

Challenges to In-State Biofuel Production



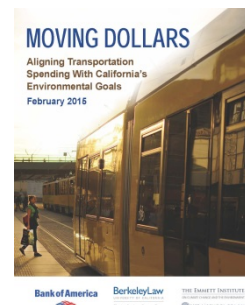
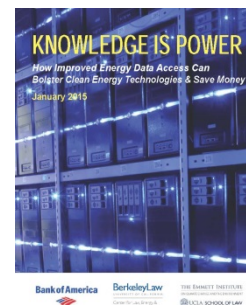
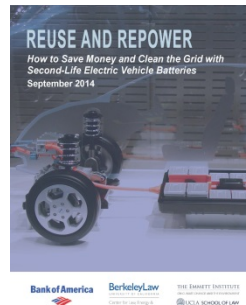
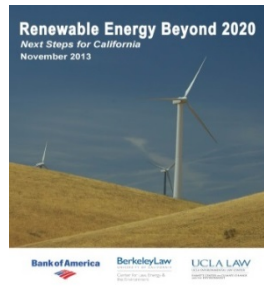
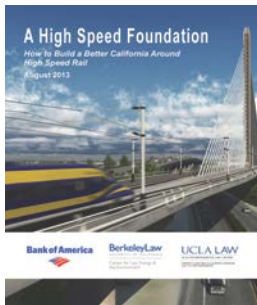
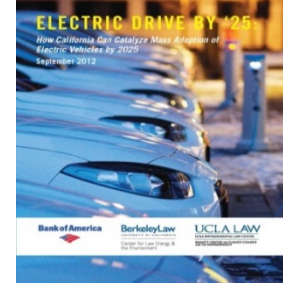
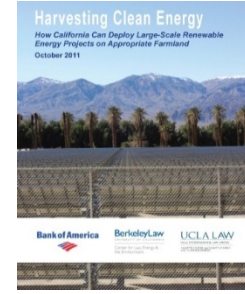
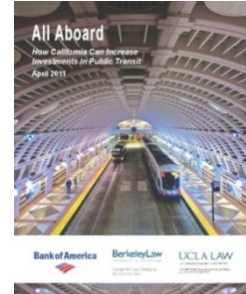
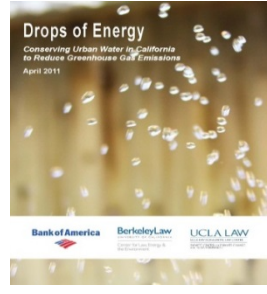
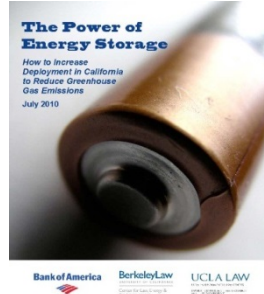
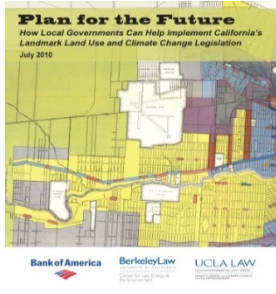
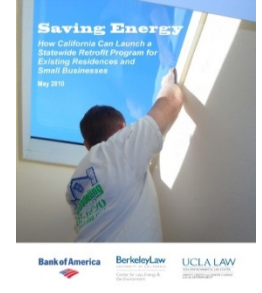
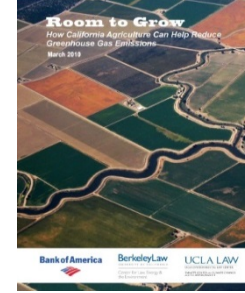
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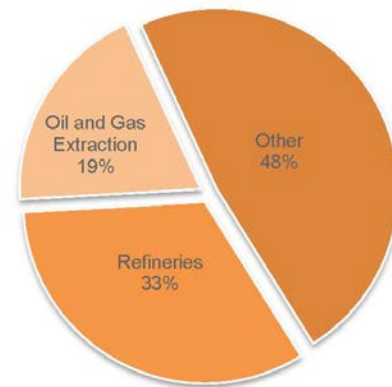
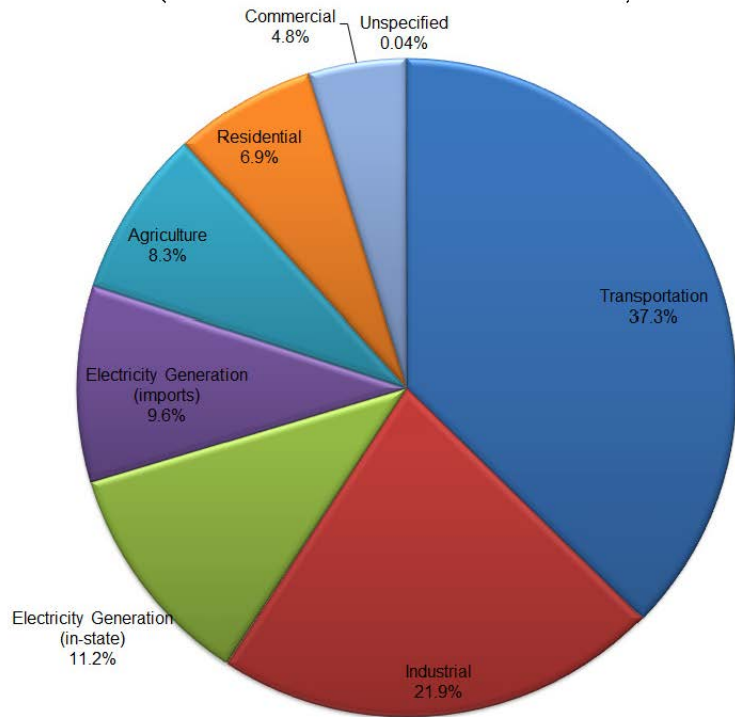
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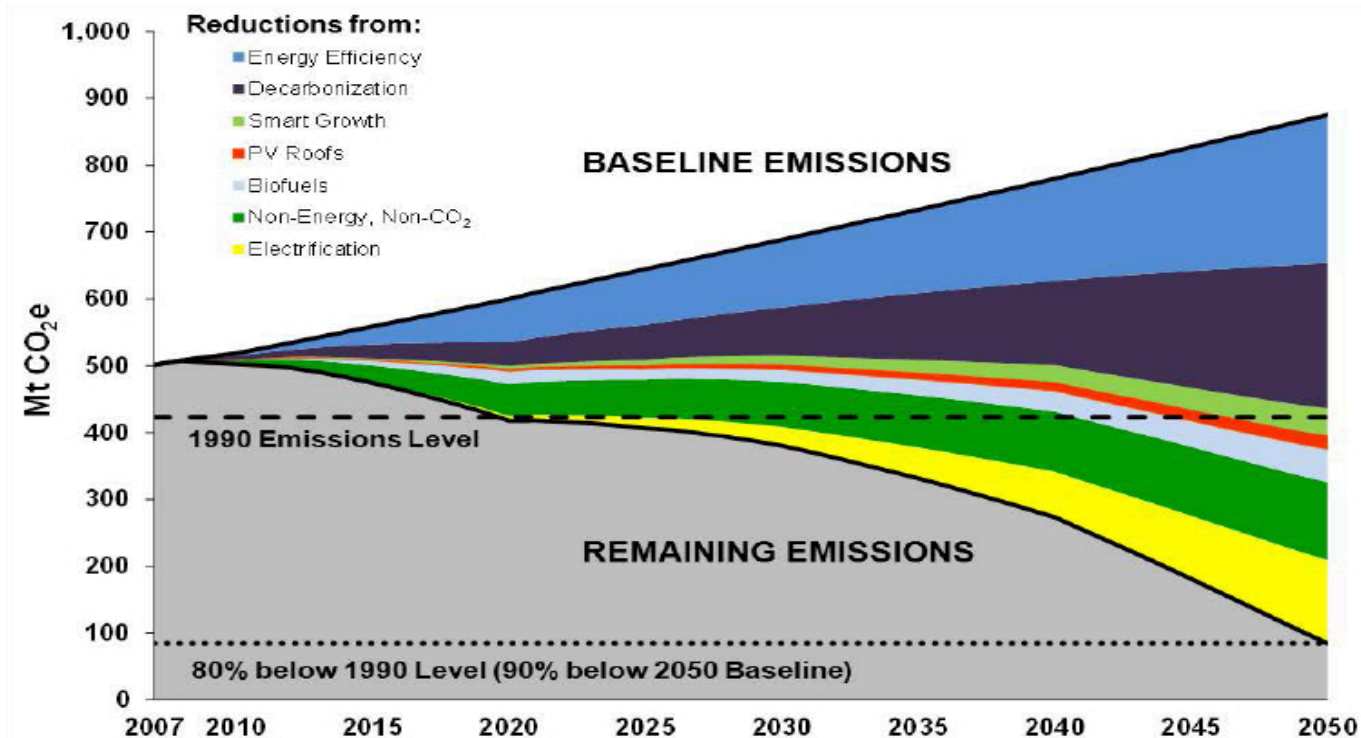


Transportation & Air Pollution

Figure 8. 2012 Greenhouse Gas Emissions by Economic Sector
(459 MMTCO₂e Gross Emissions)



Decarbonizing efficient electricity use & electrifying transportation



Key Challenge #1: Policy uncertainty at multiple levels of government:

- EPA Renewable Fuel Standard
- Low Carbon Fuel Standard post 2020
- Cap & Trade eligibility

Key Challenge #2: Restricted market access from incumbent industries

- Gas stations don't sell higher blends or E85
- Oil refiners won't blend
- Automaker "blend wall"

Key Challenge #3: Policy misalignment

- Clean Air Act
- California Environmental Quality Act (CEQA)
- Cap & Trade
- Water Storage/Disposal/Recycling Rules
- Local permitting

Key Challenge #4: Lack of feedstock **access** to in-state resources

- Federal & state policies restrict access
- State policies don't recognize all benefits
- State policies don't encourage more feedstock production

Top Solutions:

- Greater state support, including cap-and-trade auction revenue, for beneficial in-state biofuels production
- Financial incentives for incumbents to allow and sell more biofuels
- Study optimal attainment of nitrogen oxides, greenhouse gas, and petroleum fuel reduction goals
- Improved access and financial support for in-state feedstock production



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