

California Environmental Protection Agency



Air Resources Board

**Staff Report:
Initial Statement of Reasons**

**Proposed Amendments to the
Clean Fuels Regulations
Regarding Clean Fuel Outlets**

Release Date: June 4, 1999

**State of California
California Environmental Protection Agency
AIR RESOURCES BOARD
Stationary Source Division**

STAFF REPORT: INITIAL STATEMENT OF REASONS

**Public Hearing to Consider Amendments to the Clean Fuels Regulations
Regarding Clean Fuel Outlets**

**Date of Release: June 4, 1999
Scheduled for Consideration: July 22, 1999**

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**Bay Area Air Quality Management District
Board Hearing Room, Seventh Floor
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San Francisco, California 94109**

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I.

INTRODUCTION AND SUMMARY

This report is the Initial Statement of Reasons by the staff of the Air Resources Board (ARB or Board) to support amendments to the Clean Fuels Regulations (Title 13, California Code of Regulations, sections 2300 - 2317) regarding clean fuel outlets. The proposed amendments will remove obsolete sections, modify the way the number of required clean fuel outlets would be determined and streamline notification to affected parties. The proposed amendments will be considered at a Board hearing on July 22, 1999.

A. What Are the Existing Requirements?

In 1990, the Board adopted the Clean Fuels Regulations to ensure that clean alternative fuels used to certify low-emission vehicles (LEVs) would be publicly available. The Clean Fuels Regulations require certain owners/lessors of retail gasoline stations to equip an appropriate number of their stations to dispense a designated clean fuel if 20,000 or more vehicles are certified in California to a LEV standard on a clean fuel. The Board chose 20,000 as the vehicle trigger since it represented a clean fuel throughput volume that allowed for a reasonable return on investment. When the 20,000 vehicle trigger is met for a specific fuel, the number of required clean fuel outlets is determined. This determination is made through a series of calculations that consider the public (non-fleet) LEV fuel demand, clean fuel outlet average annual throughput, and the number of retail gasoline service stations owned or operated by owner/lessors of retail gasoline stations.

Affected owners/lessors are determined based upon the number of retail gasoline stations they own or operate in the State. Owner/lessors that own a large number of retail gasoline outlets will be first affected by the regulations. Affected owners/lessors are required to install a certain number of clean fuel outlets based on the number of retail gasoline stations they own or operate. For example, assuming the 20,000 vehicle trigger is met and all the vehicles are non-fleet vehicles, then approximately 35 clean fuel outlets would be required. In this case, any retail gasoline station owner/lessor who operated more than about 350 stations in the State would be required to site a certain number of clean fuel outlets.

Affected owners/lessors may comply with their clean fuel outlet requirements in any of three ways. Owners/lessors who own existing public alternative fueling facilities that meet the clean fuel outlet criteria may use their facilities to meet their obligation to site a clean fuel outlet. They may elect to site new clean fuel outlets. Finally, they may enter into agreements with individuals who own existing qualifying public alternative

fueling facilities to allow those facilities to be used exclusively by the affected party to meet the clean fuel outlet requirements. This is known as “constructive allocation.”

The ARB staff is required to notify affected gasoline retailers 18 months and again 12 months in advance of each year when clean fuel outlets are required. Clean fuel outlets must be installed and operational January 1 of the year in which they are required.

There are various other provisions within the Clean Fuels Regulations pertaining to criteria each clean fuel outlet must meet (including minimum fueling rates, amenities, public accessibility and fuel availability), as well as reporting requirements affecting retail gasoline outlet owners/lessors, motor vehicle manufacturers, fleet operators and clean fuel distributors. The regulations contain no sunset provisions.

B. What is the Status of the California Alternative Fuel Low-Emission Vehicle Fleet and Infrastructure?

Automobile manufacturers have produced alternative fuel vehicles to run on compressed natural gas (CNG), liquefied petroleum gas (LPG), and methanol (M85) that have been certified to California’s LEV standards and sold within the State. Currently, these vehicles total 1,100 LPG vehicles, 7,200 CNG vehicles, and 11,500 M85 vehicles within California. These vehicles have predominately been produced and marketed to meet the needs of fleet operators. However, it is expected that within the next five to seven years, automobile manufacturers will begin producing a significant number of fuel cell powered vehicles that will operate on alternative clean fuels. It is likely that these vehicles will be marketed to both fleet operators and the general public.

There are currently very few publicly available locations in California where motorists can refuel their alternative fuel vehicles. These locations total less than five percent of the number of retail gasoline stations in the State, and most facilities are not open to the public. However, there are a limited number of public fueling facilities in California for CNG, LPG and M85. The number of these public fueling facilities for CNG and LPG has remained stable over the last few years, while facilities dispensing M85 have decreased dramatically as the use of this fuel has declined.

C. Why Are Changes to the Clean Fuels Regulations Necessary?

It is appropriate to update the Clean Fuels Regulations to reflect the current state of the alternative fuel vehicle market. When the regulations were adopted, it was expected that alternative fuels would be the primary fuels used by automobile manufacturers to meet California’s stringent LEV and ultra-low emission vehicle (ULEV) standards. However, automobile manufacturers today are primarily meeting California’s

LEV (including ULEV) requirements using California reformulated gasoline. Automobile manufacturers have accordingly produced and delivered fewer numbers of alternative fuel LEV vehicles for sale in California than was expected when these regulations were adopted. In addition, most alternative fuel LEVs that have been produced are currently owned and operated by fleets which utilize central fueling facilities.

It is also appropriate to remove obsolete sections of the regulations that pertain solely to the clean fuel outlet requirements in the South Coast Air Quality Management District (SCAQMD) for the years 1994 through 1996. These requirements were never implemented because the vehicle trigger was never reached during those years.

Further, it is appropriate to streamline the reporting requirements of the regulations for both the ARB staff and for the affected industries. The current biannual notification by the ARB staff of the number of clean fuel outlets required is redundant and confusing. Also, it is not necessary to collect information annually from the affected industries until such time as the vehicle trigger is predicted to be reached.

Finally, it is appropriate to update the regulations to reduce the potential costs for affected parties. The existing regulations do not take into account the existing fueling infrastructure by excluding public alternative fueling facilities that do not meet the amenity requirements. Allowing the use of these facilities and the simplification of the amenity requirements should make it more economical for affected parties to comply with the regulations.

D. What Are the Proposed Amendments?

Several amendments to the Clean Fuels Regulations are being proposed. These amendments are summarized below.

1. Minor Modifications

The proposed amendments would repeal the obsolete sections of the Clean Fuels Regulations that refer to the SCAQMD for the years 1994 through 1996. In addition, the proposed amendments would delay the reporting requirements for retail gasoline outlet owners/lessors, fleet operators, and clean fuel distributors until such time as they are needed to implement the regulations. They would also change the ARB staff's annual notification to affected parties regarding the requirements for new clean fuel outlets to once per year, with an October 31 notification deadline.

2. Determination of the Required Number of Clean Fuel Outlets

The proposed amendments would modify how the number of clean fuel outlets required each year would be determined. The proposed amendments would change the method used to count the number of vehicles qualifying towards the 20,000 vehicle trigger by discounting fleet vehicles by 75 percent since fleet operators typically provide their own fueling infrastructure. However, this discount can be reduced by the ARB Executive Officer if information indicates that the discount should be less. In addition, any person or organization may request the ARB Executive Officer to revise the trigger discount or determination based on additional information. Once the vehicle trigger is met, the vehicles that are counted in the vehicle trigger would then be considered in determining the number of clean fuel outlets required. This could provide more clean fuel outlets than the existing regulations require. In addition, the proposed amendments would no longer discount by ten percent the LEV fuel demand for flexible fuel/dual-fuel LEV vehicles since it is more appropriate to consider the fueling patterns of these vehicles when the new fueling outlets are required.

The proposed amendments would calculate the total required number of clean fuel outlets based on an average annual outlet throughput of 300,000 gasoline equivalent gallons (geg). This will at least double the number of clean fuel outlets required during the early years of the program. When five percent of the retail gasoline stations have been equipped to dispense the clean fuel, the average annual outlet throughput volume would be increased to 600,000 geg for determining the number of additional outlets. This action would reinstate the original intent of the regulations to site more clean fuel outlets during the early years of the program.

The proposed amendments would allow existing public alternative fuel facilities meeting amenity requirements and not owned by affected parties to be subtracted from the total number of required clean fuel outlets. Affected parties would continue to be given credit for both the early introduction of clean fuel outlets and the existing mandated clean fuel outlets they have already sited. Facilities subtracted from the required number of clean fuel outlets required statewide would then not be eligible for constructive allocation by affected parties.

3. Modification of the Required Number of Clean Fuel Outlets by the Executive Officer

The proposed amendments would add provisions that would allow the ARB Executive Officer to adjust the calculated number of required clean fuel outlets up or down based on evidence that the calculated number of clean fuel outlets will not meet the fueling demand. The ARB Executive Officer would be limited in the adjustment of the required number of clean fuel outlets to within a maximum and a minimum level. The maximum level would be based on the LEV clean fuel demand for all clean fuel LEVs

operating on the clean fuel without discounting the fleet vehicles. The minimum level would be based on the LEV clean fuel demand for only dedicated clean fuel vehicles in non-fleet use. In addition, any person or organization would be able to submit factual information, including the utilization of the clean fuel outlets, that would allow the ARB Executive Officer to consider additional adjustments, between the same maximum and minimum, to the clean fuel outlet determination.

4. Miscellaneous Amendments

The proposed amendments would revise the schedule for siting new clean fuel outlets to maintain the existing period of time after notification that affected owners/lessors have to site new clean fuel outlets. New clean fuel outlets would need to be operational by April 30 of the year the vehicle trigger is predicted to be met, instead of the January 1 deadline in the existing regulations. This is 18 months from the date ARB staff will have notified affected parties of the number of new clean fuel outlets required.

The proposed amendments would change the amenity requirements to allow more existing public and private alternative fuel facilities to qualify as clean fuel outlets. The proposed changes would simplify the amenity requirements by eliminating unnecessary requirements (e.g., employee training requirements, fueling attendants), and would differentiate the requirements between clean fuel outlets located at retail gasoline stations and clean fuel outlets where gasoline is not offered for retail sale.

Finally, the proposed amendments would add a sunset provision that would remove the requirements to install clean fuel outlets for a clean fuel when 10 percent of the retail gasoline stations in the State have made that clean fuel available for purchase.

E. How Were the Proposals Developed?

In developing the proposed amendments, ARB staff conducted public workshops on November 10, 1998 and March 18, 1999. The first workshop was to solicit comments on the need to modify or rescind the Clean Fuels Regulations, according to the criteria of the Governor's Executive Order W-144-97 on the sunset review of regulations. The workshop notice was mailed to approximately 2,200 companies, organizations and individuals. Comments were received on the need to modify and update the regulations. The second workshop was to solicit specific comments on proposed changes to the regulations. The second workshop notice was mailed to 7,200 individuals and organizations, and comments were supportive of the ARB staff's efforts to improve the regulations. ARB staff also held several meetings with industry associations, environmental groups and other government agencies. As a result of the March workshop and meetings, ARB staff have modified the proposed amendments based

on some of the comments received.

F. What Are the Effects of the Proposed Amendments?

By discounting that portion of the LEV vehicles that are fleet operated, the proposed changes could result in a delay in the date that the 20,000 vehicle trigger would be met. The amount of time that the vehicle trigger would be delayed by this change is unknown at this time, and would vary from fuel to fuel based on fueling patterns and ownership profiles (fleet vs. non-fleet). However, it is proposed to allow the ARB Executive Officer to reduce the discount in the vehicle trigger calculation for fleet operated vehicles, which may reduce the delay in reaching the vehicle trigger. Appendix F shows hypothetical examples of how the vehicle trigger could be delayed, from one to four years, for different fleet ownership profiles.

Since the proposed amendments would lower the average annual outlet throughput by half, this would result in about twice as many clean fuel outlets being required per year when the vehicle trigger is met compared to the existing regulations. The proposed amendments also authorize the ARB Executive Officer to adjust the required number of clean fuel outlets in consideration of potential fueling demand, which may increase or decrease the number of clean fuel outlets required.

The proposed changes should result in no additional costs and would likely provide some cost savings to affected owners/lessors. This would result from more accurately accounting for fleets in the vehicle trigger calculation, considering existing public fuel outlets when determining the number of clean fuel outlets required, and relaxing the amenity requirements, thereby allowing more existing locations to qualify as clean fuel outlets. These changes should reduce the cost of siting new clean fuel outlets since fewer new clean fuel outlets would be required. The proposed amendments also contain sunset provisions that would eliminate the Clean Fuels Program for an individual clean fuel when ten percent of the retail gasoline stations in the State offer that fuel for retail sale. Also, delaying the reporting requirements to retail gasoline station owners/lessors, fleet operators and clean fuel distributors will reduce the associated costs of reporting in the years prior to the vehicle trigger being met.

II.

RECOMMENDATION

It is recommended that the Board adopt the proposed amendments to the Clean Fuels Regulations attached as Appendix A.

III.

BACKGROUND

This chapter presents background information on the existing Clean Fuels Regulations, the current and future alternative fuel LEV fleet, and the existing alternative fuel infrastructure in California.

A. Existing Regulations

The Clean Fuels Regulations, contained in Title 13, CCR sections 2300-2317, were adopted in a 1990-1991 rulemaking and became effective in September 1991. At that time, there was an expectation that clean alternative fuels would play a key role in enabling automobile manufacturers to certify vehicles to the stringent LEV standards. The Board adopted the Clean Fuels Regulations to assure that clean alternative fuels used to certify LEVs are readily available for customer operation of those vehicles.

1. Overview

The regulations require that certain owner/lessors of retail gasoline stations equip an appropriate number of their stations to dispense a designated clean fuel if a specified number of vehicles are expected to be certified on that clean fuel. The regulations provide that there will be no required retail clean fuel outlets for a designated clean fuel, for a given year, unless the number of LEVs projected to be equipped to operate on that fuel statewide is 20,000 or greater (sections 2304(a)(1); 2305(c).) If the 20,000 vehicle trigger is met, the regulations specify a formula by which the number of clean fuel outlets required will be determined (section 2304). Currently, the trigger has not been met and no requirement for clean fuel outlets has been mandated. The ARB staff are required to provide a preliminary estimate for the number of clean fuel outlets needed 18 months prior to the start of each year and a final estimate 12 months prior to the start of each year.

2. Description of the Clean Fuel Regulations

The Clean Fuel Regulations include retail outlet, retail availability, marketing, supply and reporting requirements. These elements of the regulations are discussed below.

a. Retail Outlet Requirements

The retail outlet requirements state that certain owner/lessors of retail gasoline stations must equip an appropriate number of stations to dispense each clean fuel. According to the definition in section 2300, where an oil company owns, leases or controls an outlet and either operates the station or has a franchise agreement with the operator, then the oil company is the owner/lessor.

Section 2303 directs the ARB staff to determine the projected maximum volume of each clean fuel for each calendar year, starting with 1994. This projection is based upon an estimate of the number of LEV vehicles certified per year on each clean fuel. The ARB staff makes a preliminary estimate of each fuel's projected maximum volume at least 18 months before the start of each calendar year, and makes a final estimate at least 12 months before the start of each year (section 2307). The total number of retail outlets required for each clean fuel in a given year is derived from a formula, set forth in section 2304. In no case will outlets for a clean fuel be required unless 20,000 or more vehicles are expected to be certified on that clean fuel.¹ This is known as the vehicle trigger.

The formula in section 2304 for determining the necessary number of clean fuel outlets for each year includes factors for the total fuel demand for each clean fuel, a specified average annual outlet throughput and various adjustments for fleets, vehicle conversions and dual-fuel and FFV vehicles. For example, assuming the 20,000 vehicle trigger is met and all the vehicles are non-fleet vehicles, the formula would result in 35 clean fuel outlets being required. The formula also allows adjusting for existing public alternative facilities on a limited basis.

Section 2305 establishes a process for allocating the required total number of clean fuel outlets among station owner/lessors. Owner/lessors of more than a minimum number of retail gasoline stations (as defined in section 2306) will be required to equip an assigned number of their stations to dispense clean fuels. For example, for the same 20,000 vehicles assumed above, any retail gasoline station owner/lessor who operated more than about 350 stations in the State would be required to site a certain number of clean fuel outlets.

Section 2308 allows a person who has equipped an alternative fuel retail dispensing facility to "constructively allocate" it to a gasoline retailer for purposes of

¹ Dual-fuel and FFV vehicles that are certified to a more stringent emission standard on a clean fuel than on gasoline are considered "step-certified." Section 2303(d) provides that only dual-fuel and FFV vehicles that are step-certified are counted towards the vehicle trigger.

complying with the requirements for equipping retail gasoline outlets. Pre-existing CNG outlets counted among the required number of outlets cannot be constructively allocated.

Under section 2309(a), gasoline station owner/lessors must provide a reasonable geographical dispersion of assigned clean fuel outlets and place the outlets in locations that are convenient to drivers of LEVs that operate on the particular clean fuel.

Owners/lessors who have received preliminary estimates of their required number of clean fuel outlets must submit proposed locations of outlets to the ARB, along with optional locations equal to at least 20 percent of the required number. These must be submitted 15 months before the outlets have to be operational. Owner/lessors must then consult with the staff of the ARB and California Energy Commission (CEC) regarding optimal locations. Final locations must be reported 12 months in advance.

b. Retail Availability Requirements

The operator of any required clean fuel outlet must store a commercially reasonable volume of the fuel at the outlet and offer it for sale to the public at all times gasoline is being offered for sale. These requirements are found in section 2310(a).

c. Marketing Requirements

Both the clean fuel outlet owner/lessor and the operator must comply with various requirements, found in sections 2309(b) and 2310, intended to assure that the clean fuel is marketed as attractively as the gasoline at the outlet. These are known as the “amenity requirements.” The owner/lessor of a clean fuel outlet must, compared to the gasoline at the outlet, assure that the clean fuel dispensers: have similar accessibility and visibility; are substantially as well marked and identified; are substantially as well lit at night; and provide substantially the same access to customer services.

Certain affected gasoline station owner/lessors must provide a training program for attendants that teaches them to answer customers' questions about the clean fuels, or must provide a functionally equivalent alternative. Operators of clean fuel outlets whose owner/lessor must provide a training program are required to have trained attendants on hand or implement a functionally equivalent program.

d. Supply Requirements

Section 2309(c) makes the owner/lessor jointly liable with the clean fuel outlet operator for a failure to have clean fuels available for sale at the outlet. The potential joint

liability is triggered by the operator's request that the owner/lessor provide for the delivery of reasonable quantities of fuel on commercially reasonable terms, not less than 72 hours later, and the owner/lessor's failure to satisfy the request.

e. Reporting Requirements

Sections 2312 and 2313 require owner/operators of retail gasoline stations and fleet operators, respectively, to submit annual reports to the ARB. Distributors of clean fuels must submit quarterly production and importation reports, as specified in section 2314.

B. Status of California's Alternative Fuel Low-Emission Vehicle Fleet

While the existing alternative fuel LEV vehicle fleet is below the trigger level specified in these regulations, it is estimated that within five to seven years, a significant number of alternative fuel vehicles meeting the LEV standards will be operating in California.

1. Existing Alternative Fuel Low Emission Vehicle Fleet

Currently, most alternative fuel LEVs have been produced and marketed to meet the needs of fleet operators. These vehicles are generally fueled at central locations with few vehicles utilizing public outlets. Figure 1 shows the annual production of alternative fuel LEV vehicles for California. This figure shows that the historical and projected production of alternative fuel LEVs has been inconsistent and no one alternative fuel has become dominant in the LEV vehicle marketplace. Figure 2 shows the cumulative population of alternative fuel LEV vehicles for California. As can be seen from this figure, alternative fuel LEV populations have been slow to develop, and for some fuels have become stagnant. These trends all indicate that it may be some time before enough vehicles certified on any one alternative fuel are produced to reach the 20,000 vehicle trigger.

