



Washington State Senate

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January 17, 2014

The Honorable Jay Inslee, Governor
State of Washington
PO Box 40929
Olympia, WA 98504-0929

Dear Governor Inslee:

I am in receipt of your letter dated January 16, 2014, and wish to take the opportunity to respond. First, I embrace your call for continued negotiations. I was also inspired by the thousands of citizens who took the time to meet with Senator Eide and me during the transportation forums this fall. I am also encouraged by the progress we made during the last few months of negotiations. In fact, I believe we are not that far apart in terms of numbers and I agree that it is important to continue the dialogue in order to move forward with the package. To keep the conversation going, I have sponsored several reform bills in the Senate and intend to hold or request hearings on them as soon as possible. I am in complete agreement with you that – in the end – the reform and revenue transportation package is about safety, jobs, congestion relief, and accountability. I am ready to continue and build upon the work we have already done and see it to completion.

That said, I need to correct the record on several matters addressed in your letter. First, I am still uncertain as to your proposal regarding a “carbon fuel tax,” “low carbon fuel standard,” “clean fuels standard,” or whatever phrase you wish to use to describe the product of your agreement with Oregon, California and British Columbia signed on October 28 of last year. I find it strange you would object to my identifying your proposal as a carbon fuel tax. I have attached a number of news articles published after the announcement of the agreement which also clearly identified it as potentially including a “carbon fuel tax.” The bottom line is that, as a result of government action (whether enforced by contract, rule or any other means), the price of fuel is more than likely to increase as a result of the implementation of a policy that mandates lower carbon emissions.

Second, it is not unreasonable to assume the result of these policies could be an increase in the cost of gas in the amount of \$1.00 a gallon. In fact, on your own website there is a document, “Evaluation of Approaches to Reduce Greenhouse Gas Emissions in Washington State,” dated September 27, 2013. This was prepared by SAIC who was the consultant that your bipartisan Climate Executive Legislative Workgroup (CLEW) hired. Its estimate of cost effectiveness of a Low Carbon Fuel Standard was \$103 to \$131 /mtCO₂e (approximately \$0.93 to \$1.18 per

gallon). In addition, the trucking industry (which, incidentally, withdrew their support for a gas tax shortly after you announced your agreement) provided a chart which demonstrates the financial impact of these policies. I have attached it to this response. It is my belief that no matter how you go after the issue of cleaner fuel, it is going to have a negative impact (drive up) on the cost of fuel.

Third, it is incorrect to say that I never raised this issue during the course of negotiations. On October 29 at 4:30 pm (the day after your agreement was announced), I met with your transportation staff member in my office and vehemently expressed to him my frustration with the agreement and how detrimental I felt it was to ongoing negotiations. I was advised that the agreement would not have any impact because it was aspirational and would not actually be implemented. As a result of these assurances, I did not raise this issue in negotiations held in your office though I know the other chairs and I discussed it with each other and our staff. It is unfair and incorrect in light of my objections and these assurances to claim that I never raised this issue during negotiations.

Fourth, I take issue with the idea that somehow I have been engaged in “fear-mongering.” As I’ve stated above, my first inclination was not to go to the public, but again raise my concerns with your staff. The “carbon fuel tax” question was raised by the media and posed to all of the chairs at a media event last week. All of us agreed that the uncertainty posed by this issue made a transportation revenue package more difficult. It is hard to go to the taxpayers (let alone convince legislators to support a gas tax increase) when we don’t know precisely what other measures your administration may take that might also impact the cost of gasoline. I am not the one who signed the compact and I am not the one that brought forth the low carbon fuel standard proposal. The fact that the chairs and ranking members of both the House and Senate Transportation Committees publically expressed concerns about the impact of your proposed policies demonstrates that the concerns are well-founded and non-political.

