

NEXT approval process, questions

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The \$1 per gallon federal subsidy, extended to 2022, is only given if renewable diesel is mixed with petroleum diesel. Is this NEXT's understanding of the subsidy? Is NEXT eligible for this subsidy? If so, can NEXT succeed without it, if it is not renewed?

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"RD100 reduced NOx emissions by about 5 percent and PM by about 30 percent." This falls short of NEXT's claims. Does NEXT have a testing authority it gives more weight to, than the California Air Resources Board and its study?

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Existing petroleum refineries in California have a distinct advantage in location, cost, and build time over new construction of RD plants elsewhere. The same pitfalls exist though, and the obstacles to a

successful RD refinery, described above, have not yet been discussed in Columbia County: increased corrosion, heat, pressure, and increased CO2 release as compared to a petroleum refinery, and feedstock gumming up.

Are the commissioners keeping up with RD developments outside of Oregon, and truck electrification trends, to assess the viability of the NEXT project? Lake County, Oregon's experience with the Red Rock Biofuels project is a nearby cautionary tale, especially as regards financing.

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