Figure 1
Annual Historical and Projected Production of
California Alternative Fuel LEVs

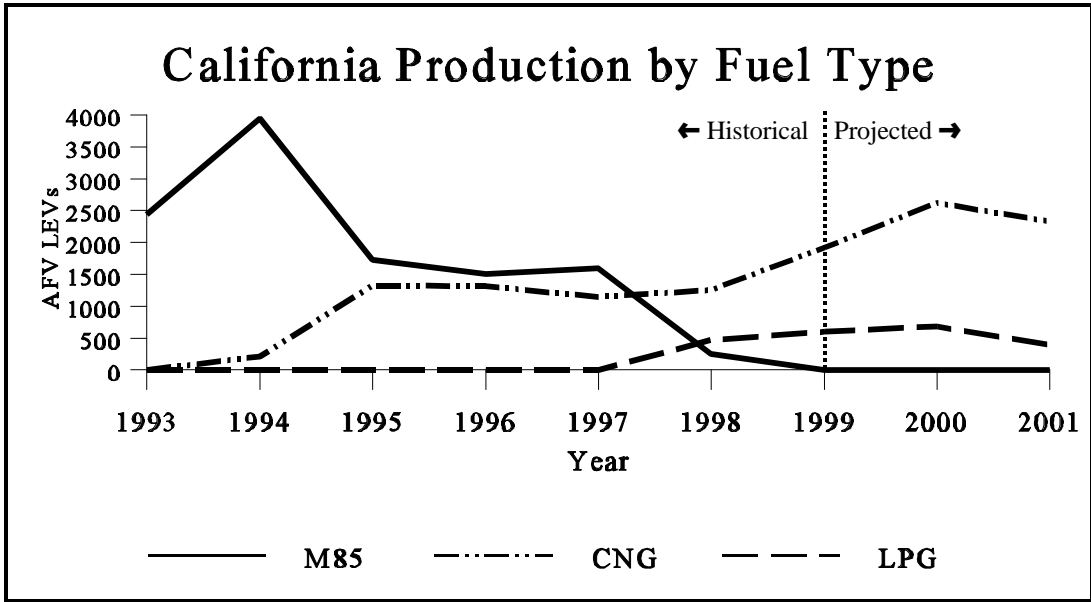
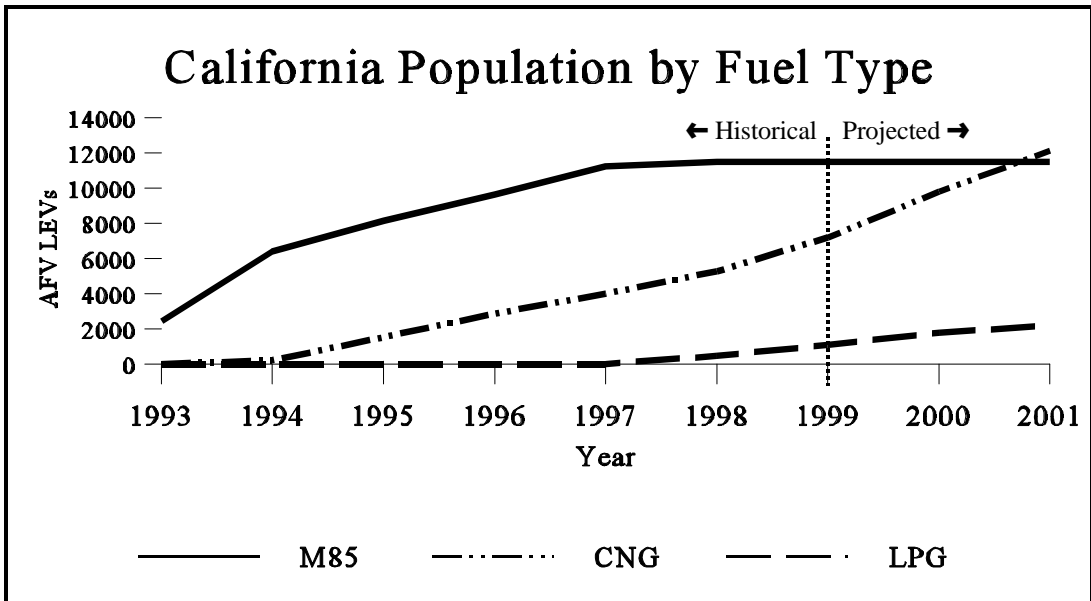


Figure 2
Cumulative Historical and Projected Population of
California Alternative Fuel LEVs



A listing of alternative fuel LEV vehicles by manufacturer and model is given in Appendix B. Currently, only vehicles certified to run on CNG, LPG, and M85 have been certified to the LEV standards in significant numbers. Below is a discussion of each of these alternative fuel vehicle fleets.

a. CNG Vehicles

Through the 1999 model year, there are nearly 7,200 LEVs operating on CNG in California. It is projected that the number of CNG LEV vehicles will increase significantly, with about another 4,000 vehicles added to California's vehicle fleet by the end of the 2001 model year. The majority of CNG LEV vehicles already operating in California are passenger cars and medium-duty vehicles that are owned and operated as part of fleets, and are fueled at private refueling facilities. In addition, there is also a significant non-LEV CNG fleet (after-market conversions) operating in California. It is estimated that the fleet-operated vehicles comprise nearly 95 percent of the total CNG vehicle fleet. Given the makeup of the CNG vehicle fleet, it is expected that most new CNG vehicles will continue to be purchased by fleets and continue to be centrally fueled.

b. Methanol (M85) Vehicles

As of the 1998 model year, it is not expected that any new M85 vehicles will be produced for sale in California. Currently, it is estimated that there are nearly 11,500 M85 LEV vehicles (comprised solely of passenger cars) operating in the State. However, these vehicles are FFVs, and utilization of the existing M85 fueling infrastructure has been in decline for several years. It appears that the potential for M85 as a significant alternative fuel in future LEV fleets is minimal.

c. LPG Vehicles

Currently, very few LEV LPG vehicles operate in California. It is estimated that these vehicles total approximately 1,100 medium-duty LPG LEVs. Similar to CNG, there is a substantial non-LEV LPG fleet in California, with the majority of these being vehicles converted from gasoline to LPG operation.

d. Ethanol Vehicles

Manufacturers have begun selling FFVs capable of running on ethanol (E85). These vehicles are designed to operate on a blend of 85 percent ethanol and 15 percent gasoline. However, there are currently no E85 LEV vehicles that would count towards

the clean fuels program because these FFVs are not step-certified -- certified to a more stringent LEV standard using E85 than when using gasoline. While the potential for these vehicles to be step-certified exists, there is no information at this time that automobile manufacturers intend to do so.

2. Future Alternative Fuel Low-Emission Vehicle Fleet

While current alternative fuel LEV vehicles utilize internal combustion engines, it appears that future alternative fuel LEV vehicles will likely include vehicles powered by fuel cells. Fuel cells are mechanisms that convert the chemical energy of hydrogen fuel directly into electricity with a very high efficiency, thereby eliminating the emissions of pollutants associated with combustion engines. The hydrogen used in fuel cell vehicles is obtained either directly from an external source (e.g., as a pure hydrogen fuel) and stored onboard the vehicle as a gaseous fuel, or is derived onboard from another hydrocarbon based fuel (e.g., methanol) through a fuel reformer. Staff believes it is likely that emerging fuel cell technology will be used by automakers to comply with the LEV regulations that require ten percent of their new car sales to be zero-emission vehicles (ZEVs) beginning with the 2003 model year, and will allow partial ZEV credits for some vehicles with extremely low emissions. Fuel cell vehicles will be dedicated alternative fuel vehicles; that is they will operate solely on the alternative fuel. It is uncertain at this time what alternative fuels will be utilized by these vehicles, but current research is focusing on methanol (M100). As research on fuel cells continues, automobile manufacturers may seek to form alliances with oil companies to jointly pursue fuel strategies and the development of fueling infrastructures.

C. Status of Existing Alternative Fuels Infrastructure

Currently, there are very few publicly available alternative fueling facilities in California for motorists. The number is less than five percent of the nearly 11,500 retail gasoline stations in California, and most of these facilities are not open to the public. However, there are a limited number of public fueling facilities in California for CNG, LPG and M85. Below is a summary of the status of the motor vehicle fueling infrastructure for each of these alternative fuels.

1. CNG Fueling Infrastructure

Currently, there are over 200 CNG fueling facilities in California, with nearly 60 percent of these facilities located in Southern California. Most CNG fueling facilities are private or government owned and do not offer unrestricted access to the general public. Table 1 shows the total number of CNG fueling facilities in California by type.

Presently, there are seven fully public fueling facilities which offer unrestricted access. Most other facilities offer limited public access through the use of key cards or by calling ahead. Appendix C shows a listing of the CNG fueling facilities in California.

Over 90 percent of the CNG fueling facilities in California are fast fill which can fuel a vehicle in just a few minutes. Slow-fill fueling facilities tend to be older and can only supply a limited number of vehicles. Also used are small portable fueling systems (fuel makers) that can fuel a vehicle over an extended time (about 8 hours). These are often used by individuals who own a single vehicle and want the convenience of fueling at their home or business location.

**Table 1
CNG Fueling Facilities**

Outlet Type			
Public	Limited Public	Private	Total
7	109	93	209

2. Methanol (M85) Fueling Infrastructure

The infrastructure for delivering methanol fuel to the consumer is quite limited. In California, there are fueling facilities capable of providing M85 (a blend of methanol and 15 percent gasoline). Most of these facilities have been established as part of a demonstration project of the CEC, in cooperation with gasoline refiners. The program was intended to encourage the development of a fueling infrastructure for flexible fuel vehicles capable of using M85. At its peak in 1996-1997, the program reached a high of 54 public fueling facilities. However, currently this number has declined to 38 public fueling facilities, as the use of M85 facilities has decreased. Table 2 shows the total number of M85 fueling facilities in California by type. It is expected that the number of public fueling facilities will be further reduced by January 2000. With manufacturers moving away from M85 as an alternative fuel for flexible fuel vehicles, it is likely that this decrease in the number of fueling facilities will continue. Appendix D presents a listing of the M85 fueling facilities in California.

**Table 2
M85 Fueling Facilities**

Outlet Type			
Public	Limited Public	Private	Total
38	0	25	63

While the use of M85 is decreasing, the use of pure methanol (M100) as a future fuel for fuel cell powered vehicles is very possible. It is unclear at this time if the existing M85 fueling infrastructure could be converted to supply pure methanol to future fuel cell powered vehicles, or if these vehicles will require a new infrastructure to be developed.

3. LPG Fueling Infrastructure

LPG is used for commercial/industrial applications, recreational use and as motor vehicle fuel. Because the amount of LPG used in motor vehicle applications is small (less than 10 percent of total LPG use), most LPG fueling facilities are not designed solely for dispensing LPG into motor vehicles. Currently, there are more than 275 LPG fueling facilities in California. Table 3 shows the total number of LPG fueling facilities in California by type. Most of these facilities have public access, although access may be limited and the customer may be required to call ahead to arrange use. Appendix E presents a listing of the LPG fueling facilities in California.

**Table 3
LPG Fueling Facilities**

Outlet Type				
Public	Limited Public	Private	Unknown	Total
107	116	0	55	278

4. Ethanol Fueling Infrastructure

Currently, there is no fueling infrastructure for E85 in California. It is unclear when an E85 fueling infrastructure will be developed. Since current and anticipated E85 vehicles are flexible fuel, there may be little incentive to run them on E85.

IV.

PROPOSED AMENDMENTS

This chapter provides the description and rationale for the proposed amendments to the Clean Fuels Regulations. This summary is intended to satisfy the requirements of Government Code section 11346.2(a)(1), which requires that a noncontrolling plain English summary of the regulations be made available to the public.

A. Eliminate Obsolete Sections

The proposed amendments would repeal the sections of the Clean Fuels Regulations that are specific to the SCAQMD for the years 1994 through 1996. These sections were developed with the expectation that large numbers of alternative fuel LEVs would be produced and delivered to California during the early years of the program. These sections were never implemented and are obsolete and no longer applicable within the regulations. The sections proposed for repeal include 2301, 2304(a)(2), 2304(a)(5)(A), and 2305.

B. Calculation of the Required Number of Clean Fuel Outlets

The proposed amendments would modify how the number of clean fuel outlets required each year would be determined. These amendments are to ensure that the Clean Fuels Regulations accurately account for fleet-operated vehicles, consider existing public alternative fueling facilities and retain the original intent of the regulations to require a significant introduction of clean fuel outlets during the program's early years. Further discussion is presented below, and a more detailed discussion of the potential effects of the proposed amendments in comparison to the existing regulations in determining the required number of clean fuel outlets is presented in Appendix F.

1. Calculation of Vehicle Trigger

It is proposed that the 20,000 vehicle trigger calculation be amended to discount fleet operated vehicles by 75 percent. A fleet would be defined as 15 LEV vehicles operated on the same fuel under the same operation or ownership. The proposed amendments would authorize the ARB Executive Officer to reduce this discount if information indicates that the discount should be less. In addition, any person or organization may request the ARB Executive Officer to revise the trigger calculation or fleet vehicle discount based on additional information.

The rationale for discounting fleet vehicles for purposes of the vehicle trigger is based on information indicating that alternative fuel fleet vehicles do not frequently use retail fueling facilities. According to a U.S. Department of Energy (U.S. DOE) report, *Perspectives on AFVs: State and City Government Fleet Manager Survey*, fleet vehicles are typically fueled on-site or at private fueling facilities about 50 percent of the time. For the remainder 50 percent of the time, these vehicles are fueled at “public” facilities. However, this study considered facilities such as card key-type facilities as “public” facilities. Neither the existing Clean Fuels Regulations nor the proposed amendments recognize these types of facilities as retail clean fuel outlets since consumers must prearrange use of these facilities with the station owner. Thus, the actual frequency that LEV fleet vehicles would utilize retail clean fuel outlets is less than the 50 percent reported in the U.S. DOE report, and is probably closer to 5 to 30 percent, based on the number of retail public fueling facilities for alternative fuels. Therefore, it is estimated that the frequency of fleet vehicles that are fueled at on site or private facilities is closer to about 75 percent.

The existing regulations consider equally the contribution towards the vehicle trigger of both fleet and non-fleet vehicles. However, when determining the number of clean fuel outlets required, the number is effectively reduced by excluding the fuel demand of fleet vehicles not fueled at retail facilities. Since fleet vehicles generally provide their own fueling infrastructure and will not utilize public fueling facilities with the same frequency as non-fleet vehicles, it is more appropriate to discount up-front the contribution of fleet vehicles towards the vehicle trigger. However, there is a potential for fleet vehicles to increase their use of public fueling facilities in the future. Therefore, it is appropriate to allow the ARB Executive Officer to reduce the discount of fleet vehicles counted towards the vehicle trigger if information indicates that the discount should be less. In addition, the proposed amendments would allow any person or organization to request the ARB Executive Officer to consider additional information regarding the fleet vehicle discount or trigger determination. This is discussed in further detail in Section C of this chapter. The proposed amendment to discount fleet vehicles may result in a delay of the initial requirement for new clean fuel outlets by an unknown amount of time.

2. Calculation of LEV Fuel Volume Demand

The proposed amendments would also change the way clean fuel used for fleet vehicles is considered in the LEV clean fuel demand calculation. Instead of determining the clean fuel volume for LEVs at non-retail facilities and subtracting that from the total clean fuel demand for all LEVs operating on the clean fuel, the proposed amendments would have the Executive Officer subtract the total volume of the clean fuel used in fleet vehicles, multiplied by the discount factor identified for the trigger determination. This should make the calculations more predictable and straightforward.

The existing regulations reduce the total clean fuel demand by 10 percent to account for FFVs and dual-fuel vehicles. Since it is difficult to predict the fueling frequencies of these vehicles several years in advance, it is proposed not to discount their contribution to the LEV clean fuel demand. This could result in an increase in the required number of clean fuel outlets compared to the existing regulations.

3. Clean Fuel Outlet Throughput

The proposed amendments would change the specified clean fuel outlet throughput for 1997 and subsequent years, which is used to convert the LEV clean fuel demand to the number of clean fuel outlets required. Under the proposal, an average annual outlet throughput of 300,000 gasoline equivalent gallons (geg) would be used to determine the number of clean fuel outlets. This is proposed to maintain the original intent of the regulations to provide a quick buildup of the fueling infrastructure by requiring more clean fuel outlets during the initial stages of the program. The average annual outlet throughput would be increased to 600,000 geg when five percent of the retail gasoline stations in the State have been equipped to dispense a particular clean fuel.

The existing regulations specify an average annual outlet throughput of 300,000 geg for the years 1994-1996 to determine the required number of clean fuel outlets. This level was chosen to both expedite the introduction of new clean fuel outlets during these years, and provide a reasonable throughput that would make the outlet both profitable for the operator and provide a reasonable rate of return on investments in fuel dispensing and storage equipment. For years 1997 and after, the existing regulations raised the average annual outlet throughput to 600,000 geg to allow for a slower rate of siting new clean fuel outlets. Thus, the proposed amendments would effectively double the number of clean fuel outlets required in the early years by lowering the average annual outlet throughput.

4. Existing Public Fueling Outlets

Under the proposal, the Executive Officer would subtract existing public alternative fueling facilities meeting the amenity requirements and not owned by affected parties from the number of required clean fuel outlets to determine the number of new clean fuel outlets that need to be sited. This provision is similar to the provisions in the existing regulations that apply only to CNG fueling facilities (section 2304(a)(5)(B)). This proposal would allow the ARB staff to recognize existing public alternative fueling facilities for other fuels and account for their ability to meet the clean fuel demand, thereby reducing the burden to affected parties of siting new outlets or having to constructively allocate these existing public facilities. Existing public alternative fueling facilities subtracted from the number of clean fuel outlets required would not be eligible for

constructive allocation by affected parties. However, affected parties would continue to be given credit both for the early introduction of clean fuel outlets and any existing clean fuel outlets already sited under the regulations. It is expected that this proposed amendment should not discourage fuel suppliers from entering into partnerships with auto manufacturers prior to the implementation of the regulations.

5. Notification to Affected Parties of Clean Fuel Outlet Requirements

In order to streamline the notification process to affected parties, the amendments would modify the timing of the ARB staff's notification regarding clean fuel outlet requirements. The ARB staff would be required to notify interested parties 16 months (by August 31) before the year in which the vehicle trigger is predicted to be reached. This would be a one time notification that the vehicle trigger is expected to be reached for a clean fuel. This notification would include the number of LEV vehicles expected to be operating on a clean fuel, and the discount applied to fleet operated vehicles.

The ARB staff would also issue an annual notification regarding clean fuel outlet requirements to affected parties by October 31 of each year. In order to provide the same 18 months for planning and installation of new clean fuel outlets that the regulations currently provide, new clean fuel outlets would have to be operational by May 1 of the year the trigger is predicted to be met. Under the proposal, affected parties would submit their initial plans for compliance to the ARB within six months of the ARB staff's notification of clean fuel outlet requirements. Final compliance plans would be required three months later.

Currently, the ARB staff is required to notify affected parties twice annually (by June 30 and December 31) as to the need to site clean fuel outlets. This proposal would simplify the clean fuel outlet notification process by reducing it to once per year and should have little affect on the advanced notification for clean fuel outlets. Affected parties will continue to have a total of 18 months from the time the notification is made to have the fueling outlets operational. The existing regulations require new clean fuel outlets to be operational by January 1 of the year the trigger is predicted to be met. The proposed timing changes would allow affected parties and the ARB staff to better determine where vehicles will be located, thereby ensuring outlets are sited in appropriate locations to meet the vehicle fuel demand.

C. Modification of Fleet Vehicle Discount and Required Number of Clean Fuel Outlets by the Executive Officer

The proposal would add new provisions allowing the ARB Executive Officer to reduce the fleet vehicle discount in the calculation of the vehicle trigger and to adjust the

calculated number of clean fuel outlets up or down based on evidence that the calculated number of clean fuel outlets do not appropriately reflect the fueling demand. This would allow the ARB Executive Officer to consider information regarding the likelihood of vehicles to utilize a particular clean fuel, and the fueling patterns of fleet vehicles and their potential to expand their operational range by using public clean fuel outlets. The existing regulations offer no flexibility in the calculation of new clean fuel outlets or for the consideration of fleet fueling patterns in the vehicle trigger.

1. Modification of Fleet Discount

The proposed amendments would allow the ARB Executive Officer to reduce the fleet vehicle discount in the vehicle trigger calculation from 75 percent if information indicates that the discount should be less. The proposed amendments would also allow any person or organization to request the ARB Executive Officer to consider additional information regarding the discount provided for fleet operated vehicles. Requests for adjustment of the fleet vehicle discount or the trigger determination would need to be submitted to the ARB Executive Officer no later than 30 days after notification is made that the vehicle trigger will be met. The ARB Executive Officer would make changes, if appropriate, to the fleet vehicle discount no later than 30 days from receipt of the request for adjustment.

2. Modification of the Required Number of Clean Fuel Outlets

After the trigger is met, the proposed amendments would also allow the ARB Executive Officer to adjust the number of clean fuel outlets that would be required, within a maximum and a minimum number of clean fuel outlets. The maximum level would be based on the LEV clean fuel demand for all clean fuel LEVs operating on the clean fuel without discounting the fleet vehicles. The minimum level would be based on the LEV clean fuel demand for only the dedicated fuel vehicles in non-fleet use.

While ARB staff will make every effort to provide an accurate determination of the clean fuel outlets required, the proposed amendments would also allow any person or organization to request the ARB Executive Officer to consider additional information regarding the clean fuel outlet determination made by the Executive Officer. This would provide a mechanism by which the ARB Executive Officer could further adjust the number of clean fuel outlets required within the maximum or minimum levels. Requests for adjustment of the number of clean fuel outlets required would need to be submitted to the ARB Executive Officer no later than 30 days after the clean fuel outlet determination is made. The ARB Executive Officer would make changes, if appropriate, to the clean fuel outlet determination no later than 30 days from receipt of the request for adjustment.