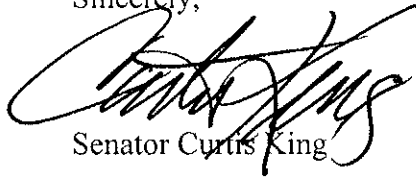
Fifth, I will also not parse words with you over whether you have been “hiding your intentions.” The fact is that you have not ruled out acting by administrative order and supported taking action on a low carbon fuel standard in your state of the state speech this week. This uncertainty was not resolved in your state of the state address (which is what we were hoping you would do) nor by your letter to me. If you don’t identify your proposal with clarity, it will have an impact on our ability to pass a revenue package. The time for mixed messages is over.

Governor, if you want to help us get a transportation revenue package I would suggest that you do one of the following:

1. Categorically deny that you intend to enforce low carbon fuel standard by administrative order or otherwise without legislative action;
2. Include in the revenue package a provision that indicates that a low carbon fuel standard may not be enforced or implemented without legislative approval; or
3. Support the legislation which is being introduced in the House that prohibits the implementation of a low carbon fuel standard without legislative approval.

I, along with the other members of the negotiating team, stand ready to continue the discussions where we left off and we look forward to working with you to fashion a transportation package that includes the reforms that meet the needs of our state and can win the support of the public.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis King", written in a cursive style. The signature is positioned above the printed name "Senator Curtis King".

Senator Curtis King

West Coast climate-change agreement in the works for Monday

Seattle Times
10/25/13

Posted by Andrew Garber

Three West coast governors and the premier of British Columbia on Monday are expected to announce a regional strategy to combat climate change and promote clean energy.

Details were scarce Friday, except that the governors of California, Washington and Oregon and the premier are set to meet in San Francisco for the announcement.

"I know there's a lot of policy they want to line up, things that have to do with electrical vehicle purchases and energy efficiency," said Hedia Adelman, an executive policy adviser on climate change with the state Department of Ecology.

"There is interest in trying to reconstitute some kind of agreement between the states," Adelman said, but did not know if it would deal with cap and trade issues.

Spokesmen for Gov. Jay Inslee, California Gov. Jerry Brown, Oregon Gov. John Kitzhaber, and Premier Christy Clark declined comment.

Inslee has indicated his support for a cap and trade approach in Washington state. At a meeting earlier this month, the governor noted this state would fall short of its goals to reduce greenhouse gas emissions if it did not implement a carbon tax.

"That shows the necessity in my view of having a belt-and-suspenders, economy wide approach to capping emissions in this state," Inslee said.

The Legislature in 2008 passed a law calling for the state to reduce overall emissions of greenhouse gases in the state to 1990 levels by 2020, reduce emissions to 25 percent below 1990 levels by 2035, and 50 percent below 1990 levels by 2050.

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Originally published October 28, 2013 at 9:23 PM | Page modified October 28, 2013 at 9:35 PM

3 states, B.C. craft climate accord

The three West Coast governors and the premier of British Columbia Monday to jointly attack climate change by reducing greenhouse-gas emissions.

By Andrew Garber

Seattle Times Olympia bureau



OLYMPIA — The three West Coast governors and the premier of British Columbia signed an agreement Monday to jointly attack climate change by reducing greenhouse-gas emissions.

The accord calls for Washington, Oregon, California and British Columbia to “account for the costs of carbon pollution,” which could include cap-and-trade programs or a tax on carbon emissions.

“We have a joint goal ... to make sure that our one and only atmosphere is no longer allowed to be an unlimited dump for carbon polluters,” Gov. Jay Inslee said at a news conference in San Francisco.

The agreement says Washington “will set binding limits on carbon emissions and deploy market mechanisms to meet those limits,” while the other states and British Columbia will pursue their own carbon-reduction strategies.

However, Jaime Smith, a spokeswoman for Inslee, said the agreement is a statement of intent, not a legally binding obligation.

Cap-and-trade programs typically limit the amount of greenhouse gases that industries can emit, and set up a market for companies to buy or sell credits, depending on whether their emissions are above or below the cap.

The leaders — Inslee, California Gov. Jerry Brown, Oregon Gov. John Kitzhaber and B.C. Premier Christy Clark — also committed to adopting low-carbon fuel standards and promoting the use of electric cars.

Inslee has previously indicated support for a cap-and-trade program in Washington state.

