



## Clean Fuel Ohio Federal Policy Agenda 2021

**Clean Cities:** Now entering its 28<sup>th</sup> year, Clean Cities, its 80+ coalitions and 15,000 stakeholders have displaced nearly 8 billion gallons of petroleum fuels. This has produced economic and environmental benefits for communities across the U.S. Congress should authorize the program to provide stability and increase funding to enable Clean Cities to serve every rural, urban, suburban community and state across America.

**Buy America for Clean Vehicles:** Since the early 1990s and until 2017, the Congestion Mitigation and Air Quality (CMAQ) program has been an important local and state-level source of funding for clean, advanced vehicles and refueling. Congress and the Administration should adopt a new Buy America policy for CMAQ and other federal programs to deploy more clean vehicles while driving American jobs into clean vehicle and supply chain manufacturing.

**“Lo-No” Transit Funding:** The federal government should increase funding for low and zero emissions through the FTA’s Lo-No Emissions program. Eligibility should include both zero emissions vehicles such as fuel cell vehicles (FCVs) and battery electric vehicles (BEVs) along with ultra-low NOx natural gas and propane Autogas vehicles, preferably those that run on renewable natural gas (RNG) or Autogas fuels.

**Clean Corridors:** Congress should appropriate funding to deploy 500,000 EV chargers plus additional low and zero emissions and net carbon fuels such as biodiesel, high ethanol blends, RNG, renewable propane, and hydrogen. EV chargers should serve a variety of locations, including travel corridors, urban, suburban and rural communities, workplaces, and residential properties lacking garage access.

**Incentives:** Congress should approve five-year extensions of tax credits for clean, low carbon fuels (biodiesel, RNG, renewable Autogas, hydrogen), plus clean fueling and charging stations. The EV tax credit ceiling should be raised to at least 600,000 for each OEM with a “cash-for-clunkers” policy to accelerate replacing gas and diesel vehicles with inherently cleaner vehicles. Integrate financing tools through DOT and other agencies into clean vehicle and infrastructure programs.

**Renewable Fuels Standard (RFS):** Support and strengthen the RFS. Increase volume targets for all renewable fuels and eliminate refinery waivers, so the policy operates as it was intended. Expand the standard to include additional non-liquid fuels, such as renewable sources of electricity used for EV charging and renewable sources of hydrogen fuel.

**FHWA Alternative Fuels Signage Policy:** The Administration should reject prohibitions on alternative fuel station signage in the proposed Manual on Uniform Traffic Control Devices (MUTCD) rule. Specially, the MUTCD's specific service sign category "GAS" should be changed to "FUEL." States should be encouraged to incorporate non-gasoline fueling stations into their sign programs and allocate funding to erect alternative fuels signage.

**Reform the Diesel Emissions Reduction Act (DERA):** Policymakers should reform the original 2005 DERA to fund inherently clean and low net carbon medium and heavy-duty on road vehicles (FCVs, BEVs, RNG, renewable Autogas) rather than diesels. The government should discontinue the requirement to scrap old on road vehicle engines from 2007 or newer diesels. Decades-old rail and marine heavy polluters should still be scrapped but new vehicles should be non-diesels whenever practical.

**Federal Fleet:** Transition federal fleet to use all types of cleaner vehicles built by American workers, especially EVs for all light duty where practical. Include medium and heavy-duty clean vehicle purchases wherever practical, including all fuel and vehicles types. Evaluate advanced vehicle options on tailpipe emissions, wells-to-wheels GHG, and total lifecycle cost comparisons.

**Research, Development, and Demonstrations:** Provide increased funding through the Departments of Energy, Agriculture and others for cleaner and low net carbon fuels and vehicle technologies. Funding should continue for research and development, and expand for demonstrations that deploy emerging technologies, then gather, analyze, and share data to help accelerate broad commercial adoption.

**Low-Carbon Fuel Standard (LCFS):** Enact a LCFS policy, based on successful state-level policies, that sets targets for transportation-sector wide decarbonization, uses a science-based approach to assign carbon intensity scores to fuel types, then uses a market-based approach, establishing obligated parties and credits to achieve targets.