

Letter to New York Members of Congress

The letter below was addressed to the two New York Senators, individually addressed letters were sent to members of the United States House of Representatives:

The Honorable Yvette Clarke
Energy and Commerce Committee

The Honorable Sean Patrick Maloney
Agriculture Committee

The Honorable Antonio Delgado
Agriculture Committee

The Honorable Kathleen Rice
Energy and Commerce Committee

The Honorable Chris Jacobs
Agriculture Committee

The Honorable Paul Tonko
Energy and Commerce Committee

Dear Senator Schumer and Senator Gillibrand,

Congratulations on passing the historic Infrastructure Investment and Jobs Act, which will create millions of jobs and new economic opportunities and help meet the climate goals of President Biden's Long-Term Strategy of the United States to meet our national goal of net-zero greenhouse gas emissions by 2050.

Today, the undersigned organizations are writing to strongly urge Congress to begin the legislative process to decarbonize the transportation fuel sector in New York and nationwide, which will complement the Infrastructure Investment and Jobs Act and accelerate the jobs and economic opportunities of the clean energy transition.

Our organizations are members of the Clean Fuels NY Coalition. Our coalition represents a wide array of stakeholders deeply invested in reducing emissions from transportation fuels. We represent automakers, farmers, environmental groups, utilities, investors, science-based organizations, renewable fuel producers and fueling stations, technology companies, electric vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

We believe a strong national clean fuels policy is a critical complement to ongoing efforts to electrify passenger cars and other vehicles over the coming decade and provide the low-carbon fuels to fleets necessary to achieve our national net-zero goal by 2050. Given recent research showing the need for climate action this decade to avoid the worst consequences of climate change and the imperative to reduce the disproportionate public health burdens that have been borne by many frontline communities for decades, we believe that action in the 117th Congress is urgently needed to attain this goal.

A strong national clean fuels policy would send clear near-term and long-term market signals that will incentivize all low-carbon fuels and vehicle technologies, and that disincentive high-carbon fossil fuels. This policy should be built on the foundation set by the Low Carbon Fuel Standards (or Clean Fuel Standards, as they are sometimes known) implemented or adopted in California, Washington, Oregon, and Canada, as well as under active consideration by legislatures in New York and many other states.

These programs all provide a commonsense solution to the problem of high-carbon fossil fuels. They provide a fuel-neutral, technology-agnostic, market-based mechanism that accelerates investment in low-carbon fuels and vehicles, and that generates funds to invest in the charging and fueling infrastructure that will be necessary to shift to lower carbon solutions with each passing year.

This approach does not prohibit any particular fuel or technology. Instead allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions in each

location. Furthermore, by being fuel-neutral and technology-agnostic, a Clean Fuel Standard allows a broad coalition of stakeholders, like ours, to support all low-carbon fuels and technologies, including electric vehicles, hydrogen fuel cells, ethanol, renewable diesel, renewable natural gas, biodiesel and other low-carbon, alternative fuels solutions.

Setting such a fuel-neutral, technology-agnostic, performance-based policy will encourage rapidly growing investment in the technologies needed to simultaneously reduce criteria and carbon pollution in all communities across America. Designed properly, it will spur innovation in American technology, create jobs across the nation, and help ensure equitable and sustainable economic growth, as well as smooth the transition to a cleaner, more just and equitable transportation sector.

And, as you may know, our Coalition has generated significant support for a Clean Fuel Standard in our legislature. Following the 2021 legislative session, the CFS bills (S2962A/A862A) have 96 co-sponsors in the Assembly and 43 in the Senate. Earlier this year, the Transportation Advisory Panel of the State's Climate Action Council included this program in their written recommendations to the Council.

