



State of Oregon
Department of
Environmental
Quality

Oregon's Proposed Low Carbon Fuel Standards

Rogue Valley Clean Cities & Rogue Valley MPO

March 22, 2011

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Air Quality Planner, DEQ



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HB 2186





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Advisory Committee

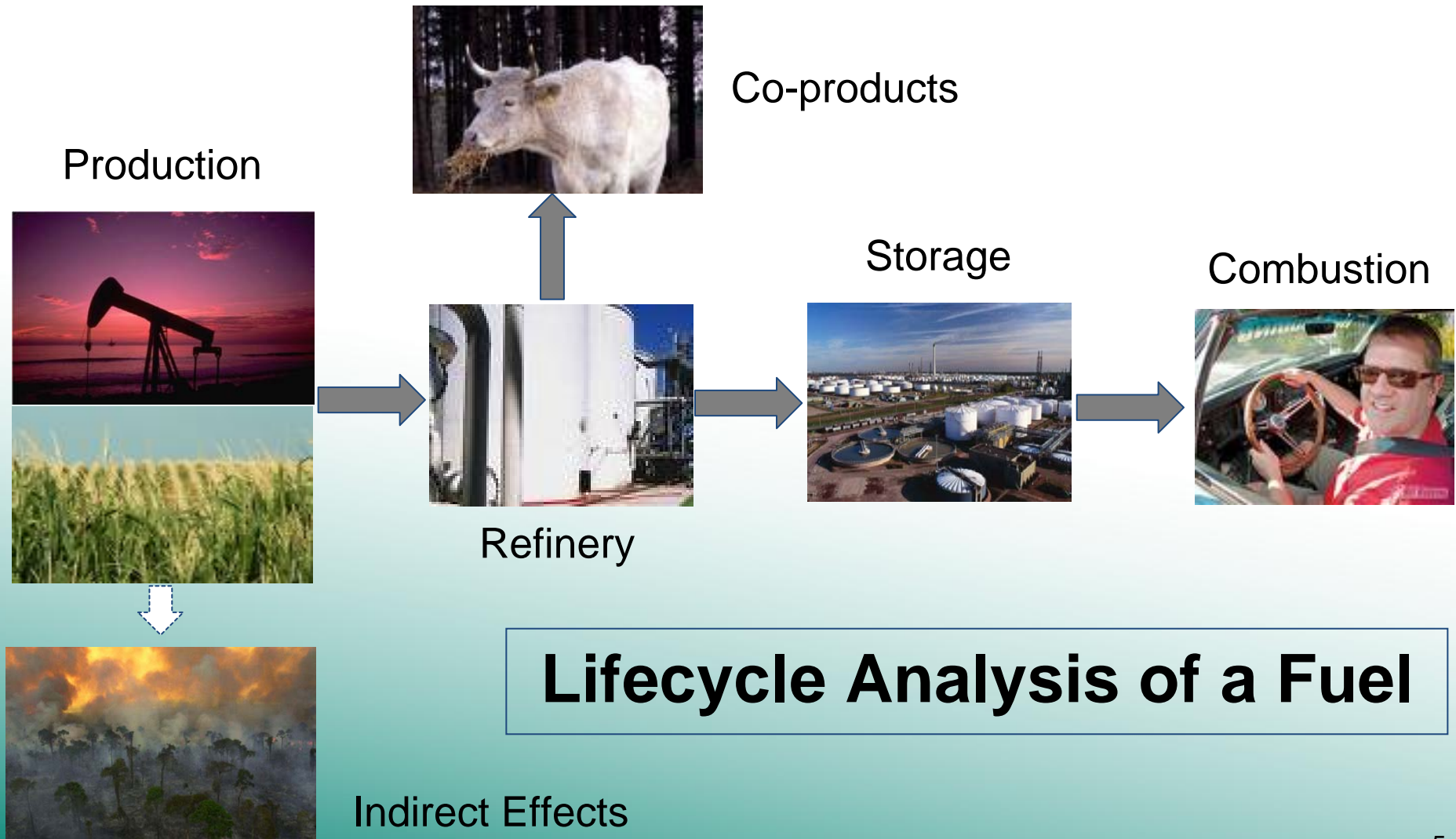
Diverse stakeholders

- Fuel producers, importers and distributors
- Utilities
- Broad range of fuel users
- Business associations
- Consumer protection
- Labor
- Environmental organizations
- Academia



