



July 7, 2017

The Honorable Edmund G. Brown, Jr.
Governor of California
California State Capitol, Room 1173
Sacramento, CA 95814

The Honorable Kevin de León
Senate President pro Tempore
California State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Assembly Speaker
California State Capitol, Room 219
Sacramento, CA 95814

Dear Governor Brown, Senate President pro Tempore De León and Speaker Rendon,

On behalf of our diverse coalition of businesses, workers, community and faith leaders, and advocates for public health, consumers, low-income families and the environment, we are writing to reaffirm our unwavering support of California's Low Carbon Fuel Standard (LCFS), which requires transportation fuel providers to reduce the carbon intensity of their fuel 10 percent by 2020.

The transportation sector is responsible for 37 percent of the state's carbon pollution; roughly 32 million cars, trucks and buses traverse our roads every day, also contributing to smog and soot particles that pollute the air we breathe.

The LCFS is critical to helping achieve the greenhouse gas emissions reductions needed to meet our state's 2020 climate goals pursuant to AB 32. And it's working: cumulatively through 2016 the LCFS has helped the state avoid about 26 million metric tons (MMT) of carbon emissions.¹ Looking forward, state modeling shows continued and additional emission reductions are needed to meet our 2030 goals, pursuant to SB 32.

The LCFS works in concert with regulatory measures such as the Clean Cars Program and Renewables Portfolio Standard, as well as with market measures such as cap and trade. We need all of these complementary measures to meet our necessary targets. In fact, new research by ICF Consulting confirms that our state's carbon market works far better in tandem with a stronger LCFS. The stronger the LCFS, the study finds, the cheaper cap-and-trade allowances become:

¹ California Air Resources Board, *2016 LCFS Reporting Tool, Quarterly Data Summary, Report No. 4*, https://www.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/20170419_q4datasummary.pdf

- An LCFS with a 20 percent carbon intensity reduction target cuts the overall allowance cost in half, from \$52/MT to \$23/MT.²
- An LCFS with a 15-20 percent carbon intensity reduction target will cut petroleum consumption by 18-26 percent in 2030, when compared to the current 10 percent target for 2020.

While the ICF study looks forward, today we can look back on the LCFS's successful track record since its inception in 2011:

- Cumulatively through 2016, the LCFS has helped the state avoid about 26 million metric tons (MMT) of carbon emissions and 8.5 billion gallons of petroleum.³
- The LCFS has increased investment in the clean fuels market—including production and distribution—by an estimated \$1.6 billion, helping lead to a 57% increase in alternative fuel use.⁴ While this is only a fraction of the \$60 to \$80 billion California spends every year on petroleum-based fuels, the LCFS is spurring investments across the clean fuel supply chain.
- More than 300 companies in the clean transportation technology industry employ over 20,000 workers in California.⁵ In California, electric vehicles are a catalyst for economic growth, and could contribute nearly 100,000 additional jobs by 2030.⁶
- To date, the LCFS has helped the state avoid \$2 billion in public health costs. By 2025, the LCFS together with transportation fuels in the cap-and-trade program will save \$8.3 billion in pollution-related health costs, such as avoided hospital visits and lost work days.
 - These policies will prevent 38,000 asthma attacks as well as 600 heart attacks, 880 premature deaths, and almost 75,000 lost work days—all caused by air pollution.⁷
- Clean transportation was the best performing sector for venture capital investment in California in 2015, totaling \$3.4 billion. This represents over 90% of venture capital investment in the nation.⁸
- The LCFS helps make low carbon fuels and advanced clean vehicles like zero emission and near-zero emission buses economically viable for the transit industry. Transit agencies that use these technologies can generate LCFS credits, which are revenue sources. As a result, they can deploy cleaner buses now, potentially benefitting disproportionately impacted communities.
- Two in three Californians favor the state making its own policies to address global warming. Fifty-two percent of Californians favor including transportation fuels in the state's cap-and-trade system, and about half say it is very important that some cap-and-trade revenues are used in lower-income communities.⁹ Furthermore, a strong majority

² ICF Consulting, *Post-2020 Carbon Constraints: Modeling LCFS and Cap-and-Trade*, February 2017. <http://www.caletc.com/wp-content/uploads/2016/08/Final-Report-Cap-and-Trade-LCFS.pdf>

³ California Air Resources Board, *2016 LCFS Reporting Tool, Quarterly Data Summary, Report No. 4*, https://www.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/20170419_q4datasummary.pdf

⁴ Calculated from ARB's [quarterly compliance data](#) which tracks industry performance

⁵ CALSTART, *California's Clean Transportation technology Industry Time to Shift into High Gear*, August 2016

⁶ California Electric Transportation Coalition, *Plug-in Electric Vehicle Deployment in California: An Economic Jobs Assessment*, July 2016

⁷ TetraTech, *Driving California Forward: Public Health and Societal Economic Benefits of California's AB 32 Transportation and Fuel Policies*, 2014

⁸ Next10, *California Green Innovation Index*, July 2016

⁹ Public Policy Institute of California, *Californians and the Environment*, July 2016

of Californians (65%) say global climate change is a major threat to the well-being of the country.¹⁰

In summary, the LCFS is working as intended, it is an important complementary tool in our climate-fighting toolbox, and as a component of our state's signature climate policy, it enjoys widespread public support.

We urge you to stay the course on the LCFS, and reject any calls to weaken or do away with this important climate policy. Thank you for your attention.

Sincerely,

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¹⁰ Public Policy Institute of California Statewide Survey, January 2017

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