



Policy File

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The Coalition is tracking the following bills and others related to alternative fuels and vehicles throughout the legislative session.

AB 692 | Author: Quirk

In brief: Requires that 3 percent of state agency fuel purchases be very low carbon, effective Jan. 1, 2017. The percentage increases 1 percent every year to 2024.

Details: Defines a very-low-carbon transportation fuel as having no more than 50 percent of the carbon intensity of the closest comparable petroleum fuel, as measured by the LCFS.

Status: Passed Assembly Natural Resources Committee; referred to Assembly Accountability & Administrative Review Committee.

AB 808 | Author: Ridley-Thomas

In brief: Requires the Secretary of Food and Agriculture to establish the method of sale for motor vehicle fuels and lubricants sold at retail to the public.

Status: Referred to Assembly Business & Professions Committee; hearing set for April 28.

AB 857 | Author: Perea

In brief: Modifies the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to provide incentives for deployment of low-emission heavy-duty trucks from 2018 to 2023.

Details: Requires that 50 percent or \$100 million of funding (whichever is greater) for zero- and near-zero-emission medium- and heavy-duty truck technology

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Refueling

ACT Expo Dallas Could Draw 2,000

May 4–7 show features education, demonstrations, and trips to some prominent Texas natural gas facilities

The Alternative Clean Transportation Expo will take place May 4–7 in Dallas against a backdrop of increasing NGV adoption in the host state of Texas and ongoing oil-price volatility. The four-day gathering, which combines organizational meetings and education with product launches and vehicle demonstrations, may attract up to 2,000 attendees this year.

Several other organizations will meet in tandem with ACT Expo, including the Electric Drive Transportation Association, the North American Council for Freight Efficiency, NGV Global, and the Propane Education & Research Council, all of which will also host sessions or forums at ACT Expo. This demonstrates how big ACT Expo's alternative fuels umbrella has become, said Erik

The focus is on continued investment in alternative fuel vehicles and infrastructure.

Neandross, CEO of organizer Gladstein, Neandross & Associates. "They can have their own meetings, go to ACT Expo, and use the show floor. It's a pretty efficient way to see everyone."

Asked whether recent oil-price volatility would be a major topic of conversation, Neandross replied, "It's front and center, no question about it: The [lower] price of oil reduced economic drivers for these technologies. But most sane people agree that's not a long-term scenario. Remember, just last year people were

saying, 'Oil's going to \$200.'"

Accordingly, ACT Expo's focus is on continued investment in alternative fuel vehicles and infrastructure, with speakers and participants from a number of companies—including Waste Management, Frito-Lay, and UPS—that have long-term, strategic investments in fuel diversification, particularly toward natural gas.

Pickens to take the long view A talk by Clean Energy Fuels founder T. Boone Pickens will highlight the value of a long-term focus in the energy industry, Neandross said. "We've asked Boone to talk about his experience in the energy markets in the 60 years he's been investing on the roller coaster that is energy. You've got to have a plan, and you've got to stick to it."

Neandross said he's excited about the event for three reasons. "First, the show floor will be tremendous, and it'll look great: new technology plus a couple of product launches from major OEMs. Second, the program is really strong, with a number of VIP speakers who should be outstanding. It's always good to have the *crème de la crème*. A close third might be the fact

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- **Fleet Expansion:** UPS to double CNG fleet, use Landi Renzo systems
- **Freight Strategy:** CARB holds workshop on freight plan this week

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support commercial deployment of technology meeting a specified emission standard.

Status: Passed Assembly Transportation Committee; hearing in Assembly Natural Resources Committee set for April 27.

AB 945 | Author: Ting

In brief: Exempts low-emission vehicles from sales and use taxes through the start of 2020.

Status: Referred to Assembly Revenue & Taxation Committee.

SB 350 | Authors: De León, Leno

In brief: Aims to reduce the state's petroleum use 50 percent by 2030.

Status: Passed Senate Energy, Utilities & Communication Committee; set for Senate Environmental Quality Committee hearing April 29.

