

The banner features a dark blue background with a light blue geometric pattern of overlapping shapes. The text is centered and reads "Clean Fuel Forum:" in a large, bold, white sans-serif font, with "2021 Industry and Policy Forecast" in a smaller, light blue sans-serif font below it. A thin green horizontal line is at the bottom of the banner.

# Clean Fuel Forum:

## 2021 Industry and Policy Forecast

October 22, 2020

### Commissioner Fred Felleman Remarks

Thank you, Dr. Wolcott for your presentation and for the work by WSU and ASCENT.

And thank you to all our panelists and the 145 people who have been able to join us for this important and timely discussion.

Clearly, just about every county in the state can contribute to the production of feedstocks for sustainable fuels that can create jobs in the woods and turn urban burdens of solid waste into assets.

This will enable us to propel our economy while protecting the environment and creating opportunities for future generations.

We've been lucky to have world-class researchers and investment by WSU, Boeing, and Alaska Airlines from the earliest days of our work on Sustainable Aviation Fuels.

We are particularly excited by Microsoft's announcement today, which in collaboration with Alaska Airlines has committed to use sustainable aviation fuels in flights most commonly used by its employees.

Having two of our state's great businesses sending such a clear market signal is key to making our long-term aspirations a reality.

In fact, next year we will mark our 10<sup>th</sup> year anniversary of the publication of the Sustainable Aviation Fuels Northwest report, and our work towards statewide availability of SAF.

This analysis that we asked WSU to undertake is the third major piece of research we have joined to explore the feasibility of bringing Sustainable Aviation Fuel to our airport.

In 2016 I was the founding chair of the Port Commission's Energy & Sustainability Subcommittee.

That year we joined an analysis of regional infrastructure needs, which fortunately found that with a few modifications, we have the necessary infrastructure in our region to bring SAF to SEA.

In 2017 we joined an analysis of funding sources to better understand how the Port can play a role in reducing the cost of the fuel.

In that same year, SEA was the first airport in the country to adopt sustainable aviation fuels goals.

And in 2018 we signed an MOU with our airline partners to help meet our aggressive sustainable aviation fuels goals.

We have been focused on the transportation sector because the majority of the State's carbon emissions are from cars, trucks, trains, ships and airplanes. These modes of transportation are critical to Port operations and are the most challenging to electrify - making cleaner fuels a key part of the path to meeting our climate obligations.

According to the Washington State Department of Ecology, eight percent of the state's emissions come from jet fuel alone.

Achieving the Port's goal - to provide a 10 percent blend of Sustainable Aviation Fuel - will make a significant contribution toward the Port of Seattle, the State of Washington, and the aviation industry achieving our climate goals.

However, we need a Low Carbon Fuel Standard to get there. Otherwise fuels produced in Washington will be sold in California, Oregon or British Columbia which already have such incentives.

While it's critical that we address the global climate crisis, I want to be sure those jobs and air quality benefits are not exported. This is especially important for our most disproportionately impacted communities.

As you just heard, the WSU report documents significant concentrations of forest residuals in Pacific County. Delta Airline's recent investments to study a facility in Grays Harbor to make use of this resource, near our state's only biorefinery, shows there will be new opportunities for jobs in the woods.

I'm also encouraged to learn about Fulcrum Energy's facility about to open in Nevada that can refine municipal solid waste into Jet Fuel. This is one feedstock all populated counties amply produce and could help solve multiple problems at once.

I'm delighted to have started this conversation with King County.

Clearly there are many benefits to having a Low Carbon Fuel Standard: there's an urgent need for economic development, improved air quality, and reduced carbon impact.

And as we've heard from our industry panelists, there is negligible impact on fuel prices.

With that set up, I want to introduce our Policy Outlook Panel.

It's one thing to have goals for financial incentives that can make sustainable fuel production and use in Washington, it's another to make it a reality. The lawmakers joining us today have the task of working with all stakeholders to make it so.

So, without further ado, I want to introduce our moderator, Angela Becker-Dippmann, from the Pacific Northwest National Laboratory.

Angela spent years confronting the obstacles to implementing progressive climate action, in her role as Senator Cantwell's Staff Director at the Senate Energy and Natural Resources Committee.

No stranger to the challenges of clean energy policy advocacy, Angela began working on energy policy in her capacity as a staffer in Senator Cantwell's office first as a senior energy advisor and policy director, and later as her Staff Director at the Senate Energy and Natural Resources Committee.

But she understands these issues not just from an advocacy perspective, but from the perspective of a subject matter expert. In her current role, she supports one of our National Laboratories in its pursuit of consensus clean energy technology and engages with federal, state, and local policymakers to provide policy analysis of developing clean energy work.

I am excited for this conversation. I'm delighted we are joined today by Tim Zenk, veteran of alternative fuel policy development and on behalf of the Port I want to thank Angela, Senators Saldaña and Lovelett, and Representative Fitzgibbon.

We are lucky to have your leadership in the legislature. With the defeat of I-976 I'm encouraged this coming session may be the one we join the rest of the west coast in having a Low Carbon Fuel Standard.

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