



## 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 591 | Author: Wieckowski**

**In brief:** Defines "hydraulic fracturing." Requires anyone doing it to give the owner or operator of the well a list of chemicals used. Also requires the history of the well to note the amount and source of water used in exploration or production and other details.

**Status:** On Senate Appropriations Committee Suspense File.

**AB 1900 | Author: Gatto**

**In brief:** Addresses various aspects of biomethane production, transportation, and use in California. Requires the development of gas testing protocols, quality standards, and accounting protocols to ensure that benefits are not counted more than once.

**Status:** Set for Senate Appropriations Committee hearing Aug. 6.

**AB 2196 | Author: Chesbro**

**In brief:** Establishes conditions for sourcing and delivering landfill and digester gas counted under the Renewables Portfolio Standard program.

**Status:** Set for Senate Appropriations Committee hearing Aug. 6.

**AB 2405 | Author: Blumenfield**

**In brief:** Exempts "white sticker" and "green sticker" vehicles from toll charges imposed on single-occupant vehicles in high-occupancy/toll (HOT) lanes, unless

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### Infrastructure

## Venture Aims to Build CNG Network

### Trillium CNG, AMP Americas form joint venture to spread public-access CNG stations across the U.S.

**T**rillium CNG, a business unit of Integrys Energy Group, and AMP Americas, a transport company focused on displacing liquid fuels with CNG, have formed a joint venture called AMP Trillium to build a network of CNG fueling stations across the country.

"I think it's going to be exciting for the carriers out there to see that somebody is offering publicly accessible fueling stations specifically for CNG," says Bill Zobel, vice president of business development at Trillium, which is a veteran CNG infrastructure provider.

*'We're very interested in hearing from fleets that might have an interest in CNG.'*

The joint venture will start construction on the first stations in the fall along the I-65 and I-75 trucking corridors in the central U.S., and add facilities along I-10 and other routes in Texas to the network.

"We're planning to develop stations along these corridors with AMP, and expand our network coast-to-coast along other major U.S. freight corridors," says Zobel. "This is a fantastic partnership, and we are very interested in hearing from fleets that might have an interest in CNG refueling in their part of the country."

The AMP Trillium stations will feature fast-fill capabilities, redundant equipment for station reliability, and an around-the-clock on-call service team. They will accept fleet cards and major credit cards, and offer special fuel-pricing programs for fleets to encourage CNG use. The partners say the stations will use renewable natural gas wherever possible.

**Fast-fill design** "I think the design of the station that we're putting forward is important," Zobel notes. "Our very efficient method of fuel delivery utilizes our Pinnacle hydraulic intensifier. Each of these units can produce up to 12 diesel gallon equivalents of CNG per minute with less horsepower than a standard CNG delivery system. Using two of these units per site enables refueling rates above 20 diesel gallon equivalents per minute. This technology gives our customers a huge advantage in terms of time saved."

AMP Americas currently owns two CNG fueling stations in Indiana and, in partnership with Fair Oaks Farms, manages a fleet of 42 CNG milk-transport trucks. By fall, the company hopes to run those trucks entirely on renewable CNG made from dairy cow manure.

"We're very excited by what this joint venture means to AMP and our industry. It allows us to complete more renewable CNG projects alongside a strong financial and operating partner," says Nate Laurell, AMP's founder and CEO. ▶

### Inside

- **Home Refueling:** Eaton enters race for device with mass appeal
- **Multistate RFP:** Thousands of vehicles at stake; California opts out
- **LCFS:** Researchers say national standard could save \$411 billion

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prohibited by federal law.

**Details:** Supported by the Coalition.

**Status:** Senate third reading.

### **AB 2583 | Author: Blumenfield**

**In brief:** Requires the Department of General Services to purchase new AFVs and encourage their use through infrastructure and parking incentives.

