



State of Oregon Department of Environmental Quality

Written Comments Part 2

Clean Fuels Program Expansion 2022 Rulemaking

This document is a compilation of written comments received during the public comment period for the Clean Fuels Program Expansion 2022 Rulemaking. The comment period opened on June 29, 2022 and closed at 4 p.m. on July 21, 2022. Only comments received before the deadline are included in this document.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

A Michael Dianich

This email was sent by A Michael Dianich via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Adama Hamilton

This email was sent by Adama Hamilton via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,
Alex Bauman
Oregon, 97405, United States

This email was sent by Alex Bauman via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

As a concerned citizen, voter, and as a scientist, I'm writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

There's no doubt about the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Alex Censor, B.S., M.S., Ab.D.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Alice West

Oregon, 97215, United States

This email was sent by Alice West via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Alice West

Portland, Oregon, 97215, United States

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Anna Cowen

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Yours sincerely,

Anna Salvatierra

This email was sent by Anna Salvatierra via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

Don't listen to out-of-state oil interests. Listen to Oregonians, the people who want clean water and air. We need a bigger and better Clean Fuels Program. I support adopting an ambitious Clean Fuels Program expansion. EXPANSION!

As an anti-racist and environmentalist, I know expanding the program will benefit those who are most impacted by fossil fuel pollution.

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annie capestany

Oregon, 97202, United States

This email was sent by annie capestany via Do Gooder.

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Yours sincerely,

Audrey DeKam

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Audrey Romeo

Oregon, 97214, United States

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Yours sincerely,

Barb Burwell

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Yours sincerely,

Barbara Fankell

Oregon, 97062, United States

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Barbara Rizzo

Oregon, 97376, United States

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Basey Klopp

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Yours sincerely,

BC Shelby

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Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Bearae Edmonds

Oregon, 97333, United States

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Ben Basin

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Yours sincerely,

Beth Levin Levin

Oregon, 97213, United States

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Yours sincerely,

Betty Shelley

This email was sent by Betty Shelley via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The project is straightforward--keep the carbon fuel as low as possible carbon production and unhealthy pollution and full speed ahead electrifying all categories of internal combustion use.

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This email was sent by Bill Harris Harris via Do Gooder.

DEQ Clean Fuels Program Staff,

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The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

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Thank you for your consideration.

Yours sincerely,

Bill Martin

Tigard, Oregon, 97223, United States

This email was sent by Bill Martin via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Bill O'Brien

Beaverton, Oregon, 97005, United States

This email was sent by Bill O'Brien via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Yours sincerely,

Brent Rocks

Oregon, 97201, United States

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Brian Stewart

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Yours sincerely,

Bryce Donovan

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Yours sincerely,

Carol Mathews-Ayres

Oregon, 97361, United States

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Yours sincerely,

Cathy Lewis-Dougherty

Oregon, 97035, United States

This email was sent by Cathy Lewis-Dougherty via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Charles Hottle

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Charlie Graham

This email was sent by Charlie Graham via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

Climate, public health, community, and local economies all benefit from an ambitious Clean Fuels Program expansion. Get on it!

Climate change is obvious in Oregon. I hope you will scramble to reduce climate pollution from every source, including transportation. The Clean Fuels Standard is working.

I urge DEQ to expand the carbon intensity reduction targets to 37% below 2015 levels by 2035. Ease our climate pollution, while improving public health and economic outcomes across Oregon. Can we take another run at a carbon tax??

I urge DEQ to be explicit about the clean air, climate, health and economic benefits of the Clean Fuels Standard. Prioritize equitable economic outcomes: fund affordable, accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Yours sincerely,

Charlie Weiss

This email was sent by Charlie Weiss via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Charlotta Ball Ball

This email was sent by Charlotta Ball Ball via Do Gooder.

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Yours sincerely,

Cheri Laos

This email was sent by Cheri Laos via Do Goode .

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Yours sincerely,

Cherine Bauer

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Yours sincerely,

Cherine Bauer

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Yours sincerely,

Chip Hall

Oregon, 97130, United States

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Yours sincerely,

Chiquita Rollins

Oregon, 97211, United States

This email was sent by Chiquita Rollins via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to strongly support adopting an ambitious Clean Fuels Program expansion. I have two sons who are young adults and native Oregonians. Every week, and sometimes every day, I see them wrestle with how to stay hopeful for their futures, even as they know the current pace of action to address the climate crisis is much too slow. They need to know their state cares about their future by seeing it take the strongest possible action to reduce carbon. Oregon needs to keep their hope alive by actions, not words. By doing that, all of Oregon benefits.

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Yours sincerely,
Chris Clark
Portland, Oregon, 97202

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Chris Tebben

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Christopher Wilson

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Yours sincerely,

Colleen Taylor

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Craig Loftin

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Yours sincerely,

Dale Engle

Jacksonville, Oregon, 97530, United States

This email was sent by Dale Engle via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Dana Visse

This email was sent by Dana Visse via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Dana Weintraub

Oregon, 97003, United States

This email was sent by Dana Weintraub via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,
Dana Weintraub
Beaverton, Oregon, 97006, United States

This email was sent by Dana Weintraub via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Danell Norby

Portland, Oregon, 97220, United States

This email was sent by Danell Norby via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Daniel Jokelson

This email was sent by Daniel Jokelson via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

The Clean Fuels Standard is an excellent step to protect Oregonians, but please expand the reduction targets to increase the impact of the program. Time is very short and it is critical to protect our health and our planet. Our children and grandchildren are depending on us to provide guidance and a safe world.

