



July 10, 2025

Environmental Protection Division Director, Michelle Miano
Climate Change Bureau Chief, Claudia Borchert
New Mexico Environment Department
Harold L. Runnels Building
1190 St. Francis Drive, Suite N4050
Santa Fe, NM 87505

Via Electronic Submission

**Re: EIB 25-23 (R) - In the Matter of Proposed Adoption of 20.2.92 NMAC
Clean Transportation Fuel Program**

Dear Director Miano and Bureau Chief Borchert:

The Kansas Soybean Association (KSA) appreciates the opportunity to comment on the EIB 25-23 (R) - In the Matter of Proposed Adoption of 20.2.92 NMAC Clean Transportation Fuel Program. KSA welcomes engagement with the New Mexico Environmental Improvement Board (EIB), the Climate Change Bureau, and the New Mexico Environment Department (NMED) staff throughout the process to successfully implement the Clean Transportation Fuel Program (CTFP).

KSA represents soybean farmers across Kansas on public policy issues important to the soybean industry. Growers across the state have long been committed to producing the world's food, feed, fuel, fiber, and thousands of bioproducts in an environmentally and economically sustainable way.

When it comes to state clean fuels policies, KSA aspires to provide the best guidance possible to help avoid the key pitfalls of what has been experienced with the drastic and inequitable pivot the California Air Resources Board (CARB) has made related to agricultural feedstocks used for biofuels in the California Low Carbon Fuel Standard (LCFS) program. KSA encourages that the guidelines of the CTFP are based on up-to-date and sound science. Outlined below are our concerns and proposed solutions that will enable New Mexico to meet its climate goals, decrease its reliance on fossil fuels, provide affordable fuel for consumers, protect the environment and people of New Mexico, while also supporting American soybean farmers and processors who are investing in the future of low-carbon energy.

Arbitrary Feedstock Caps Don't Work

KSA strongly discourages the use of a vegetable oil feedstock cap that has been referenced from California's LCFS program. The current proposal restricts the amount of soybean oil, canola oil and sunflower seed oil that is allowed to generate credits in the program at an inequitable 20% by company. CARB's own data demonstrates that vegetable oil feedstocks, including soy, have consistently exceeded the proposed cap since 2021, without issue. Currently, these vegetable oils account for approximately 30% of the feedstock used in California's biofuels market.

Capping these proven, sustainable, and scalable feedstocks would suppress the supply of renewable diesel, increase reliance on fossil fuels, and potentially raise fuel prices for New Mexico consumers. ***CARB staff even acknowledged in their April 2024 workshop that a cap would reduce air quality benefits and likely increase NOx and PM2.5 emissions for California.*** All of this, including the recent tariffs on imported feedstocks greatly increase costs and further substantiate U.S. based feedstocks as the clear-cut choice. KSA urges NMED to avoid the cap on U.S. based vegetable oil feedstocks to provide a more economically feasible, locally produced and sustainable, climate smart option for the people and the planet.

Agricultural feedstocks for biofuel production are already held to a high standard for participation in the U.S. Renewable Fuel Standard (RFS). Rather than adding sustainable U.S. based feedstocks to an arbitrary proposed cap, NMED needs to update carbon intensity analysis and oversight of imported feedstocks, which are not held to the same level of accountability. Recent actions by the European Union in response to fraudulent Chinese biodiesel imports underscore this concern. The EU committee recently met at the request of a member state to discuss alleged fraud in biodiesel imports from China. Fraud continues to be an issue with imported feedstocks and needs to be addressed further. KSA strongly encourages NMED to adopt enforceable traceability and verification standards, including origin disclosures, documentation audits, and physical testing. Without implementing sustainable solutions to the above and implementing a cap on U.S. vegetable oil feedstock, NMED would be essentially putting the feedstocks from foreign countries (i.e., China) above those of the United States.

Sustainability Guidelines and Feedstock Traceability

KSA strongly supports the proposed rule's requirements for attestations of specified source feedstocks, including waste feedstocks. Ensuring the integrity of feedstocks is crucial for the credibility of low-carbon fuel programs. We support the inclusion of verification services, professional judgment, and risk assessments for feedstock traceability and verification. This approach aligns with recent updates in other states and will help prevent fraudulent activities.

Further, this issue has drawn significant attention from the federal government, including recent interim final guidance issued by the U.S. Department of Treasury on the 45Z Clean Fuel Production Credit, which excludes the use of imported used cooking oil (UCO) under the tax credit due to verification concerns.

KSA recommends that NMED work closely with federal agencies such as the U.S. Treasury, U.S. Department of Agriculture (USDA), Environmental Protection Agency (EPA), U.S. Trade Representative (USTR), and U.S. Customs and Border Protection to better align on additional substantiation and recordkeeping requirements as they are developed.

USDA has recognized the CI reduction benefits of certain sustainable or climate-smart practices for the purposes of clean fuel transportation programs and is undertaking a rulemaking process to develop final guidelines for the quantification of these practices. Through planting decisions, soil management, and other practices, soybean farmers can continuously reduce environmental impacts. In addition, some soybeans are double cropped meaning they are grown as a secondary crop following a primary crop within a growing season. They are growing on land that would otherwise be fallow. Double-crop soybeans should be eligible to have the indirect land use change (ILUC) component of the CI score removed or at least shared with the other crop in the rotation. KSA proposes the aforementioned issues to be solved by proactively addressing via USDA collaboration, alignment, and implementation.

