



CalNGV News

The newsletter of the California Natural Gas Vehicle Coalition

Policy File

The Coalition is tracking 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 | Author: 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; appears to be dead.

AB 1500 | Author: Lieu

In brief: Extends HOV lane access for single-occupant alternative fuel vehicles ("white stickers") four years beyond the current sunset, to Jan. 1, 2015.

Details: AB 1500 is sponsored by the Coalition. The bill, introduced in 2009, was amended May 26.

Status: To the governor.

SB 535 | Author: Yee

In brief: Requires the Department of Motor Vehicles to issue up to 40,000 identifiers to vehicles that meet California's enhanced AT-PZEV standard. Single-occupant vehicles with the identifier (a sticker) would be authorized to use HOV lanes until Jan. 1, 2015.

Details: Amended on Assembly Floor June 24.

Status: On Assembly floor, third reading.

SB 927 | Author: Huff

In brief: Spot bill on HOV lanes.

Details: Two other bills that would
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INSIDE

AB 1500 Passes Ask the governor to sign it!
Mayors Back NGVs Resolution calls for fast action
Time for NGVs? Newsmagazine considers the case

CARB Railyard Plan Dismisses LNG

Staff finds no cost-effective ways to cut cargo-handling emissions; focus is on locomotives

At its June 24 meeting CARB approved a plan to accelerate diesel PM emission reductions at railyards that relies on cleaner locomotives, based on a staff Technical Options Report (TOR) concluding that no cargo-handling option will reduce emissions cost-effectively. That's a conclusion the NGV industry vigorously disputes.

The TOR says electric cargo-handling equipment would reduce emissions but is not cost-effective. It does not even include a cost-effectiveness calculation for LNG yard trucks because it claims they produce higher emissions than diesel trucks.

In their analysis CARB staff used emission levels for LNG engines that are an order of magnitude higher than the levels at which CARB has certified LNG engines. The TOR provides no explanation for this inflated emissions factor. In addition, the TOR understates the cost of new diesel yard trucks by at least 25 percent and does not cite any source for this information.

Coalition President Tim Carmichael testified at the board meeting that the TOR contains serious errors, and that an analysis based on accurate data would conclude that natural gas yard trucks are a feasible, cost-effective option for reducing railyard emissions.

CARB contracts for LNG vs. diesel testing In response to questions from the board, CARB staff acknowledged that their analysis is based on out-of-date information. They added that CARB has contracted with U.C. Riverside to perform in-use testing of 2010 LNG and diesel yard trucks and is seeking vehicles to use in the testing. There's no indication that positive results for LNG engines would affect the railyard emissions plan: the board adopted the staff proposal with several amendments related to board concerns, but none mentioning NGVs.

"This is very disappointing," says Carmichael. "By not including NGVs, CARB is leaving cost-effective pollution reductions on the table, and California cannot afford to do that." He adds that the Coalition will be monitoring the new testing effort. ▀

'By not including NGVs, CARB is leaving cost-effective pollution reductions on the table.'

HOV Lane Access Bill Goes to Governor

AB 1500, the Coalition-sponsored bill extending HOV lane access for single-occupant alternative fuel vehicles to Jan. 1, 2015, passed the Legislature last week and landed on the governor's desk June 23.

The Coalition urges all AFV advocates to write to Gov. Schwarzenegger asking him to sign AB 1500 (see fax number below). Quick action is essential, as he has only 12 days from receiving the bill to act on it. If the governor vetoes AB 1500, HOV lane access for single-occupant NGVs and other "white sticker" vehicles will expire at the end of this year.

"It's been a long haul getting this bill to the governor—we've been working on it for 18 months," says Coalition President Tim Carmichael. "HOV lane access is a very important incentive for AFV purchasers—one that can push hesitant car buyers over the top. It's essential that our members and others let the governor know this."

The bill's author, Assemblymember Ted Lieu (D-Torrance), noted in a statement that "over the past few years the state has made a significant commitment to the deployment of alternative fuels and alternative fuel vehicles. The HOV lane incentive for buyers of alternative fuel vehicles is entirely consistent with these policies and should be continued." Fax letters of support to: The Honorable Arnold Schwarzenegger, Governor of California, Legislative Affairs, 916/558-3177.

Contact Carmichael at tim@cngvc.org for a sample letter. ▶

news briefs

U.S. Conference of Mayors Supports NGVs The U.S. Conference of Mayors passed a resolution at its Oklahoma City conference earlier this month calling on the federal government to speed up programs that encourage wider use of natural gas vehicles.

Specifically, the resolution urges Congress and the president to enact the New Alternative to Give Americans Solutions (NAT GAS) Act (S 1408, HR 1835); enact the Safe, Accountable, Flexible, Efficient Transportation Equity Act provision that provides a tax credit of 50 cents per gasoline-gallon equivalent for the sale of CNG or LNG as a motor vehicle fuel; and expand federally funded natural gas engine research and development.

See the full resolution [here](#) (under the Environment Committee section).

Time Wonders If Gulf Oil Disaster Is NGV Turning Point A June 15 "Viewpoint" article in *Time* magazine examines natural gas as a possible solution to foreign oil dependence and excessive carbon emissions. Headlined "After an Oil Calamity, Is It Time for Natural Gas?" the article by Erik Heinrich notes the advantages of natural gas in terms of domestic abundance, cost, and carbon footprint. He then zeroes in on transportation.

"After electric power," he writes, "[transportation] is the second largest consumer of energy in the U.S., at 28 percent of the total. But there is an especially evil twist here: transportation is responsible for 71 percent of petroleum consumed, much of it from foreign sources."

Heinrich quotes a number of expert natural gas proponents and then covers some well-worn arguments against NGV success (conversion costs and a scant refueling infrastructure). The article ends on a hopeful note, with a quote from David Pumphrey, deputy director of the Energy and National Security Program at Washington's Center for Strategic and International Studies: "Natural gas could still turn out to be a game changer." Read the full article [here](#).

Four California Transit Agencies Get CNG Buses Four transit agencies in California have received a total of 25 Orion VII CNG transit buses from Daimler Buses North America. Sonoma County Transit received 10 buses, Visalia Transit received seven, Union City Transit received six, and the City of Turlock received two.

Policy File

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extend HOV lane access for clean vehicles, AB 1500 (Lieu) and SB 535 (Yee), have moved forward.

Status: Referred to Senate Rules Committee; appears to be dead.

SB 1033 | Author: Wright

In brief: If market-based compliance mechanisms (such as cap and trade) are adopted to implement AB 32, the amended SB 1033 would require CARB to limit the distribution or sale of GHG emission allowances to regulated entities.

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: Passed Senate; in Assembly Natural Resources Committee.

SB 1238 | Author: 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; appears to be dead.

SB 1245 | Author: Simitian

In brief: Amended to prevent vehicles that meet occupancy requirements for HOV and high-occupancy toll (HOT) lanes from being charged a toll.

Status: Held in Assembly Transportation Committee without recommendation.

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