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Yours sincerely,

David Bekermeier

Oregon, 97520, United States

This email was sent by David Bekermeier via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,
David Collier
Portland, Oregon, 97212, United States

This email was sent by David Collier via Do Goode .

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,
David Medford
Portland, Oregon, 97223, United States

This email was sent by David Medford via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,

David Muller

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Yours sincerely,

David Nichols

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Thank you for your consideration.

Yours sincerely,

David Pagano

This email was sent by David Pagano Pagano via Do Gooder.

DEQ Clean Fuels Program Staff,

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Clean school and city buses will do a great deal to clean up our neighborhood air and decrease medical costs related to lung ailments.

Thank you for your consideration.

Yours sincerely,

Dean Sigler

This email was sent by Dean Sigler via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I support adopting an ambitious expansion of the Clean Fuels Program that will drastically reduce climate pollution from our transportation. I urge the DEQ to

- Expand the carbon intensity reduction targets to go beyond the current proposed: 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035.
- Achieve these targets as much as possible through electrification, which maximizes clean air and public health benefits.
- Prioritize equitable economic outcomes by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace.

Please write a stronger Clean Fuels Program now that maximizes the public health, energy security, and clean air protections in the Clean Fuels Program.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Sincerely,
Deborah Clark
Oregon, 97377, United States

This email was sent by Deborah Clark via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Yours sincerely,

Debra Lohry

Oregon, 97465, United States

This email was sent by Debra Lohry via Do Gooder,

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Debra Lutje

This email was sent by Debra Lutje via Do Gooder.

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Yours sincerely,

Debra Smith

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Yours sincerely,

Delphine Busch

Oregon, 97038, United States

This email was sent by Delphine Busch via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Dena Turner

Portland, Oregon, 97215, United States

This email was sent by Dena Turner via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Denise Lytle

This email was sent by Denise Lytle via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,

Derek Severson

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I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Diana Bailey

Oregon, 97470, United States

This email was sent by Diana Bailey via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Yours sincerely,

Diana Mitchell

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Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Diana Pace

Oregon, 97470, United States

This email was sent by Diana Pace via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Diana Saxon

Oregon, 97301, United States

This email was sent by Diana Saxon via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Diane Chavez

This email was sent by Diane Chavez via Do Gooder.

DEQ Clean Fuels Program Staff,

I strongly support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion. The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector. I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon

. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive. I also urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you.

Yours sincerely,
Diane Luck

This email was sent by Diane Luck via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible. All Oregonians should be encouraged and incentivized to go electric, regardless of the cost of the vehicle. Credits should be based on (family) income, not vehicle cost. Personally, I have been saving up for more than three years now for an electric truck and I'm finally able to make this a reality. Unfortunately, in Oregon I am denied receiving any rebates because the truck does not meet MSRP standards to qualify. I don't make six figures or more. I just have been saving for the vehicle I think suits my lifestyle and does the right thing for the environment.

Aside from greatly reducing emissions from (mainly industrial) vehicles, Oregon (and nearby states!) need to greatly reduce their carbon footprint from agriculture, especially CAFO's! As long as we have feedlots and animal intensive farming, we will not get ahead or even sustain our temperatures to reduce climate change. A change in agriculture and diet are a key component to our survival on earth - it's time Oregon faces that reality and stops pretending intensive farming (like what is happening in the Boardman area) is ok. We can all buy electric and still ruin this planet by 2050, if our diet doesn't change.

Thank you for your consideration.

Yours sincerely,
Dolores Matthys

This email was sent by Dolores Matthys via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Donna Kinney-Dobbins

Oregon, 97701, United States

This email was sent by Donna Kinney-Dobbins via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Donna Tate

California, 90043, United States

This email was sent by Donna Tate via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Dorothy Tharsing Tharsing

Oregon, 97411, United States

This email was sent by Dorothy Tharsing via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

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Bandon, Oregon, 97411, United States

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Yours sincerely,

Douglas Peterson

This email was sent by Douglas Peterson via Do Gooder.

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Yours sincerely,

Dresden Skees-Gregory

This email was sent by Dresden Skees-Gregory via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Edgar Brandt

Dallas, Oregon, 97338, United States

This email was sent by Edgar Brandt via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Eileene Gillson

This email was sent by Eileene Gillson via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Elizabeth Eggers

This email was sent by Elizabeth Eggers via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

On behalf of my grandchildren, I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Ellen Levine

Portland, Oregon, 97205,

United States

This email was sent by Ellen Levine via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for your consideration.

Yours sincerely,

Elyce M Benham

Portland, Oregon, 97217, United States

This email was sent by Elyce M Benham via Do Gooder,

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Emily Platt

Oregon, 97202, United States

This email was sent by Emily Platt via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Emlyn Stenger Stenger

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I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Emma DeFontes

Oregon, 97224, United States

This email was sent by Emma DeFontes via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express support for an ambitious Clean Fuels Program expansion.