At a meeting earlier this month, the governor noted Washington would fall short of its goals to reduce greenhouse-gas emissions if it did not pursue such an approach.

“That shows the necessity, in my view, of having a belt-and-suspenders, economywide approach to capping emissions in this state,” Inslee said.

The Washington Legislature in 2008 passed a law calling for the state to reduce total greenhouse-gas emissions to 1990 levels by 2020, to 25 percent below 1990 levels by 2035, and to 50 percent below 1990 levels by 2050.

The governor could face resistance to such proposals as cap and trade, particularly from the Republican-led majority in the state Senate.

“To simply say we’re going to reduce carbon could put our manufacturers at a serious disadvantage compared to other states, like South Carolina, that we’re competing with today,” said Sen. Doug Ericksen, R-Ferndale, chairman of the Senate Energy, Environment and Telecommunications Committee.

Boeing has operations in South Carolina including a factory where 787 fuselage sections are fabricated and complete jets are assembled and delivered.

California already has a cap-and-trade system in place. British Columbia adopted a revenue-neutral carbon tax in 2008 that’s designed to encourage individuals and industry to use less fossil fuel and reduce carbon emissions.

According to a B.C. minister of finance Web page, every dollar generated by the tax is returned to residents through reductions in other taxes, including a cut in the income-tax rate for low-income individuals and a reduction in business taxes.

This isn’t the first attempt at a regional approach to climate change.

Several years ago, seven Western states and three Canadian provinces created the Western Climate Initiative. One of their proposals was a cap-and-trade system, but the effort fell apart when all the states, except California, eventually pulled out of the coalition, in part because of political opposition.

Inslee has made climate change one of his top priorities since taking office this year.

The Legislature, at Inslee’s request, created the Climate Legislative and Executive Workgroup to recommend ways to reduce greenhouse-gas emissions in order to meet the state targets.

The panel has been meeting since May and has several more meetings in Olympia this year to try to hash out recommendations to both Inslee and the Legislature.

There are two Republicans and two Democrats on the panel. At least three members are required to agree on any recommendation. Inslee is a nonvoting member.

Ericksen contends Inslee is moving too fast with the West Coast agreement, noting that part of the work group’s mission is to look at the economic impact of policies before moving ahead.

“We don’t know what the impact of a cap-and-trade (program) or a carbon tax would be upon manufacturers like Boeing,” Ericksen said.

Andrew Garber: 360-236-8268 or agarber@seattletimes.com. Material from The Seattle Times archives was used in this story.

□ washingtonstatewire.com

<http://washingtonstatewire.com/blog/inslee-signs-new-pact-with-west-coast-states-b-c-promising-to-enact-cap-and-trade-plan-catches-lawmakers-off-guard/>

Inslee Signs New Pact With West-Coast States, B.C., Promising to Enact Cap-and-Trade Plan – Catches Lawmakers Off-Guard

Posted October 29th, 2013

Agreement on CO2 Leaves Some Solons Gasping for Oxygen – Western-States Agreement Appears to Leapfrog Washington-State Decision-Making Process

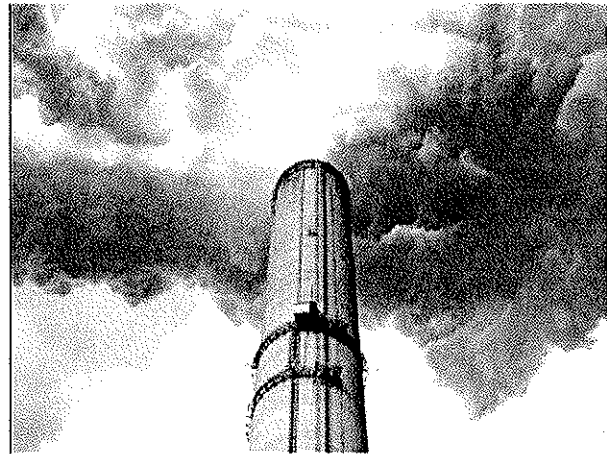
By Erik Smith
Washington State Wire

OLYMPIA, Oct. 29.—Washington Gov. Jay Inslee Monday signed a new agreement with leaders of California, Oregon and British Columbia that among other things promises to enact a cap-and-trade plan in this state to reduce carbon-dioxide emissions – and it left at least some Washington lawmakers gasping for oxygen.

