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## CALIFORNIA NATURAL GAS VEHICLE COALITION FACT SHEET

### About the Coalition

The California Natural Gas Vehicle Coalition is a membership-based advocacy organization working to advance the adoption of alternative fuel vehicles and technologies in the state, with a focus on heavy-duty NGVs and renewable natural gas (RNG). Members include engine manufacturers, utilities, fuel providers, and fleet operators. The Coalition supports legislative initiatives, provides up-to-date information on NGV technology and market developments, and works with legislators and regulators to develop policies that will increase alternative fuel and vehicle use.

### Why NGVs?

NGVs are the “bird in the hand” for reducing greenhouse gas and pollutant emissions—and improving public health—throughout the state. NGVs overall produce about 20 percent lower greenhouse gas emissions than gasoline-powered vehicles, and five times lower emissions than those of the cleanest diesel engines. The adoption of natural gas heavy-duty trucks and buses by public transit agencies and trucking fleets has helped them achieve dramatic emissions reductions. [Analysis](#) by the University of California, Riverside, College of Engineering—Center for Environmental Research concluded that ultralow-NOx heavy-duty vehicles could play an important role in helping the state achieve its air quality goals.

Natural gas trucks and buses can run on RNG, which reduces their emissions even further. Trucks with the new near-zero natural gas engines powered by RNG have NOx emissions more than 90 percent lower than the current federal standard.

From production to end use, RNG is the lowest-carbon fuel available, according to analyses by the California Air Resources Board.

- RNG production captures methane, a short-lived climate pollutant, from agricultural operations, landfills, and wastewater treatment plants.
- RNG used in heavy-duty trucks has a carbon intensity value ranging from 26.2 down to *negative* 25.2.
- RNG production converts waste products into fuel and creates jobs. Deploying trucks powered by RNG could create as many as 130,000 jobs in California and add \$14 billion to the state’s economy by 2030, according to [analysis by transportation consulting firm ICF](#).

Transportation is the largest single source of greenhouse gas emissions in California—39 percent—and while many envision an all-electric future, the reality is that production-line electric engine technology for heavy-duty vehicles is still years away. NGVs represent a highly effective, readily available tool for combating air pollution and safeguarding health, especially for the low-income populations living near ports and trucking corridors.

## How the Coalition Serves Its Members

The Coalition works year-round with legislators and regulators to advocate for funding, craft practical solutions, and create a regulatory environment friendly to alternative fuel vehicles. The Coalition also invites members to participate in legislative and regulatory meetings, and communicates member interests through letters of support or opposition and direct contact with legislators.

## Legislative and Regulatory Achievements

The Coalition's board and leadership is a deep well of both technical and policy knowledge. Thomas Lawson is the organization's president. Previously, he was director of the Office of Legislative Affairs for former California Attorney General (now U.S. Senator) Kamala Harris and served three Assembly speakers.

The Coalition's support was a factor in several bills passed in 2016 and 2017:

- **SB 1383**, passed in 2016, required CARB to reduce short-lived climate pollutants by 2030.
- **AB 1613**, the 2016 budget bill, appropriated \$150 million for the heavy-duty truck sector from the Greenhouse Gas Reduction Fund.
- **AB 1073**, passed in 2017, extended the funding period for the early commercial deployment of zero- and near-zero-emission heavy-duty vehicle technology.
- **AB 398**, passed in 2017, extended the cap-and-trade program to 2030.
- **AB 109** and **AB 134**, passed in 2017, allocated \$560 million from the state's \$1.5 billion cap-and-trade program revenue to programs that NGVs qualify for.

## Coalition Membership

The Coalition's membership represents the spectrum of companies involved in natural gas and RNG transportation. Members include:

- American Honda Motor Company
- ampCNG
- Clean Energy Fuels
- Cummins Westport
- Fastech
- Ford Motor Company
- Freightliner Trucks
- Southern California Gas Company
- Pacific Gas and Electric Company
- Penske Truck Leasing
- San Diego Gas & Electric Company
- Southern California Gas Company
- UPS
- Waste Management

## California Natural Gas Vehicle Coalition Facts

**Headquarters:** Sacramento, California

**Leadership:** Thomas Lawson, president; Todd Campbell, board chair, vice president, Public Policy and Regulatory Affairs, Clean Energy Fuels

**Monthly newsletter:** [CalNGV News](#)

## Media Contact

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