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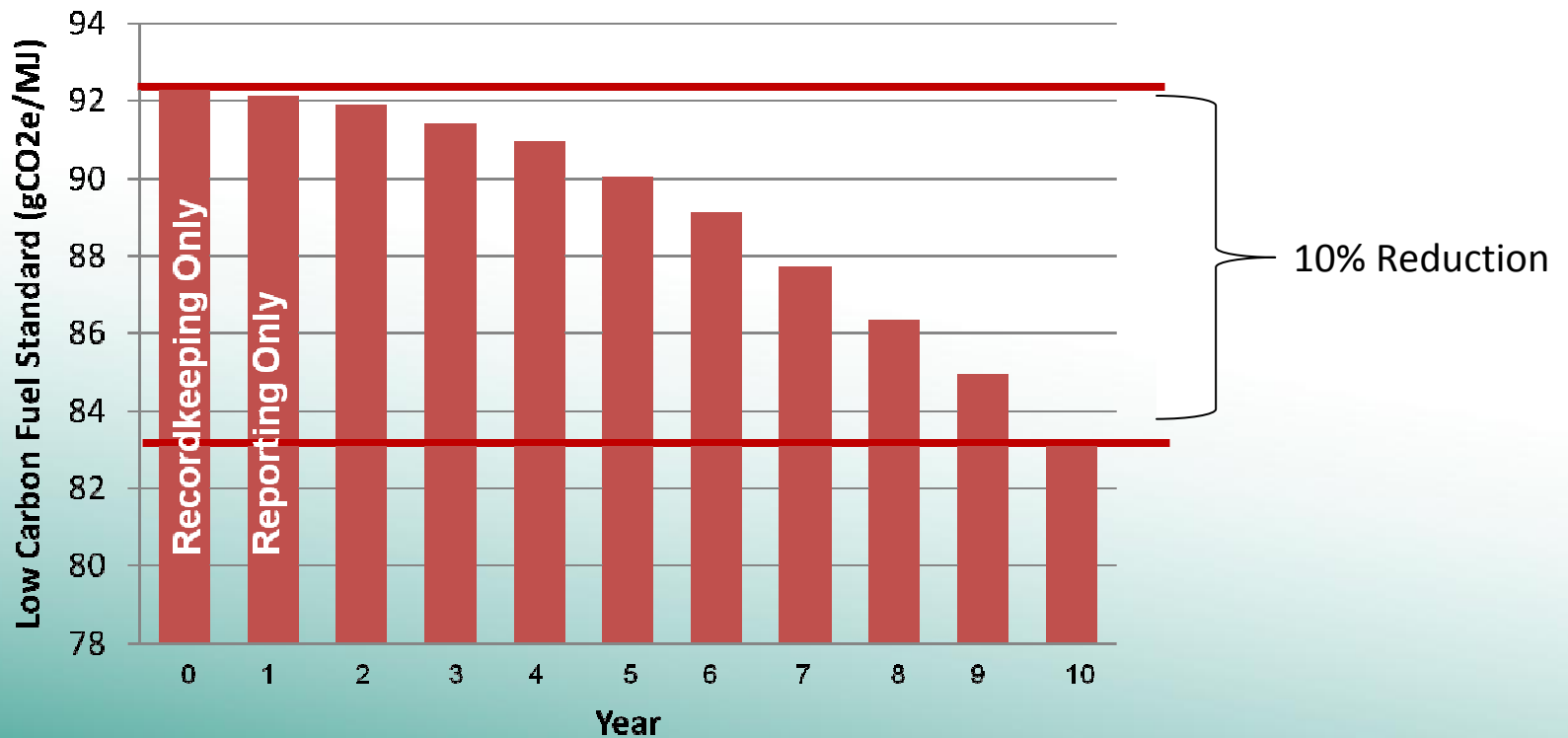




