ELECTION RESULTS
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NOTABLE 2021

GOVERNOR INSLEE RE-ELECTED BY A WIDE MARGIN

IN SEATTLE, PROPOSITION 1 (YES FOR TRANSIT) PASSED EASILY

NO NET GAIN BY PARTY IN HOUSE OR SENATE

BLACK CAUCUS NEARLY DOUBLED
accelerating the transition to our clean energy future
climate solutions

LD 42 (HOUSE)
ALICIA RULE (D)
DEFEATED INCUMBENT VANWERVEN (R)
accelerating the transition to our clean energy future
climate solutions

LD 19 (SENATE)
JEFF WILSON (R)
DEFEATED INCUMBENT TAKKO (D)

LD 19 (HOUSE)
JOEL MCENTIRE (R)
DEFEATED INCUMBENT BLAKE (D)
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LD 28 (SENATE)
T’WINA NOBLES (D)
DEFEATED INCUMBENT O’BAN (R)
accelerating the transition to our clean energy future
climate solutions
LD 5 (SENATE)

SENATE RACE BETWEEN CHALLENGER ANDERSON (D) AND MULLET (D) TOO CLOSE TO CALL
CLIMATE ACTION IN 2021
CLIMATE PRIORITIES

TRANSPORTATION
Clean Fuel Standard
Funding and investments
• Air Quality Surcharge
• Transit

BUILDINGS
Home heating electrification
Remove preferences and incentives for gas
Growth Management Act

CROSS SECTOR
Buy Clean, Buy Fair
Carbon pricing
Electricity at 16% of the state’s emissions, must be 100% clean by 2030 and by 2050 roughly double its output, while continuing to provide reliable power.

Industry must reduce emissions where possible; develop clean fuels and carbon capture; work with energy intensive trade exposed businesses to mitigate the impacts of the clean energy transition; and develop a clean energy industrial policy to guide the state’s low-carbon future.

Figure 1 below shows the state’s total historical gross emissions from 1990 to 2018 and projected gross emissions from 2020 to 2050 by source.

Figure 1. Historical and Projected Gross Emissions in Washington State


The DDP approach of looking at multiple sectors of the economy simultaneously yields insights that could easily be missed in a sector-by-sector approach. For example, a key cross-sector finding here is that clean fuels, such as renewable hydrogen and clean synthetic or biogenic fuels, will be a key to decarbonization. Washington can produce these products using clean, renewable electricity, carbon captured from industrial processes and fuels derived from biomass. Doing so can improve the flexibility of the electric system to respond to high penetration, intermittent renewable power generation. These fuels will replace fossil fuels in uses that cannot be quickly or completely converted to direct use of electricity.

Key Crosscutting Recommendations

The 2021 State Energy Strategy is organized by broad sectors of the state’s economy, where similar technological and policy issues are present. The strategy includes dozens of individual recommendations for action by policy makers, government agencies, utilities, private businesses and individual households.
HOW DOES IT WORK?

Carbon Intensity (gCO2e/MJ)

Credit generation

Deficit generation

2018 2021 2024 2027 2030 2033 2036 2039
CLIMATE PRIORITIES: CLEAN FUEL STANDARD

DEPLOYMENT & FUEL TYPES

Graph showing the carbon intensity reduction from 2022 to 2030 for different fuel types.

- Petroleum sector credits
- Renewable natural gas
- Hydrogen
- Passenger BEV and PHEV
- Cellulosic ethanol
- Conventional ethanol
- Cellulosic drop-in fuel
- Renewable jet
- Renewable diesel
- FAME biodiesel
- Fossil deficits
CLIMATE PRIORITIES: CLEAN FUEL STANDARD

HOW DO COMPANIES COMPLY?

- Improve operations efficiency
- Blend cleaner fuels
- Purchase credits
CLIMATE PRIORITIES: CLEAN FUEL STANDARD

HOW DO COMPANIES COMPLY?

Policy is technology neutral, companies can choose how to comply.

Carbon intensity of fuel is evaluated on a lifecycle basis.
WHAT DO WE GET?

Real progress to reduce emissions and climate pollution
Cleaner fuels = cleaner air
More freedom to choose fuels beyond oil
New revenue for low carbon fuel producers
Invests money in our communities: transit, electric fleets, and more
Supports both urban and rural economies
Already working in CA, OR, and BC!
Pollution is more heavily concentrated in BIPOC communities. American Lung projects $8.3 billion in avoided public health costs from CA’s standard by 2025.

30% of Washington’s total utility credit revenue must be spent on transportation electrification projects that directly benefit highly vulnerable communities in their territory.
FUNDING THE TRANSPORTATION SYSTEM WE NEED
WHAT NEW REVENUE OPTIONS CAN HELP CREATE A CLEAN & JUST TRANSPORTATION SYSTEM?