A federal clean fuels policy would provide the national scale and market certainty to enable vehicle manufacturers, renewable fuel providers, charging companies, finance providers, and other key stakeholders to accelerate the large-scale, long-term investments that will maximize job creation and unlock sustained development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,



Alder Fuels







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Letter to Illinois Members of Congress

The letter below was addressed to the two Illinois Senators, individually addressed letters were sent to members of the United States House of Representatives:

The Honorable Cheri Bustos
Agriculture Committee

The Honorable Adam Kinzinger
Energy and Commerce Committee

The Honorable Bobby Rush
Energy and Commerce Committee
Agriculture Committee

The Honorable Sean Casten
Energy and Commerce Committee

The Honorable Darin LaHood

The Honorable Janice Schakowsky
Energy and Commerce Committee

The Honorable Rodney Davis
Agriculture Committee

The Honorable Mary Miller
Agriculture Committee

The Honorable Lauren Underwood

The Honorable Robin Kelly
Energy and Commerce Committee

Dear Senator Durbin and Senator Duckworth,

Congratulations on passing the historic Infrastructure Investment and Jobs Act, which will create millions of jobs and new economic opportunities and help meet the climate goals of President Biden's Long-Term Strategy of the United States to meet our national goal of net-zero greenhouse gas emissions by 2050.

Today, the undersigned organizations are writing to strongly urge Congress to begin the legislative process to decarbonize the transportation fuel sector. We believe a strong national clean fuels policy is a critical incentive to ongoing efforts to electrify passenger cars and other vehicles over the coming decade and is necessary to achieve our national goal of net-zero greenhouse gas emissions, economy-wide, by 2050. Given recent research showing the pressing need for action this decade, we believe that action in the 117th Congress is urgently needed to attain this goal.

A strong national clean fuels policy, built on a foundation put forward with the Midwest Clean Fuels standard framework along with the Clean Fuel Standards being implemented in Washington and Oregon and under consideration in many other states, would send clear near-term and long-term market signals that will incentivize all low-carbon fuels and vehicle technologies, and that disincentive high-carbon fossil fuels.

These programs all provide a common-sense solution to the problem of high-carbon fossil fuels. They provide a fuel-neutral, technology-agnostic, market-based mechanism that accelerates investment in low-carbon fuels and vehicles, and that generates funds to invest in the charging and fueling infrastructure that will be necessary to shift to lower carbon solutions with each passing year. This approach does not prohibit any particular fuel or technology. Instead, it allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions in each location. Furthermore, by being fuel-neutral and technology-agnostic, a Clean Fuel Standard allows a broad coalition of stakeholders, like ours, to support all clean fuels and technologies, including electric vehicles, hydrogen fuel cells, biofuels, alternative fuels, and other solutions being considered.

Such a fuel-neutral, technology-agnostic policy will encourage rapidly growing investment in the technologies needed to simultaneously reduce criteria and carbon pollution in all communities across America. Designed properly, it will spur innovation in American technology, create jobs across the nation, help ensure equitable and sustainable economic growth, as well as smooth the transition

to a cleaner, more just transportation sector. Additionally, this is important for the growth and prosperity of our industry in Illinois.

Our organizations represent a wide list of stakeholders deeply invested in reducing emissions from transportation fuels. We represent automakers, farmers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

As you may know, stakeholders in Illinois are working to build support for a Illinois Clean Fuel Standard. Illinois-based businesses that range in size from Moline-based John Deere to startups like Normal-based Rivian and Geneva-based ClearFlame Engine Technologies are all supporting low-carbon fuels and technologies. Beyond Illinois, states across the country have started the process of crafting policies which address a low carbon fuels sector.

