



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 1507 | Author: Lieu

In brief: Requires CARB to revise guidelines by July 1, 2011, so that a project funded by the Carl Moyer Program could also receive federal or AB 118 funds without incurring a cost-effectiveness penalty, provided the project would reduce greenhouse gas (GHG) as well as criteria pollutant emissions.

Details: Currently, federal or AB 118 grants focused on GHG reductions are factored into the cost-effectiveness calculation for criteria pollutant emissions when projects apply for Moyer funding. AB 1507 is sponsored by CALSTART.

Status: Assembly concurred with Senate amendments Aug. 16. The bill is on the governor's desk.

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.

Status: Signed by the governor.

SB 960 | Author: Dutton

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

Status: Died in committee.

SB 1033 | Author: Wright

In brief: If market-based compli-

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INSIDE

Clean Trucks Court upholds L.A. port program
News Briefs CEC funds natural gas projects; study shows PM pollution deaths; Pinnacle gets new contract

Biomethane Study Gets Under Way

National research project could determine whether landfill gas enters utility pipelines

A new national study examining biomethane quality and monitoring technologies will help determine whether biomethane from landfills and other sources can be put into California utilities' pipelines.

The \$1.6 million study, just getting under way, is being conducted by the Gas Technology Institute with funding from utilities, the Solid Waste Association of North America (SWANA), and the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration. The research is expected to take 18 months, allowing it to provide seasonal data. It will analyze gas from as many as nine biomethane-producing sites, including landfills and dairies, and will employ three monitoring technologies.

The exact number and location of sites hasn't yet been confirmed.

"Historically, landfill gas is problematic because of contaminants, vinyl chlorides and siloxanes specifically," says Jeffrey Reed, director of market development and technology development for Sempra Energy utilities, a study sponsor. Contaminants that corrode pipes are also an issue. "Monitoring was not available to ensure the gas was free of those contaminants and safe for human health," says Reed.

"Now, the technology has changed," he explains. "This study is to assess constituents in the raw gas and determine if monitoring can make it possible to put gas into the pipeline. If the study results are favorable in those aspects, our intention is to revisit our policy on landfill gas."

Study could support change in rules California is the only state that prohibits putting landfill gas into the pipeline, says Chuck White, director of regulatory affairs, Western region, at Waste Management, which is a study sponsor with SWANA. If the results of the study are favorable, the utilities could work with the California Public Utilities Commission to amend the rules to allow treated and monitored landfill gas into utility pipelines.

Biomethane from landfill gas and dairy waste is largely used to generate electricity on-site. When landfill gas is used to make transportation fuel, vehicles must fuel on-site or the bio-LNG must be trucked to a fueling station.

If the results are favorable, the state's utilities could work with the CPUC to amend rules for pipeline gas.

Waste Management, for instance, treats landfill gas at its Altamont facility for use in its truck fleet, and has to transport it as bottled bio-LNG for use elsewhere in the state.

“Liquefaction is a significant cost at our Altamont site,” says White. “If we could put it in the pipeline, we could just treat it and distribute the fuel in its gaseous state.” ▶

Ruling Upholds Clean Truck Program

The U.S. District Court in Los Angeles has upheld all key aspects of the Port of Los Angeles’ Clean Truck Program, rejecting a challenge by the American Trucking Associations (ATA).

The ATA brought suit in July 2008, claiming that provisions in the port’s concession agreement violate the Federal Aviation Administration Authorization Act, which restricts local governments from regulating the prices, routes, or services of trucking companies. Judge Christina A. Snyder rejected that argument in an August 26 ruling that says the port’s adoption of the entire concession agreement was an “essentially proprietary” action under the market participant doctrine because it was intended to sustain and promote port operations. In other words, the port was acting in its own business interests, not as a regulator, so federal law does not pre-empt the concession agreement’s requirements.

Several provisions of that agreement were on hold pending the outcome of the lawsuit; they are now all enforceable, but the port is giving the Los Angeles Harbor Department staff time to recommend next steps—which may include reasonable extensions of time for compliance—to the Los Angeles Harbor Commission. ▶

news briefs

CEC Awards More Than \$2.3 Million for Natural Gas Projects The California Energy Commission has awarded Eurisko Scientific and the city of Reedley over \$2.3 million from the Alternative and Renewable Fuel and Vehicle Transportation (AB 118) program. Eurisko Scientific will receive more than \$1.8 million to demonstrate a process that increases the rate of biogas production from municipal wastewater sludge while reducing greenhouse gas, ammonia, and particulate emissions. The city of Reedley was awarded \$480,000 to install a CNG station in the first phase of the Central Valley Transportation Center.

Fine Particulate Pollution Leads to Early Deaths Approximately 9,200 Californians die prematurely each year as a result of exposure to fine particle pollution, according to a [CARB report](#) issued August 31.

The report is based on a peer-reviewed EPA risk assessment report that estimated premature deaths nationwide from exposure to fine particulate pollution. CARB took the EPA report’s methodology and risk factors and applied them to California, drawing on data from 90 fine particulate monitoring stations across the state. The report found that 9,200 premature deaths in California are associated with fine particulate pollution on an annual basis, with a statistical range from 7,300 to as many as 11,000 deaths each year.

Pinnacle Gets New Contract at San José International Pinnacle CNG has been awarded a three-year contract to maintain and operate the CNG fueling station at Mineta San José International Airport. The fueling station serves the public as well as the airport’s 34-bus fleet. The new agreement, which was announced August 20, went into effect July 1 and includes an option to extend the contract for an additional three years. Over six years, the value of the agreement would exceed \$1.2 million. Pinnacle CNG has provided maintenance and operations services for the airport station since 2003 and earlier this year completed a \$595,000 upgrade.

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ance 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.

Status: Died in committee.

SB 1120 | Author: Dutton

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

Status: Died in committee.

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: Died in committee.

Calendar

Landi Renzo Celebrates Baytech Deal

Landi Renzo USA is celebrating its acquisition of Baytech Corp., which develops and manufactures high-performance EPA- and CARB-certified fuel systems for the CNG and propane fleet markets, with a grand opening September 9 at its new U.S. headquarters at 23535 Telo Avenue in Torrance. The festivities will include a demonstration of the Landi Renzo fuel system and the opportunity to test drive a Baytech vehicle. Contact: info@landiusa.com; 310-257-9481.

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