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February 17, 2015

Mary D. Nichols, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95812

**RE: SUPPORT FOR LCFS READOPTION AND ADF REGULATION ADOPTION at February 19-20,
California Air Resources Board Hearing**

Dear Chair Nichols:

I am writing to express our support of both the re-adoption of the Low Carbon Fuel Standard (“LCFS”) and the adoption of the Alternative Diesel Fuel (“ADF”) regulation. We want to thank the leadership and staff at the Air Resources Board (ARB) for all of the hard work on these very important issues to Californians, and applaud you on implementing a program that has served as a blueprint for other carbon reduction plans all over the country.

My friends and family started New Leaf Biofuel in San Diego in 2006. Our mission was, and is, to convert used cooking oil into biodiesel, which we then sell back to the community in order to create local jobs at our plant and to reduce greenhouse gas emissions caused by the burning of fossil fuels. We chose to locate our production facility in Barrio Logan because we wanted to contribute to an economically disadvantaged community. Our mission has always focused on serving as a model for economic, environmental, and social sustainability.

Over the years, New Leaf, and the biodiesel industry in general, has faced enormous challenges. These include lack of infrastructure, unstable federal policy, and opposition from fossil fuel interests—just to name a few. The Low Carbon Fuel Standard is a critical policy that demonstrates California’s commitment to the environment, and provides stability that will spur investment and innovation to further our carbon reduction goals. We, therefore, fully support the re-adoption of the Low Carbon Fuel Standard.

I recognize that the process to craft the ADF regulation has been challenging, and I appreciate your efforts to keep the interests of all stakeholders in mind. Importantly for New Leaf and other community-sized businesses that serve smaller diesel markets, we are particularly supportive of the implementation timeline that is designed to allow our industry to certify an

additive “solution,” improve infrastructure, or otherwise adjust business plans to comply with the ADF regulation.

We also look forward to continuing to work with the ARB on the evaluation of options that would allow limited, district-specific exemptions for some fleets to continue use of biodiesel blends up to and including 20 percent (B20). We are optimistic that by continuing to work together, we can strike a balance that will address the air quality and public health concerns particular to each part of the state, while achieving the objectives of the Low Carbon Fuel Standard.

Again, thank you for your work on this important issue and for your interest in understanding New Leaf’s perspective.

Sincerely,

New Leaf Biofuel, LLC
a California limited liability company



Jennifer Case, President