



CLIMATE2022

WASHINGTON STATE LEGISLATIVE PRIORITIES



WHAT'S NEXT FOR CLIMATE

The most recent Intergovernmental Panel on Climate Change report is clear: we must take immediate, bold action to address the climate crisis and to avert mounting catastrophic and deadly impacts. ***The Washington State Legislature has made important progress, but there is more to do to take urgent action to reduce our carbon pollution and meet our statutory climate goals.*** Our health and the health of our state cannot wait, as we are already seeing climate impacts, including hotter temperatures, more frequent and fiercer wildfires, and flooding. ***The time is now for the Legislature to accelerate big solutions to the climate crisis, since the sooner we act, the faster we'll benefit.***

PC: Daniel Parks FLICKR



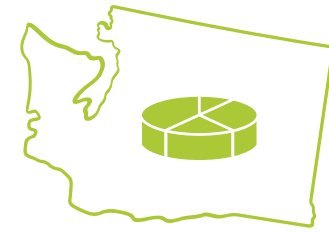
BUILDINGS

Heating and powering our homes and businesses generates a substantial amount of our climate-changing pollution, and emissions from buildings are growing at a faster rate than any source of carbon pollution in Washington State. If our homes and buildings were carbon-free and energy efficient, we would significantly reduce our climate pollution, drastically cut energy costs for owners and renters, and improve air quality where we live and work. Combusting fossil gas also poses significant health risks for our communities, children, and other vulnerable populations. In addition, where and how we build matters and planning should be consistent with our state's climate goals.



TRANSPORTATION

We all want clean, affordable, accessible, safe and efficient ways to get around. Our transportation system is a crucial part of everyone's life, enabling or restricting us from accessing essential services, job opportunities, or helping break the cycle of poverty. We all rely on our transportation system, yet transportation fuels are responsible for nearly half of our climate and harmful air pollution in Washington. Cleaning up transportation pollution will help cut climate pollution and improve public health while addressing environmental racism in our transportation system. Part of cutting transportation pollution is ensuring that housing is built near jobs and services so people are easily able to go about their daily activities without needing to rely on a personal vehicle.



CROSS SECTOR

We can have a thriving, equitable Northwest, powered by clean energy and we can lead and inspire the transition to sustainable prosperity across the nation and beyond. The fossil fuel industry's resistance to innovation and progress toward a clean energy future means that we need a broad and committed movement to accelerate clean energy solutions to the climate crisis. With Washington's natural resources, historic clean energy achievements, technology leadership, and emphasis on sustainable prosperity make our region a natural leader in the transition to a clean energy future.

CLEAN BUILDINGS

*Buildings are the fastest-growing source of emissions in Washington, which is largely attributable to the use of fossil gas for space and water heating and cooking. Gas combustion also increases indoor and outdoor air pollution, making buildings the primary source of pollution-related deaths in the state, and puts residents at risk of gas leaks and explosions. Washington needs policies to move towards 100% clean, **all-electric buildings that will keep residents safe and healthy.***





TARGETED ELECTRIFICATION INCENTIVES



The targeted electrification incentive bill will clarify that public utilities can create electrification programs, allowing them to provide incentives for customers to buy efficient heat pumps. Utility electrification programs will improve customer choice,

lower the cost of efficient all-electric technologies, and level the playing field between private and public utilities. These programs are beneficial to both the utility and the utility's customers, so it's a win-win.

Currently, a customer that relies on a nonelectric heating source—such as wood stoves, heating oil, or a gas furnace—is ineligible to receive incentives from their public electric utility to upgrade to higher-efficiency electric appliances. However, their neighbor that currently relies on electricity to heat their home can receive incentives from their utility to upgrade their appliance when the time is right.

HB 1767 | SB 5666

Health: Combusting fossil fuels in homes and buildings is not only a significant contributor to climate change, but also poses significant health risks from indoor and outdoor air pollution. In Washington, pollution from using gas in homes and buildings is more than twice as much as the pollution from the state's gas-fired power plants! Outdoor air pollution alone from burning fossil fuels in buildings led to an estimated 559 early deaths and \$6.27 billion in health impact costs in Washington in 2017.