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LCFS Compliance Schedule for Gasoline and Substitutes





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Safeguards

Exemptions	Specific Fuels	Specific Uses	Small Production Volume	Production for Own Use	Pilot Facilities
Deferrals	Temporary Supply	Forecasted Supply	Fuel Price		
Review of Rules	As needed	Annual	2014	2016	



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Many Ways to Comply

Fuel	Oregon Carbon Intensity* (gCO ₂ e/MJ)
Gasoline	92.34
Ultra Low Sulfur Diesel	91.53
Compressed Natural Gas (CNG)	70.22
Ethanol (Corn)	64.82
Electricity	37.80
Biodiesel (Midwest Soybeans)	19.99
Cellulosic Ethanol (NW Farmed Trees)	15.54
Biodiesel (Yellow Grease)	10.28



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Goal of the Economic Impact Analysis

Describe the micro- and macro-economic impacts of implementing low carbon fuel standards in Oregon

- All results are comparisons to BAU
- Change in **Fuel Expenditures**
- Change in **Gross State Product**
- Change in **Personal Income**
- Change in **Employment**
- Measured statewide and for 70 individual economic sectors
- VISION and REMI Policy Insight

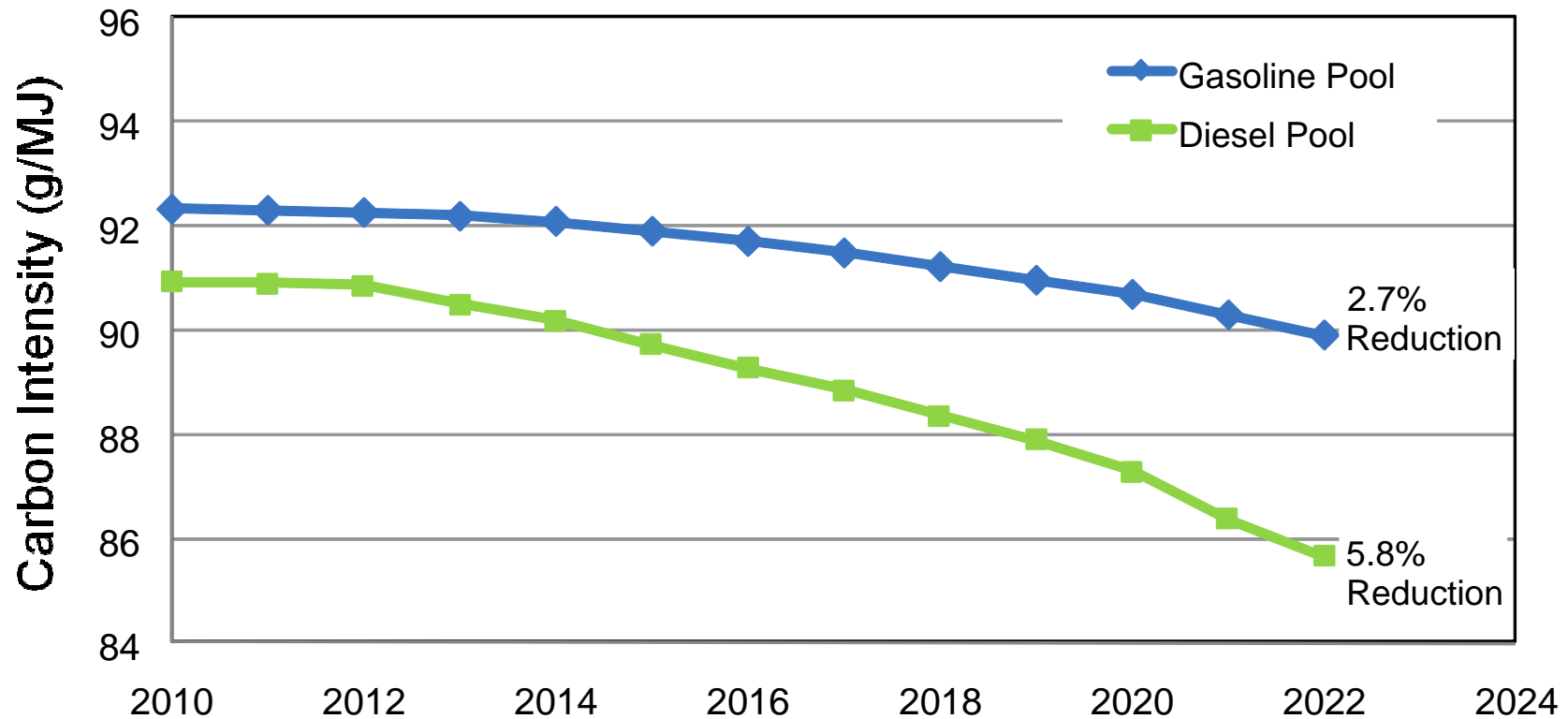


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Business As Usual

- Renewable Fuel Standards: EPA, Oregon, Portland
- Clean Car Standards: EPA, Oregon

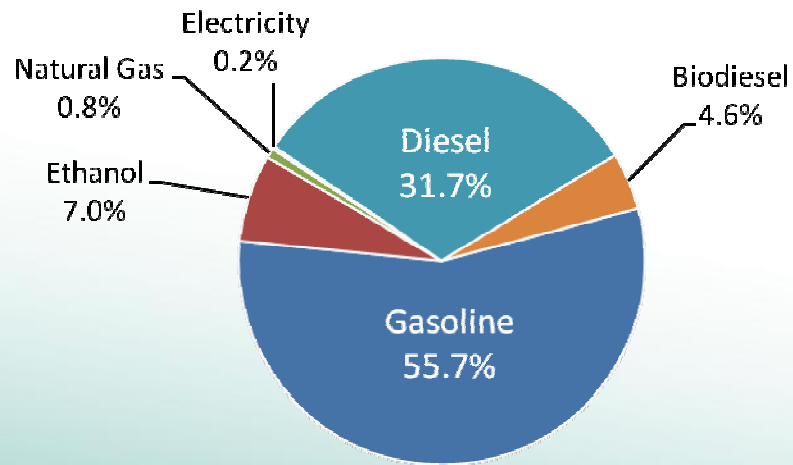




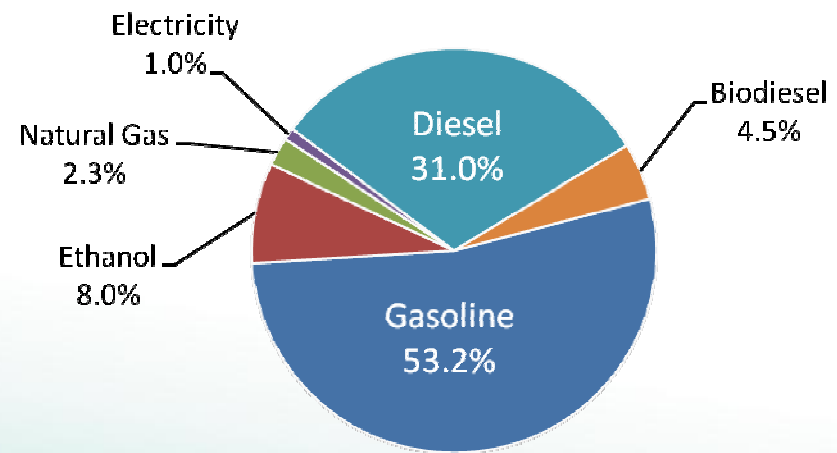
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Transportation Fuels in 2022