Inslee traveled to San Francisco Monday to participate in a ceremony that included California Gov. Jerry Brown, Oregon Gov. John Kitzhaber and the environmental minister of British Columbia. The representatives of the four Pacific-Coast governments signed an agreement that, at least on paper, promises to enact specific greenhouse-gas policies. In addition to cap-and-trade plans or carbon taxes, they promised to impose low-carbon fuel standards and promote zero-emission vehicles, and battle the burning of fossil fuels.

“Today we are pledging our executive commitment and our executive policies and our energy to defeat climate change,” Inslee declared.

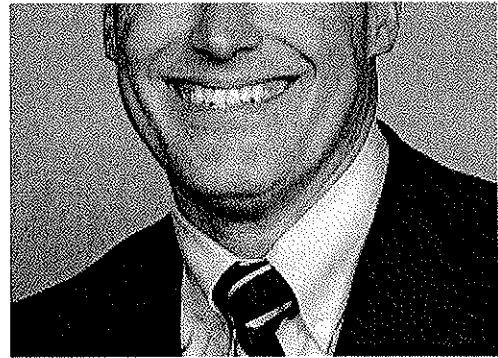
Although the agreement is not legally binding and appears to be more of a statement of philosophy than anything else, it left some lawmakers aghast. The agreement came with no advance notice – the terms were announced publicly just before it was signed – and in it Gov. Inslee appears to be making promises to other states even before this state formally decides what to do. Right now lawmakers in this



Gov. Jay Inslee signs an agreement with California, Oregon and British Columbia committing the state to a cap and trade policy — without consulting the Legislature.



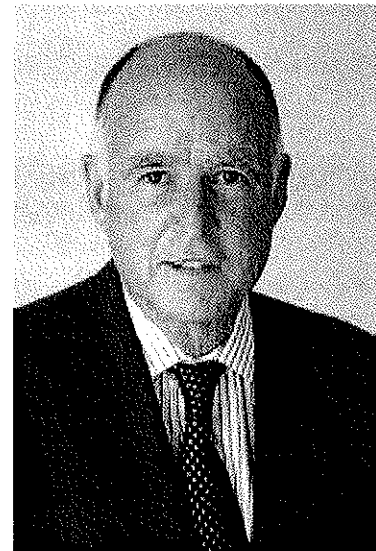
state are meeting with the governor in a task force that aims to determine which greenhouse-gas policies might do the most good. Not only does the multi-state agreement appear to ignore the state decision-making process and the recommendations of its consultants, it might also scare the dickens out of Boeing at the very moment that the aircraft manufacturer is trying to decide where it might build the assembly line for the new 777X airliner, complained state Sen. Doug Ericksen, R-Ferndale. "I think the problem is that Gov. Inslee is going to cap carbon and trade Boeing to South Carolina," he said.



Washington Gov. Jay Inslee.

Shades of Western Climate Initiative

The multi-state agreement represents a revival of another multi-state greenhouse-gas effort that died not long after it was announced six years ago. The Western Climate Initiative was an agreement between seven western states and four Canadian provinces to enact cap-and-trade laws. The scheme sets pollution limits on businesses that produce CO2 emissions and allows them to sell credits to other businesses when they exceed their goals. But the plan to establish a west-coast marketplace fizzled amid political opposition, particularly from industries dependent on transportation, and ultimately it failed during the recession. Although the Western Climate Initiative remains on the books for purposes of planning a national permit-auctioning scheme, only California and British Columbia moved forward with significant efforts – cap and trade in California, a carbon tax in B.C.



California Gov. Jerry Brown.