To satisfy the requirement calculated by the U.N. Intergovernmental Panel on Climate Change (IPCC) to limit climate emissions requires about 50% reduction of recent emissions by 2030. Oregonians buy roughly 170,000 new vehicle annually, or about 6% of the fleet (same as the US).

Simple arithmetic implies that a 50% emissions reduction by 2030 requires 100% ZEV adoptions by around 2025.

Norway is the only country on track to decarbonize their vehicles at this rate. Norway's annual fleet replacement rate is also about 6%, and Norway has about the same average income, population, and land area as Oregon. And their EV policies are revenue-neutral, like the Clean Fuels Program--they are not dipping into their Sovereign Wealth fund to subsidize EVs. Norway achieves this trajectory by steering purchasers of new vehicles to ZEVs with fees functionally similar to the California ZEV program--emitting vehicles get sticks and ZEVs get carrots. In this fashion, the California ZEV program and Norway's policy address the root cause of vehicle emissions--emitting vehicles--instead of the symptom of emissions.

The Clean Fuels Program focuses on the symptom, which is inherently less efficient than focusing on the root cause. This inefficiency manifests as lower-carbon fuels burned in conventional engines that are more costly to fuel and maintain than electric motors; investments in short-term fuel infrastructure that will soon be obsolete by EVs; a greater portion of used vehicles being more costly to fuel and more polluting; etc.

Adoption of the California Advanced Clean Car II policies would thus be superior to the structure of the CFP. Slide 13 of the EQC's Advanced Clean Cars II Proposed Rule Item C: Informational Item (July 21, 2022) projects a 20% reduction in ICE vehicles by 2030 and about 45% reduction by 2035. That compares with the currently proposed CFP targets of 20% emissions reduction by 2030 and 37% by 2035.

The unprecedented investments (>\$500 billion worldwide) and competition between automakers to accelerate EV production to grab market share in the new technology will very likely result in EV volumes exceeding the requirements of both of these policies.

But as of today, the CFP is Oregon's strongest vehicle emission policy, and the CFP should be strengthened if for whatever reasons the ACC II or the market adoption forces don't materialize. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Today the average US household spends about \$5000 annually for gasoline at \$5 per gallon, and the equivalent fuel cost for EVs is about \$1 per gallon in Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Thus I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Eric Strid

This email was sent by Eric Strid via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,
Evan Reynolds

This email was sent by Evan Reynolds via Do Gooder,

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Gail Melhado

New York, 11937, United States

This email was sent by Gail Melhado via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Georgia Roelof

Oregon, 97367, United States

This email was sent by Georgia Roelof via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Gleb Garshin

This email was sent by Gleb Garshin via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am personally writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Gret Rowe

Oregon, 97703, United States

This email was sent by Gret Rowe via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Gwen Stone

Oregon, 97457, United States

This email was sent by Gwen Stone via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Helen Anderson

This email was sent by Helen Anderson via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Helen Jones

This email was sent by Helen Jones via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Helen Moissant

This email was sent by Helen Moissant via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Hilary Conway

Oregon, 97221, United States

This email was sent by Hilary Conway via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Hillary Tiefer

This email was sent by Hillary Tiefer via Do Gooder.

DEQ Clean Fuels Program Staff,

I am writing to express strong support for **maximizing** climate, public health, community, and local economic benefits by adopting an **ambitious Clean Fuels Program (CFP) expansion**. In addition, I urge you to **amend the draft fiscal impact statement (FIS) to more accurately capture benefits of the Clean Fuels Program**.

DEQ's clean fuels program expansion has the potential to be the most consequential climate action in Oregon in 2022.

The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from the largest source in Oregon: burning diesel and gasoline for transportation. While we (myself and MCAT) applaud DEQ's proposal to extend and increase the CFP's carbon intensity reduction targets to 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035, we see this as the minimum level of ambition that is feasible and which DEQ should strive for.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we are still not on track to achieve our climate goals. Stronger clean fuels targets will help us close this critical gap.

At minimum, DEQ should expand the carbon intensity reduction targets to **go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035**. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump: the more we move toward electric vehicles and cleaner fuels made closer to home, the less we have to worry about the price of oil and gas being determined half a world away.

Transitioning to cleaner fuels in the near-term is **feasible**. DEQ's current proposal will achieve carbon intensity reductions of 37% below 2015 levels by 2035. Based on DEQ's own modeling, during this specific timeframe, Oregon can only achieve a 25% reduction in carbon intensity through electrification alone. Transitioning to cleaner fuels today means maximizing emissions reductions in the years that matter most to avoiding catastrophic climate impacts.

Likewise, I urge DEQ to achieve these new targets through electrification as much as possible, while **prioritizing equitable economic outcomes**, by encouraging credit-generating utilities to fund **affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities, with an affordable electric car share program**.

In addition, **the draft fiscal impact statement (FIS) needs to be amended to more accurately**

capture the extensive health and jobs benefits of the Clean Fuels Program. The economic benefits identified are extremely *conservative* estimates, whereas the costs of the program are overestimates. For instance, while the program rewards reductions in lifecycle emissions, the FIS doesn't incorporate reductions in co-pollutants beyond the tailpipe. It also doesn't quantify other economic benefits, including job creation, investments, new tax base, waste reduction, and so forth.