D. Reporting Requirements

In order to reduce reporting requirements for industry, the proposal would delay reporting from retail gasoline outlet owners/operators, fleet operators, clean fuel distributors until such time the information is needed to implement the regulations. Currently, the regulations require reporting of this information annually from retail gasoline outlet owners/operators and fleet operators, and quarterly from clean fuel distributors. It is anticipated that this information will not be needed until the ARB staff determines that the vehicle trigger will likely be met. Therefore, this proposed amendment would allow the ARB staff to collect this information closer to the time it is determined that the vehicle trigger will likely be met.

E. Amenity Requirements

The proposed amendments would change the amenity requirements to allow more existing public and private alternative fueling facilities to qualify as clean fuel outlets, which should reduce the costs of compliance with these regulations. The proposed changes would modify the amenity requirements by creating two sets of standards for clean fuel outlets. One set of standards would apply to retail gasoline outlets dispensing a designated clean fuel, and the other set would apply to clean fuel outlets that do not offer gasoline for retail sale. For retail gasoline outlets dispensing a designated clean fuel, we are proposing that the clean fuel dispensing equipment have the same amenities as provided for the gasoline dispensing equipment. In lieu of having an attendant trained in the operation of the clean fuel dispensing equipment, a retail gasoline operator may post, in a conspicuous and convenient location, directions illustrating the use of the clean fuel dispensing equipment.

For clean fuel outlets located at non-retail gasoline outlets, it is proposed that the clean fuel dispensing equipment be readily accessible from main highways and streets during normal business hours without use of a key or a card to the public. If the site is unattended, there must be a means for a customer to pay for his fuel purchase without having to arrange for an account with the outlet owner. If the site is operational at night, sufficient lighting must be provided for safety. The outlet operator must also post, in a conspicuous and convenient location, directions illustrating the use of the clean fuel dispensing equipment.

The proposed amendments would require that both retail gasoline clean fuel outlets and clean fuel outlets located at non-retail gasoline outlets be located geographically near the existing and anticipated area of operation of the LEV clean fuel vehicles.

F. Sunset Provisions

The proposal would add a sunset provision for each clean fuel when 10 percent of the retail gasoline outlets in the State have made an individual clean fuel available for purchase. Currently, the regulations do not have an end point in terms of when the fueling infrastructure should be sufficient to no longer require siting of new outlets. According to a recent report by the Oakridge National Laboratory, Center for Transportation Analysis, consumers will be relatively unconcerned about the availability of an alternative fuel if the fuel is available at a minimum of 10 to 20 percent of the retail service outlets. These conclusions were based on evidence gained during the introduction of diesel powered automobiles in the early 1980's, as well as data on the introduction of CNG and LPG bi-fuel vehicles in New Zealand. As such, this proposal would sunset the provisions for siting new clean fuel outlets when 10 percent of the retail gasoline outlets in the State have made a particular clean fuel available for sale to the public. Based on the current figure of about 11,000 retail gasoline stations in the State, 10 percent of these stations is 1,100 clean fuel outlets.

V.

ENVIRONMENTAL AND ECONOMIC IMPACTS

This chapter summarizes the environmental and economic impacts associated with the proposed amendments to the Clean Fuels Regulations.

A. Environmental Impacts

The proposed amendments could delay the initial requirement for owners/lessors of retail gasoline outlets to site new clean fuel outlets. However, the Clean Fuels Regulations were adopted solely in support of the LEV program and no specific emission benefits can be associated with these regulations. Additionally, during the early years of the program, once the vehicle trigger is reached, more clean fuel outlets will be required than under the existing regulations. However, over the life of the clean fuels program, the proposed amendments will not increase the total number of clean fuel outlets required than under the existing regulations. As such, the proposed amendments should not result in any adverse environmental impact.

B. Cost Impacts

In general, the proposed amendments should reduce the overall costs of compliance to affected retail gasoline owners/lessors. By discounting that portion of the alternative fuel LEVs that are fleet operated, the date that the 20,000 vehicle trigger will be met would likely be delayed. Also, by delaying the reporting requirements to retail gasoline outlet owners/lessors, fleet operators and clean fuel distributors, the associated costs of reporting should be significantly reduced in the years prior to the trigger being met.

Staff expects that a cost savings should be realized by the relaxation of the amenity requirements, thereby allowing more existing facilities to qualify as clean fuel outlets. In addition, by subtracting any existing public alternative fueling facilities from the number of clean fuel outlets required each year, the number of new clean fuel outlets that are required could be less than that required under the existing regulations. This should reduce the burden on affected owners/lessors that are required to site new clean fuel outlets. Also, the proposed amendments contain sunset provisions that would eliminate the Clean Fuels Program for a particular fuel when ten percent of the retail gasoline outlets in the State offer that fuel for retail sale.

C. Small Business Impacts

The Government Code requires the ARB to discuss how complying with a proposed regulation could adversely affect small businesses. (Small businesses are defined by Government Code Section 11342 *et seq.*) We believe that adoption of the proposed amendments would not result in any significant adverse impacts on small businesses.

D. Global Warming and Ozone Depletion Impacts

The proposed amendments to the Clean Fuels Regulations are not expected to increase emissions of greenhouse gases that may contribute to global warming or pollutants that may contribute to stratospheric ozone depletion.

REFERENCES

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APPENDIX A

PROPOSED REGULATION ORDER

APPENDIX B

**ALTERNATIVE FUEL LOW-EMISSION VEHICLES
DELIVERED FOR SALE IN CALIFORNIA**

**Compressed Natural Gas
Low Emission Vehicle Offerings**

Model Year	Company	Model	Certification Standard	Fuel Type	Vehicle type
1994	Chrysler	Caravan/Voyager	ULEV	Dedicated	Light-Duty Truck
1995	Chrysler	Caravan/Voyager	ULEV	Dedicated	Light-Duty Truck
		Ram	ULEV	Dedicated	Medium-Duty Vehicle
	Ford	F-Series	LEV	Bi-fuel	Medium-Duty Vehicle
1996	Chrysler	Caravan/Voyager	ULEV	Dedicated	Light-Duty Truck
		Ram	ULEV	Dedicated	Medium-Duty Vehicle
	Ford	Crown Victoria	ULEV	Dedicated	Passenger Car
1997	Chrysler	Ram	ULEV	Dedicated	Medium-Duty Vehicle
	Ford	Crown Victoria	ULEV	Dedicated	Passenger Car
		Contour	LEV	Bi-fuel	Passenger Car
		Econoline	SULEV	Dedicated	Medium-Duty Vehicle
		F-Series	SULEV	Dedicated	Medium-Duty Vehicle
IMPCO/GM	Chevy/GMC Sierra	LEV	Bi-fuel	Medium-Duty Vehicle	
1998	Ford	Contour	LEV	Bi-fuel	Passenger Car
		Crown Victoria	ULEV	Dedicated	Passenger Car
		Econoline	LEV	Bi-fuel	Medium-Duty Vehicle
			SULEV	Dedicated	Medium-Duty Vehicle
		F-Series	LEV	Bi-fuel	Medium-Duty Vehicle
	SULEV		Dedicated	Medium-Duty Vehicle	
	Honda	Civic	ULEV	Dedicated	Passenger Car
IMPCO/GM	Cavalier	TLEV	Bi-fuel	Passenger Car	
1999	Chrysler	Ram	SULEV	Dedicated	Medium-Duty Vehicle
	Ford	Contour	LEV	Bi-fuel	Passenger Car
		Crown Victoria	ULEV	Dedicated	Passenger Car
		Econoline	LEV	Bi-fuel	Medium-Duty Vehicle
			SULEV	Dedicated	Medium-Duty Vehicle
		F-Series	LEV	Bi-fuel	Medium-Duty Vehicle
			SULEV	Dedicated	Medium-Duty Vehicle
	Honda	Civic	ULEV	Dedicated	Passenger Car
	IMPCO/GM	Cavalier	LEV	Bi-fuel	Passenger Car
Toyota	Camry	ULEV	Dedicated	Passenger Car	

**Methanol (M85)
Low Emission Vehicle Offerings**

Model Year	Company	Model	Certification Standard	Fuel Type	Vehicle type
1993	GM	Lumina	TLEV	Flexible Fuel	Passenger Car
	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1994	Chrysler	Spirit	TLEV	Flexible Fuel	Passenger Car
	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1995	Chrysler	Intrepid	TLEV	Flexible Fuel	Passenger Car
	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1996	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1997	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1998	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car
1999	Ford	Taurus	TLEV	Flexible Fuel	Passenger Car

**Liquified Petroleum Gas (LPG)
Low Emission Vehicle Offerings**

Model Year	Company	Model	Certification Standard	Fuel Type	Vehicle type
1993	Ford	F-Series	LEV	Flexible Fuel	Medium-Duty Vehicle
		Econoline	LEV	Flexible Fuel	Medium-Duty Vehicle
1994	Ford	F-Series	LEV	Flexible Fuel	Medium-Duty Vehicle
		Econoline	LEV	Flexible Fuel	Medium-Duty Vehicle

**Ethanol (E85)
Low Emission Vehicle Offerings**

Model Year	Company	Model	Certification Standard	Fuel Type	Vehicle type
1999	Ford	Taurus	LEV	Flexible Fuel	Passenger Car
		Ranger	TLEV	Flexible Fuel	Medium-Duty Vehicle

APPENDIX C

**COMPRESSED NATURAL GAS (CNG)
FUELING FACILITIES IN CALIFORNIA**

APPENDIX D

**METHANOL (M85)
FUELING FACILITIES IN CALIFORNIA**

APPENDIX E

**LIQUEFIED PETROLEUM GAS (LPG)
FUELING FACILITIES IN CALIFORNIA**

Appendix F

**POTENTIAL EFFECTS OF THE PROPOSED AMENDMENTS
TO THE CLEAN FUELS REGULATIONS**

POTENTIAL EFFECTS OF THE PROPOSED AMENDMENTS TO THE CLEAN FUELS REGULATIONS

Appendix F illustrates the potential effects of the proposed amendments in comparison to the existing regulations. It is anticipated the proposed amendments will both delay the siting of new clean fuel outlets and require a greater number of clean fuel outlets to be sited once the vehicle trigger is reached. The length of the delay in siting and the amount of the increase in the number of new clean fuel outlets is dependent on what percentage of the LEV vehicle population is comprised of fleet vehicles for the given clean fuel, and how much of the fleet population is discounted in the vehicle trigger calculation. These variables, more than any other factors, influence when the vehicle trigger is met and the difference in the calculated number of clean fuel outlets required between the existing regulations and the proposed amendments to the Clean Fuels Regulations.

Appendix F provides detailed calculations of the required number of clean fuel outlets both for the existing and proposed regulations for a given hypothetical population of LEV M85 vehicles (Table F1). In Table F1, un-italicized numbers represent the vehicle counts under the existing regulations, and italicized numbers represent the vehicle counts under the proposed amendments that account for discounting fleet vehicles (Fleets have been discounted by the maximum of 75 percent in this example to illustrate the worst-case scenario regarding a delay in reaching the vehicle trigger). Section A illustrates how the number of clean fuel outlets required would be calculated under the existing regulations. Section B shows how the number of clean fuel outlets required would be calculated under the proposed amendments. Both examples assume that there are no LEV vehicle conversions and that fleets comprise 45 percent of the vehicle population. The results of Sections A and B are graphed for comparison purposes in Figure F1, Section C.

In order to further illustrate the effects of fleet vehicles on the determination of the number of clean fuel outlets, Section C shows the calculated number of clean fuel outlets required for different percentages of fleet vehicles comprising the LEV vehicle population. As in the example in Section B, fleets have been discounted by the maximum of 75 percent. The same hypothetical M85 vehicle counts shown in Table F1 were utilized to calculate the results shown in Figures F2 through F4.

It should be noted that the following figures and results are hypothetical. The hypothetical vehicle counts used, and the fleet assumptions made, are not representative of any actual data currently available to the ARB. These calculations are for illustrative purposes only, and any actual delays in siting new clean fuel outlets, and any increases in the calculated number of clean fuel outlets required, would be different from the results shown in Appendix F.

Table F1

**HYPOTHETICAL VEHICLE COUNTS
APPLIED TOWARDS VEHICLE TRIGGER CALCULATION ¹²**

Model Year	Passenger Cars Sold <i>(Proposed Amendments)</i>	Light-Duty Trucks Sold <i>(Proposed Amendments)</i>	Medium-Duty Vehicles Sold <i>(Proposed Amendments)</i>	Annual Total <i>(Proposed Amendments)</i>	Commutative Total <i>(Proposed Amendments)</i>
1996	500 <i>(331)</i>	300 <i>(199)</i>	0 <i>(0)</i>	800 <i>(530)</i>	800 <i>(530)</i>
1997	700 <i>(464)</i>	600 <i>(398)</i>	0 <i>(0)</i>	1,300 <i>(862)</i>	2,100 <i>(1,392)</i>
1998	1,000 <i>(663)</i>	900 <i>(596)</i>	0 <i>(0)</i>	1,900 <i>(1,259)</i>	4,000 <i>(2,651)</i>
1999 ¹	5,000 <i>(3,313)</i>	600 <i>(398)</i>	100 <i>(66)</i>	5,700 <i>(3,777)</i>	9,700 <i>(6,428)</i>
2000	8,000 <i>(5,300)</i>	2,000 <i>(1,325)</i>	500 <i>(331)</i>	10,500 <i>(6,956)</i>	20,200 <i>(13,384)</i>
2001 ³	8,000 <i>(5,300)</i>	2,000 <i>(1,325)</i>	500 <i>(331)</i>	10,500 <i>(6,956)</i>	30,700 <i>(20,340)</i>
2002 ³	8,000 <i>(5,300)</i>	2,000 <i>(1,325)</i>	500 <i>(331)</i>	10,500 <i>(6,956)</i>	41,200 <i>(37,296)</i>
2003 ³	8,000 <i>(5,300)</i>	2,000 <i>(1,325)</i>	500 <i>(331)</i>	10,500 <i>(6,956)</i>	51,700 <i>(34,252)</i>
2004 ³	8,000 <i>(5,300)</i>	2,000 <i>(1,325)</i>	500 <i>(331)</i>	10,500 <i>(6,956)</i>	62,200 <i>(41,208)</i>
Grand Totals	39,200 <i>(31,271)</i>	10,400 <i>(8,216)</i>	2,100 <i>(1,721)</i>		62,200 <i>(41,208)</i>

¹ The un-italicized numbers in this table would be based on the actual vehicle production provided by automobile manufacturers.

² The italicized numbers in this table would be the vehicle trigger counts as would be prescribed under the proposed amendments (fleets discounted by maximum value of 75 percent), assuming 45 percent of the vehicles produced would be fleet vehicles.

³ Estimates for these years would be based on figures provided by automobile manufacturers

A. Example Calculation Using the Existing Clean Fuels Regulations

With this hypothetical situation, the vehicle trigger would be met in the year 2000 with 20,200 M85 LEV vehicles operating in the State (see Table F1). In order to determine the number of M85 clean fuel outlets required, it will first be necessary to calculate the total projected maximum clean fuel volume (TPMV) for M85. Under section 2303(c), the TPMV is calculated as:

$$TPMV_{M85} = \sum_{MY_y} [\sum_{VehCl_i} MXDV(VehCl_i, MY_y)]$$

Where:

- TPMV* = The total projected maximum clean fuel volume.
- MXDV*_(i, y) = The maximum demand fuel volume for a particular clean fuel within a vehicle class *i* and model year *y*.
- VehCl_i* = The vehicle classification. The following three vehicle classifications covered by these regulations: passenger cars, light duty trucks, and medium duty vehicles.
- MY_y* = The vehicle model year for each vehicle model year since and including 1994.

In order to calculate the TPMV, it is first necessary to calculate the maximum demand fuel volume (MXDV) for each vehicle class for each calendar year from 1996 through 2000. The MXDV for a vehicle class for a given year is calculated as follows:

$$MXDV_{(VehCl_i, MY_y)} = \frac{(num. of vehicles) \times (AMT per vehicle)}{(avg fuel economy)} \times (Fuel Vol Adj Factor)$$

Where:

- MXDV* = The maximum demand fuel volume for each vehicle class and for each calendar year.
- num. of vehicles* = The number of vehicles certified on a particular clean fuel.
- AMT per vehicle* = The average vehicle miles traveled per year per low-emission vehicle, based on annual mileage accrual rates for motor vehicles for a specific model year and vehicle class derived from ARB's EMFAC emission inventory model.
- Avg Fuel Economy* = The estimated fuel economy provided by vehicle manufacturers in miles (geg) for a vehicle class.

Fuel Vol. Adj. Factor = A factor designed to take into consideration that some FFVs will operate on gasoline some of the time. The factor is set at 0.90.

In our example, in model year 1996 there were 500 passenger cars certified to LEV standards on M85 that are counted towards the vehicle trigger. The AMT per vehicle is based on the age of the vehicle. For a 1996 passenger car in the year 2000, the AMT would be 11,742 miles/vehicle and the average fuel economy is 20 mpg (in geg). The calculation of MXDV is as follows:

$$\begin{aligned} \text{MXDV}_{(\text{passenger cars, 1996})} &= [(500 \text{ vehicles}) \times (11,742 \text{ miles/vehicle}) / (20 \text{ miles/gal})] \times (0.90) \\ &= 264,195 \text{ gallons M85} \end{aligned}$$

Similar calculations would be done for each model year and vehicle class. This information is provided in the Table F2 (passenger cars), Table F3 (light-duty trucks) and Table F4 (medium-duty vehicles).

**Table F2
Passenger Cars Maximum Demand Fuel Volume (MXDV)**

Model Year	Number of M85 Vehicles	Average Vehicle Miles Traveled	Average Fuel Economy (geg)	Adjustment Factor	MXDV (gallons)
1996	500	11,742	20	0.90	264,195
1997	700	12,349	20	0.90	388,994
1998	1,000	12,956	20	0.90	583,020
1999	5,000	13,563	20	0.90	3,051,675
2000	8,000	14,169	20	0.90	5,100,840
Total					9,388,724

**Table F3
Light-Duty Trucks Maximum Demand Fuel Volume (MXDV)**

Model Year	Number of M85 Vehicles	Average Vehicle Miles Traveled	Average Fuel Economy (geg)	Adjustment Factor	MXDV (gallons)
1996	300	11,843	18	0.90	177,645
1997	600	12,696	18	0.90	380,880
1998	900	13,610	18	0.90	612,450
1999	600	14,590	18	0.90	437,700
2000	2,000	15,640	18	0.90	1,564,000
Total					3,172,675

**Table F4
Medium-Duty Vehicles Maximum Demand Fuel Volume (MXDV)**

Model Year	Number of M85 Vehicles	Average Vehicle Miles Traveled	Average Fuel Economy (geg)	Adjustment Factor	MXDV (gallons)
1999	100	16,217	16	0.90	91,221
2000	500	17,608	16	0.90	495,225
Total					586,446

The TPMV is for all vehicle classes from 1996 through 2000 would be:

$$\begin{aligned}
 \text{TPMV} &= \text{MXDV}_{(\text{pass. cars, 1996-2000})} + \text{MXDV}_{(\text{LDT, 1996-2000})} + \text{MXDV}_{(\text{MDV, 1999-2000})} \\
 &= 9,388,724 + 3,172,675 + 586,446 \\
 &= 13,147,845 \text{ geg of M85}
 \end{aligned}$$

In section 2304(a)(4), the formula used to determine the required number of clean fuel outlets is described as:

$$\text{Req. CF Outlets} = \frac{\text{TPMV} - \frac{\text{CF Vol @ Non-Retail Facilities}}{\text{Clean Fuel Outlet Throughput}} + \text{Total CF Vol From Vehicle Conversions}}{\text{Clean Fuel Outlet Throughput}}$$

Where:

<i>Req. CF Outlets</i>	=	The required number of clean fuel outlets.
<i>TPMV</i>	=	Total projected maximum clean fuel volume (calculated above).
<i>CF Vol @ at Non-Retail Facilities</i>	=	The clean fuel volume for low-emission vehicles being supplied at non-retail facilities non-retail facilities. For this example, it is assumed that 45 percent of the fuel will be used in fleet operation (5,916,530 geg).
<i>Total CF Vol From Vehicle Conversions</i>	=	The total amount of the designated clean fuel needed for each vehicle class for vehicle conversions to low-emission vehicles.
<i>Clean Fuel Outlet Throughput</i>	=	The clean fuel throughput volume for liquid fuels is 600,000 gasoline equivalent gallons per year.

We have assumed that the clean fuel volume for M85 from vehicle conversions is zero and the clean fuel volume for M85 at non-retail facilities is 45 percent of the TPMV (5,916,530) geg.

$$\begin{aligned} \text{Required number of M85 Outlets in 2000} &= \frac{13,147,845 \text{ gallons} - 5,916,530 \text{ gallons} + 0 \text{ gallons}}{600,000 \text{ gallons}} \\ &= 12.05 \end{aligned}$$

or 12 M85 outlets required.

