

## **Proposed Resolution Supporting Low-Carbon Fuel Standards and Renewable Diesel for Hard-to-Electrify Fleets**

**Issue:** For hard-to-electrify vehicles and equipment — including long-haul trucks, heavy-duty off-road equipment, emergency response vehicles, and aviation fleets — low-carbon fuels such as renewable diesel and biodiesel can significantly reduce greenhouse gas (GHG) emissions. As electrification and other advanced decarbonization technologies continue to develop across these sectors, counties can utilize low-carbon fuels as an immediate and practical strategy to reduce emissions and support local and regional net-zero initiatives.

**Proposed Policy:** NACo urges Congress to establish carbon intensity reduction targets for on-road transportation fuels, including a goal of reducing transportation fuel carbon intensity by 20 percent by 2034 through the expanded use of renewable diesel and other low-carbon fuel alternatives. NACo supports the reauthorization and expansion of programs such as the Diesel Emissions Reduction Act (DERA) Program to provide counties and states with financial and technical assistance to transition hard-to-electrify fleets away from traditional fossil fuels. NACo further supports federal agriculture, energy, and infrastructure policies that increase the domestic production, availability, affordability, and accessibility of renewable diesel and other low-carbon fuels.

**Background:** Renewable diesel – produced from soybean, canola, and other renewable feedstocks – has a substantially lower carbon intensity than conventional petroleum diesel and can be used in existing diesel engines and fueling infrastructure without requiring blending modifications. Expanding access to renewable diesel provides counties with a near-term, scalable pathway to reduce fleet emissions while maintaining operational reliability for critical public services. Federal investment, technical assistance, and market support for low-carbon fuels will help counties meet locally adopted sustainability, resilience, and net-zero goals while supporting domestic energy and agricultural sectors.

**Fiscal/Urban Impact:** Urban counties may benefit from improved air quality and reduced transportation emissions in densely populated areas, while rural counties may benefit from increased market opportunities for agricultural feedstocks used in renewable fuel production. Ensuring affordable and reliable access to renewable diesel across all regions will help counties of varying sizes and capacities transition toward lower-emission fleet operations without compromising service delivery.

**Sponsor:** Marah Altenberg, Board Member, Lake County Board, Lake County, Ill.