targets

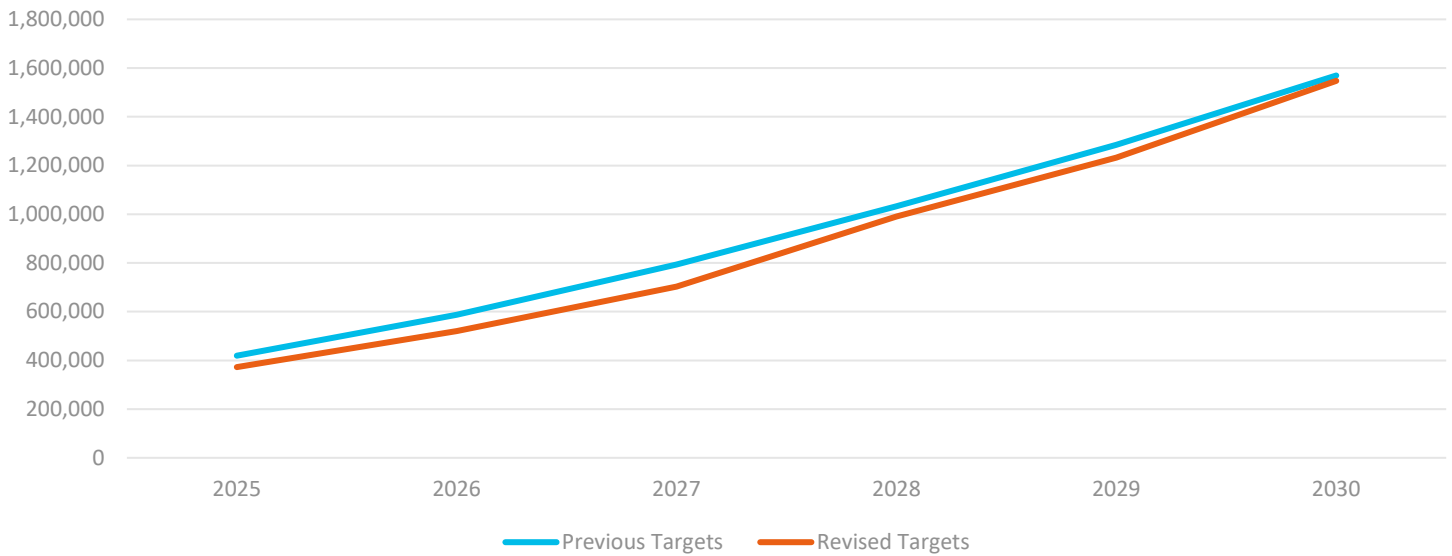
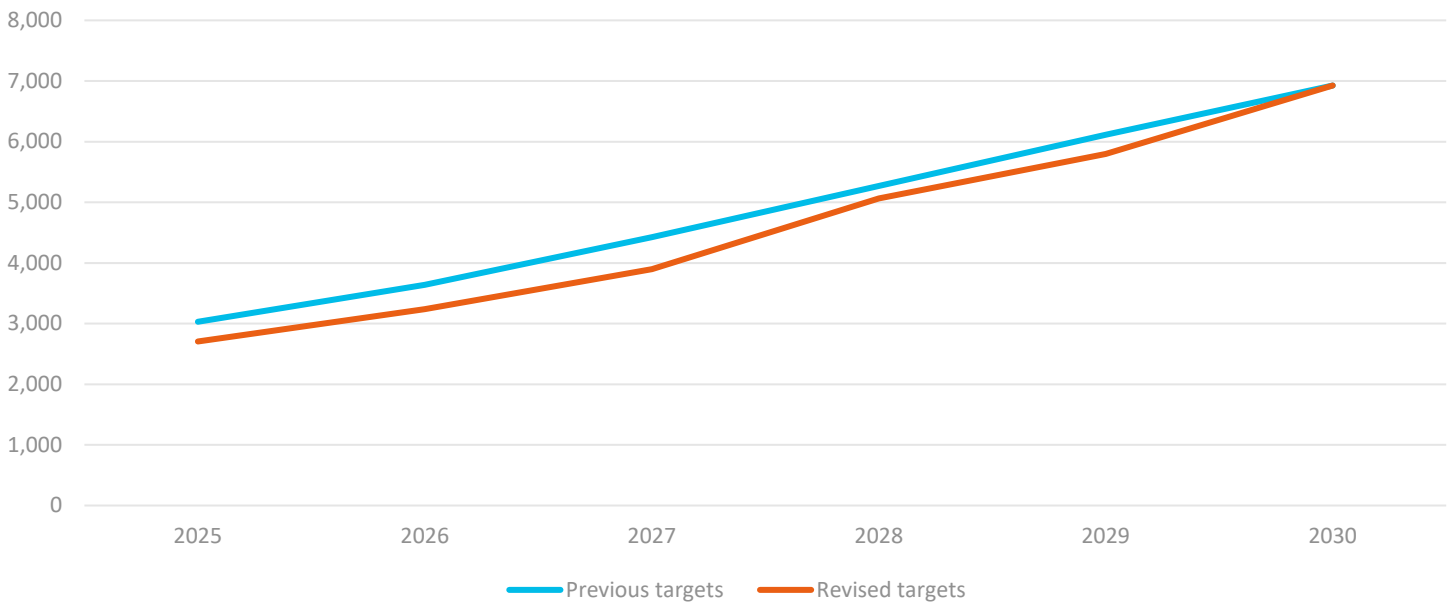