In addition, while we appreciate the inclusion of **\$916 million** in benefits when using the federal estimate of **the social cost of carbon**, this **is an extremely conservative estimate**, especially when you consider there have already been hundreds of lives lost, thousands of homes and buildings burned, agricultural production losses, lost business days from climate impacts in Oregon in just the last two years alone.

Climate change is already producing devastating impacts in Oregon, and the destruction caused by recent climate-influenced weather events and natural disasters, such as wildfires, droughts, and unprecedented heat waves, have price tags in the billions of dollars.

By establishing a strong carbon intensity target for the program, DEQ will help **improve public health** by reducing harmful pollutants from tailpipe emissions.

- Every year in Oregon, diesel engine exhaust is responsible for an [estimated 176 premature deaths, 25,910 lost work days and annual costs from exposure of \\$3.5 billion](#), according to DEQ's own accounting.
- Oregonians pay for the damage from air toxics through the medical and hospital bills, costly medicine, and missed days of work or school that comes with worse health from breathing dirty air.

With regard for the concerns of the Fossil fuel executives, it is wrong for the oil and gas industry to capitalize and shift blame on high prices today to try to derail climate action.

During the initial development of Oregon's Clean Fuels Program, the oil industry threatened that this policy would result in a \$1 per gallon increase in gas prices. Instead, the reality has been mere pennies on the gallon to achieve the benefits of cleaner air, more energy independence, fewer greenhouse gas emissions, and more economic development in Oregon.

I urge you to remember that price fluctuations do not happen in a vacuum, but rather on a global scale, related to major overseas political upheavals.

We have less than a decade remaining to effectively halve emissions and avoid the worst impacts of climate change. The Clean Fuels Program is a critical tool to reduce near-term emissions in the deciding decade for climate action, as we continue to push for systems-wide change within the transportation sector.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules and draft fiscal impact statement,

Harriet Cooke

Retired physician and Climate action team member of: Havurah Shalom, P'nai Or, MCAT, and
350PDX
Portland, 97219

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Ian Shelley

This email was sent by Ian Shelley via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support adoption of an ambitious Clean Fuels Program expansion.

The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

ilene moss
Oregon, 97211, United States

This email was sent by ilene moss via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Jane Heisler

Oregon, 97214, United States

This email was sent by Jane Heisler via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Janell Brittain

Oregon, 97213, United States

This email was sent by Janell Brittain via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Janell Brittain

Portland, Oregon, 97213, United States

This email was sent by Janell Brittain via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Jay Humphrey

Oregon, 97023, United States

This email was sent by Jay Humphrey via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Yours sincerely,

Jeffrey Koutroulis

Oregon, 97361, United States

This email was sent by Jeffrey Koutroulis via Do Gooder,

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Yours sincerely,

Jess DePew

This email was sent by Jess DePew via Do Gooder.

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Yours sincerely,

Johanna Hannan

This email was sent by Jo Hannan via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Joan Walker

California, 93513, United States

This email was sent by Joan Walker via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Jody Kim-Eng

This email was sent by Jody Kim-Eng via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Joel Schoening

This email was sent by Joel Schoening via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Joel Schoening

Oregon, 97211, United States

This email was sent by Joel Schoening via Do Gooder.

DEQ Clean Fuels Program Staff,

We need smaller cars and trucks and need to cut way back on air pollution from diesel and trucks. Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

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Thank you for your consideration.

Yours sincerely,

John Livingston

This email was sent by John Livingston via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am from Salem, Oregon and am fully convinced that we must act very fast to reduce our CO2 pollution and take other personal steps to protect and sustain our world. Therefore I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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This email was sent by John Livingston via Do Goode.

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Thank you for your consideration.

Yours sincerely,
John Nettleton
Portland, Oregon, 97202, United States

This email was sent by John Nettleton via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

John Tangney

Happy Valley, Oregon, 97086, United States

This email was sent by John Tangney via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,

John Wadsworth

This email was sent by John Wadsworth via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Jordan Hiller

Oregon, 97213, United States

This email was sent by Jordan Hiller via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

We need to take it to the next step! We are in a crisis already. I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Yours sincerely,

Joseph Stenger

Oregon, 97211, United States

This email was sent by Joseph Stenger via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,
Joshua Munger
Corvallis, Oregon, 97330, United States

This email was sent by Joshua Munger via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Juanita Rinas

Oregon, 97402, United States

This email was sent by Juanita Rinas via Do Gooder.

DEQ Clean Fuels Program Staff,

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I also advocate for managing the impact of the human population by making birth control, and reproductive health education and care available to all people everywhere. Fewer humans, means less impact on the environment they populate.

Thank you for your consideration.

Yours sincerely,

Juanita Rinas

Eugene, Oregon, 97402, United States

This email was sent by Juanita Rinas via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Judith Lienhard

This email was sent by Judith Lienhard via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Jules Moritz

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Dept. of Environmental Quality Clean Fuels staff,

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With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Julie A. Richards

Oregon, 97015, United States

This email was sent by Julie Richards via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,
Justin Overdevest Overdevest
Eugene, Oregon, 97402, United States

This email was sent by Justin Overdevest Overdevest via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Karen Austin

Oregon, 97405, United States

This email was sent by Karen Austin via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Karen Harrington

Oregon, 97068, United States

This email was sent by Karen Harrington via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Yours sincerely,

Karen O'Neill

Oregon, 97031, United States

This email was sent by Karen O'Neill via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Karen Smith

Corvallis, Oregon, 97330, United States

This email was sent by Karen Smith via Do Gooder.

