

**DOCKETED**

<b>Docket Number:</b>	18-ALT-01
<b>Project Title:</b>	2019-2020 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program
<b>TN #:</b>	229346
<b>Document Title:</b>	Agron Bioenergy Comments Re. California Biofuels Supports Low Emission Targets
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Agron Biofuels
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	8/9/2019 3:02:40 PM
<b>Docketed Date:</b>	8/9/2019

*Comment Received From: Agron Bioenergy*  
*Submitted On: 8/9/2019*  
*Docket Number: 18-ALT-01*

**California Biofuels Supports Low Emission Targets**

*Additional submitted attachment is included below.*

Agron bioenergy is a biodiesel produced based in the disadvantaged community of Watsonville and can supply the California marketplace with up to 22.5 million gallons per year (GPY) of biodiesel. It is disappointing as a biodiesel producer to see that the focus of the Clean Transportation Program (CTP) is moving towards EV and virtually neglecting all other forms of fuel. This is against the spirit and letter of AB118, where CEC investments in alternative fuels is designed to encourage a variety of transportation solutions with production, infrastructure and research.

In the Bloomberg report presented at the CTP advisory committee meeting it was noticeable that there was no solution for mitigating greenhouse gas (GHG) emissions for Heavy Duty Vehicle (HDV) transportation. CARB, in its modelled scenarios, only shows around 300 million GPY of diesel being electrified by 2030, and the CEC CTP Investment Plan suggests electrifying the ports will require \$1.5 billion

With that in mind CARB's scenarios use Biodiesel (BD) and renewable diesel (RD) to mitigate GHG from HDVs. However, most of that fuel is imported into California. The CEC is missing an opportunity to support domestic production in several biodiesel and renewable facilities across the state. All the facilities are in disadvantaged communities, and the CEC would encourage investment in clean energy and employment in those poorest areas of California.

The CEC sets the tone for investment in fuels in California. It seems negligent to drastically cut funding for biofuels that are going to play such a significant role in California's low carbon future. It's a missed opportunity to not only support the disadvantaged communities by cutting diesel pollution but also by providing good paying green-collar jobs.