ENVIRONMENTAL
PRIORITIES
COALITION

2021 ENVIRONMENTAL PRIORITY

Clean Fuels NOW HB 1091

A CLEAN FUEL STANDARD WILL...

- Help Washington achieve its carbon reduction goals
- Address health care costs and promote healthier communities
- Support and incentivize more electric cars, trucks, and buses
- Expand local economies with increased production of low-carbon, sustainable biofuels
- Encourage higher efficiency refining, helping fenceline communities

WHY A CLEAN FUEL STANDARD WORKS:

Technology neutral: Ensures cost-effective ways to achieve emission reductions are prioritized

Flexible: Covered entities have multiple ways to comply; they can make on-site investments to reduce process emissions, blend clean biofuels into their product, and support clean fuel deployment directly, including investing in electric vehicle infrastructure statewide

Effective & affordable: Oregon's Clean Fuels Program reduced climate pollution by almost 1.3 million tons in 2019 alone while raising the cost of gasoline by only about 1%

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Clean Air & A Cleaner Climate

As the recent Washington wildfires and the continuing COVID-19 pandemic have shown, clean air matters. Emissions from our transportation fuels like diesel and gasoline worsen our air quality and make us sick—but we can change that! Cleaner transportation fuels, including electricity, are possible in our state and can help clean up our air and our climate. That's why leading public health organizations like the American Lung Association, Washington Physicians for Social Responsibility, and the Washington Academy of Family Physicians view a Clean Fuel Standard as one of the most important ways to improve public health and air quality, save millions in healthcare costs, and prioritize addressing climate change.

Prioritizing cleaner fuels and cleaner air will also help address long-standing inequities in who is most impacted by climate change and pollution. Racist public policies like urban renewal districts, redlining, and inner-city highway construction create toxic concentrations of diesel pollution like the high amounts found in busy trucking corridors, bus depots, distribution hubs, and seaports that disproportionately affect low-income and communities of color. In King County, diesel particulate pollution contributes to a reduction in life expectancy by 13 years for those living in the Duwamish Valley compared to other parts of the County. Clean Fuel Standards in CA, OR, and BC have contributed to billions of dollars in avoided public health costs because of fewer asthma attacks and hospitalizations, lower rates of lung cancer and heart attacks, and thousands of fewer lost workdays.

KEEPING OUR HOMEGROWN DOLLARS IN-STATE

We actually produce clean fuels in our state, but the product gets shipped to our neighbors that have adopted a Clean Fuel Standard: California, Oregon, and British Columbia. These states continue to attract new clean fuels business investments—like sustainable biofuel feedstock production in rural communities and electric vehicle infrastructure—while Washington is missing out. Greater access to clean fuels in Washington will support rural economic development by relying on local fuels rather than out of state oil, plus grow our clean energy job market. By implementing the Clean Fuel Standard, Washington can become even more competitive, turning agricultural, food, and forestry waste into revenue. Washington already supports over 1,900 jobs in the clean fuels industry and over 3,000 jobs in the electric vehicle industry.

OUR BIGGEST CLIMATE CHALLENGE

Transportation fuels like diesel and gasoline are responsible for nearly half of our climate pollution in Washington state and we need to take action to reduce these emissions. A Clean Fuel Standard is truly foundational for cleaning up our transportation sector. Enacting a Clean Fuel Standard simply requires fuel producers to sell a cleaner product or invest in clean, low-carbon choices like electricity and local, sustainable biofuels to power our transportation. By 2035, we could reduce greenhouse gas emissions by six million tons each year and move profits from polluters to local, clean fuels producers in Washington. By law, we need to cut our climate pollution in half over the next decade and a Clean Fuel Standard will put us on that path for our highest emitting sector.

WHY NOT WASHINGTON?

The oil industry has consistently blocked progress on passing a Clean Fuel Standard in Washington. Our West Coast neighbors in California, Oregon, and British Columbia. already have working Clean Fuel Standards and seeing cleaner air, increased investments in electric vehicle infrastructure, reduced health costs, and creating a larger and aligned market for clean fuels. In California alone, the program has prevented 38 million tons of carbon from going into the air and cut the use of 13.7 billion gallons of petroleum, while investing $2.8 billion in clean fuels production and half a billion dollars in transportation electrification in 2019 alone—all of this with little to no impact on fuel prices. In fact, gas is cheaper in California today than it was when their program began, because the price of gas is dominated by the global market, not the Clean Fuel Standard. Oregon recently expanded its clean fuels program, by more than doubling the carbon reduction requirement from 10% to 25% by 2035.

REDUCING TRANSPORTATION COSTS

When considering a regional Clean Fuel Standard in 2019, the Puget Sound Clean Air Agency found it would ultimately lower transportation costs per mile, saving Washingtonians millions of dollars a year. Right now, Washington consumers have no choice or ability to influence the price of fuels. The oil industry dictates the price of gas, bringing in about 80 cents per gallon of pure profit in the Seattle metropolitan area. A Clean Fuel Standard would help dismantle their monopoly on our choices and ensure the cleanest and most affordable fuels compete on a level playing field. Electricity is about three times less expensive than gasoline and diesel, saving people money not only on fuel but also on upkeep and maintenance, of which electric vehicles require less.