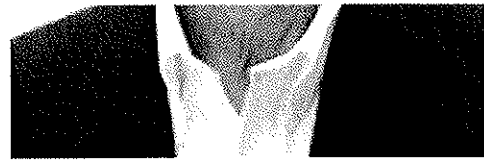
Shortly before the cataclysm on Wall Street gave state and provincial governments bigger things to worry about, lawmakers in Washington state passed a bill that imposed a non-binding goal of reducing carbon emissions to 1990 levels by 2020. Gov. Christine Gregoire was rebuffed by the Washington Legislature in her effort to pass a cap-and-trade bill, but she issued an executive order directing state agencies to do everything in their power to reduce carbon consumption, both in the public and private sectors.

The desire to do something grander remained latent during the years of economic crisis. And this year, as the economy started sputtering back to life, newly elected Gov. Jay Inslee convinced lawmakers to create the Climate Legislative and Executive Workgroup to decide which climate-change policies might be the most cost-effective way of achieving the old goal. The irony of the multi-state agreement announced Monday is that it at least technically commits the state of Washington to policies that the state's consulting firm says offer little comparative benefit.

Consulting firm SAIC, which is advising the workgroup, has concluded the state might get the biggest bang for the buck



with either a carbon tax or cap-and-trade. The two least cost-effective policies among those currently being considered are low-carbon fuel standards and the promotion of zero-emission vehicles.



Oregon Gov. John Kitzhaber.

Yet the agreement declares that the states of Oregon and Washington will adopt low-carbon fuel standards while California and B.C. promise to retain theirs. The four state and provincial governments declare their intent to develop a regional market for low-carbon fuels over time. And they promise policies aimed at convincing public and private vehicle-fleet managers to purchase zero-emission vehicles, setting a goal of 10 percent of new-vehicle purchases by 2016.

Todd Myers, environmental director of the Washington Policy Center and a faithful skeptic of government environmental policy, called the agreement baffling. "Either it is meaningful and they are doing the worst policies possible, or it is meaningless and they have signed a secret deal behind the back of the bipartisan workgroup and undermined their relationship with those folks for no reason. I mean, that is the choice. It is either meaningful and dumb or meaningless and duplicitous. That is why this doesn't make sense. I can't figure out a scenario where this makes any sense at all."

Setting an Example for the World

Down in San Francisco, of course, the representatives of the three states and British Columbia put a decidedly different spin on the agreement. They said it was the most significant climate-change effort to emerge from North American quarters, and called it a model for the world to follow.

California Gov. Brown said the agreement is just the start. "If we only do it ourselves, it doesn't do much because we are only 1 percent of the problem, so we have to do this right. We have got to cooperate with who will cooperate and we have got to get more people joining in a collaboration, and this is what it is today. This is an initiation of a very important agreement on the west coast. It has to spread and start with us."

Oregon Gov. Kitzhaber said the recession gave state and federal governments an excuse to avoid dealing with climate change. "The good news is that British Columbia, California, Washington and Oregon have defied that trend for the last few years, retaining progressive political leadership that is committed to clean energy and maintains the belief that creating jobs and economic activity is not incompatible with long-term environmental stewardship," he said.

And Mary Polak, environmental minister for British Columbia, argued that strict new environmental rules are good for the economy because they encourage investment in new technologies. Back when the Western Climate Initiative spurred B.C. to take action, the province wound up adopting a carbon tax – a tax that hit smokestack industries, fossil-fuel-based energy production, motorists and shippers. "Of course the critics recoiled in horror," she said. "Most people said not only will it not work, it will kill your economy and on top of that you will not get elected again. How do you like those odds for a politician? Add to that the fact that we implemented it in 2008 – what a great time to implement a tax?"

But Polak said the GDP of British Columbia has climbed since 2008, while consumption of fossil fuels has declined in every form. California's cap and trade program, meanwhile, is relatively new – the first public auction of permits took place in November of last year.

Ambitious Goals But No Teeth

The agreement clearly states that it has no teeth. The final provision states that "this action plan shall have no legal effect; impose no legally binding obligation enforceable in any court of law or other tribunal of any sort, nor create any funding expectation, nor shall our jurisdictions be responsible for the actions of third parties nor associates."