SB 687 | Author: Allen

In brief: Requires gas sellers to make "reasonable progress" toward RNG being at least 1 percent of natural gas supplied to retail customers by Dec. 31, 2019.

Details: The goal increases in steps and then becomes a requirement of 10 percent in 2030.

Status: Passed Senate Energy, Utilities & Communication Committee; referred to Senate Environmental Quality Committee.

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that we're in Texas, where there's so much activity, especially around heavy-duty natural gas."

The Expo's show floor will feature 62 AFVs, while the May 6 Ride & Drive event will feature 12 vehicles. On May 7, attendees can choose from one of three off-site technical tours, two of which focus exclusively on natural gas facilities. Tour 1 will visit Penske Truck Leasing's Dallas maintenance shop, a high-traffic Clean Energy Fuels CNG/LNG station, and Westport Innovations' 90,000-square-foot natural gas conversion facility. Tour 2 visits Cambrian Energy's McCommas Bluff biomethane facility, Shell's LNG fueling station at a Dallas Travel Centers of America location, and Questar Fueling's Dallas truck-fueling station, where Frito-Lay is an anchor tenant. Tour 3 visits a Dallas County Schools propane fueling station, the City of Cedar Hill's alternatively powered government center and EV fueling station, and Love's Travel Stops new fast-fill CNG fueling station.

The full event program and registration are available on the [ACT Expo website](#). ▶

News Briefs

Coalition Members Participate in Advocacy Day Ten member companies participated in the Coalition's Advocacy Day in Sacramento last week. Participants met with 33 legislative offices to deliver updates on recent developments in natural gas transportation and express support for natural gas truck incentives under the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Coalition President Tim Carmichael reports that legislators and staff overall had a relatively high awareness of natural gas as an alternative fuel for heavy-duty trucks, and knew that electric and fuel-cell technologies were not likely to be ready for that application in the near or medium term. They were particularly interested in RNG supplies and uses, he added.

UPS Buys Landi Renzo USA Trucks UPS will purchase and deploy 1,400 natural gas trucks in the next year, an order that doubles the current size of its U.S. CNG fleet. The order comprises 800 tractors and 600 of the company's ubiquitous brown delivery trucks. The delivery trucks will use Landi Renzo USA fuel systems with a General Motors 6.0-liter powertrain and CNG cylinder assemblies from Agility Fuel Systems. UPS has hired TruStar to build 12 new CNG fueling stations and replace three others with more robust, higher-capacity equipment.

CARB to Discuss Freight Strategy This Week CARB has posted the "Sustainable Freight: Pathways to Zero and Near-Zero Emissions" [discussion draft](#) and will present it to the board at a public meeting scheduled for April 23 in Sacramento. This document represents CARB staff's vision of a clean freight system and the near- and intermediate-term steps CARB will take to support the use of zero- and near-zero-emission technologies. Interested parties can submit comments by 5 p.m. on April 20 or make them at the [meeting](#).

CEC Solicits Feedback on AB 118 Rule The CEC is soliciting [feedback by April 24](#) on its proposed final language for permanently relieving Alternative and Renewable Fuel and Vehicle Technology Program funding recipients from having to discount credits for greenhouse gas and air emission benefits in proportion to the funding they receive. The feedback and an earlier workshop are part of the process of making the Commission's February 25 emergency regulation final.

CARB OKs Clean Air Power's Dual-Fuel System Clean Air Power has received CARB approval for its U.S. Genesis EDGE Dual-Fuel system, which enables diesel engines to run on either diesel or natural gas within the diesel engine's native performance parameters. The Dual-Fuel system adds gas injectors and an electronic control unit (ECU) to the diesel engine, which Clean Air Power claims can save as much as \$20,000 per year based on a 60 percent gas substitution rate. The company has established a partnership with TEC Equipment, a Western U.S. Volvo and Mack truck dealership, to sell, install, and support the Genesis EDGE Dual-Fuel System.