Business As Usual



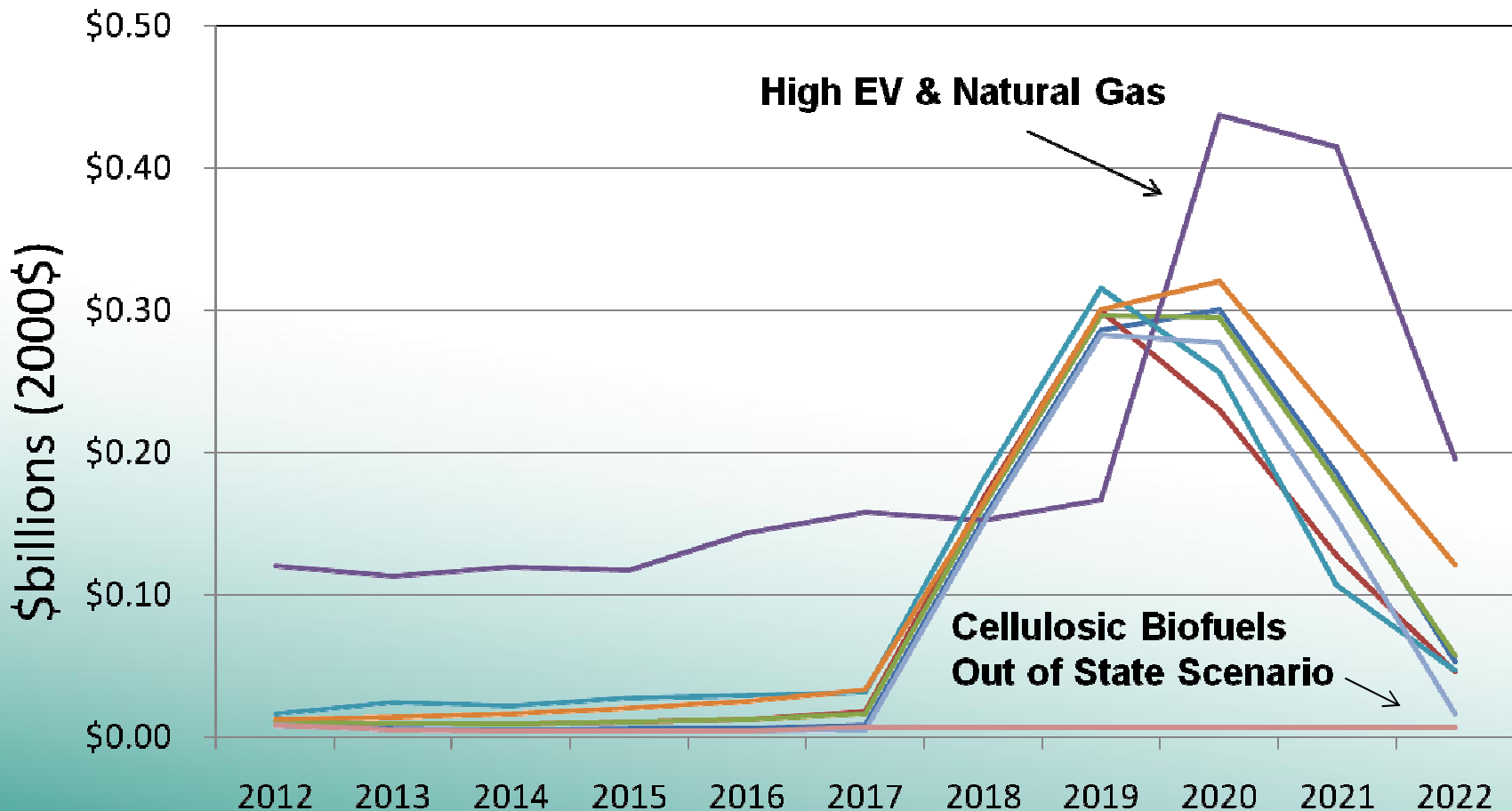
**High EV & Natural Gas
Scenario**



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Change in Gross State Product