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Yours sincerely,

Kathleen Mitchell

This email was sent by Kathleen Mitchell via Do Gooder.

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Yours sincerely,

KATHY FOSTER

Oregon, 97211, United States

This email was sent by KATHY FOSTER via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

KB Mercer

Oregon, 97266, United States

This email was sent by KB Mercer via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Kevin Brown Brown

This email was sent by Kevin Brown via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,
Kevin Kasowski
West Linn, Oregon, 97068, United States

This email was sent by Kevin Kasowski via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Kiaya Sabolovic

Oregon, 97701, United States

This email was sent by Kiaya Sabolovic via Do Gooder.

DEQ Clean Fuels Program Staff,

As much as I would like to personalize, these comments, my husband just underwent surgery today so I'll have to go with these pre-written — but totally on point— ideas.

I am grateful for the chance to weigh in and I hope you will take it to heart when crafting the strongest possible Clean Fuels program to make us leaders in the nation. We are at a terrifying inflection point!

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for your consideration.

Thanks again for the chance to comment,
Kirsten Lee
Portland, Oregon, 97209, United States

This email was sent by Kirsten Lee via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Kyle Elwood Elwood

Oregon, 97306, United States

This email was sent by Kyle Elwood Elwood via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

L Nagel

Oregon, 97520, United States

This email was sent by L Nagel via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Laura Stevenson

This email was sent by Laura Stevenson via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Lawrence Dunlap

This email was sent by Lawrence Dunlap via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Leonard J Bottleman Bottleman

Oregon, 97754, United States

This email was sent by Leonard J Bottleman Bottleman via Do Gooder.

DEQ Clean Fuels Program Staff,

I am writing to express strong support for adopting an ambitious Clean Fuels Program expansion.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035.

And I urge DEQ to achieve these new targets through electrification as much as possible, and to encourage credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas.

Thank you for your work on Clean Fuels,

Lindsey Maser

Portland, Oregon, 97211, United States

This email was sent by Lindsey Maser via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,

Lisa Caine

This email was sent by Lisa Caine via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Lisa Caine

Oregon, 97212, United States

This email was sent by Lisa Caine via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

lorraine foster

Oregon, 97202, United States

This email was sent by lorraine foster via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Lynn Cardiff

Oregon, 97301, United States

This email was sent by Lynn Cardiff via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Lynn Cardiff

This email was sent by Lynn Cardiff via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Marcel Liberge

This email was sent by Marcel Liberge via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules and draft fiscal impact statement. I write to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program (CFP) expansion. In addition, I urge you to amend the draft fiscal impact statement (FIS) to more accurately capture benefits of the Clean Fuels Program.

The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from the largest source in Oregon: burning diesel and gasoline for transportation. While the DEQ's proposal to extend and increase the CFP's carbon intensity reduction targets to 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035 is admirable, this is far too low. The DEQ should aim higher.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, our state is still not on track to achieve our climate goals. Stronger clean fuels targets will help us close this critical gap.

At minimum, DEQ should expand the carbon intensity reduction targets to **go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035**. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump: the more we move toward electric vehicles and cleaner fuels made closer to home, the less we have to worry about the price of oil and gas being determined half a world away.

I also urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

In addition, the draft fiscal impact statement (FIS) should be amended to more accurately capture the extensive health and jobs benefits of the Clean Fuels Program. The economic benefits identified are extremely *conservative* estimates, while the costs of the program are overestimates. For instance, while the program rewards reductions in lifecycle emissions, the FIS doesn't incorporate reductions in co-pollutants beyond the tailpipe. It also doesn't quantify other economic benefits, including job creation, investments, new tax base, waste reduction, and more.

In addition, while the inclusion of \$916 million in benefits when using the federal estimate of the social cost of carbon is appreciated, it's an extremely conservative estimate, especially when you consider there have already been hundreds of lives lost, thousands of homes and buildings burned, agricultural production losses, lost business days from climate impacts in

Oregon in just the last two years alone.
Thank you for considering my input,
Meg Bowman
Climate Concerned Oregonian
Portland, 97212

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Margaret Robinson

Oregon, 97212, United States

This email was sent by Margaret Robinson via Do Gooder.

To Whom it May Concern,

Please expand DEQ's clean fuels program.

Thank you,
Maria Nazzaro

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,
Marianne Nelson
Portland, Oregon, 97202, United States

This email was sent by Marianne Nelson via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Marilyn Bergen

Oregon, 97239, United States

This email was sent by Marilyn Bergen via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Marilyn Costamagna

Oregon, 97504, United States

This email was sent by Marilyn Costamagna via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,
Marin Palmer
Portland, Oregon, 97220, United States

This email was sent by Marin Palmer via Do Gooder,

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,
Marissa Wolfheart
Portland, Oregon, 97206, United States

This email was sent by Marissa Wolfheart via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I urge you to adopt an even more ambitious Clean Fuels Program to minimize climate change and improve health.