Incentives and customer choice: This bill will allow utilities to take a proactive role in planning for electric homes and buildings in a way that works for the grid and provides the most benefits for customers. Customers can choose whether they want to take advantage of incentives based on their own personal energy needs.

Equity: With the passage of the Clean Energy Transformation Act, all low-income customers are able to receive public assistance to pay their electric bills, so being able to make the switch with utility assistance is crucial for equitable outcomes. No such protections exist for gas customers.

Net system benefits: Utility research from Seattle City Light, Tacoma Public Utilities, and others indicates that new electric load isn't just good for the individual customer, it's good for all customers and can prevent rate increases.

CLEAN TRANSPORTATION & LAND USE

Research from [Climate Solutions](#) shows the best way to decarbonize transportation requires both electrification of nearly all vehicles on the road and reducing the need for personal vehicles through transit expansion, efficient land use policy, safe bicycle and pedestrian networks, and more. If we achieve this clean transportation future, not only will we mitigate dangerous climate change, but personal transportation costs in the Pacific Northwest will fall by an average of over \$4,000 per year, annual healthcare costs across the region will be cut by as much as \$626 million by 2050, and we'll avoid hundreds of crash fatalities every year. The climate agenda for the 2022 session will set Washington on a path to achieving this future by building on the success of the Clean Fuel Standard.



TRANSPORTATION INVESTMENTS & REVENUE

Washington State must adequately fund clean transportation options, including transit. Revenue from the Climate Commitment Act will support transportation electrification, transit, and other clean options—but this still doesn't meet the level of investment we need. The legislature should pursue new sources of transportation revenue that are progressive, climate-forward, and flexible in how they can be spent. Investments should prioritize multimodal solutions, heavy-duty vehicle electrification, and electrification options for low-income communities. Investments that are 18th amendment-restricted should prioritize removing barriers to fish passage and preservation and maintenance, rather than prioritizing new road construction.

Climate Solutions strongly supports revenue options such as the Air Quality Surcharge, a luxury transportation tax, a well-designed Road Usage Charge, and expanding revenue collection options for local governments. All such sources should be designed to minimize impacts on low-income populations, and maximize benefits for communities.

Air Quality Surcharge



An Air Quality Surcharge (AQS) is a progressive and flexible source of revenue that would only impact a small number of Washingtonians who tend to be in the top income quintile. The AQS would be a one-time charge on the sale of new vehicles and on the remaining life of a vehicle being retitled in

Washington for the first time. The charge would vary based on a vehicle's estimated lifetime greenhouse gas pollution, thereby incentivizing cleaner vehicle purchases in addition to providing much-needed multimodal funding.

GROWTH MANAGEMENT ACT



Even though climate change, housing affordability, and issues of environmental justice are having profound impacts in Washington, currently our state's Growth Management Act (GMA)

fails to address climate change. The GMA should be updated to reflect these realities and ensure our long-range planning leads to reduced climate pollution, more resilient communities, and adequate affordable housing. This must happen in 2022, before cities and counties embark on updating their next comprehensive plan, to ensure those plans include considerations for climate change, greenhouse gas emissions reductions, and consistency with the state energy strategy and climate goals. **HB 1099**

WHY AN AIR QUALITY SURCHARGE?

Progressive and equitable revenue: Since it only applies to new vehicle purchases and retitling, an Air Quality Surcharge would be a progressive source of revenue that would only impact a small number of Washingtonians who are in the top fifth of income earners on average.

Cleaner vehicles: An Air Quality Surcharge encourages cleaner vehicle purchases and spurs electric vehicle adoption.

Flexibility: Policymakers can design the surcharge to ensure relatively stable revenue.

Fairness: Because the Air Quality Surcharge is based on average vehicle lifetimes, it does not lead to higher costs for those who need to drive more.