Action from Congress would help to prevent a patchwork of state laws that could be detrimental to decarbonizing the entire fuel and transportation sector nationwide. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuels providers, and other stakeholders were all working towards common goals, and would maximize job creation and economic development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,

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Letter to California Members of Congress

The letter below was addressed to the two California Senators, individually addressed letters were sent to members of the United States House of Representatives:

| | | |
|---|---|---|
| The Honorable Nanette Barragan Agriculture Committee | The Honorable Anna Eshoo Energy and Commerce Committee | The Honorable Jerry McNerney Energy and Commerce Committee |
| The Honorable Julia Brownley | The Honorable John Garamendi | The Honorable James Panetta Agriculture Committee |
| The Honorable Salud Carbajal Agriculture Committee | The Honorable Josh Harder Agriculture Committee | The Honorable Scott Peters Energy and Commerce Committee |
| The Honorable Antonio Cárdenas Energy and Commerce Committee | The Honorable Ro Khanna Agriculture Committee | The Honorable Raul Ruiz Energy and Commerce Committee |
| The Honorable Jose Luis Correa Agriculture Committee | The Honorable Doug LaMalfa Agriculture Committee | |
| The Honorable Jim Costa Agriculture Committee | The Honorable Doris Matsui Energy and Commerce Committee | |

Dear Senator Padilla and Senator Feinstein,

The undersigned organizations encourage immediate action by Congress to begin the process that will lead to the decarbonization of the transportation fuel sector. We support a national goal of net-zero greenhouse gas emissions economy-wide not later than 2050.

The good news is that there is a common-sense solution to the current federal approach to transportation fuels policy, a solution that is already proving successful in California. It is called a “clean fuels standard (CFS).” A CFS is market-based policy that supports a portfolio of clean transportation fuels. It ensures that transportation fuels are continually less carbon intensive from year-to-year. As we have experienced in California, by not picking winners and losers, a CFS allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions.

The success of a CFS is apparent in California, where the state’s Low Carbon Fuel Standard, or LCFS, has been in place since 2011. The program is on track to deliver a 20 percent reduction in transportation CO2 equivalent emissions by 2030 from dozens of alternative fuels. The program has encouraged greater vehicle electrification, which has grown to 22% of the program credits in 2021. At the last program update, it was publicly supported by business, environmental groups, public health groups, faith groups, consumer advocacy groups, and more.

In addition to dramatically reducing emissions from transportation fuels, a strong national program will further spur innovation, create jobs, and ensure equitable and sustainable economic growth nationwide. A forward-looking technology-neutral program, like a CFS, allows a broad coalition of stakeholders, like ours, to support all clean fuels, ranging from: electrification to biofuels to hydrogen – and many other new technologies well into the future.

We represent a wide, but not exclusive, list of stakeholders across the country deeply invested in reducing emissions from transportation fuels, including automakers, farmers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric

vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

We encourage a strong national clean fuels policy that will send long-term signals and promote rapid investment in the technologies expected to reduce criteria and carbon pollution in all communities across America. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuels providers, and other stakeholders were all working towards common goals, and would maximize job creation and economic development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,



Alder Fuels





Letter to Oregon Members of Congress

The letter below was addressed to the two Oregon Senators, an individually addressed letter was sent to:

The Honorable Kurt Schrader
Energy and Commerce Committee
United States House of Representatives

Dear Senators Wyden and Merkley:

The undersigned organizations encourage immediate action by Congress to begin the process that will lead to the decarbonization of the transportation fuel sector. We support a national goal of net-zero greenhouse gas emissions economy-wide not later than 2050.

The good news is that there is a common-sense solution to the current federal approach to transportation fuels policy, a solution that is already proving successful in Oregon. It is called a “clean fuels standard (CFS).” A CFS is market-based policy that supports a portfolio of clean transportation fuels, it ensures that transportation fuels are continually less carbon intensive from year-to-year. As we have experienced in Oregon, by not picking winners and losers, a CFS allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions.

In addition to dramatically reducing emissions from transportation fuels, a strong CFS will spur innovation, create jobs, and ensure equitable and sustainable economic growth nationwide. A forward-looking technology-neutral program, like a CFS, allows a broad coalition of stakeholders, like ours, to support all clean fuels, ranging from: electrification to biofuels to hydrogen – and many other new technologies well into the future.