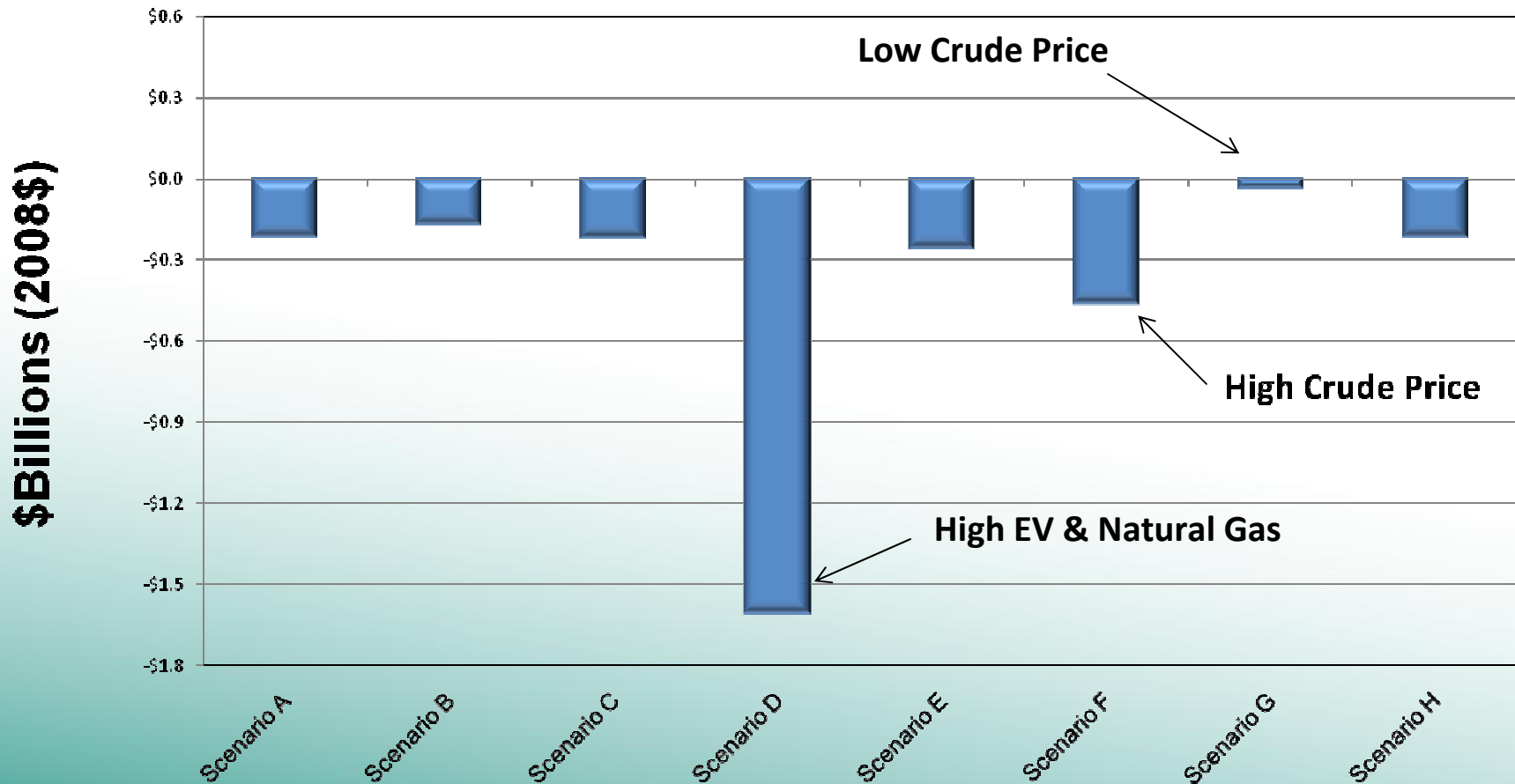




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Change in Fuel Spending





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Impact on Oregon's Economy

	Range of Benefits over 10 year period
Employment	863 – 29,290 jobs-years
Personal Income	\$60 – \$2,630 million
Gross State Product	\$70 – \$2,140 million
Fuel Savings	\$43 - \$1,607 million