



California Natural Gas Vehicle Coalition

AB 118 Advisory Committee
Local NGV Infrastructure

September 19, 2012



CA NGV Coalition



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Tomorrow's Technology Today



Big Picture Thoughts

- ▶ CEC will have the greatest impact on NGV market growth by prioritizing the funding of natural gas vehicles over infrastructure
- ▶ CEC should continue to offer funding for infrastructure and challenge applicants to show why private funding won't work

What entities will need infrastructure funding in Fiscal Year 2013–14? What criteria are you using to justify their need for funding? School districts?

- ▶ Funding should be available for any entity, public or private
- ▶ Criteria for ranking projects should be based on state-wide policy objectives.
- ▶ Metrics could include gallons of petroleum avoided, reduction in air toxics or criteria pollutants (NOX, PM), or amount of GHG emissions reduced, number of vehicles or fleets served.

Should infrastructure funds be used only for deployment of fueling stations or should it also fund demonstration of equipment advancements (e.g. home fueling, automation for liquefied gas fueling)?

- ▶ Infrastructure funds should be used for deployment.
- ▶ RD&D funds should be used for demonstration. CEC should continue to allocate funding for RD&D.

Proposals to our previous solicitations indicate the following cost ranges:

- ▶ \$1,000,000 to \$2,000,000 for fleet fueling (not including schools and transits), with or without public fueling
- ▶ \$300,000 to \$400,000 for school fleets with or without public access
- ▶ \$2,000,000 to \$5,000,000 for transit fleets with or without public access

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