Nevertheless, it sets out an ambitious set of goals. Oregon and Washington appear to promise to enact cap and trade programs. In the agreement, Oregon promises to "build on existing programs to set a price on carbon emissions." Washington "will set binding limits on carbon emissions and deploy market mechanisms to meet those limits."

The four western governments agree to adopt goals for greenhouse gas reductions by 2050 and to establish shorter-term goals to be met in the meantime. They pledge support for an international agreement on climate change, and support efforts by the U.S. Environmental Protection Agency to reduce greenhouse gas emissions at electrical power plants. It endorses high-speed rail, supports alternative-fuel development, and embraces energy conservation rules for new construction.

One thing it doesn't do is call for a ban on American coal exports to China and other Far Eastern markets, a policy that has been urged by Inslee and Kitzhaber. That may be a bit too hot to handle: While the Inslee administration appears to be trying to block development of proposed coal shipping terminals in the state of Washington with an unusually far-reaching environmental impact statement process, British Columbia port officials are gung-ho about the business and are making plans to expand their shipping facilities if Washington says no to foreign trade.

Lawmaker Unimpressed

Ericksen, chairman of the Senate Energy, Environment and Telecommunications Committee, said the agreement appears to undermine the Climate Legislative and Executive Workgroup process, and he called Inslee's initiative disturbing. Cap and trade went nowhere in the state of Washington for good reason, he said. "We've been down this road before," he said. "We found that the economics don't work. The governor is now leaning way in front of his skis in trying to circumvent the legislative process. I'm not sure what Gov. Inslee believes he can do with an executive order without any legislative action, but the frustrating part is that we have created a process to provide the Legislature with a cost-benefit analysis on a series of items so that we can make an informed decision. And now the governor, the chair of that committee, is acting out on his own way, which questions his commitment to the process in general."



Carbon taxes? Inslee wants a look

A small nuclear reactor could also be examined by the state Legislature.

By John Stang

October 15, 2013.

Gov. Jay Inslee wants a climate change panel to consider a cap-and-trade program on industrial emissions and a carbon tax to be sent to the Washington Legislature as recommendations.

Meanwhile, the panel's two Republican members want the economic costs of any climate change-related proposals researched before any are adopted.

The panel met Monday in Olympia with each of its five members — Inslee, two Republican legislators and two Democratic legislators — saying what he or she wants explored more. "My concerns is that we go forward without determining the costs to the the people of Washington state of going forward," said panelist Sen. Doug Ericksen, R-Ferndale.

"We're going to look for the single most cost-effective way of doing this," Inslee said.

Inslee wants the upcoming recommendations to come with the best available estimates of how much carbon emissions each will trim from the state's long-range greenhouse-gas picture. That is to ensure that the panel' meets the goals set by a 2008 law.

In 2008, Washington's Legislature set a goal of reducing the state's greenhouse emissions to 1990 levels by 2020, with further trimming of emissions to 25 percent below Washington's 1990 level by 2035 and to 50 percent below by 2050. So far, nothing has happened. Early this year, Inslee successfully lobbied the Legislature to set up a task force to map out how those goals can be reached. The task force is supposed to have recommendations for the state Legislature by Dec. 31.

"Failure is not an option to meeting these legislatively mandated goals," Inslee said.

Ericksen suggested, and Inslee appeared interested, in studying how expanding Washington's nuclear power industry beyond one reactor might help combat climate change. A nuclear power plant takes billions of dollars and many years to build, plus it has fuel disposal problems. But such plants don't contribute to carbon emissions.

The Tri-Cities area is looking at whether it could be a center for building small modular reactors — prefabricated ones at a fraction of the size of the Columbia Generating Station — in the next decade.

Public feedback sessions on the state's climate change goals and efforts are scheduled for Wednesday in Spokane and Oct. 23 in Seattle.

Washington carbon dioxide emissions totaled 96.1 million metric tons of carbon dioxide emissions in 2010. If no new remedial measures are tackled and the state' population growth continues, state discharges will blast away all the goals for reductions set five years ago. The 2008 law says that Washington's total carbon dioxide emissions must drop in

steps to 44.2 million metric tons by 2050. If measures are not taken, emissions will grow throughout the coming decades, hitting 135 million metric tons by 2050, according to the panel's technical consultant Leidos, which used to be the Science Application International Corp. of Virginia.

