THE LOW CARBON FUEL TAX IS A HIDDEN GAS TAX THAT IS BAD FOR WASHINGTON

• THE LCFS IS A HIDDEN GAS TAX
  Blending increased amounts of scarce biofuels into gasoline and diesel is likely to increase the cost of transportation fuels in Washington. While the Governor argues that the LCFS would only increase prices about 2 cents per gallon, others disagree. The Oregon DEQ assumes that gasoline prices will increase between 6 and 19 cents per gallon under a similar LCFS being proposed there. Another expert study in California estimated that gas prices will increase between 33 cents and $1.06 per gallon as a result of that state’s LCFS, which is very similar to what is being considered here.

• WASHINGTONIANS DON’T SUPPORT THE HIDDEN GAS TAX
  The National Federation of Independent Business poll of voters and small business owners found no support for this impractical fuel policy. Voters (80%) and small business owners (75%) believe an increase in gas prices an unproven program like the LCFS. And they have even greater concerns with the way the policy seems to be developing here. A whopping 90% of voters and 95% of small businesses do not want to see Governor Inslee pursue a fuel mandate via executive order rather than by working with the legislature.

• RURAL WASHINGTON, LOW-INCOME AND WORKING FAMILIES WILL SUFFER UNDER THE LCFS
  Wealthier families may be able to buy new alternative-fuel vehicles; the less fortunate will have no choice but to suffer paying higher fuel prices. Rural Washingtonians who may have to drive long distances to their jobs and who don’t have alternative transportation options available, will suffer the most.

• THE EXAMPLE OF THE CALIFORNIA LCFS IS FALSE AND MISLEADING
  Proponents of the LCFS are quick to say that the price of fuel under the California LCFS has not risen. What they fail to say is that the California LCFS targets have been frozen due to ongoing litigation regarding the program, so the program has not been tested. In fact, the carbon content for gasoline currently sold in Washington is about the same as that sold in California after four years under the LCFS.

• THE LCFS DUPLICATES FEDERAL EFFORTS AND USES GOVERNMENT SUBSIDIES TO FORCE LESS EFFICIENT FUELS ON CONSUMERS
  The federal government already mandates the blending of every drop of cellulosic ethanol produced. Most drivers resist a higher ethanol content because ethanol is not as efficient a fuel as gasoline. The reason ethanol is cheaper is because of taxpayer-funded credits to the ethanol industry. An additional LCFS mandate would force Washington drivers to pay more for less efficient fuels.