



CaINGV News

The newsletter of the California Natural Gas Vehicle Coalition

Policy File

The Coalition will track the following bills and others related to alternative fuels and vehicles throughout the legislative session. Check this space in every issue for updates.

AB 744 | Torrico

In brief: Authorizes the Bay Area Toll Authority to develop a high-occupancy toll (HOT) lane network within the Metropolitan Transportation Commission's nine-county jurisdiction.

Details: The Legislature is considering whether vehicles with access to HOV lanes, such as NGVs, should be allowed to travel free in HOT lanes.

Status: In Senate Appropriations Committee.

AB 1672 | Jeffries

In brief: Requires the 11 members of the California Air Resources Board to be elected from 11 districts of roughly equal population, beginning in 2012.

Status: Failed to pass.

AB 2513 | Adams

In brief: Spot bill related to CARB.
Details: AB 2513 is one of several spot bills that are expected to be amended to reform or restrict CARB's regulatory authority.

Status: Awaits committee referral.

SB 927 | Huff

In brief: Spot bill on HOV lanes.

Details: The Legislature is considering two other bills, AB 1500 (Lieu) and SB 535 (Yee), that would extend HOV lane access for NGVs. AB 1500 is sponsored by the Coalition.

Status: Referred to Senate Rules Committee.

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Prop. 1B CARB amends funding guidelines
NGV Rentals New commercial operation gets under way
News Briefs Clean Energy-L.A. Metro deal, CEC awards

Ports Update Clean Air Action Plan

Proposed new standards set ambitious health and air quality targets for 2014 and 2023

The ports of Los Angeles and Long Beach have issued a draft update to their Clean Air Action Plan (CAAP) that commits the ports to "stretch" health and air quality goals that will require technology advancements as well as implementation of all measures on the table.

The goals, called the San Pedro Bay Standards, are the most significant addition to the CAAP, the update document says. The health risk reduction standard sets a 2020 goal of lowering the potential cancer risk from port-related diesel particulate pollution by 85 percent (relative to 2005 conditions) in adjacent communities and in residential areas throughout the port region. The emissions reduction standards, also relative to 2005 levels, are:

'The CAAP will rely on a mix of existing technologies and strategies, technological advances, and ongoing regulatory initiatives.'

- By 2014, reduce port-related NOx emissions 22 percent, sulfur oxides (SOx) emissions 93 percent, and diesel PM emissions 72 percent. The PM goal is designed to support attainment of the federal PM 2.5 standard.
- By 2023, reduce port-related NOx emissions 59 percent, SOx emissions 92 percent, and diesel PM emissions 77 percent. The NOx goal is designed to support attainment of the federal 8-hour ozone standard.

According to the update, the ports will strive to exceed the 2014 NOx standard and believe they could achieve a more than 40 percent reduction, given the forecasted cargo volumes and efforts to implement new technologies.

"To achieve all this, the CAAP will rely on a mix of existing technologies and strategies for the near term, technological advances that have yet to be identified to meet the long-term goals, and ongoing regulatory initiatives at the state, federal, and international levels," the ports said in a joint release on the update.

Focus on clean truck programs continues Key focus areas over the next five years include continued implementation of the ports' clean truck programs, with all trucks meeting the federal 2007 on-road standard by

January 2012, and continued aggressive implementation of the Technology Advancement Program to demonstrate, verify, and commercialize cleaner engine technologies.

Ports build on success so far The ports appear to be emboldened by the CAAP's success so far. Data released April 6 from four air quality monitoring stations in and around the Port of Los Angeles show that concentrations of elemental carbon—used as an indicator of diesel PM—fell in 2009 for the third straight year. And the release on the update says the ports expect to exceed pollution reduction estimates in the CAAP's original five-year timeline.

Public hearings on the update are scheduled for April 21 in San Pedro and April 27 in Long Beach. The 30-day public comment period ends May 7; the Long Beach and Los Angeles boards of harbor commissioners are expected to consider adopting the update this summer.

Update documents are available at http://www.portoflosangeles.org/environment/caap_2010.asp. ▶

CARB Amends Prop. 1B Guidelines

The California Air Resources Board has amended the Prop. 1B-funded Goods Movement Emission Reduction Program (GMERP) to exclude greenhouse gas (GHG) reduction co-funding by other state sources from the cost-effectiveness calculation for GMERP.

That's good news for NGVs because the previous calculation unfairly penalized projects that would reduce both GHGs and criteria pollutant emissions: the cost of GHG reductions funded by AB 118 or other sources got folded into the cost of NOx and PM reductions, making these projects appear unduly expensive.

"This is a really positive change that should result in grants for some natural gas projects that would not otherwise have qualified for Prop. 1B funding," says Coalition President Tim Carmichael.

The change was part of a package of GMERP revisions approved at CARB's March 25–26 meeting (see *CalNGV News*, 3.8.10). Other amendments include:

- All truck projects (retrofits, repowers, replacements, and truck-stop electrification) now compete for funding; previously, the program prioritized retrofits.
- The program provides higher incentives to replace old trucks or repower old engines to meet 2010 standards and to retrofit old truck engines to meet 2007 standards.
- Owners of trucks that have a GMERP-funded PM filter and have been operating for at least two years can receive funding at a reduced level to replace the truck. Previously, the guidelines prohibited a second application for the same truck. ▶

San Bernardino, Ryder Team Up on First Natural Gas Truck Rental Fleet

The San Bernardino Associated Governments (SANBAG) board has secured \$19.3 million in federal and state funding (including American Recovery and Reinvestment Act and AB 118 grants) to establish the first large commercial natural gas truck rental and leasing operation.