We represent a wide, but not exclusive, list of stakeholders across the country deeply invested in reducing emissions from transportation fuels, including automakers, farmers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

We encourage a strong national clean fuels policy that will send long-term signals and promote rapid investment in the technologies expected to reduce criteria and carbon pollution in all communities across America. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuels providers, and other stakeholders were all working towards common goals, and would maximize job creation and economic development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,

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Letter Sent to Washington Members of Congress

The letter below was addressed to the two Washington Senators, individually addressed letters were sent to members of the United States House of Representatives:

The Honorable Cathy McMorris Rodgers
Ranking Member, Energy and Commerce Committee

The Honorable Kimberly Schrier
Energy and Commerce Committee
Agriculture Committee

Dear Senator Murray and Senator Cantwell,

The undersigned organizations encourage immediate action by Congress to begin the process that will lead to the decarbonization of the transportation fuel sector. We support a national goal of net-zero greenhouse gas emissions economy-wide not later than 2050.

The good news is that there is a common-sense solution to the current federal approach to transportation fuels policy, a solution that was just adopted in Washington. It is called a “clean fuels standard (CFS).” A CFS is market-based policy that supports a portfolio of clean transportation fuels, it ensures that transportation fuels are continually less carbon intensive from year-to-year. As we will soon experience in Washington, by not picking winners and losers, a CFS allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions.

In addition to dramatically reducing emissions from transportation fuels, a strong CFS will spur innovation, create jobs, and ensure equitable and sustainable economic growth nationwide. A forward-looking technology-neutral program, like a CFS, allows a broad coalition of stakeholders, like ours, to support all clean fuels, ranging from: electrification to biofuels to hydrogen – and many other new technologies well into the future.

We represent a wide, but not exclusive, list of stakeholders across the country deeply invested in reducing emissions from transportation fuels, including automakers, farmers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

We encourage a strong national clean fuels policy that will send long-term signals and promote rapid investment in the technologies expected to reduce criteria and carbon pollution in all communities across America. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuels providers, and other stakeholders were all working towards common goals, and would maximize job creation and economic development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,

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Letter to New Mexico Senators

The Honorable Martin Heinrich
United States Senate
303 Hart Senate Office Building
Washington DC 20510

The Honorable Ben Ray Luján
United States Senate
498 Russell Senate Office Building
Washington DC 20510

Dear Senator Heinrich and Senator Luján,

The undersigned organizations encourage immediate action by Congress to begin the process that will lead to the decarbonization of the transportation fuel sector. We support a national goal of net-zero greenhouse gas emissions economy-wide not later than 2050.

The good news is that there is a common-sense solution to the current federal approach to transportation fuels policy. It is called a “clean fuels standard (CFS).” A CFS is market-based policy that supports a portfolio of clean transportation fuels, it ensures that transportation fuels are continually less carbon intensive from year-to-year. By not picking winners and losers, a CFS allows the marketplace to determine which fuel sources are the most effective at reducing carbon emissions.

In addition to dramatically reducing emissions from transportation fuels, a strong CFS will spur innovation, create jobs, and ensure equitable and sustainable economic growth nationwide. A forward-looking technology-neutral program, like a CFS, allows a broad coalition of stakeholders, like ours, to support all clean fuels, ranging from: electrification to biofuels to hydrogen – and many other new technologies well into the future.

We represent a wide, but not exclusive, list of stakeholders across the country deeply invested in reducing emissions from transportation fuels, including automakers, farmers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, truck and bus manufacturers, emissions controls makers, non-profit clean energy organizations, and more.

We encourage a strong national clean fuels policy that will send long-term signals and promote rapid investment in the technologies expected to reduce criteria and carbon pollution in all communities across America. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuels providers, and other stakeholders were all working towards common goals, and would maximize job creation and economic development in every state and region.

Thank you for considering our views as you consider the full range of strategies that will be necessary to meet our future economic, climate, and other important goals. We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this important issue.