Figure 15: Previous and revised DCFC port statewide annual targets

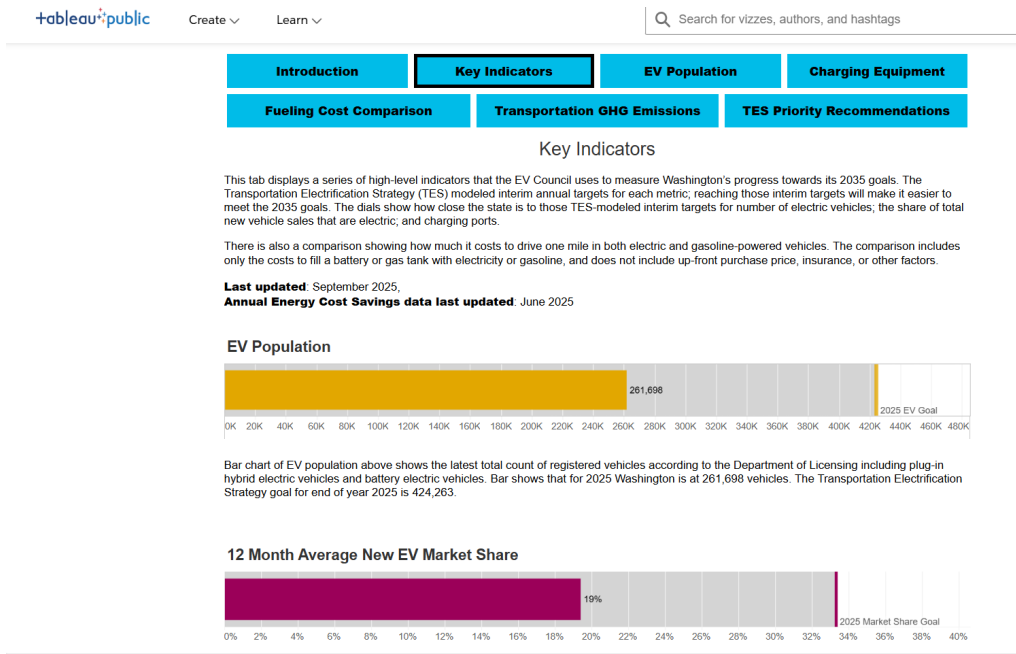


Measuring progress

The EV Council published a **metric dashboard and TES recommendation tracker** in September. The [dashboard](#) — created by Commerce with data and input from several other agencies — displays the progress the state has made on several key ZEV transition indicators, including the EV market share over time and the number of DCFC chargers on Washington roads.⁴⁷ The dashboard also contains a tracker showing the status of the TES priority recommendations. As 2025 comes to a close, Commerce is working on expanding the dashboard to include additional data on ZEV MHDVs and other key metrics.

⁴⁷ EV Council, "Washington EV Council Data Dashboard."