The responsibility to equip the 12 outlets would be allocated among affected owner/lessors according to the number of retail gasoline outlets they own/lease within the State. Using the same methods, in the year 2001, 18 M85 outlets would be required.

B. Example Calculation Using the Proposed Amendments

With this hypothetical situation, after discounting fleets by 75 percent, the vehicle trigger would be met in the year 2001 with 20,340 M85 LEV vehicles counted towards meeting the vehicle trigger (see Table F1, page F-1). In order to determine the number of clean fuel outlets required, it will first be necessary to calculate the total projected maximum clean fuel volume (TPMV) for M85. The TPMV is calculated as:

$$TPMV_{M85} = \sum_{MY_x} [\sum_{VehCl_i} MXDV(VehCl_i, MY_y)]$$

Where:

- TPMV* = The total projected maximum clean fuel volume.
- MXDV*_(i, y) = The maximum demand fuel volume for a particular clean fuel within a vehicle class *i* and model year *y*.
- VehCl*_{*i*} = The vehicle classification. The following three vehicle classifications covered by these regulations: passenger cars, light duty trucks, and medium duty vehicles.
- MY*_{*y*} = The vehicle model year for each vehicle model year since and including 1994.

In order to calculate the total projected maximum clean fuel volume, it is first necessary to calculate the maximum demand volume (MXDV) for each vehicle class for each calendar year from 1996 to 2001. The MXDV for a class of vehicle for a particular year is calculated as follows:

$$MXDV_{(VehCl, MY)} = \frac{(num. \text{ of vehicles}) \times (AMT \text{ per vehicle})}{(avg \text{ fuel economy})}$$

Where:

- MXDV* = The maximum demand fuel volume for each vehicle class and for each calendar year.
- num. of vehicles* = The number of vehicles certified on a fuel
- AMT per vehicle* = The average mileage accrual rates for motor vehicles for a specific model year and vehicle class derived from ARB's EMFAC emission inventory model.
- Avg Fuel Economy* = The estimated fuel economy in miles per gasoline equivalent gallon for a vehicle class, as provided by vehicle manufacturers.

In this example, for model year 1996 there were 500 M85 LEV passenger cars produced for sale in California. For passenger cars the AMT per vehicle is 11,135 miles/vehicle and the average fuel economy is 20 mpg (in geg). The calculation of MXDV is as follows:

$$MXD_{(passenger \text{ cars}, 1996)} = [(500 \text{ vehicles}) \times (11,135 \text{ miles/vehicle}) / (20 \text{ miles/gal})]$$
$$= 278,375 \text{ gallons M85}$$

Similar calculations would be done for each model year and vehicle class. This information is provided in the Table F5 (passenger cars), Table F6 (light-duty trucks) and Table F7 (medium-duty vehicles).

**Table F5
Passenger Cars Clean Fuel Volume (CFV)**

Model Year	Number of M85 Vehicles	Vehicle Miles Traveled	Average Fuel Economy (geg)	CFV (gallons)
1996	500	11,135	20	278,375
1997	700	11,742	20	410,970
1998	1,000	12,349	20	617,450
1999	5,000	12,956	20	3,239,000
2000	8,000	13,563	20	5,425,200
2001	8,000	14,169	20	5,667,600
Total				15,638,595

**Table F6
Light-Duty Trucks Clean Fuel Volume (CFV)**

Model Year	Num of M85 Vehicles	Vehicle Miles Traveled	Average Fuel Economy (geg)	CFV (gallons)
1996	300	11,048	18	184,133
1997	600	11,843	18	394,767
1998	900	12,696	18	634,800
1999	600	13,610	18	453,667
2000	2,000	14,590	18	1,621,111
2001	2,000	15,640	18	1,737,778
Total				5,026,256

**Table F7
Medium Duty Vehicles Clean Fuel Volume (CFV)**

Year	Num of M85 Vehicles	Vehicle Miles Traveled	Average Fuel Economy (geg)	CFV (gallons)
1999	100	14,937	16	93,356
2000	500	16,217	16	506,781
2001	500	17,608	16	550,250
Total				1,150,388

The TPMV is the total of the clean fuel volumes for all vehicle classes from 1996 through 2001.

$$\begin{aligned}
 \text{TPMV} &= \text{MXDV}_{(\text{pass. cars, 1996 - 2001})} + \text{MXDV}_{(\text{LDT, 1996 - 2001})} + \text{MXDV}_{(\text{MDV, 1999-2001})} \\
 &= 15,638,595 + 5,026,256 + 1,150,388 \\
 &= 21,815,239 \text{ gasoline equivalent gallons of M85}
 \end{aligned}$$

In amended section 2304(a)(1), the formula used to determine the required number of clean fuel outlets is described as:

$$\text{Req. CF Outlets} = \frac{\text{TPMV} - \frac{\text{Discounted CF Volume for Fleet Vehicles}}{\text{Clean Fuel Outlet Throughput}} + \frac{\text{Total CF Vol From Vehicle Conversions}}{\text{Clean Fuel Outlet Throughput}}}{\text{Clean Fuel Outlet Throughput}}$$

Where:

- Req. CF Outlets* = The required number of clean fuel outlets.
- TPMV* = Total projected maximum clean fuel volume (calculated above).
- Discounted CF Volume for Fleet Vehicles* = Total volume of fuel estimated to be used in fleets vehicles, multiplied by the discount factor determined in proposed section 2305.5(a). For this example, it is assumed that 45 percent of the fuel (9,816,858 geg) will be used by fleet vehicles, multiplied by the discount factor (75%).
- CF Vol From Vehicle Conversions* = The total amount of the designated clean fuel needed for vehicle class for vehicle conversions to low-emission vehicles.
- Clean Fuel Outlet Throughput* = The clean fuel throughput volume for liquid fuels is 300,000 gasoline equivalent gallons per year.

In our example, we have assumed that the clean fuel volume for M85 from vehicle conversions is zero.

$$\begin{array}{r} \text{Required number of} \\ \text{M85 Outlets in 2001} \end{array} = \frac{21,815,239 \text{ gallons} - (9,816,858 \times 0.75) \text{ gallons} + 0 \text{ gallons}}{300,000 \text{ gallons}} \\ = 48.18$$

or 48 M85 outlets required.

The responsibility to equip the 48 outlets would be allocated among affected owner/lessors according to the number of retail gasoline outlets they own/lease within the State. This figure could be modified by any existing clean fuel outlets already sited, as well as by the ARB Executive Officer to account for any discrepancies in assumed public outlet utilization.

C. Comparison of the Existing and Proposed Regulations Utilizing Different Percentages of Fleet Vehicles

Figure F1 compares the results of Example A and B of this appendix through the year 2004. Figures F2 through F4 show three additional scenarios comparing the existing and proposed regulations assuming fleet vehicles comprise anywhere from 30 to 90 percent of the M85 LEV vehicle population shown in Table F1, (fleets are discounted by the maximum discount of 75 percent). As all these figures show, once the vehicle trigger is achieved under the proposed regulations, the rate at which new clean fuel outlets are introduced is accelerated. However, as Figure F4 shows, if a high percentage of the alternative fuel LEV population is comprised of fleet vehicles, the vehicle trigger will be delayed for several years.

Figure F1

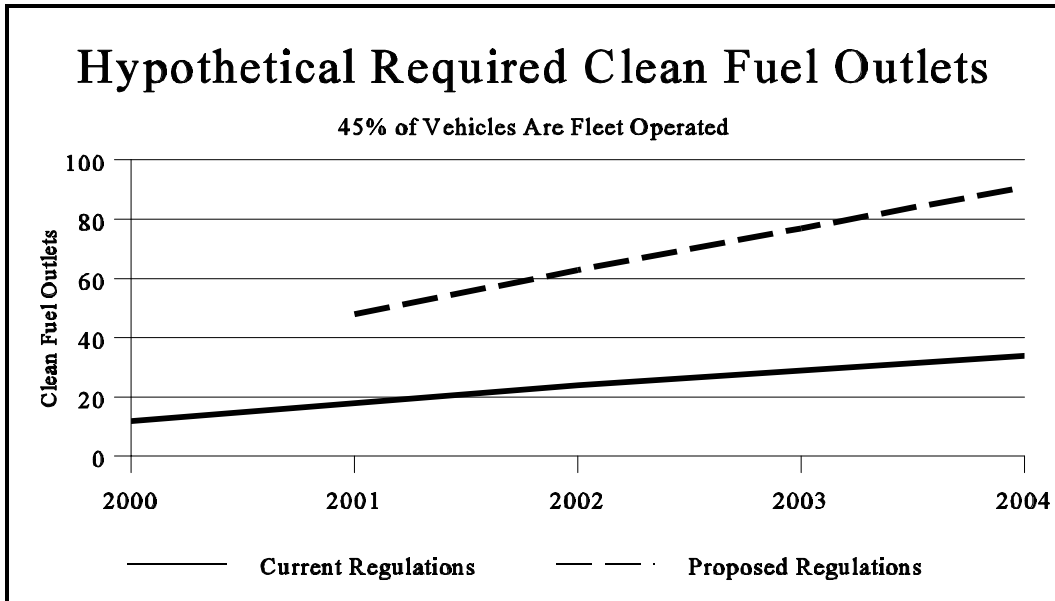


Figure F2

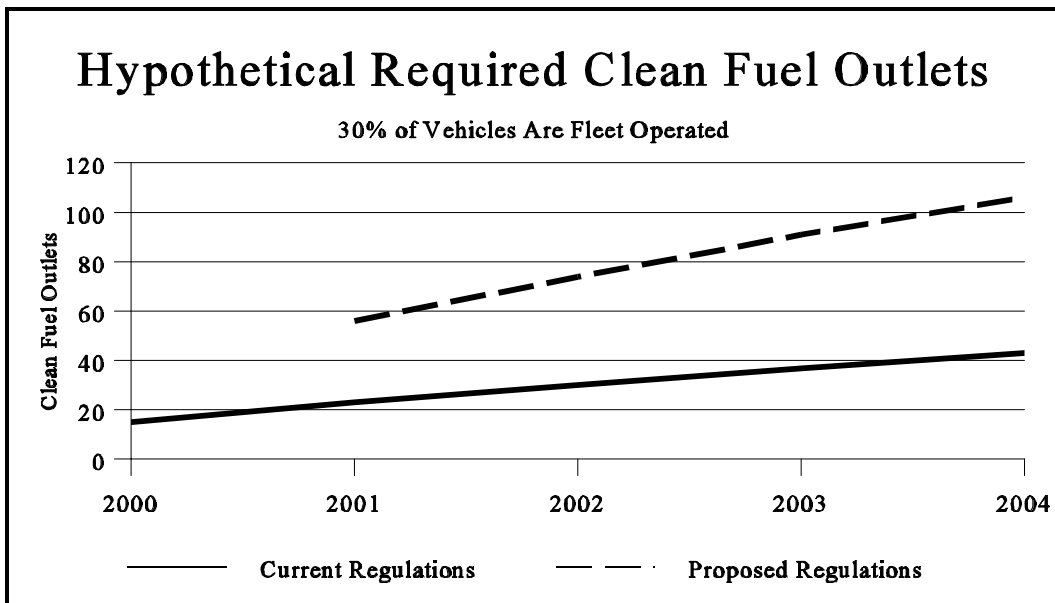


Figure F3

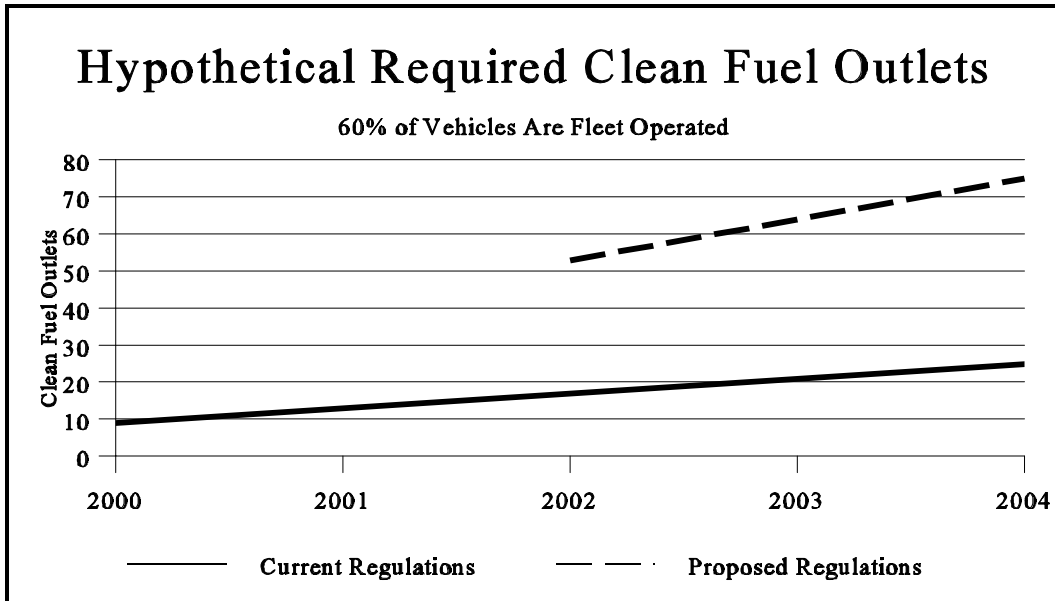
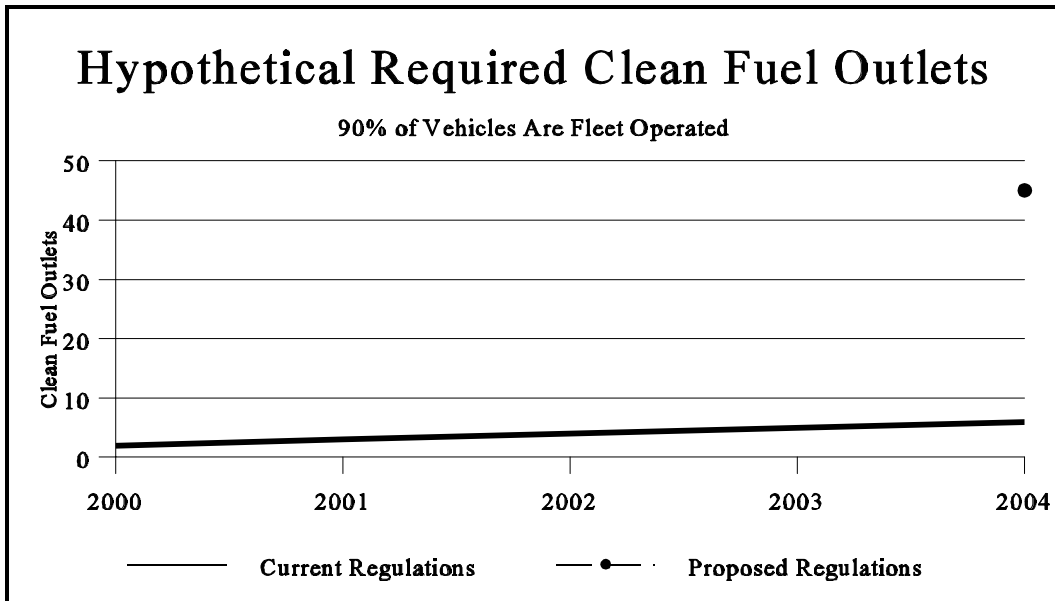


Figure F4



PROPOSED REGULATION ORDER

**AMENDMENTS TO THE REGULATIONS FOR THE
CALIFORNIA CLEAN FUELS PROGRAM**

Note: The proposed amendments are shown in underline to indicate additions and ~~strikeout~~ to indicate deletions.

Amend sections 2300-2317, and adopt sections 2303.5 and 2311.5, title 13, California Code of Regulations, to read as follows:

SubChapter 8. Clean Fuels Program

Section 2300. Definitions.

(a) The following definitions apply to SubChapter 8.

- (1) "Affiliate" means any person who owns or controls, is owned or controlled by, or is under common ownership and control with, another person.
- (2) "CEC" means the Energy Resources, Conservation and Development Commission.
- (3) "Clean alternative fuel" means any fuel used as the certification fuel in a low-emission vehicle, other than the primary gasoline or diesel fuel used in exhaust emission certification testing pursuant to the ARB's "California Exhaust Emission Standards and Test ~~p~~Procedures for 1988 and Subsequent Through 2000 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1960.1, or "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1961.
- (4) "CNG" means compressed natural gas.
- (4.3) "Compliance year" means the 12 month period running from May 1 through April 30.
- (4.7) "Dedicated vehicle" means a low-emission vehicle designed and engineered to be operated solely on a clean alternative fuel, and not on gasoline or any mixture of gasoline and the clean alternative fuel.
- (5) "Designated clean fuel" means any clean alternative fuel other than electricity or ~~CNG~~;

~~provided that if CNG is a clean alternative fuel it shall also be a designated clean fuel within this definition after the California Public Utilities Commission certifies to the state board that a practical mechanism exists under which a gasoline retailer may, without being regulated as a public utility, sell CNG for use as a fuel in motor vehicles, and the requirements of section 2301 and 2302 shall be applicable to retail outlets for CNG starting with the first year that commences at least 18 months after such certification.~~

- (6) "Distribute" means to physically transfer from a production or importation facility and irrevocably release into commerce for use as a motor vehicle fuel in California.
- (7) "Distributor" has the same meaning as defined in section 20999 of the Business and Professions Code.
- (8) "Dual-fuel vehicle" means any motor vehicle that is engineered and designed to be capable of operating on gasoline, and on liquefied petroleum gas, CNG or liquefied natural gas.
- (9) "Executive officer" means the executive officer of the Air Resources Board, or his designee.
- (10) "Fleet operator" means, for any given calendar year, the operator in that year of fifteen or more motor vehicles low-emission vehicles that are certified on a particular designated clean fuel and that are under common ownership or operation in California.
- (10.5) "Fleet vehicle" means one of fifteen or more low-emission vehicles that are certified on a particular designated clean fuel and that are under common ownership or operation in California.
- (11) "Flexible-fuel vehicle" means any alcohol-fueled motor vehicle that is engineered and designed to be operated using any gasoline-alcohol mixture or blend.
- (12) "Franchise," "franchisor," and "franchisee" have the same meaning as defined in section 20999 of the Business and Professions Code.
- (13) "Gasoline supplier" means any person, including affiliates of such person, who produces gasoline for use in California or imports gasoline into California.
- (14) "Import" means to bring motor vehicle fuel into California for the first time for use in motor vehicles in California.
- (15) "Liquid designated clean fuel" means any designated clean fuel that is dispensed into motor vehicles in liquid form.

- (16) "Low-emission vehicle" means any vehicle certified to the transitional low-emission vehicle, low-emission vehicle, ultra-low emission vehicle, super ultra-low emission vehicle, or zero-emission vehicle standards established in Title 13, California Code of Regulations, sections 1960.1 or 1961.
- (17) "Major breakdown" means an unforeseeable mechanical or electrical failure of CNG dispensing equipment which cannot in the exercise of reasonable diligence be repaired in 72 hours or less.
- ~~(18) "Major gasoline supplier" means a gasoline supplier who owns or operates a refinery in California with a crude oil capacity of 55,000 barrels per stream day or more, and who is also an owner/lessor of 35 or more operating retail gasoline outlets in the SCAQMD.~~
- (19) "Minor breakdown" means an unforeseeable mechanical or electrical failure of CNG dispensing equipment which can in the exercise of reasonable diligence be repaired in 72 hours or less.
- (20) "Non-retail facility" means any establishment at which a designated clean fuel is supplied or offered for supply to motor vehicles, but is not supplied or offered to the general public.
- (21) "Owner/lessor" means:
- (A) In the case of a retail gasoline outlet which is owned, leased, or controlled by a franchisor, and which the franchisee is authorized or permitted, under the franchise, to employ in connection with the sale of gasoline, the franchisor.
 - (B) In the case of a retail gasoline outlet which is owned, leased or controlled by a refiner or a distributor, and is operated by the refiner or distributor or his agent, the refiner or distributor.
 - (C) In the case of all other retail gasoline outlets, the owner of the retail gasoline outlet.
- (22) "Primary designated clean fuel" means a designated clean fuel for which a substitute fuel has been proposed or designated pursuant to section 2317.
- (23) "Produce" means, in the case of any liquid motor vehicle fuel, to convert in California liquid compounds which do not constitute the fuel into the fuel.
- (24) "Quarter" means the three month calendar quarters January-March, April-June, July-September, and October-December.