Ryder, SANBAG's fleet partner in the project, will purchase more than 200 LNG- and CNG-powered trucks for its Southern California operation. Ryder will also construct natural gas fueling stations to support the trucks and work with its customers to identify and use the existing natural gas fueling infrastructure.

"This partnership will allow our customers that may not otherwise have

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SB 960 | Author: Dutton

In brief: Requires the Legislative Analyst to analyze major regulations adopted by CARB to determine their costs and benefits and technological feasibility.

Status: Failed to pass Senate Environmental Quality Committee; reconsideration granted.

SB 1033 | Author: Wright

In brief: If market-based compliance mechanisms (such as cap and trade) are adopted to implement AB 32, SB 1033 prohibits CARB from selling, trading, or distributing a GHG emission allowance to anyone not subject to the cap.

Details: The author is concerned about market manipulation and allowance banking by entities not regulated under AB 32, which could drive up the cost of allowances for regulated entities.

Status: In Senate Environmental Quality Committee April 19.

SB 1120 | Author: Dutton

In brief: Prohibits CARB from implementing a market-based compliance mechanism that includes caps on GHG emissions and trading among participants unless it is part of a legally enforceable regional or federal program.

Status: Failed to pass Senate Environmental Quality Committee; reconsideration granted.

SB 1198 | Author: Huff

In brief: Allows the CEC to implement a regulation only if the Legislature approves it by a majority vote of both houses; prohibits a regulation that is adopted but not implemented on or before Jan. 1, 2011, from being implemented until the state's unemployment rate remains below 5.1 percent for three consecutive months.

Details: The prohibition on implementing regulations until the unemployment rate falls is similar to a prospective ballot initiative that would suspend AB 32 until the unemployment rate falls below 5.5 percent

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the opportunity to utilize a natural gas truck to give it a try, and I'm certain they will have a positive experience," said Tony Tegnalia, president of Global Fleet Management Solutions for Ryder. "Ryder will then look to replicate the success of this program in other parts of the country where Ryder has a strong presence."

According to SANBAG, when fully implemented the project will displace more than 1.51 million gallons of diesel fuel annually, reduce more than 9.2 million pounds of greenhouse gas emissions and 131 tons of NOx emissions per year, and completely eliminate 2.65 tons of diesel particulate emissions from local neighborhoods. ▶

news briefs

Clean Energy Wins Major L.A. Metro Contract Clean Energy has secured contracts totaling nearly \$8.4 million from the Los Angeles County Metropolitan Transportation Authority (Metro) to reconfigure and upgrade four of Metro's CNG bus fueling stations over the next 18 months.

Metro secured grant funding for its CNG station upgrade project from the 2009 American Recovery and Reinvestment Act.

Metro currently deploys the country's largest CNG-powered transit bus fleet, with 2,506 CNG buses constituting 95 percent of its overall fleet and consuming more than 30 million gallons of CNG fuel annually.

CEC Proposes Awards for Biomethane Projects The California Energy Commission has issued proposed grant awards totaling \$21.48 million to four biomethane projects. The money will come from the AB 118 Alternative and Renewable Fuel and Vehicle Technology Program fund.

The CEC received 27 applications for funding through its Biomethane in Transportation solicitation for projects involving the design, construction, and operation of biomethane facilities. The agency selected Eurisko Scientific's project to enhance transportation biomethane production from municipal sludge digesters (about \$1.8 million), North State Rendering Co.'s project to make CNG from anaerobic digestion of rendering waste (nearly \$4 million), a Pixley Biogas project (about \$4.7 million), and High Mountain Fuels' Simi Valley bio-LNG production plant (about \$11 million). The awards are pending approval at an upcoming CEC business meeting.

Republic Services to Add 226 NGVs in the West Republic Services, a national waste recycling and disposal service, plans to make 20 percent of its new fleet vehicles this year NGVs. The company will begin this month to add 226 natural gas trucks to 10 facilities in the Western region.

In California, facilities in Gardena, Sun Valley, Anaheim, Long Beach, Pacheco, and Chula Vista will receive the new vehicles. The new NGVs in California will help Republic meet state diesel risk reduction and greenhouse gas reduction mandates, the company says.

Verizon Adding Nearly 1,100 AFVs Verizon Communications plans to add more than 1,100 AFVs to its fleet this year, including hybrid and CNG aerial trucks (used for aboveground work at the power-line level), pickup trucks, and sedans.

calendar

Alternative Fuels & Vehicles May 9–12 | Las Vegas

The Alternative Fuel Vehicle Institute's national conference and expo is aimed at fleet decision makers, with sessions on trends, research, policies, and products and services. Details: <http://www.afv2010.com>

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for four consecutive quarters.

Status: In Senate Energy, Utilities, and Communications Committee April 20.

SB 1238 | R. Calderon

In brief: Requires CARB, when developing a plan to enforce diesel emission reduction regulations, to consult with affected businesses. Current law requires consultation with air pollution control districts and the public.

Status: Referred to Senate Environmental Quality Committee.

SB 1245 | Simitian

In brief: Requires HOV and HOT lanes that allowed free passage for HOVs as of Jan. 1, 2010, to remain toll-free for HOVs after that date.

Details: The bill's language is unclear on whether single-occupant vehicles that qualify for HOV lane access also retain free passage.

Status: In Senate Transportation and Housing Committee April 20.

SB 1263 | Author: Wyland

In brief: Makes the provisions of AB 32 and any regulation adopted pursuant to it inoperative.

Details: Similar legislation has already been voted down in the Assembly.

Status: In Senate Environmental Quality Committee April 19.

SBX8 37 | Cedillo

In brief: Requires CARB to make Moyer grants without regard to cost-effectiveness criteria until Jan. 1, 2011.

Status: Removed from Committee March 11.

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