

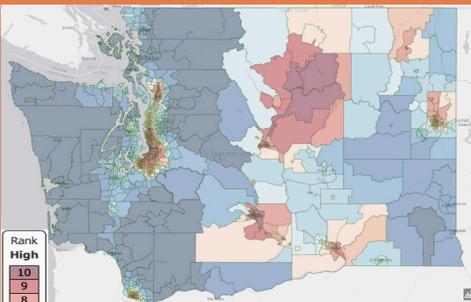
FREQUENTLY ASKED QUESTIONS

Clean Fuels **NOW**



PHOTO BY B. ABENDLICHT

HOW BAD IS OUR AIR POLLUTION RIGHT NOW?



Maps showing PM 2.5 emissions in Washington. Highly polluted areas can be found particularly along road corridors such as Interstate 5 (shown at left) and in population centers, but will benefit all parts of Washington—urban and rural.

CAN WASHINGTON STATE MAKE A DIFFERENCE ON A GLOBAL PROBLEM LIKE CLIMATE CHANGE WITH A CLEAN FUEL STANDARD?

Yes, a Clean Fuel Standard helps cut global warming pollution from the transportation sector—one of the hardest and most important to address if we are going to address the climate crisis in time. A Clean Fuel Standard ensures pollution goes down by requiring fuels, including electricity, to become less carbon-intensive before being labeled clean. Carbon intensity is determined over a fuel’s whole lifecycle, including distribution and production.

The best way to know if a policy works is to look to places that already have it in place: California has avoided 38 million tons of carbon pollution and cut almost 13.7 billion gallons of petroleum under their Clean Fuel Standard. California has also invested \$2.8 billion of investment in clean fuels production.¹ British Columbia has cut almost a million metric tons of global warming pollution every year over the last five years with a clean fuel standard and cut annual pollution by 25%.

A Union of Concerned Scientists’ study shows that a Clean Fuel Standard would allow Washington, to begin cutting the carbon intensity of fuels immediately. And Washington’s commitment to 100% clean electricity means that a shift towards electric vehicles will provide even cleaner and climate-friendly transportation options.

CAN WE CUT CARBON FROM TRANSPORTATION WITHOUT RAISING FUEL COSTS?

Yes. Dependence on a global fossil fuel market is already costing us with volatile oil prices beyond our control, plus rising health care costs from breathing air pollution. Puget Sound Clean Air Agency’s economic analysis for a four-county regional standard found that the cost-per-mile for transportation would be the same as or less than today with a clean fuels policy.

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WE'VE SEEN THE OIL INDUSTRY MAKE CLAIMS OF EXTREME PRICES BEFORE, BUT HAVE THOSE CLAIMS COME TRUE?

Washington is one of the states with the highest oil industry profit margins in the country, as high as \$0.80/gallon. Cost analyses often rely on incomplete data from the Oil Price Information Service, which ignores how the clean fuels market works. For example, with a Clean Fuel Standard in place, a refinery would take actions to achieve compliance at the lowest cost—such as blending in clean fuels or investing in efficiency projects—and those actions would protect consumers.

In Oregon, the cost of the Clean Fuels Program has been less than a penny per gallon of gasoline. California has had a Clean Fuel Standard for years now and research shows the actual costs were hundreds of times lower than the oil industry's misinformation. In fact, the American Petroleum Institute and AAA determined that California's Clean Fuel Standard accounted for only 1% of the cost of gasoline.

Finally, gas is cheaper if you use less of it. Washingtonians spend over \$9 billion annually on gasoline. As our cars become more fuel efficient and we increase zero-emission electric vehicles and more sustainable biofuels, we can accelerate the transition away from the fossil fuel monopoly on how we power transportation.

HOW WILL LOW-INCOME COMMUNITIES BENEFIT FROM A CLEAN FUEL STANDARD?