Modernized, Accurate, Climate Smart Carbon Intensity Modeling and Scoring

KSA remains concerned that without a comprehensive update to the Global Trade Analysis Project model for biofuels (GTAP-BIO) that is utilized by other state LCFS programs, such as California, U.S. soy-based feedstocks will be arbitrarily phased out of the future of the program. Current data indicates a much lower CI score for U.S. soybeans, as growers continue to improve soil practices, limit water use, lower on-farm emissions and more.

KSA urges NMED to consider what constitutes significant indirect emissions, as we do not believe that U.S. soy should be penalized for farming practices employed by competitors in South America. Such a penalty on U.S. soy is arbitrary and capricious and does not reward U.S. farmers for their continued stewardship of farmland at home. To put this in perspective, 37% of the total emissions calculated for biodiesel produced with U.S. soy and 36% of emissions for renewable diesel produced with U.S. soy come from the ILUC penalty placed on our crops. Simply put, regardless of how much work farmers do to improve emissions reductions at home, we will never be able to compete with imported waste feedstocks if ILUC penalties are imposed.

Unfortunately for U.S. soy, the imposition of ILUC penalties directly puts the crop at a disadvantage to foreign feedstocks that are allowable in any such program. Trade disruptions between the United States and China have resulted in China no longer buying increasing amounts of U.S. soy. Instead, China feeds its demand growth almost solely from Brazil. Meanwhile, U.S. soybean yields continue to grow. The result of these developments is that the U.S. is able to supply more biofuels without affecting South American production. By utilizing a scoring mechanism such as ILUC, which calculates emissions based on speculation of linkages between U.S. soybean farming and Brazilian deforestation, NMED is effectively placing a reverse tariff on U.S. soy. Soybean farmers cannot continue to grow a crop to fuel New Mexico and the rest of America if we continue to be placed at a disadvantage to foreign feedstock competition.

In the case where NMED wants to move forward with proposing ILUC values, KSA strongly recommends that the Department re-evaluates the ILUC value for soy-based feedstocks and updates it to reflect the most recent science. In June 2023, Purdue University published a report² which is more recent than what was used to develop the ILUC value that is in the table of the proposed rule. The new report concluded that a range of values from 9.11 to 9.78 gCO₂e/MJ be used based on shock sizes from 1.05 to 3.22 billion gallons.

As NMED looks to reach targeted CI reductions by 2030 and 2040, ***using outdated methodologies will only limit the output of actual improvements over time in terms of emissions reductions.*** KSA urges swift action to update the GTAP-BIO model so that the most current, climate smart and science-based data may be used to determine carbon intensity reductions. KSA proposes this issue to be solved by proactively utilizing the updated information and working with designated subject matter experts for successful implementation.

²Farzad Taheripour, Omid Karami, and Ehsanreza Sajedinia “Biodiesel induced land use changes: An assessment using GTAP BIO 2014 data base”, June 2023

Recommended Climate Enhancing Solutions for NMED

As NMED finalizes the implementation of the CTFP, KSA recommends several actions that will likely prevent an increase in fossil diesel use, improve carbon intensity calculations, and improve market access for sustainable U.S. agricultural feedstock providers.

First, NMED should not apply the vegetable oil feedstock cap proposal to U.S. feedstocks. These feedstocks are already subject to federal guardrails to ensure production on land not converted since 2008. ***The RFS was designed specifically to prevent land conversion for biofuel production, and USDA data shows a decrease in farmland over the same period.***

Second, KSA retains a strong position regarding the ability of supply chains to fully comply with sustainability and traceability requirements. NMED must consider allowing soybean growers the opportunity to participate in the New Mexico biofuels market through innovative and climate smart agriculture practices.

Third, NMED must undertake a comprehensive update of the GTAP-BIO model for soybean oil used in biofuel production. Without using the most up-to-date and accurate data, NMED is doing a disservice to the U.S. feedstock producers and New Mexico’s citizens by calculating carbon intensity scores not rooted in current facts. Through other state LCFS programs, such as California, CARB’s own analysis affirms prejudicial feedstock treatment will lead to more emissions in the California transportation sector, harming the environment. KSA foresees similar negative consequences in New Mexico, if appropriate implementation is not enacted.

Sustainable Program Pathway Forward

The Kansas Soybean Association is encouraged by the continued successes of programs that support the development of cleaner, low-carbon fuels. However, it is critical that NMED finalizes implementation updates in a way that equitably include U.S. agricultural feedstocks through policies that are science-based aligning with the most up to date information as well as promoting the sustainability of U.S. based products and businesses; including not capping U.S. vegetable oil feedstocks and applying sustainability guidelines that are economically feasible for farmers while rewarding their practices that lower CI. KSA believes that recognizing climate smart U.S. agriculture strikes the right balance between ensuring feedstocks are sourced sustainably and at the same time leverages available data to provide more value to those producers that are working towards decarbonizing their energy production.

KSA also asks that NMED respond in writing to further substantiate their decisions regarding our

apprehensions expressed in this letter. We look forward to your written responses as a state regulatory body working to protect its' citizens and the environment by providing transparency on decisions made for those of impact.

KSA is eager to work with NMED to support the role of agriculture in diversifying the fuel supply while reducing carbon intensity and increasing clean air in New Mexico and beyond. On behalf of U.S. soybean farmers, we appreciate the opportunity to comment and look forward to collaborating with NMED and other relevant stakeholders on implementation of policies that expand the use of U.S. soy-based biofuels and market opportunities for Kansas soybean farmers.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kaleb Little".

Kaleb Little
Chief Executive Officer
Kansas Soybean Association