



February 14, 2023

The Honorable Tom Carper
Chair, Environment and Public Works
United States Senate
513 Hart Senate Office Building
Washington DC 20515

The Honorable Shelley Moore Capito
Ranking Member, Environment and Public Works
United States Senate
172 Russell Senate Office Building
Washington DC 20515

Dear Chairman Carper and Ranking Member Capito,

The undersigned organizations write to respectfully encourage immediate action by Congress to begin the process that will lead to a national clean fuels policy to accelerate the decarbonization of the transportation sector, advance American energy independence, and facilitate domestic energy production. As the Committee holds this hearing, ***The Future of Low Carbon Transportation Fuels and Considerations for a National Clean Fuels Program***, it is our hope there will be recognition that a national Clean Fuels Standard (CFS) can help to achieve the transportation sector's contributions towards the 2050 net zero goals. Our coalition, the DriveClean Initiative, has advanced principles upon which a CFS could be drafted.

We believe a national CFS is a critical complement to ongoing efforts by the Administration and Congress to reduce greenhouse gas emissions and air pollution from the transportation sector by 2050. A CFS is a common-sense solution to build upon the current federal approach to transportation fuels policy, a solution that is already proving successful in states like California, Oregon, and Washington as well as Canada.

A CFS is a market-based, technology-neutral 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 seen 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. 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 borne by many frontline communities for decades, we believe that action in the 118th Congress is urgently needed to attain this goal.

A strong national clean fuels policy, built on foundational frameworks put forward by many states including New Mexico, Minnesota, Illinois, New York, Oregon, California, and Washington, would send clear near-term and long-term market signals that will incentivize all low-carbon fuels and vehicle technologies, and that will disincentivize high-carbon fuels.

These programs all provide a common-sense solution to the problem of high-carbon fuels. They provide a technology-neutral, fuel-agnostic, market-based mechanism that accelerates investment in low-carbon fuels, infrastructure, and vehicles. 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 application and geography.



A forward-looking program, like a CFS, 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, advance energy independence, 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. Such a technology-neutral, fuel-agnostic policy allows a broad coalition of stakeholders, like ours, to support all clean fuels, ranging from: renewable fuels to electrification to hydrogen – and many other new technologies well into the future.

The DriveClean Initiative represents a wide array of stakeholders deeply invested in reducing emissions from transportation fuels. We include 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. Designing such a program will require a thoughtful process; to provide guidance from a wide range of stakeholders, we have attached the above-referenced list of CFS design principles for Congress to consider. A national policy would provide greater stability and market certainty, which would ensure that vehicle makers, fuel providers, and other stakeholders all work towards common goals, and would maximize job creation and economic development in every state and region. The long-term market certainty for domestic fuels created by a national CFS will additionally provide increased stability from international price shocks and address our urgent need for energy independence.

Thank you for considering our views as you examine 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 to further discuss how Congress can act on this important issue.

Copied to:

Senator Benjamin L. Cardin
Senator Bernard Sanders
Senator Sheldon Whitehouse
Senator Jeff Merkley
Senator Edward J. Markey
Senator Debbie Stabenow
Senator Mark Kelly
Senator Alex Padilla
Senator John Fetterman

Senator Kevin Cramer
Senator Cynthia M. Lummis
Senator Markwayne Mullin
Senator Pete Ricketts
Senator John Boozman
Senator Roger F. Wicker
Senator Dan Sullivan
Senator Lindsey Graham

Sincerely,



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