The seriousness of the climate crisis is evident in Oregon. I want our state to take responsibility for our share of the crisis and work to drastically reduce climate pollution from our transportation. The Clean Fuels Standard is already proving a success. Now is the time to take even stronger action and set new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Mark Scantlebury

This email was sent by Mark Scantlebury via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Marney Reed

Oregon, 97439, United States

This email was sent by Marney Reed via Do Gooder,

DEQ Clean Fuels Program Staff,

I am writing to express strong support for DEQ's proposed Clean Fuels Program rules. We need them for maximizing climate, public health, community, and local economic benefits!!!

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Mary Bosch

This email was sent by Mary Bosch via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Mary Boyer

This email was sent by Mary Boyer via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Mary McGaughey

Oregon, 97030, United States

This email was sent by Mary McGaughey via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

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Thank you for your consideration.

Yours sincerely,
Mary McGaughey
Gresham, Oregon, 97030, United States

This email was sent by Mary McGaughey via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

MARYGAIL SULLIVAN SULLIVAN

Oregon, 97023, United States

This email was sent by MARYGAIL SULLIVAN SULLIVAN via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Matt Riley

Oregon, 97426, United States

This email was sent by Matt Riley via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Matthew Smith

Oregon, 97220, United States

This email was sent by Matthew Smith via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Maureen O'Neal

This email was sent by Maureen O'Neal via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Meagan Golec

Portland, Oregon, 97203, United States

This email was sent by Meagan Golec via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

mel scott

Portland, Oregon, 97224, United States

This email was sent by mel scott via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

Now is the time to do all that we possibly can to lessen the severity of the climate crisis. I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Melissa Carr

Oregon, 97330, United States

This email was sent by Melissa Carr via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Meredith Connolly

This email was sent by Meredith Connolly via Do Goode .

DEQ Clean Fuels Program Staff,

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This email was sent by Meredith Connolly via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Michael 'Wheat' Hill

Oregon, 97754, United States

This email was sent by Michael 'Wheat' Hill via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Monica Gilman

Oregon, 97023, United States

This email was sent by Monica Gilman via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

As a rural, coastal resident, I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Nadia Gardner

Oregon, 97102, United States

This email was sent by Nadia Gardner via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Nancy Carl

This email was sent by Nancy Carl via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Nancy Carl

This email was sent by Nancy Carl via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support adopting an ambitious Clean Fuels Program expansion in order to do our part to meet the global climate emergency with adequate action.

It is time to replace the term “climate change” with “climate destruction”. The June 2021 PNW heat dome was a mass casualty event. In recent years, drought and wildfires have caused extensive damage to forestlands and properties, loss of agricultural crops, loss of human and animal life, extremely dangerous air quality, and caused many to evacuate or be on standby to evacuate. Terrifying events like these, attributable to climate change caused by fossil fuel burning, are already more severe and widespread than expected, and are predicted to worsen.

The impact of these devastating events fell hardest on low income and BIPOC communities least able to protect themselves from harm. As climate destruction escalates, these communities must not be sacrificed. I fear for myself, my fellow citizens, and the beloved environment that sustains us all.

Oregon must do all it can to take responsibility for climate destruction, which means drastically reducing climate pollution from all sectors, especially including transportation. The Clean Fuels Standard should be expanded and strengthened, setting targets for lower pollution fuels that are aligned with the goals of the Paris climate agreement and the findings of the IPCC.

It is critical that DEQ expand the carbon intensity reduction targets to go far beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. The 2022 IPCC report clearly states that to avoid the worst effects of climate change, emissions must peak by 2025 and reduce by 43% by 2030. The IPCC report is explicit about the need to rapidly phase out fossil fuel supply and demand: coal by 95%, oil by 60% and gas by 45% by 2050.

Oregon can and should be a leader in rapidly accelerating the reduction of GHG emissions. If Oregon ignores the scientific recommendations, we are complicit with the legions of climate deniers who seek profits over the health and habitability of the planet. Global warming is a true emergency that demands a robust, massive response to limit destruction. Climate physics won't respond to negotiations based on profits or politics. Incremental change won't be enough. To the degree that compromises in clean fuel targets are made, we have failed to do what is necessary to meet the emergency.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Nancy Friel

Oregon, 97015, United States

This email was sent by Nancy Friel via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Paige Matheson

Oregon, 97060, United States

This email was sent by Paige Matheson via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Patricia Fields-Modig

Oregon, 97394, United States

This email was sent by Patricia Fields-Modig via Do Gooder,

DEQ Clean Fuels Program Staff,

My highest priority is to combat Climate Change. I believe that we must fight Climate Change at all levels - Global, National, State, local.

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Thank you for your consideration.

Yours sincerely,

Pauline Jackson

Portland, Oregon, 97202, United States

This email was sent by Pauline Jackson via Do Goode.

Dept. of Environmental Quality Clean Fuels staff,
I support an ambitious Clean Fuels Program expansion.
Yours sincerely,
Perry Callas
Oregon, 97301, United States

This email was sent by Perry Callas via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Phe Quillian

Oregon, 97540, United States

This email was sent by Phe Quillian via Do Gooder.