- (25) "Refiner" has the same meaning as defined in section 20999 of the Business and Professions Code.
- (26) "Refinery" means a facility that produces gasoline by means that include distilling petroleum.
- (27) "Selected retail clean fuel outlet" means a specific retail ~~gasoline~~ clean fuel outlet which is equipped to store and dispense a designated clean fuel in order to comply with section ~~2301 or~~ 2302.
- (28) "Retail clean fuel outlet" means an establishment which is equipped to dispense a designated clean fuel to motor vehicles and at which the designated clean fuel is sold or offered for sale to the general public for use in motor vehicles without the use of a key or card key and without the need to establish an account.
- (29) "Retail gasoline outlet" means any establishment at which gasoline is sold or offered for sale to the general public for use in motor vehicles.
- (30) "~~SCAQMD~~" means ~~the South Coast Air Quality Management District.~~
- (31) "Vehicle conversion" means a modification of a gasoline or diesel fueled vehicle, not certified to a low-emission vehicle standard, to a vehicle which uses a designated clean fuel and which is capable of meeting low-emission vehicle exhaust emissions standards as demonstrated either by installation of an ARB-approved conversion system that achieves such low-emission standards or by individual vehicle testing.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

~~Section 2301. Equipping Retail Gasoline Outlets in the SCAQMD to Dispense Designated Clean Fuels in 1994 Through 1996.~~

- ~~(a) Between January 1, 1994 and December 31, 1996, each major gasoline supplier shall, for each designated clean fuel, equip at least the required minimum number for each year, as determined in accordance with section 2305(c), of the retail gasoline outlets in the SCAQMD of which it is the owner/lessor so that the outlets are retail clean fuel outlets for the designated clean fuel. The required minimum number of retail clean fuel outlets for each year shall apply to the entire year. The requirements of this section shall apply at all times during which a person is a major gasoline supplier. The requirements of this section shall in any case be~~

~~deemed satisfied with regard to a designated clean fuel if all of the operating retail gasoline outlets in the SCAQMD for which the major gasoline supplier is the owner/lessor are equipped as retell outlets for the designated clean fuel.~~

- ~~(b) In the case of any designated clean fuel which is in gaseous form, the dispensing equipment shall be designed for a minimum of four hours of high volume operation per day. For all retail gasoline outlets that are claimed by the owner/lessor to be equipped in order to satisfy the requirements of this section, the owner/lessor shall notify the operator in writing that the outlet is so equipped.~~

~~NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).~~

Section 2302. Equipping Retail Gasoline Outlets or Other Outlets to Dispense Designated Clean Fuels Starting in 1997.

- (a) ~~Starting January 1, 1997,~~ Any person who is the owner/lessor of an operating retail gasoline outlet shall, for each designated clean fuel, equip at least the required minimum number for each year, as determined in accordance with section 2307(d), of his or her retail gasoline outlets in the state, or of other outlets in the state, so that the outlets are retail clean fuel outlets for the designated clean fuel. The required minimum number of retail clean fuel outlets for each compliance year shall apply to the entire compliance year. The requirements of this section shall apply at all times during which a person is an owner/lessor of an operating retail gasoline outlet. The requirements of this section shall in any case be deemed satisfied with regard to a designated clean fuel if all of the owner/lessor's operating retail gasoline outlets are equipped as retail outlets for the designated clean fuel.
- (b) In the case of any designated clean fuel which is in gaseous form, the dispensing equipment required by this section shall be designed for the minimum of four hours of high volume operation per day. For all retail gasoline outlets or other that are claimed by the owner/lessor to be equipped in order to satisfy the requirements of this section, the owner/lessor shall notify the operator in writing that the outlet is so equipped.

~~NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).~~

Section 2303. Determination of Total Projected Maximum Volumes of Designated Clean Fuels.

~~For each year starting with 1994, t~~The executive officer shall determine the total projected maximum volume of each designated clean fuel for each year, at least fourteen months before the start of the year, in accordance with this section. ~~The executive officer shall make a preliminary estimate at least eighteen months before the start of the year, and shall make a final estimate at least twelve months before the start of the year.~~

(a) ***Identification of designated clean fuels.*** The executive officer shall determine what designated clean fuels are expected to be used as the certification fuel in low emission vehicles in the year. This determination shall be based on registration records of the Department of Motor Vehicles and projected production estimates submitted by motor vehicle manufacturers to the executive officer pursuant to the "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Through 2000 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1960.1, and the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1961.

(b) ***Estimation of number of designated clean fuel vehicles.***

(1) For each designated clean fuel identified pursuant to section 2303(a), the executive officer shall make ~~preliminary and final~~ an estimates of the number of low-emission vehicles certified on the fuel for each calendar year.

~~(1) For each year and for each designated clean fuel, t~~The preliminary estimate shall be the sum of: [i] the number of low emission vehicles certified on the fuel that vehicle manufacturers have projected to be produced in the corresponding model year and the prior model year for sale in California; [ii] ~~one-half~~ one-sixth of the number of low-emission vehicles certified on the fuel that vehicle manufacturers project to produce for the model year that is two years prior to the year for which the calculations are being made; and [iii] the number of low-emission vehicles certified on the fuel that are registered with the Department of Motor Vehicles through ~~March 31~~ July 30 of the year two years prior to the year for which the estimates are being made.

~~(2) For each year and for each designated clean fuel, the final estimate shall be the sum of: [i]~~ the number of low-emission vehicles certified on the fuel that vehicle manufacturers have projected to be produced in the corresponding model year and the prior model year for sale in California; and [ii] the number of low-emission vehicles certified on the fuel that are registered with the Department of Motor Vehicles through ~~September 30~~ of the year two

~~years prior to the year for which the estimates are being made.~~

(3)(2) The vehicle manufacturers' projections used for the estimates made under this section 2303(b) shall be the reports of projected production data submitted by motor vehicle manufacturers to the executive officer pursuant to the "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Through 2000 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1960.1, or "California Exhaust Emission Standards and Test procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" as incorporated by reference in Title 13, California Code of Regulations, section 1961.

(c) ***Determination of total projected maximum volumes of designated clean fuel.*** For each designated clean fuel identified pursuant to section 2303(a), the executive officer shall estimate the total projected maximum volume (TPMV) of the designated clean fuel for the year. The total projected maximum volume for each designated clean fuel shall be the sum of the maximum demand volumes (MXDV) calculated by model year and vehicle class (passenger car, light-duty truck, or medium-duty vehicle).

The following equation shall be used to calculate total projected maximum volumes:

$$\text{TPMV} = \sum_{\substack{\text{model} \\ \text{year (y)}}} \left[\sum_{\substack{\text{vehicle} \\ \text{class (I)}}} \text{MXDV (vehicle class I, model year y)} \right]$$

Where: *TPMV* is the total projected maximum volume (gasoline equivalent gallons per year for a liquid fuel and therms per year for a gaseous fuel) for a particular clean fuel.

MXDV is the maximum demand volume for a particular clean fuel within vehicle class I and model year y as calculated in the next paragraph of text.

Model year y is, in turn, each vehicle model year since and including 1994.

Vehicle class I is, in turn, each of three classes of vehicles — passenger cars (PC), light-duty trucks (LDT) or medium-duty vehicles (MDV).

Maximum demand volume for a designated clean fuel (for a given model year and vehicle class) shall equal the number of vehicles (as determined in section 2303(b)) in a particular vehicle class certified on a particular fuel, multiplied by the average miles traveled per year per vehicle by those vehicles, divided by the average fuel economy of those vehicles. ~~This value shall then be multiplied by a fuel volume adjustment factor and, for 1994 through 1996 only, by a sc-factor.~~

The following equation shall be used to calculate maximum demand volumes:

$$\begin{aligned} &MXDV \\ &(\text{vehicle class I, model year y}) \\ &= \\ &\frac{(\text{number of vehicles certified on fuel}) \times (\text{AMT per vehicle})}{(\text{average fuel economy})} \times \frac{(\text{fuel volume})}{(\text{adjustment factor})} \times (\text{sc-factor}) \end{aligned}$$

Where: *MXDV* is the maximum demand volume (gasoline equivalent gallons per year for a liquid fuel and therms per year for a gaseous fuel) for a particular clean fuel within vehicle class I and model year y.

Vehicle class I is one of three possible classes of vehicles — passenger cars (PC), light-duty trucks (LDT) or medium-duty vehicles (MDV).

Model year y is, in turn, each vehicle model year since and including 1994.

Number of vehicles certified on fuel shall be determined pursuant to section 2303(b), and shall be calculated separately for vehicles of the same model year and vehicle class (PC, LDT, MDV).

AMT per vehicle is the average vehicle miles traveled per year per low-emission vehicle, based on annual mileage accrual rates for motor vehicles for a specific model year and vehicle class derived from the current version of the ARB's EMFAC emission inventory model and other reasonably available relevant information.

Average fuel economy represents the estimated fuel economy in miles per gasoline equivalent gallon (mpg) (or miles per therm in the case of gaseous fuels) of low-emission vehicles of the same model year and vehicle class. The average fuel economy estimates shall be determined by the executive officer based on the fuel economy estimates provided by the vehicle manufacturers pursuant to the "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Through 2000 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles" and the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles," which are incorporated by reference in Title 13, California Code of Regulations, sections 1960.1 and 1961, and on other reasonably available relevant information.

Fuel volume adjustment factor for a designated clean fuel shall be as set forth in the following table, depending on the year in which retail clean fuel outlets for the fuel are first required pursuant to section 2304(a)(1); provided that the following table

~~notwithstanding, the fuel volume adjustment factor in 1997 and subsequent years shall be 0.90:~~

<u>Applicability of Retail Outlet Requirement</u>	<u>Fuel Volume Adjustment Factor</u>
1st year	0.75
2nd year	0.75
3rd and subsequent years	0.90

~~SC-factor is the fraction of new vehicles expected to be sold in the SCAQMD. The value of the SCAQMD factor shall be 0.50 and shall be multiplied by the maximum designated clean fuel demand estimates for 1994, 1995 and 1996 only.~~

- (d) ***Characterization of certain dual-fuel or flexible-fuel vehicles.*** Any dual-fuel or flexible-fuel vehicle which is certified to meet, while operated on gasoline or diesel fuel, low-emission vehicle standards at least as stringent as the most stringent low-emission vehicle standards to which the vehicle is certified while operated on a fuel other than gasoline shall not be included in the determination pursuant to section 2303(b) of the number of low-emission vehicles certified on a designated clean fuel.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975)

Section 2303.5. Identification of Designated Clean Fuels Projected to Reach the Trigger Level In A Particular Year.

(a) **The trigger level requirement.**

(1) **Number of designated clean fuel vehicles necessary to trigger a retail clean fuel outlet requirement.** There shall be no retail clean fuel outlets for a designated clean fuel required in a year unless the statewide number of low-emission vehicles projected by the executive officer for that fuel in accordance with section 2303(b) is 20,000 or greater, after discounting the number of fleet vehicles by 75 percent or a smaller discount factor determined in accordance with section 2303.5(a)(2).

(2) **Reducing the discount factor for fleet vehicles.** The discount factor for fleet vehicles is intended to reflect the approximate percentage of clean fuel that will be dispensed to the fleet vehicles from facilities other than retail clean fuel outlets in the year for which the

trigger determination is being made. If the executive officer determines, based on the reports filed pursuant to section 2313 and on any other relevant reasonably available information, that a specified lower percentage of the clean fuel dispensed to the fleet vehicles will likely be dispensed from facilities other than retail clean fuel outlets, the executive officer shall discount the number of fleet vehicles by that specified lower percentage.

(b) *Yearly projections regarding the trigger level.* For each year, the executive officer shall identify any designated clean fuels he or she projects will for the first time be the fuel for a sufficient number of low-emission vehicles to reach the trigger level set forth in section 2303.5(a). At least sixteen months before the start of the year, the executive officer shall notify interested parties of the fuel or fuels identified, and shall make available a summary of the information and analysis relied upon, including the fleet discount factor applied. The notification shall also identify any other designated clean fuel that the executive officer projects will miss the trigger level by no more than 30 percent, with the information and analysis relied upon being made available. The notice shall be provided to trade associations representing gasoline refiners, distributors and retailers, representative environmental groups, and any person who has requested in writing to receive such notices.

(c) *Requests to revise trigger level projections.* Any interested party may request in writing that the executive officer revise the trigger determination or fleet discount factor for any designated clean fuel, and may submit any relevant information supporting a revised determination. In order to be considered by the executive officer, the written request and supporting information must be received no more than 30 days after issuance of the notice. The executive officer shall consider any requests that are timely submitted, and shall issue his or her final trigger determination and fleet discount factor no less than fourteen months before the start of the year in question.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2304. Determination of Total and Additional Number of Retail Clean Fuel Outlets Required For Each Designated Clean Fuel In Each Year Starting in 1994.

~~For each year starting with 1994,~~ The executive officer shall, for each designated clean fuel, determine the total number of retail clean fuel outlets required for the each year, and the total number of additional retail clean fuel outlets required for the first time in the year, in accordance with this section. The executive officer shall make preliminary-estimated the determinations of

these figures at least ~~eighteen~~ fourteen months before the start of the year, and final determinations at least twelve months before the start of the year.

(a) **Determination of total number of retail clean fuel outlets required for each designated clean fuel in each year.** For each year starting with 1994, ~~the~~ executive officer shall determine for each designated clean fuel the total number of retail clean fuel outlets that shall be required for that designated fuel in the each year, calculated as follows:

~~(1) **Number of designated clean fuel vehicles necessary to trigger a retail clean fuel outlet requirement.** There shall be no required number of retail clean fuel outlets for a designated clean fuel in a year unless the number of vehicles estimated by the executive officer for that fuel in accordance with section 2303(b) is 20,000 or greater statewide, notwithstanding sections 2304(a)(2), (3) and (4).~~

~~(2) **Minimum numbers of retail liquid clean fuel outlets required in 1994-1996 in the SCAQMD.**~~

~~(A) For any liquid designated clean fuel that pursuant to section 2304(a)(1) will have a required number of outlets in 1994, the required number of retail clean fuel outlets for 1994, 1995, and 1996 respectively shall be determined in accordance with sections 2304(a)(2)(B),(C), and (D), respectively. For any liquid designated clean fuel that pursuant to section 2304(a)(1) will have a required number of outlets for the first time in 1995, the required number of retail clean fuel outlets for 1995 and 1996 respectively shall be determined in accordance with sections 2304(a)(2)(B) and (C) respectively. For any liquid designated clean fuel that pursuant to section 2304(a)(1) will have a required number of outlets for the first time in 1996, the required number of retail clean fuel outlets for 1996 shall be determined in accordance with section 2304(a)(2)(B).~~

~~(B) **First year (1994, 1996 or 1996).** The required number of retail clean fuel outlets for a liquid designated clean fuel subject to this subsection shall be the greater of 90 or the number determined pursuant to section 2304(a)(4).~~

~~(C) **Second year (1995 or 1996).** The required number of retail clean fuel outlets for a liquid designated clean fuel subject to this subsection shall be the greater of 200 or the number determined pursuant to section 2304(a)(4).~~

~~(D) **Third year (1996).** For any liquid designated clean fuel subject to this subsection, if the total number of vehicles estimated by the executive officer pursuant to section 2303(b) for 1996 is 200,000 or more statewide, the required number of retail clean fuel outlets for the liquid designated clean fuel in 1996 shall be the greater of 400 or the number determined pursuant to section 2304(a)(4). If the estimated number of~~

vehicles is less than 200,000 statewide, the required number of retail clean fuel outlets for the liquid designated clean fuel in 1996 shall be the greater of 200 or the number determined pursuant to section 2304(a)(4).

(3) ~~Minimum numbers of liquid clean fuel outlets required in 1997.~~ The required number of retail clean fuel outlets for a liquid designated clean fuel in 1997 in the state shall be the greater of [i] twice the required number of retail clean fuel outlets for the fuel in 1996 as determined pursuant to section 2304(a)(2), or [ii] the number of clean fuel outlets for the fuel in 1997 as determined pursuant to section 2304(a)(4).

(4) (1) *Formula for calculating required number of clean fuel outlets.* Except as otherwise provided in this section 2304(a), the total number of clean fuel outlets that shall be required for each designated clean fuel for each year shall be calculated as follows:

$$\begin{array}{rcccl}
 \text{Required} & & & \text{Discounted Clean Fuel} & \\
 \text{Clean Fuel} & = & \text{Total} & \text{Volume for Low-} & \text{Total Clean} \\
 \text{Outlets} & & \text{Projected} & \text{Emission Fleet} & \text{Fuel Volume} \\
 & & \text{Maximum Clean} & \text{Vehicles at} & \text{From Vehicle} \\
 & & \text{Fuel Volume} & \text{Non-Retail Facilities} & \text{Conversions} \\
 & & \hline
 & & \text{Clean Fuel Throughput Volume per Station} & &
 \end{array}$$

Where: *Total Projected Maximum Clean Fuel Volume* shall be determined in accordance with the procedures set forth in section 2303(c).

Discounted Clean Fuel Volume for Low-Emission Fleet Vehicles at Non-Retail Facilities means the total volume of the designated clean fuel (adjusted to gasoline volumes on an energy equivalent basis) estimated to be dispensed into low-emission used in fleet vehicles at nonretail facilities during the year, multiplied by the discount factor determined pursuant to section 2303.5(a) for the designated clean fuel for the year in which the retail clean fuel outlet trigger was reached. This figure shall be determined by the executive officer based on using the methodology in section 2303(c), the reports filed pursuant to section 2313 and on any other relevant reasonably available information. For 1994, 1995 and 1996, the volume shall be based on facilities in the SCAQMD only.

Total Clean Fuel Volume from Vehicle Conversions means the total amount of the designated clean fuel (adjusted to gasoline volumes on an energy equivalent basis) for each vehicle class from conversions. This figure shall be determined by the executive officer based on information provided by the Department of Motor Vehicles and on any other relevant reasonably available information. For 1994, 1995 and 1996, the volume shall be based on conversions in the SCAQMD only.

Clean Fuel Throughput Volume Per Station for liquid fuel shall be 300,000 gasoline equivalent gallons per year for each designated clean fuel, except that once more than five percent of all retail gasoline outlets are required to be equipped to dispense a particular liquid clean fuel, the clean fuel throughput volume per station shall be 600,000 gasoline equivalent gallons for purposes of calculating the number of required retail clean fuel outlets in excess of five percent of all retail gasoline outlets. for the years 1994-1996, and as 600,000 gasoline equivalent gallons per year for each designated clean fuel starting in 1997. For gaseous fuel, the clean fuel throughput volume per station shall be 400,000 therms per year.

(5) Special provisions for determining required number of clean fuel outlets for CNG.

- (A) For each year starting with 1994, the executive officer shall determine the number of retail CNG outlets that [i] are owned or leased by persons who are not owner/lessors of any retail gasoline outlets, [ii] have a design capacity as set forth in section 2301(b); [iii] were installed in the SCAQMD by November 30, 1992, and [iv] are operating is of thirteen months before the start of the year for which the determination is being made:
- (B) For each year starting with 1997, the executive officer shall determine the number of retail CNG outlets that [i] are owned or leased by persons who are not owner/lessors of any retail gasoline outlets, [ii] have a design capacity as set forth in section 2302(b); [iii] were installed in the state outside the SCAQMD by November 30, 1995, and [iv] are operating as of thirteen months before the start of the year for which the determination is being made:
- (C) The executive officer shall reduce the total number of clean fuel outlets required for CNG in each year, as determined pursuant to section 2304(a)(4), by the number of retail CNG outlets determined in accordance with section 2304(a)(5)(A) and (B). The executive officer shall notify the owner/lessor of each retail CNG outlet included in the determinations made pursuant to this section 2304(a)(5), and no such outlet may be constructively allocated pursuant to section 2308:

(2) Reducing the number of required retail clean fuel outlets to reflect certain preexisting outlets.

- (A) For each year, the executive officer shall determine for each designated clean fuel the number of retail clean fuel outlets that [i] are owned or leased by persons who are not owner/lessors of any retail gasoline outlets, [ii] have a design capacity as set forth in section 2302(b) where applicable, [iii] satisfy the provisions of section 2309(b), and [iv] are operating as of fifteen months before the start of the year for which the determination is being made.

(B) For each year, the executive officer shall reduce the total number of required clean fuel outlets required for each designated clean fuel, as determined pursuant to section 2304(a)(1), by the number of retail clean fuel outlets determined in accordance with section 2304(a)(2)(A). The executive officer shall notify the owner/lessor of each retail clean fuel outlet included in the determinations made pursuant to this section 2304(a)(2), and no such outlet may be constructively allocated pursuant to section 2308.

(3) Executive officer determinations to adjust the number of required retail clean fuel outlets.

(A) Permitted adjustments. The executive officer may adjust the number of retail clean fuel outlets otherwise required for a given year pursuant to this section 2304(a) based on the likelihood of vehicles to use the particular clean fuel, the fueling patterns of fleet vehicles, the potential for the operational range of fleet vehicles to be expanded by use of retail clean fuel outlets, and related factors. The maximum permitted upward adjustment would require the number of outlets resulting from the formula in section 2304(a)(1) without subtracting the discounted clean fuel volume for fleet vehicles. The maximum permitted downward adjustment would require the number of stations equal to the total projected clean fuel volume for dedicated non-fleet vehicles only.

