

Leah Missik

Please see the attached comments from Climate Solutions.



21 March 2024

**Department of Ecology
State of Washington
P.O. Box 47600
Olympia, WA 98504-7600**

Re: Climate Solutions informal comments on updates to the Clean Fuel Standard Program Rule

Dear Adam Saul,

Climate Solutions thanks you for the opportunity to submit informal comments on updates to Chapter 173-424 WAC, the Clean Fuel Standard. Climate Solutions is a clean energy nonprofit organization working to accelerate clean energy solutions to the climate crisis. The Northwest has emerged as a hub of climate action, and Climate Solutions is at the center of the movement as a catalyst, advocate, and campaign hub.

Climate Solutions strongly supported the passage of the Clean Fuel Standard and are excited to continue engagement in this rulemaking to ensure that the program is effective and equitable, and that it reduces climate pollution to the maximum extent possible. With that in mind, we have some high-level comments on planned updates to the rule and items we would like to see addressed in the rulemaking process. We look forward to engaging in more detail as the process continues.

Book-and-Claim Accounting for Biomethane

SB 5447 in 2023 requires the Department of Ecology to allow biomethane to be claimed as a feedstock for renewable diesel and alternative jet fuel consistent with that allowable for CNG, LNG, L-CNG, and hydrogen. This clearly expands the possibilities for credit generation in the program, including for alternative jet fuel, which is an opt-in fuel and otherwise carries no compliance obligation. As such, it is important for the integrity of the program to balance real emissions reductions across the transportation space with needed support for a nascent industry.

California is currently evaluating amendments to its Low Carbon Fuel Standard that would somewhat tighten book-and-claim accounting measures for biomethane. During this rulemaking, we would like to explore how to ensure that biomethane crediting via book-and-claim accounting is leading to additional emissions reduction and in-state benefits. We are interested in evaluating some form of deliverability requirement or threshold for environmental attributes generated in-state or in a state that has a Clean Fuels Program.

Aviation

California has proposed incorporating fossil jet fuel used in intrastate flights into its regulation. We encourage the Department of Ecology to evaluate doing so in Washington in the current rulemaking as it aligns with California program updates and would provide additional market pressure in favor of Sustainable Aviation Fuel (SAF).

[ClimateSolutions.org](https://www.ClimateSolutions.org)

Seattle
1402 Third Avenue, Suite 1200
Seattle, WA 98101
tel 206.443.9570

Capacity Crediting

California's [proposed amendments](#) to their Low Carbon Fuel Standard include an amendment that would allow direct current medium- and heavy-duty (MHD) fast charging infrastructure to claim capacity credits. Currently, there is a dearth of MHD charging that has the potential to hinder electric MHD vehicle adoption at the rate required to hit our state's statutory climate pollution reduction targets. This equipment is generally expensive, and allowing for capacity crediting under the Clean Fuels Program could expedite build out. We would like to see this included in the rulemaking, and specifically want to discuss the definition of "open to the public" for charging.

Conclusion

Thank you for your hard work. We are eager to continue working with the Department of Ecology on implementing and improving this program over time.

We are happy to discuss any of our thoughts further and answer questions. Thank you.

Sincerely,



Leah Missik
Acting Washington Director