Figure 16: Screenshot of EV Council dashboard



Ecology reports **Climate Commitment Act (CCA) account spending** data annually. Ecology, WSDOT, Commerce and other state agencies reported on CCA-funded projects, the GHG emission reductions they achieved and whether they benefited Tribes and communities that were overburdened. The fiscal year 2025 [report](#) found an estimated 123,357 megatons of GHG emissions enabled through EVSE installed by state-funded programs.⁴⁸

Finally, Ecology collaborated with DoL to develop an **enhanced MHDV dataset**, encompassing both ZEV and ICE vehicles. Along with more frequent reporting, better data will enable the EV Council to track progress toward the MHDV vehicle emission standards. The first new dataset is expected to be available in 2026.

Alignment with public interest

ZEVergreen dialogue sessions

As noted earlier, Ecology launched ZEVergreen in the fall of 2025. ZEVergreen involved a series of informal **dialogue sessions** with interested parties during which Ecology explored policy ideas to support vehicle electrification efforts. Some of the parties that participated in the dialogue sessions were the trucking industry, utilities, Tribes, advocates, charging providers and state agencies. A public dialogue session held in late October attracted 146 attendees, and a written comment period, which ran from mid-September to early November, generated 215 written comments.

Policy coordination

In alignment with the public interest, the EV Council members worked together to advance policies that will promote further vehicle electrification, including:

- During the **legislative session**, for instance, Executive Committee members communicated regularly to stay up to date on pending bills, their potential impact and any interagency coordination needed.

⁴⁸ Washington Department of Ecology, "[Climate Commitment Act Investments Fiscal Year 2025](#)."

- Similarly, EV Council members worked together to **respond to federal developments**. For instance, Ecology collaborated with Commerce, WSDOT, the Commissioner of Public Lands and the Puget Sound Partnership to submit a letter to the EPA on its [proposed elimination](#) of the endangerment finding.⁴⁹
- Finally, the EV Council co-chairs, along with Ecology, made developing a **relationship with incoming Governor Ferguson's office** a priority. Regular meetings between the agencies and the Governor's Office provide a consistent touchpoint, allowing the EV Council to prioritize and develop policies appropriately. This led to the successful partnership of the Governor's Office and Ecology on the ZEvergreen announcement, among other efforts.

Workgroups

The EV Council started two workgroups in 2025. One was a **Tribal workgroup** designed to provide coordination between Tribes and agencies, offering a platform for Tribes to address their vehicle electrification priorities and challenges. The workgroup provided tribes with the opportunity to give input on EV Council planning, WAEVCP, ZEvergreen and the WAZIP program. Agencies took that feedback and used it to develop policies and fine-tune program offerings.

Second, in response to a [vetoed](#) budget proviso, the EV Council established an **EVSE property crime workgroup** to address the factors contributing to EVSE property crime and to develop remedies.⁵⁰ The workgroup engaged with the state's utilities, EV service providers, law enforcement and other interested parties to discuss prevention and response to EVSE property crime. One of the group's products was a summary of the comments submitted in response to a request from the California Energy Commission for information on EVSE property crime. This was circulated among interested parties in Washington to provide input on potential solutions.

Regular EV Council meetings

The EV Council held **regular bimonthly meetings** in 2025. Meeting agendas typically included EV Council business, such as adoption of deliverables like the EV Council charter, policy discussions and updates on programs. Additionally, meetings included topics of interest to the public. Examples include panel discussions and presentations from outside interests, such as Veloz (about their "[Electric For All](#)" informational campaign⁵¹) and Plug In America (revealing the results of their Washington driver [survey](#)).⁵²

When useful, the EV Council circulated **questionnaires** to obtain critical input from interested parties. One example was the March 2025 questionnaire mentioned earlier, where the EV Council asked interested parties to identify the TES recommendations that were most important to pursue going forward. The EV Council will use this information as it re-evaluates its priorities in the future.

Funding coordination

Program development and implementation

Below are examples of ways that the EV Council coordinated funding opportunities in 2025:

- Commerce, WSDOT and Ecology began coordinating to **streamline and harmonize** their EV charging programs. The goal of this coordination, which continues into 2026, is to ensure that drivers have a consistent charging experience at EVSE that uses state funding.

⁴⁹ United State Federal Register, "[Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards](#)."