(B) Notification regarding any adjustment. If the executive officer makes an adjustment pursuant to section 2304(a)(3) for a given year, he or she shall notify interested parties of the adjustment and the underlying basis for the adjustment, at least fourteen months before the start of the year. The notice shall be provided to trade associations representing gasoline refiners, distributors and retailers, representative environmental groups, and any person who has requested in writing to receive such notices.

(C) Requests to revise the executive officer's adjustment. Any interested party may request in writing that the executive officer revise the adjustment, and may submit any relevant information supporting a revised determination. In order to be considered by the executive officer, the written request and supporting information must be received no more than 30 days after issuance of the notice. The executive officer shall consider any requests that are timely submitted, and shall issue his or her final determination no less than twelve months before the start of the year in question. At the same time, the executive officer shall make any resulting modifications to the determinations and notifications made pursuant to sections 2304(b), 2306 and 2307.

(b) Determination of total number of additional clean fuel outlets required each year for each designated clean fuel. For each year starting with 1994, the executive officer shall determine, for each designated clean fuel, the total number of additional retail clean fuel outlets required for the first time to be in place in that year. This figure shall be determined by subtracting the

total number of required retail clean fuel outlets determined in accordance with section 2304(a) for the previous year, from the total number of required clean fuel outlets determined in accordance with 2304(a) for the year for which the calculations are being made.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

~~Section 2305. Allocation Among Major Gasoline Suppliers of Additional and Total Number of Retail Clean Fuel Outlets in the SCAQMD Required For Each Designated Clean Fuel in Each Year From 1994 Through 1996.~~

~~For each of the years 1994, 1995 and 1996, the executive officer shall, for each designated clean fuel, make the determinations set forth in this section. The executive officer shall make preliminary estimates of the determinations at least eighteen months before the start of the year, and shall make final determinations at least twelve months before the start of the year.~~

~~(a) Determination of each major gasoline supplier's market share factor for 1994-1996.~~

~~(1) For each of the years 1994, 1995 and 1996, the executive officer shall determine, for the last four quarters for which data are available, the total volume of gasoline distributed by each major gasoline supplier for use in motor vehicles in California, and the total volume of gasoline distributed by all major gasoline suppliers for use in motor vehicles in California. The determinations shall be based on taxable distributions of gasoline as reported to the State Board of Equalization pursuant to Revenue and Taxation Code sections 7301 et seq. The executive officer shall calculate the market share factor of each major gasoline supplier for the year as the ratio of the volume of gasoline sold by each major gasoline supplier for use in motor vehicles in California as determined in accordance with this section 2305(a), to the total volume of gasoline sold by all major gasoline suppliers for use in motor vehicles in California as determined in accordance with this section 2305(a).~~

~~(2) Whenever a major gasoline supplier acquires a gasoline production facility or gasoline importation facility from another gasoline supplier and uses it to produce or import gasoline, the volume of gasoline which was distributed by the transferring gasoline supplier and was attributable to the transferred gasoline production facility or gasoline importation facility shall be deemed, for the purposes of this subsection 2305(a), to have been distributed by the acquiring person.~~

~~(b) Allocation among major gasoline suppliers of the number of additional clean fuel outlets for each year.~~ For each of the years 1994, 1995 and 1996, the executive officer shall

determine the number of additional retail clean fuel outlets each mayor gasoline supplier is required for the first time to have in place in the SCAQMD for each designated clean fuel. This number shall be calculated, for each designated clean fuel, by multiplying the total number of additional retail clean fuel outlets required for the year (determined in accordance with section 2304(b)), by the most recent market share factor for the major gasoline supplier determined in accordance with section 2305(a).

(c) ***Determination of each major gasoline supplier's total required minimum number of retail clean fuel outlets for each clean fuel.*** For each of the years 1994, 1995 and 1996, each major gasoline supplier's required minimum number of retail clean fuel outlets for each designated clean fuel in the SCAQMD shall consist of the number of additional retail clean fuel outlets the major gasoline supplier is required for the first time to have in place in the year as determined in accordance with section 2305(b), added to the sum of the numbers of additional retail clean fuel outlets required of the major gasoline supplier for the first time in each of the previous years as determined in accordance with section 2305(b). The required minimum number of a mayor gasoline retailer's retail clean fuel outlets for each designated clean fuel in a year shall not be less than the required minimum number of such outlets for the previous year, except that there shall be no required minimum number outlets for a designated clean fuel in any year for which the number of vehicles estimated by the executive office pursuant to section 2303(b) is less than 20,000.

(d) ***Notification of Estimated and Final Determinations:***

(1) Eighteen months before the start of each of the years 1994, 1995 and 1996, the executive officer shall notify each major gasoline supplier in writing of the preliminary estimate of the gasoline supplier's required minimum number of clean fuel outlets for each designated clean fuel for the year as determined pursuant to section 2305(c). The written notification shall include a detailed analysis of how the preliminary estimated numbers were derived.

(2) Twelve months before the start of each of the years 1994, 1995 and 1996, the executive officer shall notify each mayor gasoline supplier in writing of the final determination of the gasoline supplier's required minimum number of clean fuel outlets for each designated clean fuel for the year. The written notification shall include a detailed analysis of how the number was derived.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Assn. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2306. Identification of Affected Owner/Lessors Required to Equip Additional

Retail Clean Fuel Outlets Each Year Starting in 1997.

For each year, ~~beginning with 1997~~, at least fourteen months before the start of the year, the executive officer shall identify for each designated clean fuel the affected retail gasoline outlet owner/lessors who will be required to equip retail gasoline outlets or other retail outlets to dispense that fuel. An affected station owner/lessor is any person who is the owner/lessor of a number of retail gasoline outlets equal to or greater than the minimum ownership level (MOL) for the year, calculated as follows:

$$\text{Minimum Ownership Level (MOL)} = \frac{\text{Number of Non-Clean Fuel Retail Outlets}}{\text{Sum of the Numbers of Additional Retail ~~Gasoline~~ Clean Fuel Outlets for All Designated Clean Fuels}}$$

Where: *Number of Non-Clean Fuel Retail Outlets* is calculated by subtracting the sum of the required retail clean fuel outlets determined in accordance with section 2304(a) for all designated clean fuels for the previous year, from the total number of retail gasoline outlets statewide estimated by the executive officer based on the reports submitted pursuant to section 2312 and other reasonably available relevant information.

Sum of the Numbers of Additional Retail ~~Gasoline~~ Clean Fuel Outlets for All Designated Clean Fuels is the sum of the total additional number of clean fuel outlets calculated for the year for each designated clean fuel in accordance with section 2304(b).

The executive officer shall round the result of the calculation for minimum ownership level to the nearest integer.

~~The executive officer shall make preliminary estimates of the identities of affected owner/lessors at least eighteen months before the start of the year, and shall make final determinations of the identities at least twelve months before the start of the year.~~

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2307. Allocation Along Affected Owner/Lessors of the Total Number of Retail Clean Fuel Outlets Starting in 1997.

For each year, ~~beginning with 1997~~, the executive officer shall, for each designated clean fuel,

make the determinations set forth in this section. ~~The executive officer shall make preliminary estimates of the determinations at least eighteen months before the start of the year, and shall make final determinations at last twelve months before the start of the year.~~

- (a) ***Allocation among affected owner/lessors of the number of additional retail clean fuel outlets for each year.*** For each year, ~~beginning with 1997~~, the executive officer shall determine the number of additional retail clean fuel outlets that each affected owner/lessor of retail gasoline outlets is required for the first time to have in place in the state. This number shall be calculated, for each designated clean fuel, by multiplying the owner/lessor's number of non-clean fuel retail gasoline outlets (determined in accordance with section 2307(b)) by the clean fuel fraction (determined in accordance with section 2307(c)), rounded to the nearest integer using conventional rounding. If the resulting number is less than zero, the number shall be adjusted to zero.
- (b) ***Determination of an owner/lessor's number of non-clean fuel retail gasoline outlets.*** The executive officer shall determine an owner/lessor's number of non-clean fuel retail gasoline outlets by subtracting the sum of the owner/lessor's total required minimum number of retail clean fuel outlets for all designated clean fuels in the preceding year as determined pursuant to section 2307(d), from the owner/lessor's total number of retail gasoline outlets (based on reports submitted pursuant to section 2312 and other reasonably available relevant information).
- (c) ***Determination of clean fuel fraction.*** For each designated clean fuel, the executive officer shall calculate the clean fuel fraction for each designated clean fuel as follows:

Clean Fuel Fraction =

$$\frac{\text{Total Additional Number of Retail Clean Fuel Outlets}}{\text{Number of Non-Clean Fuel Outlets Owned by All Affected Owner/Lessors}}$$

Where: *Total Additional Number of Retail Clean Fuel Outlets* is the total number of additional retail clean fuel outlets required for the year for the particular clean fuel in accordance with section 2304(b).

Number of Non-Clean Fuel Outlets Owned by All Affected Owner/Lessors is calculated by subtracting the sum of the required retail outlets determined in accordance with section 2304(a) for all clean fuels from the sum of the number of retail gasoline outlets owned or leased by all of the affected owners and lessors estimated by the executive officer based on the reports submitted pursuant to section 2312 and other reasonably available relevant information.

- (d) ***Determination of each owner/lessor's total required minimum number of retail clean fuel***

~~outlets for each clean fuel for each year starting with 1997.~~ For 1997 and each subsequent year, each owner/lessor's required minimum number of retail clean fuel outlets for each designated clean fuel in the state shall consist of the number of additional retail clean fuel outlets that the owner/lessor is required for the first time to have in place in the year as determined in accordance with section 2307(a), added to the sum of the numbers of additional retail clean fuel outlets required of the owner/lessor for the first time in each of the previous years as determined in accordance with section 2307(a) ~~and 2305(b)~~. The required minimum number of an owner/lessor's retail clean fuel outlets for each designated clean fuel in a year shall not be less than the required minimum number of such outlets for the previous year, except that there shall be no required minimum number outlets for a designated clean fuel in any year for which the number of vehicles estimated by the executive officer pursuant to section 2303(b) is less than 20,000.

(e) ***Notification of estimated and final determinations owner/ lessors.***

~~(1) Eighteen months before the start of each year beginning with 1997, the executive officer shall notify each affected owner/lessor in writing of the preliminary estimate of the owner/lessor's required minimum number of clean fuel outlets for each designated clean fuel for the year as determined pursuant to section 2307(d). The written notification shall include a detailed analysis of how the preliminary estimated numbers were derived.~~

(2) ~~Twelve~~ At least fourteen months before the start of ~~1997~~ and each subsequent year, the executive officer shall notify each affected owner/lessor in writing of the ~~final determination of the~~ owner/lessor's required minimum number of clean fuel outlets for each designated clean fuel for the year. The written notification shall include a detailed analysis of how the number was derived.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2308. Constructive Allocation of Retail Clean Fuel Outlets.

(a) Any owner/lessor of a retail gasoline outlet, and any person who is the owner/lessor of a retail clean fuel outlet which is not a retail gasoline outlet, may constructively allocate one or more retail clean fuel outlets to ~~a major gasoline supplier, or to the owner/lessor of a retail gasoline outlet,~~ for purposes of demonstrating compliance with the requirements in sections ~~2301 or~~ 2302, as long as the requirements of this section are met.

(b) Any agreement to constructively allocate a retail clean fuel outlet pursuant to this section shall be in writing. The constructive allocation shall be in calendar year increments, and shall not

cover less than one calendar year. The agreement shall be executed before the start of the first year of constructive allocation covered by the agreement.

- (c) A retail clean fuel outlet may not be constructively allocated unless it meets any applicable dispensing capacity requirements set forth in sections ~~2301(b)~~ and 2302(b).
- (d) If the retail clean fuel outlet being constructively allocated is not a retail gasoline outlet, the person making the constructive allocation shall obtain prior approval from the executive officer. The executive officer shall approve the constructive allocation if s/he determines that the facility is adequately accessible for fueling of motor vehicles by the general public with the designated clean fuel.
- (e) Any person who constructively allocates a retail clean fuel ~~retail~~ outlet for a designated clean fuel shall be deemed to be the owner/lessor of that retail clean fuel outlet and shall be subject to the requirements of section 2309(b) and (c)(1) during the period covered by the constructive allocation agreement.
- (f) The owner/lessor of any retail clean fuel ~~retail~~ outlet which is constructively allocated shall notify the operator in writing that it is claimed to be equipped in order to satisfy the requirements of sections ~~2301~~ or 2302, as applicable.
- (g) Any person who constructively allocates a retail clean fuel outlet to an major gasoline supplier ~~or~~ owner/lessor shall submit a report to the executive officer by January 10 of each year covered by the constructive allocation agreement. The report shall be executed in California under penalty of perjury and shall contain the following information.
 - (1) The name, address and telephone number of the person making the constructive allocation.
 - (2) The street address of each retail clean fuel outlet constructively allocated, the type of designated clean fuel dispensed at the outlet, the business interest in the outlet of the person making the constructive allocation, and the brand, trade, or other name under which the business at the outlet is conducted.
 - (3) For each constructively allocated retail clean fuel outlet, the name and address of the ~~major gasoline supplier~~ or owner/lessor to whom the outlet was constructively allocated, and the starting and ending dates of the constructive allocation.
 - (4) The name of the operator of the retail clean fuel outlet.
- (h) Any ~~major gasoline supplier~~ or owner/lessor who receives a constructive allocation of a retail clean fuel outlet shall submit a report to the executive officer by January 10 of each year covered by the constructive allocation agreement. The report shall be executed in California

under penalty of perjury and shall contain the following information.

- (1) The name, address and telephone number of the ~~major gasoline supplier~~ or owner/lessor.
- (2) The street address of each retail clean fuel outlet constructively allocated, the type of designated clean fuel dispensed at the outlet, and the brand, trade, or other name under which the business at the outlet is conducted.
- (3) For each constructively allocated retail clean fuel outlet, the name and address of the person constructively allocating the outlet, and the starting and ending dates of the constructive allocation.
- (4) A copy of the executed constructive allocation agreement.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Assn. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2309. Responsibilities of Owner/Lessors of Selected Retail Clean Fuel Outlets.

(a) *Locations of required clean fuel outlets.*

- (1) For each designated clean fuel, in determining the locations of required retail clean fuel outlets, an owner/lessor shall provide a reasonable geographical dispersion of the outlets and place the outlets in locations that are reasonably near the existing and anticipated areas of operation convenient to drivers of low emission vehicles that operate on the designated clean fuel, and are convenient to drivers of such vehicles. Any retail clean fuel outlet that was equipped to dispense a designated clean fuel as part of the CEC's California Methanol Fuel Demonstration Program shall be deemed to satisfy these criteria.
- (2) At least ~~15~~ eight months before the start of each year ~~commencing with 1994~~ (by April 30 of the previous year), each owner/lessor who has received a ~~preliminary estimate notification~~ pursuant to sections ~~2305(d)(1) or 2307(d)(1)(e)~~ indicating that s/he will be required to have in place additional retail clean fuel outlets for that year shall submit to the executive officer proposed locations for such outlets and optional locations equal to at least 20 percent of the proposed locations, identified by street address, ZIP code, and Universal Transverse Mercator (UTM) coordinates. The submittal shall include any outlets that are or may be constructively allocated to the owner/lessor pursuant to section 2308. Following submittal, the owner/lessor shall consult with designees of the executive officer, and with the CEC's executive officer or his or her designees, on the optimal

locations for new retail clean fuel outlets.

- (3) The owner/lessor shall notify the executive officer of the final locations of all new retail clean fuel outlets for the year, no later than ~~six~~ five months before the start of the year (by July 31).

(b) ***Requirements regarding facilities at selected clean fuel outlets at retail gasoline outlets.***

Each owner/lessor of a selected retail clean fuel outlet at a retail gasoline outlet shall, with respect to each such outlet:

- (1) Locate the designated clean fuel dispenser(s) in a location substantially as accessible and visible to a customer entering the station as are the gasoline dispensers, and providing substantially the same convenience of ingress and egress as exists for the gasoline dispensers at the outlet; provided that any dispenser equipped prior to January 1, 1993 to dispense a designated clean fuel as part of the CEC's California Methanol Fuel Demonstration Program shall be deemed to satisfy this criterion.
- (2) Ensure that the designated clean fuel dispensers are substantially as well-marked and as clearly identified as the gasoline dispensers with regard to the type of fuel.
- (3) Maintain lighting which keeps the designated clean fuel dispenser area substantially as well-illuminated as the gasoline dispensing area when the outlet operates at night.
- (4) Ensure that customers using designated clean fuel dispensers will have, within the same service mode (e.g. self serve or full serve), substantially the same access to services and facilities such as canopy coverage, air and water, vending, and restrooms as do customers purchasing gasoline, unless the owner/lessor has, in the preceding 12 months, demonstrated to the satisfaction of the executive officer that providing such a service or facility is prohibited by local ordinance or applicable safety codes.
- (5) ~~If the owner/lessor is a refiner or distributor, either [i] offer a training program for attendants at the retail clean fuel outlet that instructs them to be able to respond to customers' questions about the designated clean fuel dispensed at the outlet, including performance characteristics of the fuel, the type of vehicles capable of using the fuel, and appropriate safety and handling considerations; or [ii] administer a program which the executive officer has found to be substantially as effective as the training program described in [i] above in assuring that customers at the outlet will be informed about the designated clean fuel.~~ Prominently display directions on use of the clean fuel dispensing equipment.
- (6) Maintain the designated clean fuel dispensing equipment in good operating condition.

(c) Requirements regarding facilities at selected clean fuel outlets at which gasoline is not offered to the public. Each owner/lessor of a selected retail clean fuel outlet at which gasoline is not offered to the public shall, with respect to each such outlet:

- (1) Locate the designated clean fuel dispenser(s) in a location that is readily accessible from main streets and highways.
- (2) Ensure that the designated clean fuel dispensers are available for public use during normal business hours without the use of a key or cardkey.
- (3) Ensure that a customer is able to pay for his or her fuel purchase without establishment of an account with the outlet owner or operator.
- (4) If the outlet is operated after dark, maintain commercially reasonable lighting levels to provide user safety.
- (5) Prominently display directions on use of the clean fuel dispensing equipment.

(c) (d) Requirements regarding supply of designated clean fuels to selected retail clean fuel outlets.

(1) Whenever the operator of a selected retail clean fuel outlet requests that the owner/lessor of the outlet provide for the delivery, within a specified time not less than 72 hours from the request, of specified commercially reasonable quantities of the designated clean fuel to the outlet on commercially reasonable terms, the owner/lessor shall be jointly liable with the operator for any violations at the outlet of section 2310(a)(1) starting with the requested time of delivery and ending with the next delivery of commercially reasonable quantities of the clean fuel to the outlet, unless the owner/lessor does one of the following:

- [i] supplies the specified quantity of designated clean fuel to the outlet, within the specified time, on commercially reasonable terms, or
- [ii] identifies a third party willing to supply, within the specified time, the specified quantity of designated clean fuel to the outlet on commercially reasonable terms.

However, an owner/lessor's failure to satisfy the conditions set forth in [i] and [ii] shall not result in liability under this section if the owner/lessor demonstrates that s/he was prevented from satisfying the conditions by a natural disaster such as an earthquake or flood, an act of war or an act by a public enemy, a civil disorder or riot, the expropriation or confiscation of facilities or property, or the operation of law.

(2) Whenever an owner/lessor is required to submit a notification regarding final outlet

locations to the executive officer pursuant to section 2309(a)(3), the notification shall include a description of the means by which the owner/lessor intends to comply with section 2309(c)(1). The description shall include, but need not be limited to, [i] a description of any facility that is or will be owned or leased by the owner/lessor for the production or importation of the designated clean fuel, including the throughput capacity of such facility; [ii] the identities of any third parties with whom the owner/lessor has or plans to have contracts to supply the designated clean fuel, and the minimum volumes of the designated clean fuel subject to such contracts; [iii] if the owner/lessor will not have a designated clean fuel production or import facility, or a contract for supply of the fuel, a description of the manner in which supply of the designated clean fuel will be arranged; [iv] a description, including location and capacity, of any facilities that are or will be owned or leased by the owner/lessor for the loading of the designated clean fuel into tank cars, vessels, or tank trucks; and [v] the identities of any parties with whom the owner/lessor has, or plans to have, contracts for the delivery of the designated class fuel to the retail clean fuel outlets, and the facilities from which such parties will make such deliveries.

(d) *Annual reports regarding compliance with sections ~~2301~~ and 2302.*

(1) ~~Each major gasoline supplier shall for each of the calendar years 1994, 1995 and 1996 submit to the executive officer by January 10 of the year a report containing the information set forth below regarding compliance with section 2301. For each calendar year starting with 1997, each owner/lessor who is required to equip one or more retail gasoline outlets as a retail clean fuel shall submit to the executive officer by January 10 of the year a report containing the information set forth below regarding compliance with section 2302. The information shall be categorized by each designated clean fuel. The reports shall be escheated in California under penalty of perjury.~~

(A) ~~The street address of each of the major gasoline supplier's or owner/lessor's retail gasoline outlets claimed to be equipped as a retail clean fuel outlet to satisfy the requirements of section ~~2301~~ or 2302.~~

(B) ~~For each such outlet, the type of designated clean fuel dispensed at the outlet, the brand, trade, or other name under which the business at the outlet is conducted, and the name of the operator of the outlet.~~

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2310. Responsibilities of Operators of Selected Retail Clean Fuel Outlets.