Low-income communities and communities of color suffer the most from air pollution and climate change; they also have the fewest resources to cope, or to pay for health care. Often, these communities are closest to highways and other roads with high volumes of traffic.

California's Clean Fuel Standard saved the state \$2.5 billion in annual avoided public health costs from less asthma attacks and hospitalizations, lower rates of lung cancer and heart attacks, and thousands of fewer lost workdays. That number should grow to \$8.3 billion by 2025. With a Clean Fuel Standard, Washington utilities would be required to invest at least 30% of their electrification investments in areas with poor air quality, helping to ensure the program's benefits flow directly to these communities. Now that Washington will have 100% clean electricity, electrifying most of our vehicles is one of the cleanest and climate-friendly solutions.

ISN'T PRICING OR CAPPING CARBON A BETTER WAY TO ADDRESS GLOBAL WARMING POLLUTION?

It's a false choice to think we must choose only one policy to address global warming. California has a carbon cap and a Clean Fuel Standard, as well as other meaningful policies, all working at the same time to reduce carbon pollution. Washington legislators need to pursue a range of strategies to reduce emissions—and must start with last year's unfinished business, the Clean Fuel Standard.

CAN WE CREATE BIOFUELS SUSTAINABLY?

Yes. The Clean Fuel Standard requires a lifecycle analysis of a fuel's carbon intensity—covering the fuel's production and distribution, as well as its end use as a fuel. For example, products that use palm oil as a feedstock would be too highly-carbon intensive over its lifecycle to count under the standard. This disincentivizes possible land conversions like converting forests to agriculture. Land use changes would assign a higher carbon intensity value to the resulting fuels produced.

ARE THERE ENOUGH CLEAN FUELS TO MEET THE STANDARD?

Yes. A study by the International Council on Clean Transportation found that low-carbon fuels can replace over a quarter of the gasoline and diesel used by vehicles in the Pacific Coast region by 2030. Washington is already producing clean fuels but must ship it to neighboring states that have a Clean Fuel Standard since there is not a market here. That needs to change.

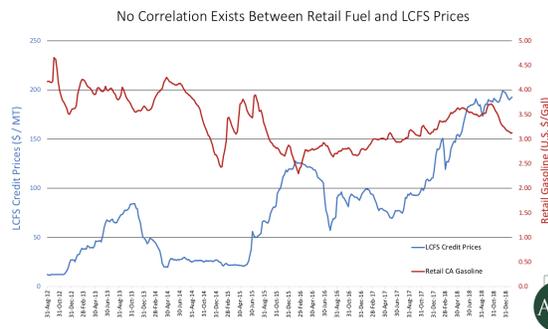
1. <http://www.cadelivers.org/low-carbon-fuel-standard/>



THE COST QUESTION IN 3 GRAPHS

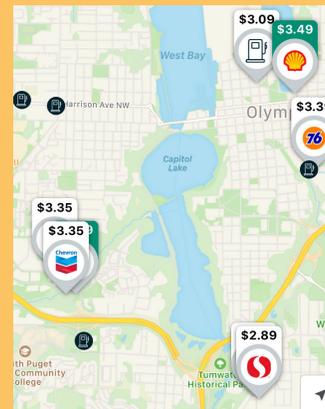
How a Clean Fuel Standard has played out in California, where the average price of gas has no correlation to the price of credits.

Source: AJW Presentation: Low Carbon Fuel Standard—It's Working for California, <http://ajw-inc.com/ajw-presentation-lfcs-working-for-california/>



Consumers already experience volatility in fuel pricing. Even within a small area we see a variability of over \$0.50/gal in Thurston County.

Source: 2020 app data from Gas Buddy



What goes into the price of gas? The global price of oil is the biggest factor in the cost to consumers.

Source: UC Berkeley Prof. Severin Borenstein, AAA, and the American Petroleum Institute; <https://www.mercurynews.com/2019/01/29/a-20-cent-mystery-surcharge-on-gas-california-lawmakers-ask-ag-to-find-out-why/>

