



California's Low Carbon Fuel Standard

***Southern CA EJ Community Meeting
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Dean Simeroth

Criteria Pollutants Branch, Chief

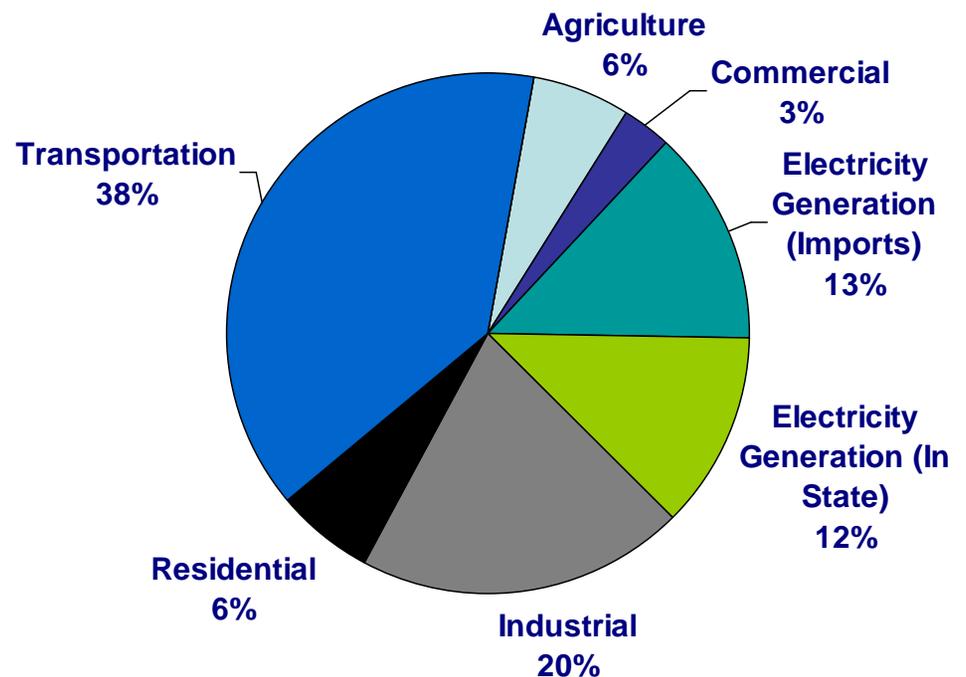


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Why a Low Carbon Fuel Standard?

- AB 32 sets out to reduce GHG emissions to 1990 levels by 2020
- Transportation accounted for 38% of CA GHG emissions in 2004. This percentage is on the rise.
- Three ways to control GHG from transportation:
 - Carbon Intensity of Transportation Fuel (LCFS)
 - Vehicle Efficiency (AB 1493)
 - Vehicle Miles Traveled



ARB, "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit" (2007), www.arb.ca.gov/cc/ccei/inventory/1990_level.htm

Objectives of the LCFS

- Lower GHG emissions from fuels
- Help meet California's GHG reduction goals
- Reduce petroleum dependency
- Diversify CA's transportation fuels
- Achieve at least a 10% reduction in average fuel carbon intensity by 2020
- Much greater reductions in longer term



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Key Principles in the Design of LCFS

- Governs intensity
- Measured on lifecycle basis
- Market-based
- Performance-based
- Direct & indirect land use change
- Sustainability



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Economical & Environmental Impact Assessment of LCFS

- Economic and environmental impacts assessed as part of regulatory development process
- New California biomass facilities undergo CEQA and new source review
- New fuels must undergo multimedia evaluation to look at impacts on air and water quality



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LCFS Sustainability Features

- Evaluating how low carbon fuels affect the land (direct and indirect land use change)
- Evaluate potential for inclusion of other sustainability criteria
- Conduct environmental and economic assessment
- Consider potential food price effects
- Coordinate with national and international organizations and stakeholders
- Complete by December 2008



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