- (a) ~~Starting January 1, 1994,~~ The operator of a selected retail clean fuel outlet equipped to dispense gasoline shall, whenever gasoline is offered for sale at the outlet, do all of the following with respect to the designated clean fuel(s) that the outlet is equipped to dispense:
- (1) Store a commercially reasonable quantity of the designated clean fuel at the outlet and offer the fuel for sale to the public, during the same hours that gasoline is offered for sale. However, an operator shall not be liable for failure to comply with this section 2310(a)(1) if the operator demonstrates s/he was unable to comply because of a natural disaster such as an earthquake or flood, an act of war or an act by a public enemy, a civil disorder or riot, the expropriation or confiscation of facilities or property, or the operation of law.
 - (2) Maintain the designated clean fuel dispensing equipment in good operating condition.
 - (3) Keep the designated clean fuel dispenser area substantially as well-illuminated as the gasoline dispensing area during nighttime operation.
 - (4) Keep the designated clean fuel dispenser area and pad substantially as clean as the gasoline dispenser area and pad.
- (b) The operator of a selected retail clean fuel outlet not equipped to dispense gasoline to the general public shall do all of the following with respect to the designated clean fuel(s) that the outlet is equipped to dispense:
- (1) Maintain reasonable access to the clean fuel dispensing equipment.
 - (2) Maintain the designated clean fuel dispensing equipment in good operating condition.
 - (3) Provide a payment option that does not require the purchaser to establish an account with the operator.
- (c) The operator of any selected retail clean fuel outlet shall do all of the following with respect to the designated clean fuel(s) that the outlet is equipped to dispense:
- (1) If the designated clean fuel dispensers are at any time used in a consumer self-service mode, post at all times in a conspicuous and convenient location directions illustrating the use of the dispensing equipment.
 - (5) ~~If the owner/lessor of the outlet is a refiner or distributor, either [i] have present during the hours the designated clean fuel is offered for sale, at least one attendant who has been trained in a program offered pursuant to section 2309(b)(5), or [ii] provide an alternative~~

~~means for informing customers about the designated clean fuel which the executive officer has found is substantially as effective as compliance with [i] above.~~

- (6) (2) Display on the premises a sign which discloses that the clean fuel outlet offers the designated clean fuel for sale, and which is clearly visible from the street or highway adjacent to the outlet, provided that the operator shall not be required to display a sign in a manner inconsistent with applicable local ordinances.
- (7) (3) Conspicuously post, on the designated clean fuel dispenser, the price of the clean fuel volume that provides the energy provided by a gallon of gasoline. This price shall be calculated for liquid fuels by multiplying the price of a volumetric gallon of the fuel by the values in the table below. In the case of CNG, the price shall be posted as 1.18 multiplied by the price of one therm of compressed natural gas.

<i>Fuel</i>	<i>Price Multiplier</i>
Gasoline	1.00
LPG	1.27
Methanol (M100)	2.08
M85	1.79
Ethanol (E100)	1.54
E85	1.43

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2311. Relief from Liability Caused by Breakdowns of CNG Dispensing Equipment.

- (a) An owner/lessor or operator of a selected clean fuel outlet equipped to dispense CNG shall not be liable for violations of sections ~~2301~~, 2302, 2309(b) or 2310(a) resulting from a minor breakdown if:
- (1) The owner/lessor or operator reports the breakdown to the executive officer within 4 hours of the time the person knows or reasonably should know of the breakdown, including the time, location, and nature of the breakdown;
 - (2) The equipment is repaired as quickly as possible in the exercise of reasonable diligence, in no case in more than 72 hours;

- (3) Within 12 hours of repair of the equipment, the owner/lessor or operator reports to the executive officer that the repairs have been completed, and describes the corrective measures, if any, taken to avoid breakdowns in the future; and
 - (4) The owner/lessor or operator is able to demonstrate that the breakdown did not result from inadequate or improper maintenance, operator error, or other reasons within the control of the owner/lessor or operator.
- (b) An owner/lessor or operator of a selected clean fuel outlet equipped to dispense CNG shall not be liable for violations of sections ~~2301~~, 2302, 2309(b) or 2310(a) resulting from a mayor breakdown if the owner/lessor or operator:
- (1) Reports the breakdown to the executive officer within 4 hours of the time the person knows or reasonably should know of the breakdown, including the time, location, and nature of the breakdown;
 - (2) Within 7 days of the breakdown, submits to the executive officer in writing a report that:
 - (A) Demonstrates to the reasonable satisfaction of the executive officer that the breakdown did not result from inadequate or improper maintenance, operator error, or other reasons within the reasonable control of the owner/lessor or operator; and
 - (B) Identifies a plan reasonably detailing how the CNG dispensing equipment will be repaired or replaced as soon as possible with the exercise of reasonable diligence, including a final completion date no later than six months following the date of the breakdown; and
 - (3) Completes the repair or replacement [i] by the final completion date identified in the submitted plan, or [ii] by such earlier completion date designated by the executive officer, within 14 days of receipt of the plan, as reasonably feasible based on review of the plan.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975)

Section 2311.5. Notification by Executive Officer of Reporting Obligations.

For each year starting with 2002, the executive officer shall determine whether there is a substantial possibility that the 20,000 vehicle trigger level in section 2304(a)(1) will for the first time be reached for one or more designated clean fuels. The executive officer shall identify any

such designated clean fuel at least 22 months before the start of the year. The executive officer shall then take prompt and reasonable steps to provide notice of the identified fuel and applicable reporting obligations to: (1) all owner/lessors of retail gasoline outlets, (2) all fleet operators, and (3) all persons engaged in the business of distributing the identified fuel for use in motor vehicles.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975)

Section 2312. Reports by Owner/Lessors of Retail Gasoline Outlets.

- (a) Once the executive officer has identified a designated clean fuel under section 2311.5, by ~~By March 1, 1992,~~ July 31 of the year the identification was made and by ~~March 1~~ July 31 of every year thereafter, each owner/lessor of a retail gasoline outlet shall report to the executive officer the total number of retail gasoline outlets in the state of which the person is the owner/lessor, the street address of the retail gasoline outlet, and the owner/lessor's business interest in the outlet.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2313. Reports by Fleet Operators.

- (a) Once the executive officer has identified a particular designated clean fuel under section 2311.5, Eevery fleet operator shall, for any year starting with 1994 in which the fleet operator reasonably expects to operate fleet vehicles certified on a designated clean fuel, supply the following information to the executive officer, at least fifteen eighteen months (by June 30) before the start of the year:

- (1) The expected number of low-emission vehicles in the fleet to be operated in the year that will be certified on a designated clean fuel, categorized by designated clean fuel.
- (2) The total volume of each designated clean fuel expected to be used by the vehicles in the year.
- (3) The total volume of designated clean fuel expected to be supplied to the fleet operator's low-emission vehicles during the year from the fleet operator's own dispensing facilities

and from facilities that are not retail clean fuel outlets.

- (4) The actual vehicle miles traveled for the prior 12 month period and the estimated vehicle miles traveled for the year in question.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2314. Reporting Requirements for Persons who Distribute Designated Clean Fuels for Use in Motor Vehicles.

~~For each quarter starting with the first quarter of 1994,~~ Starting the with the beginning of the year after the Executive Officer the executive officer identifies a particular designated clean fuel under section 2311.5, each person who in ~~the~~ a quarter distributes a designated clean fuel for use in motor vehicles shall, within 45 days after the end of the quarter, submit to the executive officer a report containing the following information for each designated clean fuel:

- (1) The volume of the designated clean fuel that was produced by the person and that was distributed in the quarter for use in motor vehicles.
- (2) The volume of the designated clean fuel that was imported by the person and that was distributed in the quarter for use in motor vehicles.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2315. Determination of Violations

- (a) *Violations of sections ~~2301 and~~ 2302.* At any time that an owner/lessor fails to have equipped the number of retail gasoline outlets required by sections ~~2301 or~~ 2302 to be equipped to be a retail clean fuel outlet for a designated clean fuel, the owner/lessor shall be deemed to have sold or supplied gasoline to motor vehicles in violation of these regulations. For each day that the owner/lessor violates section ~~2301 or~~ 2302, the first ten motor vehicles fueled at one of the owner/lessor's retail gasoline outlets shall be deemed to have been unlawfully fueled for each retail gasoline outlet not equipped as required. If an owner/lessor claims to comply with the requirements of sections ~~2301 or~~ 2302 on the basis of retail clean

fuel outlets constructively allocated pursuant to section 2308, such facilities shall not satisfy the owner/lessor's obligations if the requirements in section 2308 for constructive allocation are not met.

(b) **Violations of section 2309(b).** Whenever the owner/lessor of a selected retail clean fuel outlet violates section 2309(b) with respect to the outlet, the gasoline sold or supplied at the outlet shall be deemed to have been sold or supplied by the owner/lessor in violation of these regulations. For each day that the owner/lessor violates section 2309(b) with respect to a selected retail clean fuel outlet, the first five motor vehicles fueled that day at the outlet with gasoline shall be deemed to have been unlawfully fueled by the owner/lessor.

(c) **Violations of section 2310.** Whenever the operator of a selected retail class fuel outlet violates section 2310 with respect to the outlet, the gasoline sold or supplied at the outlet shall be deemed to have been sold or supplied by the operator in violation of these regulations. For each day that the operator violates section 2310, the first five motor vehicles fueled that day with gasoline at the outlet shall be deemed to have been unlawfully fueled by the operator.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43016, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2316. Determinations of Energy Equivalency of Fuels.

Whenever implementation of this subchapter requires values for the energy contents of fuels, the lower heating values in the following table shall be used.

VOLUMETRIC ENERGY CONTENTS

<i>Fuel</i>	<i>BTUs per gallon</i>
Gasoline	116,500
LPG	91,500
Methanol(M100)	56,500
M85	65,000
Ethanol (E100)	75,700
E85	81,800
CNG	1000 BTU/scf

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control

Section 2317. Satisfaction of Designated Clean Fuel Requirements with A Substitute Fuel.

- (a) Any person may petition the state board to designate by regulation a substitute fuel which may be used instead of a primary designated clean fuel to satisfy any requirements in this subchapter pertaining to a designated clean fuel. The state board shall designate such a substitute fuel if it is satisfied that the petitioner has demonstrated all of the following:
- (1) That use of the fuel in low-emission vehicles certified on the primary designated clean fuel will result in emissions of NMOG (on a reactivity-adjusted basis), NO_x, and CO no greater than the corresponding emissions from such vehicles fueled with the primary designated clean fuel, as determined pursuant to the procedures set forth in the "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels", as adopted November 2, 1993, which is incorporated herein by reference.
 - (2) That use of the fuel in low-emission vehicles certified on the primary designated class fuel will result in potential health risks from exposure to benzene, 1,3-butadiene, formaldehyde, and acetaldehyde in the aggregate no greater than the corresponding potential health risks for such vehicles fueled with the primary designated clean fuel, as determined pursuant to the procedures set forth in the "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels", as adopted November 2, 1993, which is incorporated herein by reference.
 - (3) That if the proposed substitute fuel may be used to fuel any motor vehicles other than low-emission vehicles certified on the primary designated class fuel:
 - (A) Use of the substitute fuel in such other motor vehicles would not increase emissions of NMOG (on a reactivity-adjusted basis), NO_x, and CO as determined pursuant to the procedures set forth in the "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels", as adopted November 2, 1993, which is incorporated herein by reference; and
 - (B) Use of the substitute fuel in such other motor vehicles would result in potential health risks from exposure to benzene, 1,3 butadiene, formaldehyde, and acetaldehyde in the aggregate no greater than the corresponding potential health risk from the emissions from such vehicles when operating on their customary fuel, as determined pursuant to the procedures set forth in the "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels", as adopted November 2, 1993, which is incorporated herein by reference; and
 - (C) Use of the substitute fuel in such other motor vehicles would not result in increased

deterioration of the emission control system on the vehicle and would not void the warranties of any such vehicles.

- (b) Whenever the state board designates a substitute fuel pursuant to this section, the state board shall also establish by regulation required specifications for the substitute fuel.
- (c) Commencing with the effective date of a regulatory action of the state board designating a substitute fuel pursuant to this section, any person may satisfy his or her obligations under this subchapter pertaining to a primary designated clean fuel, in whole or in part, by substituting the substitute fuel in place of the primary designated clean fuel.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Section 2317. Sunset for Particular Designated Clean Fuels.

This Chapter 8. shall cease to apply to a particular designated clean fuel once the number of retail clean fuel outlets offering the designated clean fuel represent at least ten percent of all retail gasoline outlets.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018, and 43101, Health and Safety Code; and Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

Table C1: CNG_WEB_REFUEL_STATIONS

Station Name	Street Address	City	Zip Code	Station #		Contact Phone	Contact	Type of Facility	Access Type	Access Hours	SCFM	2400	3000	3600	Fill Type	
				Phone	Contact							PSI	PSI	PSI		
1 Alameda County	Santa Rita Rd.	Dublin	94566				NGV Hotline	800-684-4648	Gov't	Private	N/A	N	Y	N	Quick	
2 Anderson School District	1471 Ferry St.	Anderson	96007-3397				NGV Hotline	800-684-4648	Gov't	Private	N/A	100	N	Y	N	Both
3 Barstow Services Center	1140 W. Main St.	Barstow	92311-2542				John Pomierski	909-387-2862	Gov't	Private	N/A		N	Y	N	Timed
4 Butte County	1275 Mitchell Dr.	Oroville	95965				NGV Hotline	800-684-4648	Gov't	Private	N/A	100	N	Y	N	Quick
5 Butte County	7 Counter Center Dr.	Oroville	95965-3397				NGV Hotline	800-684-4648	Gov't	Private	N/A	200	N	Y	N	Quick
6 Camp Pendleton - Main Station	11th St. & E Ave., Area 22	Camp Pendleton	92055-5000				Joe Semerad	619-654-1105	Gov't	Private	N/A	700	N	N	Y	Quick
7 Camp Pendleton - North Station	Basilone Rd. Bldg. 52016, Area 52	Camp Pendleton	92055-5000				Joe Semerad	619-654-1105	Gov't	Private	N/A	350	N	N	Y	Quick
8 Camp Pendleton (3)	Address not available	Camp Pendleton	92055-5000				Joe Semerad	619-654-1105	Gov't	Private	N/A		N	N	Y	Quick
9 China Lake Naval Air Weapons Station	Address not available	China Lake	93550				NGV Hotline	800-684-4648	Gov't	Private	N/A	200	N	Y	N	Quick
10 City of Hawthorne	4422 1/2 126th St.	Hawthorne	90250-4402				Diane Medina	213-244-5681	Gov't	Private	N/A		N	Y	N	Quick
11 City of Palo Alto	3201 E. Bayshore Rd.	Palo Alto	94303-3275				NGV Hotline	800-684-4648	Gov't	Private	N/A	175	N	N	N	Quick
12 City of Victorville	14177 McArt Rd.	Victorville	92392-2553				Lowell Smith	760-955-5206	Gov't	Private	N/A	30	N	Y	N	Timed
13 Colton School District	777 W. Valley Blvd.	Colton	92324-2285				Diane Medina	213-244-5681	Gov't	Private	N/A		N	Y	N	Quick
14 County of Monterey	855 E. Laurel Dr.	Salinas	93905-1300				NGV Hotline	800-684-4648	Gov't	Private	N/A	100	N	Y	N	Both
15 County Sanitation Districts of Orange Co.	10844 Ellis Ave.	Fountain Valley	92708-7018				Diane Medina	213-244-5681	Gov't	Private	N/A		N	Y	N	Quick
16 Division 15 - Sun Valley	11900 Branford St.	Sun Valley	91352-4943				Warren Fu	213-922-5028	Gov't	Private	N/A	1300	N	Y	Y	Quick
17 Edwards Air Force Base	15 N. Muroc Dr.	Edwards	93524-2130				Betty Ellis	805-277-3900	Gov't	Private	N/A	250	N	Y	N	Quick
18 Elk Hill Naval Fuels Reserve	Buttonwillow	Compton	93276				NGV Hotline	800-684-4648	Gov't	Private	N/A	75	N	Y	N	Timed
19 Hesperia Unified School District	11107 Santa Fe Ave. East	Hesperia	92345-8307				Don Creason	760-244-0502	Gov't	Private	N/A	30	N	Y	N	Timed
20 L.A. County Department of Sanitation	2800 Workman Mill Rd.	Industry	90601-1400				Diane Medina	213-244-5681	Gov't	Private	N/A	100	N	Y	N	Quick
21 L.A. DOT 2 - Ladlaw	5725 Sepulveda Blvd.	Van Nuys	91411-2998				Pickens Fuel	888-732-6487	Gov't	Private	N/A	300	N	Y	Y	Both
22 L.A. DOT 3 - ATE Ryder	2921 Leonis Blvd.	Vernon	90058-2915				Pickens Fuel	888-732-6487	Gov't	Private	N/A	300	N	Y	N	Timed
23 LACMTA - Division 10	742 N. Mission Rd.	Los Angeles	90033-1214				Warren Fu	213-922-5028	Gov't	Private	N/A	3300	N	Y	Y	Quick
24 LACMTA Chatsworth - Division 8	9201 Canoga Ave.	Chatsworth	91311-5839				Warren Fu	213-922-5028	Gov't	Private	N/A	2200	N	Y	Y	Quick
25 Lawrence Livermore Labs.	East Ave.	Livermore	94551				NGV Hotline	800-684-4648	Gov't	Private	N/A	25	N	Y	N	Both
26 Lemoore NAS	Trans. Div Bldg. 765, NAS Lemoore	Lemoore	93246				Diane Medina	213-244-5681	Gov't	Private	N/A	300	N	Y	N	Quick
27 Long Beach Water Dept.	1800 E. Wardlow Rd.	Long Beach	90807-4994				Paul Smock	562-570-2052	Gov't	Private	N/A	120	N	Y	N	Quick
28 March AFB	15055 Hwy. 395	Perris	92370				Diane Medina	213-244-5681	Gov't	Private	N/A	90	N	Y	N	Quick
29 Marine Corp Logistics Base	Barstow	Barstow	92311				Larry Emmons	760-577-6739	Gov't	Private	N/A	200	N	N	Y	Quick
30 McClellan AFB - Sacramento	4487 Dudley Blvd.	McClellan AFB	95652-1422				NGV Hotline	800-684-4648	Gov't	Private	N/A	200	N	Y	N	Quick
31 Metropolitan Transit Authority - Division 1	450 W. Griffith St.	Gardena	90248-4518				Warren Fu	213-922-5028	Gov't	Private	N/A	3300	N	Y	Y	Quick
32 Paradise City Yard	Almond St.	Paradise	95969				NGV Hotline	800-684-4648	Gov't	Private	N/A	100	N	Y	N	Quick
33 PG&E Chico Service Center	11239 Midway	Chico	95928-8219				NGV Hotline	800-684-4648	Gov't	Private	N/A	300	N	Y	N	Quick
34 Port Hueneme	621 Pleasant Valley Rd.	Port Hueneme	93043-4352				Diane Medina	213-244-5681	Gov't	Private	N/A	100	N	Y	N	Quick
35 Sacramento Regional Transit District	1400 29th St.	Sacramento	95816-6406				NGV Hotline	800-684-4648	Gov't	Private	N/A	852	N	Y	N	Quick
36 South Coast Air Quality Mgmt. Dist.	21865 E. Copley Dr.	Diamond Bar	91765-4182				Mariano Vargas	909-396-2045	Gov't	Private	N/A	30	N	Y	N	Timed
37 U.S. Postal Service Center	2121 Meridian Ave.	Concord	94520				Steve Wake	510-874-8462	Gov't	Private	N/A	100	N	Y	N	Both
38 Vandenberg AFB	Address not available	Vandenberg	93437				Diane Medina	213-244-5681	Gov't	Private	N/A	90	N	Y	N	Quick
39 Vista Unified School District	1234 Arcadia Ave.	Vista	92084-3495				Joe Semerad	619-654-1105	Gov't	Private	N/A	50	N	Y	N	Both
40 Walnut School District	15055 Hwy. 395	Walnut	91789-2931				Diane Medina	213-244-5681	Gov't	Private	N/A		N	Y	N	Quick
41 A and A Associates	12118 S. Broomfield Ave.	Santa Fe Springs	90670-4763	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	25	N	Y	N	Quick
42 City of Anaheim	517 S. Claudina St.	Anaheim	92805-3919	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	25	N	Y	N	Quick
43 City of Banning	176 E. Lincoln St.	Banning	92222-4962	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	25	N	Y	N	Quick
44 City of El Monte	3525 Cleminson St.	El Monte	91731-2603	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead		N	Y	N	Quick
45 City of Oakland Service Center	7101 Edgewater Dr.	Oakland	94621-3096	800-684-4648			NGV Hotline	800-684-4648	Limited Public	Call Ahead	M-F 7:30 am - 4:30 pm	100	N	Y	N	Both
46 City of Santa Barbara	630 Garden St.	Santa Barbara	93101-1656	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead		N	Y	N	Quick
47 City of Santa Monica	2500 Michigan Ave.	Santa Monica	90404-3948	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead		N	Y	N	Quick
48 PG&E Merced Service Center	3185 M St.	Merced	95348-2404	800-684-4648			NGV Hotline	800-684-4648	Limited Public	Call Ahead	Call ahead		N	Y	N	Quick
49 SoCal Gas - Crenshaw Base	3124 W. 36th St.	Los Angeles	90018-3605	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	50	N	Y	N	Quick
50 SoCal Gas - Olympic Base	2424 E. Olympic Blvd.	Los Angeles	90021-2902	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	250	N	Y	N	Quick
51 South Coast Area Transit (SCAT)	301 E. 3rd St.	Oxnard	93030-6048	213-244-5681			Diane Medina	213-244-5681	Limited Public	Call Ahead	Call ahead	1300	N	Y	N	Quick
52 U.S. Postal Service	15642 Sand Canyon Ave.	Irvine	92619-9998	888-732-6487			Pickens Fuel	888-732-6487	Limited Public	Call Ahead	Call ahead		N	Y	N	Timed
53 UCLA Fleet Services	405 Hilgard Ave.	Los Angeles	90024-1301	310-206-1089			Tim Perimner	310-206-1089	Limited Public	Call Ahead	Call ahead	150	N	Y	N	Quick
54 20th Century Fox Studio	10201 W. Pico Blvd.	Los Angeles	90064-2651				Ned Lagrotta	310-369-1000	Private	Private	N/A		N	Y	N	Quick
55 Braun Linen	16514 S. Garfield Ave.	Paramount	90723-5396				Jon Jordan	562-531-3440	Private	Private	N/A	50	N	Y	N	Timed

