SESSIONS 1 & 2

What are plausible amounts of fuel that could be produced from low carbon biofuel and biomethane feedstocks in California by 2020 and 2030? How much capital investment will be needed to achieve those plausible production amounts?

How will demand for biofuel and biomethane fuels increase if crude oil prices remain below $60/barrel and natural gas pricing is less than $0.60/gallon below diesel fuel pricing?

What will be required to justify increasing the E10 blend wall for ethanol blends in gasoline? Under what conditions will automakers support a blend wall increase? Will tailpipe emissions increase with gasoline blends above E10?

What has to happen to increase the development of low carbon intensity feedstocks for ethanol production in California and imports of low carbon gasoline substitutes into the State?

What LCFS and RIN credit prices are needed to help stimulate and maximize commercialization for biofuels and biomethane?

Are the proposed LCFS ramp-up for carbon intensity and RFS2 projected renewable volume obligations sufficient to maintain strong credit prices? If not, what is needed?

What are the primary technological and economic barriers to production of renewable gasoline?

SESSION 3

a. The necessity to maintain continuity and certainty of regulations, incentives and other government activities.

How does Federal and State support compare in providing support/leverage in certain areas (e.g., securing of private capital, procuring agreements, credit value)? How should they be used differently?

What are the extents of the effects on your business/industry caused by recent regulatory uncertainties? How should you adapt your business during these periods of uncertainty?

How do you suggest certainty be maintained? How should we go about strengthening and stabilizing the RFS2 and LCFS as well as CPUC decisions on biomethane use?

Please highlight some thoughts on LCFS and RFS2 from public (e.g., CEC, CalRecycle, US DOE, USDA, etc.) grants/loan/loan guarantee recipients during the funding process.

b. Combinations of incentives to maximize and accelerate commercialization and reflect evolving technology, project size and feedstock flexibility.

What is the trend in the number and size of biofuel and biomethane fuel producers who make up these industries?

How valuable would it be to encourage diversity in size, specialty, and biorefinery capacity of California producers?

There are many types of financial incentives and infusions available (e.g., grants, loans, bonds, rebates, tax credits, carbon credits, private capital). What are the preferred finance mechanisms/payment options in certain situations/for certain costs/at certain business stages? Is there an optimal order in which they should be sought?

Where should grants and other government incentives fit into your investment needs for various stages of development?

What combination of policy instruments for supporting biofuel development and production can achieve larger scale buildout of existing technologies, while also providing robust incentives for emerging technologies?

How much money will be needed in government incentives and how long will it be needed? At what point and under what conditions will the need for a government incentive decline and not be needed?

What specific kinds of public support are most helpful in developing biofuels technologies, and in producing biofuels?

- Investment capital or facilitation of private debt financing?
- Federal and/or State credit prices?
- Production incentives?
- Others

c. The support and facilitation of the development of key business factors and models to increase industry capacity, price affordability for customers and attraction of private investment.

What conditions will be needed to attract private equity investment and debt financing from boutique investors, equity funds, investment banks, commercial banks, and pension funds to finance California biofuel and biomethane production plants?

How are grants leveraged, especially from the Energy Commission, to maximize investments/match funding and long-term financial plans?

What are the greatest scheduling/timing setbacks, and how can they be avoided in the future?

d. Exploration of methods to stabilize availability and acquisition of low carbon intensity feedstocks and longer term offtaker agreements.

What variability is there in agreement terms by type of feedstock and product? Are certain types easier or more profitable than others, and how so?

How do you expand your feedstock and offtake portfolio? What are the benefits and drawbacks of diversification of feedstocks/products and/or type of suppliers/offtakers? Is there a goal of having many small contracts or a few large contracts? What are the differences, if any, between bargaining your first agreement and your n^{th} agreement?

How achievable is it now to secure payments for offtaking a waste feedstock or getting it for "free"? (Heard a lot in the past about acquiring waste feedstocks as being a revenue stream rather than a cost, but is that actually a practical assumption in today's business environment?) Conversely, how about a waste product that can potentially be sold as a value-added co-product?

How do you maximize the term and profitability of offtaker agreements? What is the minimally acceptable term and length of contract for feedstock and offtaker agreements?

e. The stimulation and acceleration of technology using cellulosic feedstocks and other advanced technologies.

Where do you foresee the greatest cost reductions, and how do we get there?

What are the market-level bottlenecks (not referring to technology process efficiencies)?

How to collaboratively improve market confidence in cellulosic and advanced technologies?

What technology prospects exist to use woody biomass as transportation fuels? What actions are necessary to accelerate the conversion of woody biomass as a fuel?

f. Approaches to increase customer demand for biofuels and biomethane fuels and enhance investment in fueling systems, infrastructure, vehicle cost reductions and retail exposure to customers.

What marketing strategies have and haven't worked?

Who or what groups should be targeted to maximize demand, have the most impact, and induce the most sales?

What is the top bottleneck for each of the four investment areas listed (i.e., fueling systems, infrastructure, vehicle cost reductions, and retail exposure to customers)?

Should government encourage and support roles for oil companies and natural gas utilities in the development and distribution of liquid biofuels and biomethane fuels?