

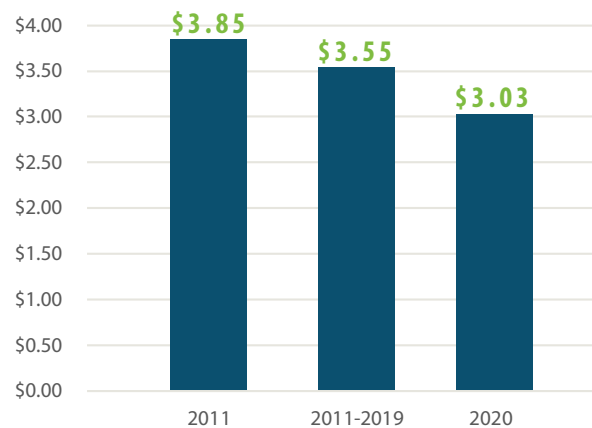
LOW CARBON FUEL STANDARD (LCFS): THE FACTS ABOUT PRICE

GASOLINE AND DIESEL PRICES WENT DOWN AFTER CALIFORNIA ADOPTED LCFS

In 2011, the year California adopted an LCFS, the average price for regular gas was \$3.85 per gallon in Los Angeles County. As of August 10, 2020, the average price in Los Angeles for regular gasoline was \$3.03 per gallon according to the U.S. Energy Information Administration and was available at multiple stations for as low as \$2.79 per gallon according to the Gas Buddy mobile app. The 9-year average price per gallon for the period of 2011 through 2019 was \$3.55.

Source: Fuel price records from the Los Angeles Almanac.

Average Price of a Gallon of Gas in Los Angeles County



RENEWABLE DIESEL COSTS ABOUT THE SAME AS CONVENTIONAL CALIFORNIA DIESEL FUEL

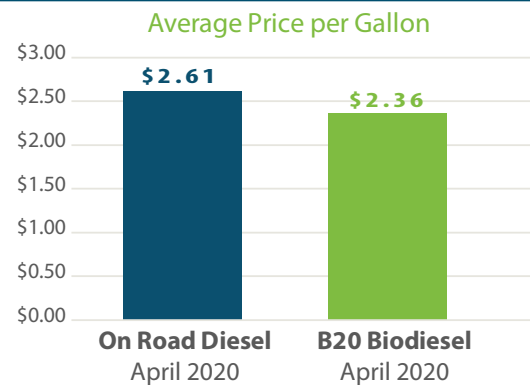
Due to the availability of credits under the California LCFS, the price of renewable diesel is similar or lower than conventional on-road diesel fuels in California and is readily available. On August 14, 2020 the average price of ultra-low sulfur on-road diesel fuel in California was \$3.26 per gallon and the price of renewable diesel at Propel Fuels' Wilmington, CA station was w\$3.15 per gallon.

Sources: U.S. Energy Information Administration and Propel Fuels on-line price data.

BIODIESEL COSTS LESS NATIONALLY THAN CONVENTIONAL DIESEL FUEL

Nationally, the average price for a gallon of on-road diesel was \$2.61 as of April 2020. The latest data for national average price for a gallon of B20 biodiesel was \$2.36 at the end of April 2020 according to the U.S. Department of Energy's Clean Cities Program.

Source: U.S. Department of Energy Clean Cities Alternative Fuel Price Report, April 2020.



LOW CARBON AND FUEL EFFICIENCY POLICIES WILL LOWER TRANSPORTATION COSTS FOR FAMILIES BY \$1210-1530 PER YEAR BY 2030

A 2016 Consumers Union commissioned report evaluated the impacts of California's LCFS on family transportation costs. The report concluded that the improved fuel economy of cars and implementing growth management and other California climate policies would reduce transportation costs for families, including low income families through 2030 and beyond. The situation will be similar in Washington if an LCFS and carbon pricing mechanism are adopted here.

Source: <https://advocacy.consumerreports.org/wp-content/uploads/2016/03/Consumer-Impacts-of-Low-Carbon-Transportation-Policies-Report.pdf>



FUEL ECONOMY IMPROVEMENTS WILL LOWER FUEL COSTS

Fuel economy standards adopted by EPA and NHTSA in 2011 required a 5% annual improvement in fuel economy each year between model years 2012 and 2025. In other words, cars manufactured by 2025 needed to meet a 54.5 mpg average fuel efficiency target, up from 27.6 mpg in 2011. That means consumers purchasing cars produced after 2011 pay less in fuel costs than those driving older cars. And, because these standards have been in place since 2011, more fuel-efficient cars are available in the used car market and will become increasingly available over time. Used electric vehicles priced between \$5-10,000 are currently readily available and consumers now have even more choices to reduce fuel cost.

In addition, California recently reached a binding agreement with six major auto manufacturers to increase fuel economy through model year 2026 and to produce more zero emission vehicles. Because Washington has adopted California's standards, the agreement will apply to sales in Washington as well.