

WHY

AMERICA NEEDS A NATIONAL

CLEAN FUEL STANDARD

NOW

27%

OF TOTAL U.S. EMISSIONS
COME FROM TRANSPORTATION

DECARBONIZE ACROSS ENTIRE
TRANSPORTATION SECTOR



PROMOTE ENERGY INDEPENDENCE &
SPUR INNOVATION FOR U.S. PRODUCTS



LOWER GAS PRICES FOR CONSUMERS
WHILE EXPANDING THEIR FUEL CHOICES



DRIVE CLEAN

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A national Clean Fuel Standard (CFS) would open markets for new clean technologies to help build U.S. energy independence.

WHAT IS A CLEAN FUEL STANDARD?

A national Clean Fuel Standard (CFS) would be a **technology-neutral policy** that would create a program to gradually reduce the carbon intensity of transportation fuel sources over time to **decarbonize the entire transportation sector**.

WHY NOW?

Even if every new vehicle purchased was a zero emission vehicle, we would still need to decarbonize the millions currently on the road.

Existing federal incentives for clean transportation are helpful but there is more to be done. **To meet our mid-century decarbonization goals, the country needs a new approach to decarbonizing transportation.**

A well-designed CFS will:

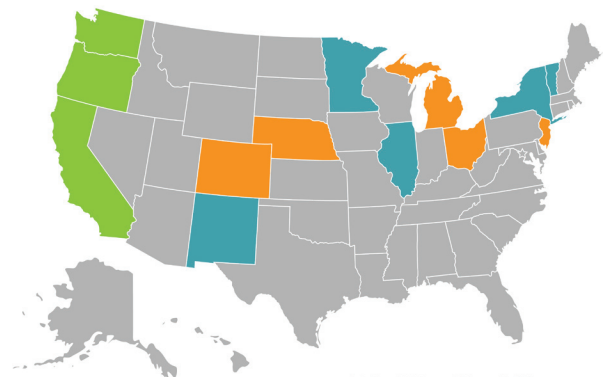
- Spur American technology innovation
- Unleash clean, green, home-grown fuel sources
- Increase U.S. energy independence

HOW DO WE KNOW THIS POLICY WORKS?

California, Oregon, and Washington

have already implemented a CFS, helping create a market for clean fuels, setting an example for other states and our federal government to follow.

- States that have passed a Clean Fuel Standard (CFS)
- State governments considering legislation
- States with initial CFS conversations underway



A CFS HAS PROVEN TO:



Create good paying jobs and bolster economic growth



Benefit both urban and rural communities



Reduce air pollution and improve health outcomes

HOW DOES A CFS WORK?

Each fuel source is assigned a **carbon intensity score** based on its lifecycle greenhouse gas (GHG) emissions.

Fuels are measured against an **annual carbon intensity target**:

- Fuels with carbon intensity scores below the target **(lower emissions) receive credits**
- Fuels with carbon intensity scores above the target **(higher emissions) generate deficits**

Over time, the carbon intensity targets are tightened until decarbonization goals are met.

Surplus credits can be sold to companies in deficit or saved for the future.

Fuel makers can:

- Produce credit-generating fuels
- Purchase credit-generating fuels
- Purchase credits (but not the fuel) from parties in surplus.

IT'S TIME FOR AMERICA TO DRIVE CLEAN.

IT'S TIME FOR A NATIONAL CLEAN FUEL STANDARD.

OUTCOMES FROM STATE PROGRAMS

AVOIDED 55 MILLION TONS OF CARBON POLLUTION

from being emitted on Oregon and California roadways

\$100 MILLION REDUCTION IN HEALTH-RELATED COSTS

annually from reduced air pollution in Oregon and California

\$2.8 BILLION GROWTH

in California's clean fuels market, **benefiting rural communities nationwide** where feedstocks are grown and renewable fuels are produced

13.3% REDUCTION IN PREMATURE EXCESS DEATHS

caused by vehicle pollution in Oregon

Sources: Oregon Department of Environmental Quality (OR DEQ); Low Carbon Fuels Coalition (LCFC); California Air Resources Board (CARB).



The DriveClean U.S. Initiative is a group of multi-sector stakeholders who support the creation of a national technology-neutral Clean Fuel Standard (CFS) to decarbonize the U.S. transportation sector.

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