



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,

Consumer Reports (CR) writes in advance of the hearing scheduled for February 15, 2023 entitled *The Future of Low Carbon Transportation Fuels and Considerations for a National Clean Fuels Program* to urge the Senate Environment and Public Works Committee to take the lead on developing a Clean Fuel Standard (CFS) that would aim to decarbonize the nation's transportation sector.

Transportation is the number-one source of greenhouse gas emissions in the United States, accounting for 27% of the country's total emissions output¹. One way we can reduce emissions from this sector is by using low carbon fuels for our cars, trucks, planes, delivery vans, and other vehicles. There are many options currently available, including biofuels such as biodiesel and ethanol, which can fuel the millions of internal combustion engine vehicles already on the road today, and hydrogen and electricity, which require new vehicle technology. There are also more low carbon fuel options currently under development. CR is committed to helping consumers understand their options when it comes to the availability of these technologies and ensuring the transition to low-carbon transportation fuels is equitable.

One tool that can be used to achieve broad carbon dioxide emissions reduction from transportation is a Clean Fuel Standard (CFS), which is already proving successful in multiple states. Successful CFS have taken a market-based approach to support a wide range of clean transportation fuels, reducing the fuels' carbon intensity year-to-year. By remaining technology neutral, a CFS allows the marketplace to determine which fuel sources and vehicle technologies are the most effective at reducing carbon emissions, while driving further innovation in market segments that are more difficult to decarbonize in the short term.

As this Committee evaluates the potential for a CFS policy proposal, we urge you to consider a strategy that would prioritize justice and equity by recognizing that communities impacted most by transportation greenhouse gas emissions are low income and communities of color. To

¹Sources of Greenhouse Gas Emissions, EPA 2020, [https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions#:~:text=Transportation%20\(27%25%20of%202020%20greenhouse.ships%2C%20trains%2C%20and%20planes](https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions#:~:text=Transportation%20(27%25%20of%202020%20greenhouse.ships%2C%20trains%2C%20and%20planes)

achieve this goal, policies should identify opportunities to invest a significant portion of program credit revenues back into the communities that are most affected, through building CFS fueling and charging infrastructure, and providing incentives to transition these consumers to low carbon fuels and vehicles. In recognition that low-income consumers spend disproportionately more of their income on transportation fuel, policymakers should work to ensure that any CFS policy does not significantly raise the cost of transportation fuel, whether CFS or traditional transportation fuels.

A CFS provides a common-sense solution to the problem of high-carbon fuels, while bringing greater innovation and stability to the fuels market. A CFS can help alleviate high gas prices by providing more fuel options for consumers that are not tied directly to fluctuating oil prices. A CFS is fuel-neutral, technology-agnostic, and market-based. A forward-looking program like a CFS is a thoughtful approach that provides a gradual transition away from traditional gasoline and diesel, and will encourage rapidly growing investment in the technologies needed to reduce pollution across the United States. Designed properly, it will spur innovation in American technology, help ensure equitable and sustainable economic growth, and facilitate the transition to a cleaner, more just transportation sector.

Thank you for your consideration on crafting a thoughtful national clean fuels policy. CR has worked to develop a set of policy principles for an ideal CFS² (attached) and welcomes the opportunity to discuss how Congress can act on this important issue.

Sincerely,

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Senator John Fetterman

Senator Shelley Moore Capito
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Senator Markwayne Mullin
Senator Pete Ricketts
Senator John Boozman
Senator Roger Wicker
Senator Dan Sullivan
Senator Lindsey Graham

² Low Carbon Fuel Standards: Policy Principles, Consumer Reports, 2022.
<https://advocacy.consumerreports.org/research/low-carbon-fuel-standards-policy-principles/>