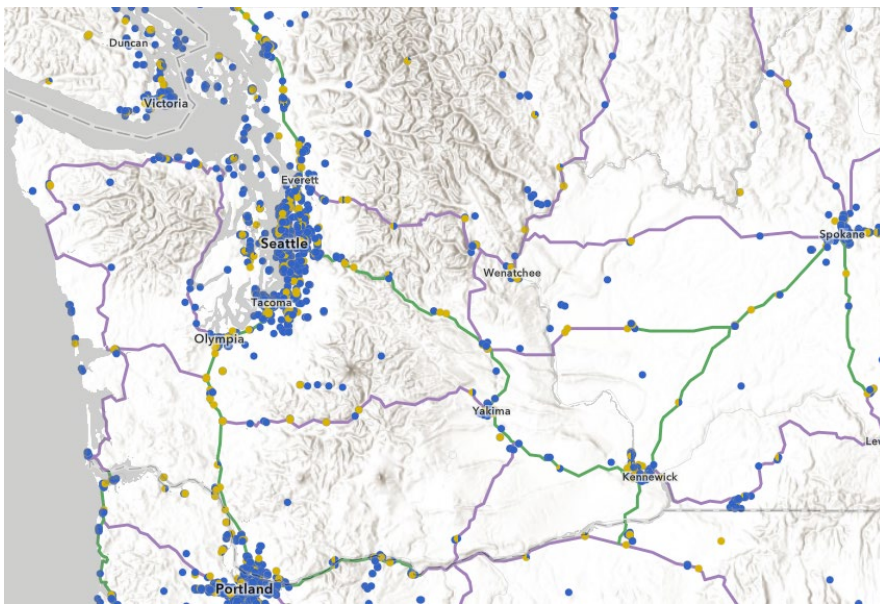
⁵⁰ State of Washington, Office of Governor Bob Ferguson, [partial veto message for ESSB 5161](#).

⁵¹ "[Electric for All](#)," power by Veloz.

⁵² Plug In America, "[EV Drivers in Washington](#)" (October 2025).

- WSDOT coordinated with Commerce and Ecology to ready its [WAZIP](#) program for launch in 2026.⁵³ **WAZIP** will provide more than \$100 million in purchase incentives for class 2b-8 zero-emission MHDVs and equipment. Ecology offered its expertise gained through running the [Clean Diesel](#) program,⁵⁴ while Commerce drew upon its recent experience with its own LDV [incentive program](#) to advise WSDOT throughout program design.⁵⁵
- Likewise, the three agencies continued collaboration to move the **NEVI** program forward. Upon release of the NEVI funds that the federal government had frozen, WSDOT – together with fellow EV Council member agencies – evaluated the proposals it had received from a Notice of Funding Opportunity in early 2025. WSDOT expects to issue a Notice of Proposed Awards in late 2025 or early 2026.
- Ecology and OSPI continued working together to distribute the Diesel Reduction program's **electric school bus** funding. In 2025, school districts had 175 electric buses in their fleets, many of which were purchased using Diesel Reduction and VW federal settlement funds.
- Ecology led the efforts to coordinate implementation of the **Clean Fuel Standard (CFS)**. For example, Ecology began working with agencies and other eligible entities to understand CFS Advanced Credits, which will become available in July 2026. Ecology also started working with utilities and the UTC as utilities monetize CFS credits for transportation electrification activities. Part of this work will support the development of additional charging infrastructure.
- State fleet electrification was a continuing focus area for DES and SEEP. In October 2025, DES announced \$7.5 million in fiscal year 2026 funding (out of nearly \$100 million in applications) for 20 new **EVSE installations at state-owned facilities**. Meanwhile, SEEP continued leading the **implementation of Executive Order 21-04**, working with agencies to develop and implement fleet electrification plans and measuring their progress.⁵⁶ DES and SEEP co-lead the state **ZEV workgroup**, a group comprised of fleet managers from various agencies that collaborate to share resources and expertise.

Figure 17: Screenshot of EV-MAP



Tool and resource development

In 2025, the EV Council launched several tools that will provide critical information for both agency staff and interested parties. WSDOT, working with Commerce, DES and SEEP, debuted two mapping systems that display

⁵³ Calstart, "[WAZIP](#)."

⁵⁴ Washington Department of Ecology, "[Clean diesel grants](#)."

⁵⁵ Washington Department of Commerce, "[Washington Electric vehicle instant rebates](#)."

