5/15/21

To: CARB

From: Tom Becker

Subject: Public comment, agenda item 21-4-1, May 20 Board meeting.

1- Every single Internal Combustion Engine (ICE) vehicle registered in California can operate on renewable biofuels. There are 50 times more biofuel capable vehicles in California than Battery Electric Vehicles (BEV). A BEV is a motor vehicle that is powered solely by on board batteries.
2- The State of California is spending at least 20 times more money and effort supporting BEV's and BEV infrastructure compared to the state's support of renewable biofuel vehicles and biofuel infrastructure.
3- Biofuels include ethanol, butanol, biodiesel, bioCNG and biogasoline.
4- Biofuel manufacturing is moving towards producing CO2 "closed loop" fuels.
5- Every existing gasoline powered vehicle in California can operate on E15.
6- Butanol is considered a "drop-in" fuel, capable of operating in the existing gasoline powered fleet with no modifications to vehicles or fueling infrastructure. Existing gasoline powered vehicles can operate on 90% butanol, with 10% ethanol mixed in as an anti-knock additive.
7- The state must be technology neutral. The state must not favor BEV technology over Spark Ignition Internal Combustion Engine (SIICE) technology powered by biofuels.
8- The state is failing to effectively reduce VMT by a meaningful amount, and is supporting VMT inducing projects.
9- Reducing statewide VMT by 25% from its 2014 baseline is feasible, and can be achieved by 2030.
10- A 25% statewide reduction in VMT, coupled with a statewide SIICE fuel mix of 60% gasoline and 40% biofuel by 2030, which is feasible, will result in a 55% reduction in CO2 emissions from passenger cars and light duty trucks by 2030, and will achieve passenger car and light duty truck NOX/NMHC reduction requirements necessary to comply with federal air quality standards throughout the state.
11- The percentage of biofuel usage in the statewide SIICE fuel mix can be increased by at least 2% every year from 2030.
12- The reduction in VMT, coupled with biofuel usage, would achieve a 55% CO2 reduction from passenger cars and light duty trucks by 2030, compared to no more than a 10% reduction by 2030 using BEV technology and the state's current feeble VMT reduction efforts.
13- The proposed program/project must include vehicles powered by biofuels, and must not discriminate for or against any technology.

Thank you

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