



WE NEED A ***CLEAN FUEL STANDARD***

The 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.

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CLEAN FUEL STANDARDS AND CARBON PRICING **WORK TOGETHER...**

A Clean Fuel Standard works well in conjunction with carbon pricing. In California, their Clean Fuel Standard operates alongside their Cap and Trade system, which targets large, stationary emitters and petroleum distributors while the Clean Fuel Standard covers emissions from the transportation sector specifically. California's Clean Fuel Standard has prevented 38 million tons of carbon pollution and spurred \$2.8 billion in clean fuels investments thus far. British Columbia has both a Clean Fuel Standard and a carbon tax. The province has cut almost a million tons of climate pollution every year with their Clean Fuel Standard. Additionally, Consumer Reports has found that in California, their clean transportation policies, including their Clean Fuel Standard and Cap and Trade, will save California families up to \$1,530 each year.

...SO CARBON PRICING SHOULD **ACCOMPANY, NOT REPLACE** A CLEAN FUEL STANDARD

A Clean Fuel Standard is guaranteed to reduce pollution in the transportation sector—Washington's largest source of emissions—while reinvesting in cleaner transportation options, creating a positive cycle. Depending on their design, carbon pricing systems may not directly address pollution from the transportation sector or lead to meaningful pollution reductions without specifically reinvesting revenue in cutting carbon. A Clean Fuel Standard will directly address air quality, public health, and economic transformation in the transportation sector in the near-term.

Reducing carbon pollution via a price alone is difficult; carbon pricing is most effective when revenues are reinvested in further emissions reductions. If carbon pricing revenue is used for state needs other than pollution mitigation and it is relied upon as the sole driver of carbon reductions, Washington State will not reduce its carbon emissions at the necessary scale. **We need a Clean Fuel Standard to truly cut carbon in the transportation sector, protect our health, and to support local clean fuel production. Well-designed carbon pricing systems can be effective tools, but they are a complement, not a replacement, for a Clean Fuel Standard.** We need to massively and rapidly reduce our greenhouse gas emissions to avoid catastrophic climate consequences, so we need to use all of the good policy tools available.

A CLEAN FUEL STANDARD IS **NOT ONLY A CLIMATE POLICY**



HEALTH BENEFITS

Leading public health organizations like the American Lung Association, Washington State Medical Association, 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, saving millions in 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.



JOB CREATION

Greater access to clean fuels here in Washington will support rural economic development by relying on local fuels rather than oil from out of state. Washington already supports over 1,700 jobs in the clean fuels industry and over 2,000 jobs in the electric vehicle industry. By implementing a Clean Fuel Standard statewide, Washington can become even more competitive, keeping green jobs and benefiting from healthier air here at

CLEAN FUEL STANDARDS HAVE **PROVEN METHODS** OF CARBON REDUCTION

A Clean Fuel Standard is a proven way to cut carbon since it establishes a carbon intensity limit for fuels that declines over time. California, British Columbia, and Oregon have seen pollution reductions from their standards. It is estimated that in Washington, a Clean Fuel Standard would reduce carbon pollution by 4-6 million tons annually. **The climate impact will be equivalent to taking one in five cars off the road.**



Questions?

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