⁵⁶ State of Washington, Office of Governor Jay Inslee, "[Executive Order 21-04 Zero emission vehicles](#)."

charging infrastructure across the state. The **Electric Vehicle Mapping and Forecasting Tool (EV-MAP)**⁵⁷ went live in early 2025 to serve as the "mapping and forecasting tool" called for in RCW [47.01.520](#).⁵⁸ Project developers, utilities and others use the tool to plan and site EVSE across the state. An offshoot of the EV-MAP, the **State Agency Fleet EVSE (SAFE)** tool, went live at the same time.⁵⁹ The SAFE tool allows state agency staff to manage EVSE information and locate EVSE (including those at state facilities and public charging stations) while they are on the road.

Finally, Commerce introduced an internal **document library and newsletter** available to all vehicle electrification state agency staff. The library contains example contracts, agreements, datasets and other program materials for agency staff to use as they implement their initiatives. It is designed to break down barriers across agencies, enabling staff to collaborate and learn from one another.

Equity

EV Council members worked to embed equity in their work in several ways in 2025. One avenue was through **data collection and analysis**, including:

- Ecology led the effort to collect CCA data demonstrating how program benefits were distributed to Tribes and overburdened communities. This dataset will be analyzed to extract lessons for program implementers.
- The Office of Financial Management (OFM) launched a [dashboard](#) tracking Healthy Environment for All (HEAL) Act budgets and funding.⁶⁰ The dashboard also shows investments in overburdened communities.
- At the same time, the Department of Health (DoH) maintained its Environmental Health Disparities [map](#), a source for several demographic and transportation-related datasets.⁶¹
- Commerce began analyzing EV and EVSE adoption to uncover differences between racial groups, incomes and other demographic factors. This analysis is expected to be completed by 2026 and will inform the EV Council's future work.

When it comes to **program implementation**, the EV Council members took several actions to ensure that benefits flowed to all Washingtonians, such as:

- The WAEVCP program reserved two categories of eligible projects – public L2 and fleet/workplace EVSE – for rural and/or tribal communities. The Legislature also reserved \$3 million of the program's \$23 million for a MHD ZEV depot managed by the Cowlitz Tribe in Longview.
- The WAZIP program reserved a portion of its funding for "enhanced" incentives for qualified applicants. These include emerging/rising businesses, drayage operators, veteran-owned businesses, non-profit organizations and public agencies, including Tribes. The enhanced incentives will ensure that all businesses, both large and small, can participate in the program.
- Commerce launched its Tribal [electric boat funding opportunity](#), which offered \$4.75 million for Tribes to purchase electric boats or convert existing diesel boats to electricity.⁶² Successful applicants will be announced in early 2026.

⁵⁷ Washington Department of Transportation, "[Washington's EV Mapping and Planning \(EV-MAP\) Tool](#)."

⁵⁸ Washington State Legislature, "[RCW 47.01.520 - Publicly available mapping and forecasting tool – Charging and refueling infrastructure locations and information](#)."

⁵⁹ Washington Department of Commerce, "[State Agency Fleet EVSE \(SAFE\) Tool](#)."

⁶⁰ Washington Office of Financial Management, "[HEAL Act dashboards](#)."

⁶¹ Washington Department of Health, "[Washington Tracking Network A Source for Environmental Public Health Data](#)."

⁶² Washington Department of Commerce, "[Tribal Electric Boats Program](#)."

Finally, the EV Council launched its **Tribal workgroup**, run by Commerce's Clean Transportation Tribal Programs team. The workgroup provided a space for Tribes to address their electrification priorities and the challenges they face in addressing them. It also provided state agencies with the opportunity to better understand Tribal priorities and challenges, offering Tribes an opportunity to influence the work being done by EV Council members. Some topics addressed at the workgroup included the WAEVCP program, ZEvergreen and the WAZIP program.

Conclusion

The EV Council accomplished a great deal in 2025. It set a course for its future work through the work plan and charter. Together, the Council members developed key policies that will help sustain progress into 2026 and beyond and created better tools to track that progress. The EV Council aligned its work with the input of workgroups, elected officials and other interested parties. The members collaborated to implement a diverse suite of funding opportunities, doing everything possible to ensure the benefits of these opportunities reached vulnerable and overburdened communities. The accomplishments made in 2025 set the stage for an even more successful 2026.