

# CLEAN FUELS NOW

WASHINGTON ST HB 1110

## A HEALTHIER CLIMATE

Diesel and gasoline are responsible for nearly half of our climate change pollution in Washington State. We've seen climate impacts close to home, like more frequent and fiercer forest fires, but we have a window to accelerate big solutions. Washington is now on a pathway to a 100% clean grid, and now we can electrify most of our transportation sector, reducing our climate impact with emission free vehicles. What we can't electrify, we can transition to cleaner fuels - a clean fuel standard prioritizes creating incentives for those clean, low-carbon choices to power our transportation.

## CLEAN FUELS SUPPORTS BOTH URBAN AND RURAL ECONOMIES

A greater reliance on clean fuels in Washington State will support rural economic development by relying on our local clean fuel resources, such as dairy waste, forest residue, food waste, and wastewater treatment facilities. Washington already supports over 1,700 jobs in the clean fuels industry. There are over 2,000 people working in the electric vehicle industry already in Washington. By implementing a Clean Fuel Standard, our region can become even more competitive.

## CLEAN AIR BENEFITS TO OUR COMMUNITIES

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 improve air quality. Cleaning up climate and air pollution will improve public health and save on healthcare costs. A recent study found that California's Clean Fuel Standard could contribute to \$8.3 billion in avoided public health costs by 2025 because of fewer asthma attacks and hospitalizations, lower rates of lung cancer and heart attacks, and thousands of fewer lost workdays.<sup>2</sup>

Prioritizing cleaner air will also begin to address long-standing inequities in who is most impacted by climate change. Lower income communities and communities of color often live and work closer to major transportation corridors. For example, 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.

## 3 KEYS TO A CLEAN FUEL STANDARD

### TECHNOLOGY NEUTRAL

Ensuring the cleanest and most 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, or support clean fuel producers, including the use electricity as a fuel.

### EFFECTIVE & AFFORDABLE

Oregon's Clean Fuels Program replaced the use of nearly one million gallons of fossil fuels while raising the cost of gasoline by only a penny per gallon.<sup>3</sup>



## CLEANER TRANSPORTATION IS ALREADY HAPPENING NOW AND WILL GROW WITH INVESTMENT



### MORE ELECTRIC CARS, TRUCKS, AND BUSES:

By creating value for electricity from low-carbon sources, clean fuels allow utilities, fleet operators, and charging providers to reduce costs for electric vehicles and chargers.



### MORE LOW-CARBON BIOFUELS

Low-carbon liquid fuels can come from a variety of locally sourced materials, including biofuels from food, agricultural, and forest waste.



### HIGHER EFFICIENCY REFINING

The program credits refineries for cleaning up their operations, improving local air quality and cutting carbon pollution.

## MORE FREEDOM TO CHOOSE CLEANER FUELS

Every year Washington consumers and businesses purchase approximately \$9 billion of gasoline and diesel from out of state oil companies. By transitioning to clean fuels, we can keep this money in state and end our sole reliance on oil to power our vehicles and transportation systems.

We have very little choice but to buy gasoline and diesel since the oil companies have a monopoly on our fuel options. Reducing our dependence on a volatile global oil market can save the total amount of money we spend fueling powering our transportation system.

## ALREADY WORKING ALL AROUND US, SO WHY NOT HERE?

The oil industry has consistently blocked progress on passing clean fuels in Washington State. Our West Coast neighbors in California, Oregon, and B.C. all already have working clean fuels standards creating a larger and aligned market for clean fuels. In California alone, the program has prevented 33 million tons of carbon going into the air and cut the use of 9.9 billion gallons of petroleum, while investing \$2 billion of investment in clean fuels productions<sup>1</sup> and \$92 million in transportation electrification in 2016 alone - all of this with little to no impact on fuel prices.

## A NECESSARY STEP IN CLEAN TRANSPORTATION CHOICES

A clean fuel standard requires oil refiners and importers to reduce the carbon intensity of fuels by 20% by 2035, reducing carbon and air pollution, supporting expanded transportation electrification, and creating more homegrown jobs in the production of clean, low-carbon fuels.

## QUESTIONS?

**Kelly Hall**  
WA Policy Manager  
kelly.hall@climatesolutions.org

**Eleanor Bastian**  
Climate & Clean Energy Policy  
eleanor@wecprotects.org

**Sarah Cornett**  
Climate Program Organizer  
sarah@wpsr.org

<sup>1</sup> <http://www.cadelivers.org/low-carbon-fuel-standard/>

<sup>2</sup> [https://www.edf.org/sites/default/files/content/edf\\_driving](https://www.edf.org/sites/default/files/content/edf_driving)

<sup>3</sup> State of Oregon: AQ Programs - Data for the Clean Fuels Program; <https://www.oregon.gov/deq/aq/programs/Pages/Clean-Fuels-Data.aspx>