**Details:** Supported by the Coalition.

**Status:** Set for Senate Appropriations Committee hearing Aug. 6.

### **SB 1054 | Author: Pavley**

**In brief:** Requires an oil or gas well owner or operator to notify certain surface property owners and occupants at least 20 days before planned drilling operations.

**Status:** Held in Senate; dead.

### **SB 1455 | Author: Kehoe**

**In brief:** Requires the CEC and CARB to report on the progress of alternative fuels adoption and evaluate how new and existing incentives could increase use; directs CARB to update its economic model for fuels.

**Details:** Co-sponsored by the Coalition and CALSTART.

**Status:** Set for Assembly Appropriations Committee hearing Aug. 8.

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## Technology

### Eaton Enters Home Refueling Race

Industrial manufacturer Eaton is the latest company working to develop an affordable, fast home refueling device for NGVs. The company's effort is funded in part by a \$3.4 million grant from the Department of Energy's Advanced Research Projects Agency-Energy (ARPA-E) Methane Opportunities for Vehicular Energy (MOVE) program.

The Eaton system will use liquid acting as a piston to compress natural gas. Company officials expect the prototype to be available before the end of 2015. The target production price is \$500. Eaton currently offers EV charging stations for residential and industrial customers, and has shipped or installed more than 2,000 of the units.

GE Global Research is receiving \$1.8 million from MOVE toward a project with Chart Industries and the University of Missouri to develop a home refueling station that could refuel an NGV in under one hour (see [CaNGV News, 07.23.13](#)). ▶

## News Briefs

**Multistate NGV RFP Issued; California Not Participating** Oklahoma's Department of Central Services has issued an RFP for NGVs on behalf of Oklahoma and the National Association of State Procurement Officials (NASPO) that could eventually lead to the purchase of thousands of vehicles. Unfortunately, California is not among the 21 states that submitted intent-to-participate documents with NASPO.

"California is missing an opportunity here," says Coalition President Tim Carmichael. "Given California's historic leadership on alternative fuels, as well as the state's budget challenges, it's surprising and disappointing that the state is not participating in an opportunity like this to purchase AFVs at the lowest possible price."

The RFP solicits bids on bifuel and dedicated NGVs ranging from compact sedans to three-quarter-ton trucks and cargo vans. The full solicitation is available [here](#).

**Chrysler Urges Federal Support for NGVs** Chrysler Group officials told the U.S. Senate Committee on Energy & Natural Resources last month that the federal government could—and should—help boost the number of CNG-powered vehicles on U.S. roads.

"Other alternative fuel vehicles, such as battery electric vehicles, are eligible for incentives that create an unlevel playing field for potential retail CNG vehicles," testified Reg Modlin, Chrysler's director of regulatory affairs. "We support technology-neutral policies, and providing equivalent incentives for natural gas-powered vehicles would create parity between natural gas-powered vehicles and other alternative fuel vehicles." Modlin's full statement is available [here](#).

**National LCFS Could Save \$411 Billion by 2035** The UC Davis Institute of Transportation Studies (ITS), which helped California create its Low Carbon Fuel Standard (LCFS) in 2009, has released a series of reports designed to establish a national LCFS. The National LCFS Project, a UC Davis-led collaboration among six U.S. research institutions, produced the reports.

"Technologically, such a standard is very doable. And it can help us address the complex choices [involved] with conventional oil, shale gas, oil sands, biofuels, and electric vehicles," said Daniel Sperling, director of ITS, in a bipartisan briefing on Capitol Hill last month.

Madhu Khanna, professor of economics at the University of Illinois at Urbana-Champaign's Department of Agricultural and Consumer Economics, said at the briefing, "A national low-carbon fuel standard creates a strong market signal that attracts investment and spurs innovation in clean fuel technologies, increases consumption of clean fuels, and lowers average consumer fuel prices, for a total savings of \$411 billion by 2035 on fuel expenditures as compared to business as usual."

For details, see the recommendations [report](#) and the [technical analysis](#).