

State of California Air Resources Board

Board Item Summary

Item # 23-8-1: Public Meeting to Hear an Update on the Low Carbon Fuel Standard

Staff Recommendation:

This is a non-voting item; no Board action is necessary.

Discussion:

The Low Carbon Fuel Standard program was adopted in 2009 as an early action measure in support of Assembly Bill 32 (Núñez and Pavley, 2006), and was subsequently updated in 2018 to strengthen the program's requirements through 2030 in support of Senate Bill 32 (Pavley, 2016), which codifies a statewide greenhouse gas emissions reduction target of at least 40% below 1990 levels by 2030. In 2022, Governor Newsom signed several climate bills to cut pollution, protect Californians from big polluters, and accelerate the state's transition to clean energy, including Assembly Bill 1279 (Muratsuchi, 2022), which requires as 85% reduction in anthropogenic greenhouse gas emissions below 1990 levels by 2045. In December 2022, the Board approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update), which lays out a path to achieve these targets and achieve carbon neutrality by 2045. In response to the recent climate legislation and the 2022 Scoping Plan Update, CARB staff is developing regulatory changes to build on this momentum and update the Low Carbon Fuel Standard program to further support California's climate goals.

Summary and Impacts:

The Low Carbon Fuel Standard regulation is intended to reduce the carbon intensity of transportation fuels used in California, and currently requires a 20% statewide reduction by 2030 from a 2010 baseline. The Low Carbon Fuel Standard program reduces greenhouse gas emissions and supports the transition to zero-emission vehicle technology, while also displacing fossil fuels with low-carbon alternatives in legacy internal combustion engine vehicles. Since the beginning of the program, California has nearly tripled the quantity of low-carbon fuels used in transportation, and the program is poised to deliver more benefits in the coming decades. In Q1 2023, renewable diesel and biodiesel made up over 57% of the diesel fuel pool. From October 2020 to today, staff have conducted nine public workshops and two community meetings, in addition to numerous meetings with individual stakeholders to discuss concepts to update the Low Carbon Fuel Standard. Staff will present a summary of the key topics under consideration for the next LCFS rulemaking, informed by public feedback. Since this is a non-voting update to the Board, no environmental or economic impacts are applicable at this time.