

## Rough Estimate of Potential Gas Price Impact of Select Policies\*

<b>E3SHB 1091- Clean Fuels Policy (Current Bill Provisions)</b>	<u>2022</u>	<u>2023</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Assumed Ecology Phase-In		-1.0%	-4.0%	-12.5%	-20.0%
<b>Method 1 - Use OR DES Actual Cost Extrapolation</b>					
Potential Gasoline Price Impact		\$0.017	\$0.069	\$0.214	\$0.343
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)		\$9	\$37	\$116	\$185
<b>Method 2 - Use Oregon Original Price Impact</b>					
Potential Gasoline Price Impact		\$0.005	\$0.079	\$0.277	\$0.445
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)		\$3	\$43	\$150	\$240
<b>SSB 5126 - Cap &amp; Invest</b>					
	<u>2022</u>	<u>2023</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
<b>Method 1 - Use Net Auction Revenue</b>					
Potential Gasoline Price Impact		\$0.049	\$0.101	\$0.108	\$0.120
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)		\$26	\$55	\$58	\$65
<b>Method 2 - Use First Year Net Priced Allowances Inflated by 7%/Projected Credit Prices</b>					
Potential Gasoline Price Impact		\$0.128	\$0.147	\$0.209	\$0.296
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)		\$69	\$79	\$113	\$160
<b>SB 5373 - Carbon Tax (\$25 + 5% &amp; Inflation)</b>					
	<u>2022</u>	<u>2023</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
<b>Method - Use CTAM Output Page</b>					
Potential Gasoline Price Impact		\$0.281	\$0.310	\$0.394	\$0.503
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)		\$152	\$168	\$213	\$272
<b>Transportation Revenue Proposals</b>					
	<u>2022</u>	<u>2023</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Forward WA by Senator Hobbs (6 cent flat)	\$0.060	\$0.060	\$0.060	\$0.060	\$0.060
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)	\$32	\$32	\$32	\$32	\$32
Rep. Fey Transportation Package (18 cents + inflation)	\$0.110	\$0.200	\$0.220	\$0.300	\$0.380
Potential Per Driver/Vehicle Impact (@12,000 Miles Per Year/22 MPG)	\$59	\$108	\$119	\$162	\$205

### Caveat

\* This information reflects possible price impacts on gasoline from the proposed policies. Due to a high level of uncertainty associated with all the factors that will impact the actual price paid by consumers, these estimates should all be seen as a rough sizing of the potential impacts. While there are ranges depicted, these should not be seen as a low or high estimate of the impacts. It is possible that the actual impacts could be outside of these ranges. Some of the factors impacting the actual cost paid by the consumer include: (1) the credit/allowance prices paid for compliance; (2) the phase-in schedule adopted by the Department of Ecology; (3) biofuel supply and demand issues; (4) impacts of other policies impacting the adoption of alternative fuel vehicles; (5) technological innovations that occur as these policies are implemented; and (6) consumer choices regarding more fuel efficient vehicles. This reflects the impact on the petroleum based gasoline, but the proposed policies could reduce the price of biofuels and other alternative fuels. While each policy is separately depicted, if these policies were implemented together, it is likely that the impacts would be less than simply adding the amounts together.