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Thank you for your consideration.

Yours sincerely,
Phil Houston Goldsmith
Portland, OR, 97229, US

This email was sent by Phil Houston Goldsmith via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Philip Ratcliff

Oregon, 97302, United States

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Randall Nerwick Nerwick

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Yours sincerely,

Randall Nerwick Nerwick

Oregon, 97222, United States

This email was sent by Randall Nerwick Nerwick via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Randy Harrison Harrison

Oregon, 97401, United States

This email was sent by Randy Harrison via Do Gooder.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Richard Dolgonas

This email was sent by Richard Dolgonas via Do Gooder.

Public Comment - Clean Fuels Program

To: The Oregon Department of Environmental Quality

Submitted by:

Ecumenical Ministries of Oregon, July 18, 2022

Prepared by:

Kelly Hogan, Climate and Environmental Justice Advocate

Rev. Richenda Fairhurst, EMO Board Member and Chair of the Creation Justice Committee and Oregon Interfaith Power and Light

We are urging you to expand the Clean Fuels Program.

There is a danger to passing good laws. The danger is that over time, good and effective programs can be whittled down by special or competing interests, making them less effective at what they were designed to do. There is also opportunity. When a good law demonstrates good results, there is the opportunity to continue that good work and increase its effectiveness. Such is the case here. With the [demonstrated effectiveness of CFP](#), the opportunity is to celebrate the good effects, congratulate those who worked hard, and expand the law so more good can be done.

The opportunity now with the Clean Fuels Program is to expand the program so that even more good can be done. We urge the DEQ to keep an eye on the good being done, and turn away from the dangers of backsliding. We are stepping forward toward a new, cleaner, greener, fairer more livable Oregon. The need to clean up the air and fuels of Oregon is made clear by the devastating effects of the climate crisis. But it is even more clear when working to remedy current and historic injustices that impact people of color, and people with disabilities. It is a clear necessity also, that we must work to protect vulnerable people, such as the elderly, our children, and pregnant people, from dirty air, and the impacts of climate change.

Ecumenical Ministries of Oregon (EMO) is an organization with a membership of 15 denominations and over 150 congregations, organizations, and interfaith partners, EMO serves hundreds of thousands of diverse members of the faith community all across the state.

Our members share a core and common belief in our obligations to each other and to the Earth. As such, EMO continually advocates for enforceable, measurable emissions reductions that are consistent with the demands of our children and youth and the recommendations of the world's best climate scientists.

EMO urges the DEQ to maximize climate, public health, and community benefits for Oregon by adopting the strongest Clean Fuels Standard Possible. Further, we encourage the DEQ to expand the carbon intensity reduction targets beyond its current goals. We hope the DEQ

maximizes clean air, climate, and health benefits by working to ensure that carbon intensity reduction targets are achieved through electrification as much as possible.

We have the opportunity to make bold and transformative investments today to rebuild a stronger, more equitable, and more resilient world for us all. The expansion of the Clean Fuels Program has the potential to be the most consequential climate action in Oregon in 2022.

Thank you.

Rev. Richenda Fairhurst

This is my personal email account.

To connect with me otherwise, these are the things I get up to:
Ecumenical Ministries Of Oregon, [Climate Justice Committee](#) and
Oregon Interfaith Power and Light

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Rick Espenscheid Espenscheid

This email was sent by Rick Espenscheid Espenscheid via Do Gooder.

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Thank you for your consideration.

Yours sincerely,

Robin Weage

This email was sent by Robin Weage via Do Goode .

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Roger Schmidt Schmidt

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Yours sincerely,

Ron Pernick

Oregon, 97212, United States

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Yours sincerely,

Rona Homer

Arizona, 85255, United States

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Yours sincerely,

Rosalie Kelly

Oregon, 97058, United States

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Ross Huffman-Kerr

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Rufus Knapp

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Ryan DePauw

Oregon, 97232, United States

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Sandra Joos

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Sara Willes

Oregon, 97306, United States

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Savel Sabol

Oregon, 97222, United States

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Shannon Mayorga

Oregon, 97266, United States

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I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Stacy Taeuber

Oregon, 97520, United States

This email was sent by Stacy Taeuber via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Stephanie W Hampton

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Dept. of Environmental Quality Clean Fuels staff,

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Stephanie Leschber

This email was sent by Stephanie Leschber via Do Gooder.

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Thank you for your consideration.

Yours sincerely,
Stephen Bachhuber
Portland, Oregon, 97202, United States

This email was sent by Stephen Bachhuber via Do Gooder.

DEQ Clean Fuels Program Staff,

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Yours sincerely,

Stephen Bomber

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Thank you for your consideration.

Yours sincerely,

Stephen Lezak

Portland, Oregon, 97239, United States

This email was sent by Stephen Lezak via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Steve Garrett

Oregon, 97411, United States

This email was sent by Steve Garrett via Do Gooder.

DEQ Clean Fuels Program Staff,

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This email was sent by Steve Hanrahan Hanrahan via Do Gooder.

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Yours sincerely,

Stevyn Llewellyn

United States

This email was sent by Stevyn Llewellyn via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Sue Hartford

Oregon, 97031, United States

This email was sent by Sue Hartford via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Sue Leonetti

Oregon, 97487, United States

This email was sent by Sue Leonetti via Do Goode .

