



Biomass Transportation Incentive Pilot Overview

In June 2023, the American Loggers Council and the U.S. Department of Agriculture’s Forest Service launched a groundbreaking initiative called the Biomass Transportation Incentive Pilot (BTIP). This pilot financially incentivized transportation of hazardous fuels biomass from national forests in California and Oregon to processing facilities.

In October 2024, a consultant published an assessment of this highly successful pilot. Here are the key findings

FINANCIAL LEVERAGE AND EFFICIENCY

Investment and match—Initiated with \$5 million from the Inflation Reduction Act and leveraged over \$5.8 million of private sector match, significantly exceeding the \$2.5 million minimum match.

Substantial and rapid movement—Expedited transportation of more than 113,226 green tons of hazardous fuels from 4,152 acres of national forests within just 7.5 months.

Cost management—Efficiently administered for less than 2 percent of the total budget.

Decks of wood ready for transport after thinning for forest health. Image courtesy of BTIP.

FOREST HEALTH AND ENVIRONMENTAL ENHANCEMENTS

- **Wildfire risk reduction**—At least 75 percent of the transported biomass came from priority landscapes and high-hazard firesheds identified in the Forest Service’s Wildfire Crisis Strategy.
- **Forest landscape restoration**—Created more resilient and healthy forest landscapes.
- **Greenhouse gas reduction**—Processing the biomass prevented emission of 122,388 metric tons of greenhouse gases.
- **Renewable energy generation**—Powered an equivalent of approximately 6,000 homes or 17,000 electric cars for a year, contributing significantly to renewable energy goals.
- **Improved biomass usage and waste management**—Reduced biomass waste and air pollution by converting it to renewable energy.

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STRATEGIC CONTRIBUTIONS



Fire salvage under a stewardship contract. Image courtesy of BTIP.



In-woods chipping as part of thinning for forest resiliency. Image courtesy of BTIP.

Created markets—Demonstrated a new way to match excess biomass material with the facilities that can use it.

Analyzed performance—Collected extensive data on types, costs, and distances of each of the 3,422 truckloads of biomass to inform future forest management and policy planning.

ECONOMIC BENEFITS AND EXPANSION

Extended biomass hauling radiuses by up to **93%**

Extended reach—About 80 percent of the biomass was hauled over 75 miles, extending facilities' biomass hauling radiuses up to 93 percent.

Equivalent to **\$20 million** in retail electricity

High market value—The renewable energy produced during the pilot was equivalent to \$20 million in retail electricity in California and Oregon.

Rural economies—Significantly boosted local rural economies and enhanced facility operations.

Feedback and Future Potential

- **Desire to expand**—Exceptionally positive feedback from facilities, suppliers, and end users indicated a strong desire to partner with the Forest Service on similar initiatives.
- **Diverse production**—Biomass was transformed into renewable energy, bundled firewood, wood chips, poles, wood straw for erosion control, and biochar.
- **Scalability**—Can be replicated nationwide to incentivize use of transportation-constrained hazardous fuels from national forests.

[Read the Final BTIP Report Here](#)



Agricultural poles produced from a thinning project in a high-priority watershed that are being shipped to orchards for use as trellis structures. Image courtesy of BTIP.



In-woods chipping of fire salvage in California. Image courtesy of BTIP.