Sincerely,

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Letter to Minnesota Members of Congress

The letter below was addressed to the two New York Senators, individually addressed letters were sent to members of the United States House of Representatives:

The Honorable Angie Craig
Energy and Commerce Committee

The Honorable Michelle Fischbach
Agriculture Committee

The Honorable Jim Hagedorn
Agriculture Committee

Dear Senator Klobuchar and Senator Smith,

The undersigned organizations are working in close collaboration to advance a clean fuels standard in Minnesota to achieve our goals related to greenhouse gas reductions, clean fuel adoption, equity, and economic development. Clean fuels standards are also under consideration in other states in the Midwest and other regions. A clean fuels standard implemented at the federal level is another way to achieve our objectives. We urge Congress to begin the legislative process to address the issue of decarbonizing the transportation sector through a clean fuels standard.

A clean fuels standard will help ensure that Minnesota remains in a leadership position with respect to clean fuels innovation, building on past successes. Despite a history of policy leadership in clean fuels development, we are behind schedule in achieving the transportation greenhouse gas reduction goals adopted through Minnesota's bipartisan Next Generation Energy Act of 2007. Stakeholders in Minnesota and throughout the Midwest have been meeting for several years to reach consensus on an approach to clean fuels standard policy design that advances multiple objectives. A clean fuels standard was recommended by the Governor Walz-appointed Governor's Council on Biofuels, and the Minnesota Department of Transportation-appointed Sustainable Transportation Advisory Council. We believe that a clean fuels standard, adopted at the state or federal level, can help Minnesota and the nation get back on track in meeting our greenhouse gas reduction and clean fuel development goals.

We believe that a clean fuels standard can be designed to achieve the following objectives, which are important to the undersigned, including:

- Benefits for consumers through market access for clean fuels that are often lower cost or a better value than conventional fuels but currently face barriers to entry in the marketplace;
- Large net-positive and equitable economic impacts for Minnesota through increased investment in a broad portfolio of cleaner fuels, including ethanol, biomethane, biodiesel, other biofuels, electricity, and charging infrastructure.
- Equitable access to clean transportation for all Minnesota communities.
- Increased investment in cleaner fuels for all types of vehicles and a more innovative and prosperous clean fuels sector spurring consumer demand for cleaner products.
- A technology-neutral and fuel-neutral, performance-based approach that rewards the cleanest fuels without having government pick winners and losers and expands the fuels market.

- Reductions in air pollution and increased health benefits, particularly in areas that have been disproportionately impacted by transportation pollution.
- Economic incentives and market demand to maximize the resource value of organic waste (including manure, biosolids, woody biomass, and food waste), reducing the climate impacts of organic waste, and supporting counties' efforts to achieve state-mandated recycling goals.
- Increased energy independence by relying less on imported resources and more on Minnesota and US resources.
- Reduced greenhouse gas emissions in the two largest emitting sectors of transportation and electricity as well as in the agricultural sector.
- A potential to support voluntary farmer-led efforts to invest in and adopt agricultural conservation practice that benefit soil health and water quality and reduce farm-level greenhouse gas emissions.

The organizations listed represent a wide, but not exclusive, list of stakeholders deeply invested in reducing emissions from transportation fuels, including automakers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, non-profit clean energy organizations, counties, and more.

We welcome the opportunity to participate in an open dialogue with you and your staff to further discuss how Congress can act on this matter of mutual interest, and how a clean fuels standard to be designed to meet the objectives of stakeholders in Minnesota.

Sincerely,

Alliance For Automotive Innovation

American Coalition for Ethanol

Amp Americas

AMPLY Power

Audi

BioMass Solution

ChargePoint

Christianson CPA

ClearFlame Engine Technologies

Coalition For Renewable Natural Gas

Conservation Minnesota

DAK Renewable Energy

EVgo

Fresh Energy

Gevo, Inc.

Manufacturers of Emission Controls Association

Minnesota Bio-Fuels Association

Neste

Plug In America

Ramsey County

Renewable Fuels Association

Rivian