Right now, there are 14 metric tons of carbon dioxide emissions for every Washingtonian, compared to a national average of 22 tons per person, according to the consultant. A 2011 state study sees Washington's population growing from 6.8 million this year to 7.4 million in 2020 and to 8.4 million in 2035. That population growth will hamper the state's efforts to trim its emissions.

Some state and federal laws that have been passed, but not yet implemented, will cut some emissions.

Of the 13 possible new policies that could be used in Washington to combat carbon dioxide emissions, Leidos earlier identified only three with the potential of significant reductions — cap-and-trade, a carbon tax and low-carbon fuel standards.

The most potent proposed policy would be to install a cap-and-trade program in which Washington would have an overall annual limit to its carbon dioxide emissions. Limits would be set for specific geographic areas. Firms would obtain rights for specific amounts of emissions in those areas. And the companies would be able to swap, buy and sell their rights to each other. Inslee likes this approach because market forces would be the prime mover in combating the pollution that leads to increased carbon dioxide levels in the air and eventually to rising and potentially environmentally and economically crippling acidity in the oceans. Washington's shellfish industry is already feeling harmful effects from the increasing ocean acidity.

A carbon tax is simply a levy on a firm's carbon dioxide emissions, which is supposed to inspire a business to decrease its emissions to lower its tax bill. Since transportation emissions account for 44 percent of Washington's carbon dioxide output, requiring lower carbon levels in fuel mixes would help. The other 10 potential measures address public transit, wind power, ocean power, other clean energy sources, landfill methane capture, plus technical tweaks in fuels and vehicles. These measures will have lesser impacts, according to previous briefings to the governor's panel.

Leidos's briefing on Monday strongly indicated that both cap-and-trade and a carbon tax would likely be needed for Washington to reach the goals of the 2008 law.

On Monday, Inslee identified cleaner fuels, dealing with carbon pollution, capping emissions, developing green technologies and improving transportation planning as his priorities. Ericksen and Rep. Shelly Short, R-Addy, wanted more work done on mapping out economic costs, improving research and development, working hydropower into the electricity-and-carbon-emissions calculations, and studying how to deal with a state-mandated increase in the use of alternative power sources.

Rep. Joe Fitzgibbon, D-Burien, put his priorities are reducing the carbon content of fuels, research and development, working emissions controls into transportation planning, plus improving energy efficiencies in buildings. Sen. Kevin Ranker, D-Orcas Island, was absent, but sent a letter to the panel with his recommendations. The letter was not available Monday.

John Stang is a longtime Inland Northwest newspaper reporter who recently earned a Masters of Communications in Digital Media degree at the University of Washington. He can be reached by writing editor@crosscut.com.

View this story online at: <http://crosscut.com/2013/10/15/olympia-2013/116932/inslee-wants-look-carbon-tax-credit-trading/>

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LOW CARBON FUEL STANDARD COSTS TO WASHINGTON STATE TRUCKING COMPANIES

(Prepared by the Washington Trucking Associations, 01/13/14)

FUEL PURCHASES ANNUALLY WITHIN WASHINGTON STATE

<u>COMPANY</u>	<u>GALLONS PURCHASED</u>	<u>LCFS ADDED COST AT .60/GAL</u>	<u>LCFS ADDED COST AT \$1.00/GAL</u>
Gordon Trucking	3,150,781	\$1,890,468.60	\$3,150,781.00
Haney Truck Lines	2,698,227	\$1,618,936.20	\$2,698,227.00
Interstate Distributer Co.	1,941,021	\$1,164,612.60	\$1,941,021.00
Peninsula Truck Lines	1,086,621	\$651,972.60	\$1,086,621.00
Trans-Systems, Inc.	2,888,782	\$1,733,269.20	\$2,888,782.00

NOTE:

01/13/14 Western Washington CardLock Price for on-road diesel - \$3.97.9/gallon

01/13/14 Eastern Washington CardLock Price for on-road diesel - \$3.90.0/gallon