Move away from volatile taxes and restricted revenues.
WHAT NEW REVENUE OPTIONS CAN HELP CREATE A CLEAN & JUST TRANSPORTATION SYSTEM?

Ensure revenues and implementation do not exacerbate disproportionalities for people of color, immigrants, refugees, as well as low-income, disabled, elderly, and unbanked residents or negatively impact workers or small business.

Use charges and rate structures to address environmental and social impacts of transportation.
WHAT INVESTMENTS WILL CREATE A CLEAN & JUST TRANSPORTATION SYSTEM?

- Invest in structural equity
- Reduce vehicle miles traveled
- Transition to clean transportation
- Ensure current transportation assets are safe, efficient and modernized
A statewide coalition of 70+ organizations and groups rooted in communities of color and people with lower incomes

As thought leaders and organizers we build our agenda and strength with our grassroots community.

Together we are focused on building power and capacity for a Just Transition to a clean energy economy that centers equity and is led by frontlines communities - including people of color.

Front & Centered Steering Committee retreat, summer 2019
Goal for 2021 Legislative Agenda:
Accelerate a Just Transition toward Climate and Environmental Justice

- Increase the self-determination of frontline communities – those disproportionately impacted by pollution and climate change – in environmental decision-making
- Restore frontline communities connection to each other and to the places they live
- Create and sustain livelihoods that are regenerative and shift us away from the extractive economy
- Transition to renewable resources
2021 POLICY PRIORITIES

Make Justice a State Environmental Priority
- Pass the Healthy Environment for All Act
- Enshrine Environmental Justice in Land-use Planning
- Advance Just Climate Investments and Prevent Pollution Trading Schemes

Create Clean and Just Transportation for All
- Fund state transportation investments that reduce pollution and increase access to opportunity in frontline communities
- Create new state transportation revenue sources that are just, not restricted to roads, and structured to reduce environmental and social impacts
- Track the Clean Fuels Standard to ensure all clean fuels meet high social and environmental standards
HEAL Act History

- HEAL Act first introduced in the 2019 Legislative Session
- Bill did not pass but the Environmental Justice Task Force was created as a budget proviso.
- EJTF met from Summer 2019 to Summer 2020
- FC led community listening sessions across WA
- Report was handed to Governor’s office end of October
- Now F&C is working to make the bill a policy and budget priority for Governor Inslee
- Also working with legislative sponsors on a HEAL Act 2.0
What is environmental justice?

• Environmental justice is the belief that where you live, your income, race or language ability should not determine how healthy or safe you are.

• The environmental justice movement has been primarily led by African-Americans, Latinos, Asians and Pacific Islanders, and Native Americans.
Environmental Justice Task Force Responsibilities

I. **Measurable Goal Recommendations**: “Measurable goals for reducing environmental health disparities for each community in Washington state and ways in which state agencies may focus their work towards meeting those goals.”

II. **Model Policy Recommendations**: “Model policies that prioritize highly impacted communities and vulnerable populations for the purpose of reducing environmental health disparities and advancing a healthy environment for all residents.”

III. **Environmental Health Disparities Map Recommendations**: “Guidance for using the Washington Environmental Health Disparity Map to identify communities that are highly impacted by EJ issues with current demographic data.”

IV. **Community Engagement Recommendations**: “Best practices for increasing meaningful and inclusive community engagement that takes into account barriers to participation that may arise due to race, color, ethnicity, religion, income, or education level.”
HEAL Act Outline

- Define environmental justice, in state law and require its application, using a racial justice lens, in agency strategic plans, goal and metric setting, program implementation, enforcement, and reporting affecting the environment.

- Direct funding with environmental benefits toward investments in and determined by communities highly impacted by pollution and climate impacts.

- Ensure Tribal Communities sovereignty and rights in Environmental Justice [placeholder for consultation].
HEAL Act Outline

- Advance equitable community participation in planning, resource allocation, programs, and enforcement, make permanent temporary COVID measures.
- Create and fund a community-interagency work group and EJ staff and training at state agencies.
- Fund and apply the Washington Environment Health Disparities Map to identify cumulative impacts and overburdened communities, and develop additional tools to measure the link between environmental quality and human health, disaggregated by race.
- Require EJ analysis of proposed and historic environment bills, rulemakings, budgets using the environmental health disparities map and other tools.
For questions, contact:
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Questions
CLIMATE LEADERS LIVE

Thanks for joining us! Don’t miss these upcoming events....

Nov 17 What’s next for OR in 2021?
Dec 3 Inflection Point: Climate Leaders Live Tonight (with special guests Dr. Ayana Elizabeth Johnson & Majora Carter)

www.climatesolutions.org/events
Chat #3: How can road pricing advance equity? November 17, 2020. 2:00 – 3:00 pm PST

Is road pricing a solution for traffic congestion, climate pollution, and insufficient funding for transportation? How can road pricing also prioritize advancing racial equity?

transportationchoices.org/transit-chat-series-transit-funding-is-transit-equity/