CLEAN ECONOMY

CROSS SECTOR

With the economics of climate solutions improving rapidly and the business world making commitments that will further drive down costs, ***more people have access to clean energy every day.*** Beyond transportation and buildings, Washington's climate policy must also include ***a focus on standards, investment, and justice*** in order to address the challenges before us at speed and scale.



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FINISHING THE JOB ON THE CLIMATE COMMITMENT ACT



2021's passage of the Climate Commitment Act (CCA) will herald a new more sustainable economy for our state, but a number of topics remain unfinished that need to be addressed in 2022.

Restore tribal consent: Governor Inslee vetoed provisions in the CCA requiring tribal consent for projects funded with carbon dollars. It's imperative to restore similar provisions, recognizing the historic role of tribal governments in stewarding our natural resources and their deep knowledge in this space. We will follow the lead of tribal nations in addressing this essential component of the law.

Emissions-Intensive Trade-Exposed (EITE) provisions: In order to prevent leakage of emissions to places with lower pollution standards—thereby increasing global pollution—it's important that carbon pricing provide subsidized compliance to vulnerable industry. CCA's current provisions require the Legislature to lay out a long term trajectory for these entities, and it's essential that this pathway protects the integrity of the cap and ensures that all sectors—including industry—do their fair share. **HB 1682**

Landfills: Landfill emissions are covered under CCA beginning in 2031 unless a separate program is developed to address the 2.7 million tons of climate pollution they're annually responsible for. Developing a program to reduce these emissions in productive ways will benefit everyone.

BUY CLEAN, BUY FAIR

Buy Clean policies, such as the policy passed in California in 2017, mandate that emissions from certain materials be documented and considered when contracting for state-funded infrastructure projects. Adding a Buy Fair element requires contractors and subcontractors to report on domestic labor law compliance in the countries where they produce goods and services, incentivizing clean and fair manufacturing. In 2022, Climate Solutions and partners will prioritize a bill that requires disclosure of embodied carbon (carbon associated with a product's manufacture) and labor practices to help the state understand its procurement practices, and consider procurement requirements in future sessions. **SB 5659**

WHY BUY CLEAN, BUY FAIR?

Cleaner products: BCBF would harness the state's purchasing power to cut hidden, embodied carbon. Washington does not consider greenhouse gas emissions when purchasing materials for state infrastructure projects, allowing dirty manufacturers to be treated the same as those who have invested in emissions reductions technology.

IMPROVE CLEAN ENERGY SITING

Washington's environmental protection laws are not up to the challenge of the clean industrial revolution we need. We need to replace our expansive fossil fuel infrastructure—oil refineries, natural gas power plants, and more—with new clean replacements and improved siting laws: clean manufacturing, green hydrogen production, renewable energy generation, new transmission capacity, biofuel refining and more. This includes clarity for project proponents around the state's expectations, certainty and predictability around review timeline, and more—we need to uphold and clarify Washington's environmental protections and welcome new job-creating development. **HB 1812**

ORGANICS MANAGEMENT

We need a statewide target for organics diversion and edible food diversion to reduce methane emissions from landfills, which has more than 80x the warming impact of carbon dioxide, and to expand access and capacity for managing organics including compost, anaerobic digestion and other technologies. Legislation will also reclaim usable food from the waste stream and help provide it to those most in need.

HB 1799 | SB 5371

Ecology's '20-'21 WA Statewide Waste Characterization Study found that in 2020, 22.8% by weight (1.2 M tons) of the municipal solid waste disposed load is organics and 13.5% (0.7 M tons) is wood debris. 8.5% of the total load is edible food. Beneficial uses of composted/processed organic material include soil carbon sequestration. Other climate benefits include utilization of organics in landscapes, restorations, agriculture, and range and forest lands. WA continues a facilitated stakeholder process to develop policy, based on a starting point of CA's SB 1383 (2016).

Protecting workers: BCBF encourages contractors to produce and purchase goods from responsible manufacturers who have good labor practices.

Leveling the playing field: California's Buy Clean policy helped even the playing field for local manufacturers and their workers – many of which are union-represented.



Let's **keep leading** on climate in **2022**.

Have questions or want more info? Get in touch with us.

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