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Sunny L Tabino Tabino

This email was sent by Sunny Tabino via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

Susan Delles

This email was sent by Susan Delles via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Yours sincerely,

Susan G Rives-Denight

Oregon, 97801, United States

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Living in NW Portland, I find it difficult to breathe during the summer months. Diesel, particularly, pollutes the air where I live. Please do as much as possible to clean our air!

Thank you for your consideration.

This email was sent by Susan Haywood Haywood via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Susan Heath

Oregon, 97322, United States

This email was sent by Susan Heath via Do Gooder.

DEQ Clean Fuels Program Staff,

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Susan Heath

Albany, Oregon, 97322, United States

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Susan Tanabe

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Tammy King King

Massachusetts, 01440, United States

This email was sent by Tammy King King via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I urge you to maximize climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion. With the recent Supreme Court ruling, it's more critical than ever that states like Oregon do everything possible to limit climate emissions.

While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Tanya Schaefer

This email was sent by Tanya Schaefer via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Teter Kapan

Salem, Oregon, 97302, United States

This email was sent by Teter Kapan via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Thomas and Lindsay Mugglestone

This email was sent by Thomas and Lindsay Mugglestone via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

Thank you for the opportunity express my support for maximizing the climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With clear evidence of the climate crisis here in Oregon, I want our state will do all it can to take responsibility for our share of the crisis, by drastically reducing climate pollution from our transportation. Our Clean Fuels Standard is a runaway success and you should be emboldened in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Thor Hinckley

Oregon, 97215, United States

This email was sent by Thor Hinckley via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Timothy Grim

Oregon, 97302, United States

This email was sent by Timothy Grim via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Todd Corbett Corbett

Oregon, 97486, United States

This email was sent by Todd Corbett Corbett via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

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Thank you for your consideration.

Yours sincerely,

Tom Civiletti

This email was sent by Tom Civiletti via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

Tonya Stiffler

This email was sent by Tonya Stiffler via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Tracy Richards

Oregon, 97015, United States

This email was sent by Tracy Richards via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Val Snyder

This email was sent by Val Snyder via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,
Valerie Snyder Snyder
Forest Grove, Oregon, 97116, United States

This email was sent by Valerie Snyder via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I want our state to drastically reduce climate pollution from our transportation system. The Clean Fuels Standard is a great success, so please be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Also, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

Walt Mintkeski

This email was sent by Walt Mintkeski via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,

WAYNE OWEN

This email was sent by WAYNE OWEN via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon. Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

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Thank you for your consideration.

Yours sincerely,

Wayne Owen

This email was sent by Wayne Owen via Do Gooder.

DEQ Clean Fuels Program Staff,

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules. I am writing to express strong support for maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

The latest U.N. Intergovernmental Panel on Climate Change (IPCC) report stated that current policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts. While Oregon has made meaningful progress to address the fossil fuel pollution driving the climate crisis, we must go farther, faster in order to avoid even worse climate impacts. The Clean Fuels Program is one of Oregon's most important and cost-effective tools to reduce climate pollution from our largest emitting sector.

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Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for your consideration.

Yours sincerely,
Wesley E. Stoker
Corvallis, Oregon, 97330, United States

This email was sent by Wesley E. Stoker via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

Cleaner fuels also help increase our energy security and protect Oregonians against harmful oil and gas price fluctuations at the pump. A strong target will spur innovation within Oregon and the region and send a signal that Oregon is a robust clean fuels marketplace. A weak target will dampen opportunity and make Oregon less competitive.

Likewise, I urge DEQ to maximize the clean air, climate, and health benefits of the program, by achieving these new targets through electrification as much as possible, and to continue to prioritize equitable economic outcomes, by encouraging credit-generating utilities to fund affordable and accessible public charging infrastructure in underserved areas such as low-income, BIPOC and rural communities.

Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

William C Bradbury

Oregon, 97411, United States

This email was sent by William C Bradbury via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

I am writing to support maximizing climate, public health, community, and local economic benefits by adopting an ambitious Clean Fuels Program expansion.

With the seriousness of the climate crisis evident in Oregon, I hope our state will do all it can to take responsibility for our share of the crisis, which means drastically reducing climate pollution from our transportation. The Clean Fuels Standard is a runaway success and you should be bold in setting new targets for lower pollution fuels.

I urge DEQ to expand the carbon intensity reduction targets to go beyond the current proposed 20% below 2015 levels by 2030 and 37% below 2015 levels by 2035. Strong carbon intensity reduction targets will help move the needle on climate pollution, while improving public health and economic outcomes across Oregon.

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

Yours sincerely,

William M. Musser IV Musser

This email was sent by William M. Musser IV via Do Gooder.

DEQ Clean Fuels Program Staff,

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Thank you for your consideration.

Yours sincerely,

William M. Musser IV Musser

This email was sent by William M. Musser IV Musser via Do Gooder.

Dept. of Environmental Quality Clean Fuels staff,

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Thank you for the opportunity to provide comments on DEQ's proposed Clean Fuels Program rules.

This email was sent by Windy Holm via Do Gooder.