Station Name	Street Address	City	Zip Code	Station # Phone	Contact	Contact Phone	Type of Facility	Access Type	Access Hours	2400 SCFM	3000 PSI	3600 PSI	3600 PSI	Fill Type
57 Chula Vista Post Office	750 3rd Ave.	Chula Vista	91910-9998		Joe Semerad	619-654-1105	Private	Private	N/A	290	N	N	Y	Quick
58 City of Saratoga	13777 Fruitvale Ave.	Saratoga	95070-5199		Larry Perlin	408-868-1241	Private	Private	N/A		N	Y	N	Quick
59 City of Arvin	205 Langford Ave.	Arvin	93203-2323		Diane Medina	213-244-5681	Private	Private	N/A		N	Y	N	Quick
60 City of Roseville	2005 Hilltop Circle	Roseville	95742-9704		Rich Stone	916-774-5702	Private	Private	N/A	116	N	Y	N	Quick
61 City of San Jose	696 N. 6th St.	San Jose	95112-3208		NGV Hotline	800-684-4648	Private	Private	N/A	116	N	Y	N	Quick
62 City of Sunnyvale	22110 Commercial St.	Sunnyvale	94086-4509		Gene Waddell	408-730-7570	Private	Private	N/A		N	Y	N	Quick
63 Contra Costa County	2467 Waterbird Way	Martinez	94553-1457		Joe Romiti	925-313-7071	Private	Private	N/A		N	Y	N	Unknown
64 Disneyland	1313 S. Harbor Blvd.	Anaheim	92802-2398		Diane Medina	213-244-5681	Private	Private	N/A	400	N	Y	N	Quick
65 Dy-dee Diaper Service	40 E. California Blvd.	Pasadena	91105-3285		Brian O'Neil	626-792-6183	Private	Private	N/A	50	N	Y	N	Quick
66 Eastern Municipal Water District	2270 Trumble Rd.	Perris	92570		Diane Medina	213-244-5681	Private	Private	N/A		N	Y	N	Unknown
67 Elk Grove School District	8421 Gerber Rd.	Sacramento	95828-3711		NGV Hotline	800-684-4648	Private	Private	N/A	264	N	Y	N	Quick
68 ERX Logistics	2151 Vintage Ave.	Ontario	91761-2824		Diane Medina	213-244-5681	Private	Private	N/A	50	N	Y	N	Quick
69 G.T.E.	2943 Exposition Blvd.	Santa Monica	90404-5024		Barry Nelson	310-319-6148	Private	Private	N/A	100	N	Y	N	Timed
70 Golden Empire Transit	1830 Golden State Ave.	Bakersfield	93301-1012		Mel Doherty	805-324-9874	Private	Private	N/A		N	N	Y	Quick
71 Kern Unified High School District	3701 E. Belle Terrace	Bakersfield	93307-6833		NGV Hotline	800-684-4648	Private	Private	N/A	300	N	Y	N	Timed
72 Kings Canyon Unified School District	675 W. Manning Ave.	Redley	93654-2498		Diane Medina	213-244-5681	Private	Private	N/A		N	Y	N	Quick
73 L & N Uniform	1602 E. Edinger Ave.	Santa Ana	92705-5019		Ralph Rubalcava	714-558-7734	Private	Private	N/A	25	N	Y	N	Timed
74 Lockheed	1111 Lockheed Hwy.	Sunnyvale	94089-1212		NGV Hotline	800-684-4648	Private	Private	N/A	10	N	Y	N	Quick
75 Lompoc Unified School District	1301 N. A St.	Lompoc	93436-1039		Pickens Fuel	888-732-6487	Private	Private	N/A	150	N	Y	N	Timed
76 Los Angeles Unified School District	18421 S. Hoover St.	Gardena	90248-4222		Pickens Fuel	888-732-6487	Private	Private	N/A	50	N	Y	N	Both
77 MESA - Anaheim Super Shuttle	1430 S. Anaheim Blvd.	Anaheim	92805-6213		Pickens Fuel	888-732-6487	Private	Private	N/A	500	N	Y	N	Quick
78 MTDB South Bay	3650 Main St.	Chula Vista	91911-5833		Joe Semerad	619-654-1105	Private	Private	N/A	1300	N	N	Y	Quick
79 Napa Valley Wine Train	1275 McKinstry St.	Napa	94559-1925		NGV Hotline	800-684-4648	Private	Private	N/A	90	N	Y	N	Quick
80 National Park Service Presidio S.F.	204 Young Street	San Francisco	94129		John Ozanich	415-561-4019	Private	Private	N/A	116	N	Y	N	Quick
81 Naval Public Works Center - 32nd St.	Cummings & 4th Sts.	San Diego	92136		Joe Semerad	619-654-1105	Private	Private	N/A	200	N	N	Y	Both
82 Navy - Port Magu	NAWS Pt. Magu - Gas Station Bldg.	Port Magu	93042		Diane Medina	213-244-5681	Private	Private	N/A	100	N	Y	N	Quick
83 North County Transit District	305 Via Del Norte	Oceanside	92054-1231		Joe Semerad	619-654-1105	Private	Private	N/A	900	N	N	Y	Quick
84 Omnitrans	1700 W. 5th St.	San Bernardino	92411-2409		Diane Medina	213-244-5681	Private	Private	N/A	1300	N	Y	N	Quick
85 PG&E Fresno Service Center	3224 E. California Ave.	Fresno	93702-ND		NGV Hotline	800-684-4648	Private	Private	N/A	150	N	Y	N	Both
86 PG&E Livermore Training Facility	7205 National Dr.	Livermore	94550-9423		NGV Hotline	800-684-4648	Private	Private	N/A	25	N	Y	N	Both
87 PG&E Richmond Service Center	1100 S. 27th St.	Richmond	94804-4571		NGV Hotline	800-684-4648	Private	Private	N/A		N	Y	N	Both
88 PG&E San Ramon Training Center	2211 Camino Ramon	San Ramon	94583-1357		NGV Hotline	800-684-4648	Private	Private	N/A	16	N	Y	N	Timed
89 PG&E Technology Center	3400 Crow Canyon Dr.	San Ramon	94583-1393		NGV Hotline	800-684-4648	Private	Private	N/A	2	N	Y	N	Both
90 Placer County Dept. of Public Works	11444 B" Ave."	Auburn	95603-2603		Dan Shaffer	530-889-7536	Private	Private	N/A	116	N	Y	N	Quick
91 Riverside Transit Agency	1825 3rd St.	Riverside	92507-3484		Diane Medina	213-244-5681	Private	Public	N/A	1200	N	Y	N	Quick
92 San Benito County Road Commission	3220 Southside Rd.	Hollister	95023-9633		Max Bridges	408-636-4170	Private	Private	N/A		N	Y	N	Quick
93 San Diego Transit	4630 Ruffner St.	San Diego	92111-2218		Joe Semerad	619-654-1105	Private	Private	N/A	1300	N	N	Y	Quick
94 San Diego Transit - IAD	120 Imperial Ave.	San Diego	92101-490		Joe Semerad	619-654-1105	Private	Private	N/A		N	N	N	Quick
95 San Francisco International Airport	Address not available	San Francisco	94128		NGV Hotline	800-684-4648	Private	Private	N/A	100	N	Y	N	Quick
96 San Joaquin County	1810 E. Hazelton Ave.	Stockton	95201-6298		NGV Hotline	800-684-4648	Private	Private	N/A	80	N	Y	N	Both
97 San Marcos Unified School District	215 Marta Way	San Marcos	92069-2948		Joe Semerad	619-654-1105	Private	Public	N/A		N	N	N	Quick
98 Santa Monica Seafood	1700 N. Main St.	Orange	92865-4117		Diane Medina	213-244-5681	Private	Private	N/A		N	Y	N	Quick
99 SDG&E Northeast	1623 Mission Rd.	Escondido	92029-1109		Joe Semerad	619-654-1105	Private	Private	N/A	200	N	Y	N	Quick
100 SDG&E Service Center	3365 F St.	San Diego	92102-3319		Joe Semerad	619-654-1105	Private	Private	N/A	50	N	Y	N	Quick
101 Simi Valley Transit	490 W. Los Angeles	Simi Valley	93065-1646		Diane Medina	213-244-5681	Private	Private	N/A		N	Y	N	Quick
102 Torrance Headquarters	2325 S. Crenshaw Blvd. West	Torrance	90501-3325		Pickens Fuel	888-732-6487	Private	Private	N/A		N	Y	N	Quick
103 Twentieth Century Fox	P.O. Box 900	Beverly Hills	90213	310-277-2211	Ned Lagrotta	310-277-2211	Private	Private	24 hours					Timed
104 UC Riverside	3401 Watkins Dr.	Riverside	92507-4633		Diane Medina	213-244-5681	Private	Private	N/A	50	N	Y	N	Quick
105 United Airlines (LAX)	6020 Avion Dr.	Los Angeles	90045-5679		Pickens Fuel	888-732-6487	Private	Private	N/A	200	N	Y	N	Quick
106 United Parcel Service	3000 E. Washington Blvd.	Los Angeles	90023-4273		Pickens Fuel	888-732-6487	Private	Private	N/A	135	N	Y	N	Quick
107 Unitrans	Garrod Dr.	Davis	95616		NGV Hotline	800-684-4648	Private	Private	N/A	1500	N	N	Y	Quick
108 Victor Valley Transit Authority	12402 Business Center Drive	Victorville	92392-5832		Kevin Kane	760-955-5219	Private	Private	N/A	90	N	Y	N	Quick
109 Headquarters - LBGD #1	2400 E. Spring St.	Long Beach	90806-2285	562-570-2067	Paul Smock	562-570-2052	Public	Card Key	24 hrs. daily	370	N	Y	Y	Quick
110 Mobil Oil	12849 Rancho Penasquitos Blvd.	Rancho Penasquitos	92129-2934	619-484-1863	Joe Semerad	619-654-1105	Public	Public	24 hrs. daily	50	N	Y	N	Quick
111 Shell - Airport	2521 Pacific Hwy./Laurel	San Diego	92101-1233	619-233-4120	Julie Short	281-874-7771	Public	Public	24 hrs. daily	400	N	Y	N	Quick
112 Shell Oil Company	1520 S. Santa Fe Ave.	Los Angeles	90021-2517	213-623-3413	Julie Short	281-874-7771	Public	Public	24 hrs. daily	150	N	Y	N	Quick
113 Shell Oil Company	160 Encinitas Blvd. N.W.	Encinitas	92024-3657	760-753-8610	Julie Short	281-874-7771	Public	Public	24 hrs. daily	50	N	Y	N	Quick
114 Shell Oil Company	780 W. El Norte Pkwy.	Escondido	92026-3984	760-480-6631	Julie Short	281-874-7771	Public	Public	24 hrs. daily	350	N	Y	N	Quick

Station Name	Street Address	City	Zip Code	Station #		Contact	Contact Phone	Type of Facility	Access Type	Access Hours	SCFM	2400	3000	3600	Fill Type
				Phone	Contact							PSI	PSI	PSI	
115 Shell Oil Company	12301 Heacock St.	Moreno Valley	92557-7108	909-242-7101	Julie Short	281-874-7771	Public	Public	24 hrs. daily	180	N	Y	N	Quick	
116 Shell Oil Company	3125 E. Orangethorpe Ave.	Anaheim	92806-1111	714-996-1380	Julie Short	281-874-7771	Public	Card Key	24 hrs. daily	70	N	Y	N	Quick	
117 SoCalGas - Energy Resource Center 11	9420 E. Firestone Blvd.	Downey	90241-5504	213-244-5681	Diane Medina	213-244-5681	Public	Card Key	24 hrs. daily	25	N	Y	N	Quick	
118 Texaco - Otay Mesa	2435 Otay Center Dr.	San Ysidro	92173-3625	619-661-6777	Joe Semerad	619-654-1105	Public	Public	24 hrs. daily	50	N	Y	N	Quick	
119 29 Palms U.S. Marine Corp.	Condor Rd., Entry Gate	Twenty-nine Palms	82277	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	225	N	Y	N	Quick	
120 Antelope Valley School Bus Transit (AVU)	670 West Ave. L-8	Lancaster	93534-7117	213-244-5681	Jared Adams	805-945-3621	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Timed	
121 B.C. Stocking Station	341 Industrial Way	Woodland	95776-6012	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	368	N	Y	N	Quick	
122 Chula Vista Education Center	84 E. J St.	Chula Vista	91910-6199	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	M-F 6:30 am - 5:00 pm	50	N	N	N	Both	
123 City Hall - LBGD # 3 (Police Dept.)	400 W. Broadway	Long Beach	90802-4401	562-570-5067	Paul Smock	562-570-2052	Restricted Public	Card Key	24 hrs. daily	120	N	Y	N	Quick	
124 City of Alhambra	900 S. New Ave.	Alhambra	91801-4554	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	50	N	Y	N	Quick	
125 City of Covina	534 Barranca Ave.	Covina	91723	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	50	N	Y	N	Quick	
126 City of Delano	725 S. Lexington St.	Delano	93215-3617	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick	
127 City of El Centro	970 N. 4th St.	El Centro	92243-1515	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick	
128 City of Fresno Service Center	E St.	Fresno	93706	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick	
129 City of Irvine	15029 Sand Canyon Ave.	Irvine	92618-2105	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	120	N	Y	N	Quick	
130 City of Monterey	25 Ryan Ranch Rd.	Monterey	93940-5703	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	700	N	Y	N	Quick	
131 City of Ontario	14235 S. Bon View Ave.	Ontario	91761	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Pay Card	24 hrs. daily	25	N	Y	N	Quick	
132 City of Ontario	1440 S. Cucamonga Ave.	Ontario	91761-4509	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	170	N	Y	Y	Quick	
133 City of Thousand Oaks	1993 Rancho Conejo Blvd.	Newbury Park	91320-1425	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	90	N	Y	N	Both	
134 City of Torrance	20500 Madrona Ave.	Torrance	90503-3692	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	125	N	Y	N	Both	
135 City Yard - FleetStar	3989 S. K St.	Tulare	93274-7189	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	175	N	Y	N	Quick	
136 Clovis Unified School District	1450 Herndon Ave.	Clovis	93611-0599	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	220	N	Y	N	Quick	
137 County of San Bernardino	210 N. Lena Rd.	San Bernardino	92408-ND	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	150	N	N	Y	Quick	
138 E.F. Kludt & Sons - FleetStar	1126 E. Pine St.	Lodi	95240-3140	209-368-0634	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	175	N	Y	N	Quick	
139 El Dorado Park	2750 Studebaker Rd.	Long Beach	90815-1697	562-570-2067	Paul Smock	562-570-2052	Restricted Public	Pay Card	M-F 7:00 am - 4:30 pm	58	N	Y	N	Quick	
140 Fleet Card Fuels	3305 Gulf St.	Bakersfield	93308-4907	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	220	N	Y	N	Quick	
141 FleetStar - SoCal Gas	320 N. Tipton St.	Visalia	93292-6407	800-723-9398	Michael Metcalf	806-355-5679	Restricted Public	Card Key	24 hrs. daily	200	N	N	Y	Quick	
142 Gibbs Automated Fuel Station	3555 S. Academy Ave.	Sanger	93657-9566	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Both	
143 Interstate Oil Co. - FleetStar	8221 Alpine Ave.	Sacramento	95826-4708	800-723-9398	Michael Metcalf	806-355-5679	Restricted Public	Card Key	24 hrs. daily	175	N	Y	N	Quick	
144 JB Dewar	2310 S. Meredith Ln.	Santa Maria	93455-1100	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	90	N	Y	N	Quick	
145 JB Dewar #1 - San Luis Obispo	75 Prado Rd.	San Luis Obispo	93401-7314	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	170	N	Y	N	Quick	
146 Kings County Yard	11827 S. 11th Ave.	Hanford	93230-6444	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick	
147 L.A. County Internal Services Dept.	1100 N. Eastern Ave.	Los Angeles	90063-3298	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	300	N	Y	N	Quick	
148 LAUSD Sun Valley	11247 Sherman Way	Sun Valley	91352-4943	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Both	
149 MacValley Oil Co.	100 Del Norte Blvd.	Oxnard	93030-7913	805-485-7246	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	320	N	Y	N	Quick	
150 North Island Naval Air Station	Alameda Blvd. & 2nd St.	Coronado	92118	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	Daily 6:00 am - 7:00 pm	500	N	Y	Y	Quick	
151 Olympian Oil Co. - FleetStar	4420 Northgate Blvd.	Sacramento	95834-1137	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	104	N	Y	N	Quick	
152 Olympian Oil Station	190 E. Grand Ave.	S. San Francisco	94080-4803	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick	
153 PG&E Auburn Service Center	333 Sacramento St.	Auburn	95603-5568	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Both	
154 PG&E Bakersfield Service Center	4101 Wible Rd.	Bakersfield	93313-2621	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	300	N	Y	Y	Both	
155 PG&E Belmont Service Center	1970 Industrial Way	Belmont	94002-4067	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Both	
156 PG&E Concord Service Center	1030 Detroit Ave.	Concord	94518-2487	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	50	N	Y	N	Both	
157 PG&E Cupertino Service Center	10900 N. Blaney Ave.	Cupertino	95014-0599	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	400	N	Y	N	Quick	
158 PG&E Davis Service Center	316 L St.	Davis	95616-4299	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	260	N	Y	N	Quick	
159 PG&E Florin-Perkins Service Center	5555 Florin-Perkins Rd.	Sacramento	95826-4870	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 7:00 am - 6:00 pm	150	N	Y	N	Quick	
160 PG&E Front & T Streets Service Center	2001 Front St.	Sacramento	95818-1116	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	50	N	Y	N	Quick	
161 PG&E Grass Valley Service Center	W. McKnight Way	Grass Valley	95945-9613	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick	
162 PG&E Hayward Service Center	24300 Clawiter Rd.	Hayward	94545-2200	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	300	N	Y	N	Both	
163 PG&E Oakport Service Center	4801 Oakport St.	Oakland	94604-4993	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 7:00 am - 4:30 pm	75	N	Y	N	Both	
164 PG&E Salinas Service Center	390 Griffin St.	Salinas	93901-4304	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	75	N	Y	N	Both	
165 PG&E San Francisco Service Center	2225 Folsom St.	San Francisco	94110-2009	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 7:30 am - 4:30 pm	300	N	Y	N	Both	
166 PG&E San Jose Service Center	308 Stockton Ave.	San Jose	95126-2764	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 7:30 am - 5:00 pm	50	N	Y	N	Both	
167 PG&E Santa Cruz Service Center	615 7th Ave.	Santa Cruz	95062-2795	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Pay Card	M-F 8:00 am - 5:00 pm		N	Y	N	Quick	
168 PG&E Santa Rosa Service Center	3965 Occidental Rd.	Santa Rosa	95401-5898	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	57	N	Y	N	Both	
169 PG&E Stockton Service Center	4040 West Ln.	Stockton	95204-2436	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Both	
170 Pickens Fuel, Inc. @ Los Angeles Airport	10400 Aviation Blvd.	Los Angeles	90045-5906	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	1200	N	Y	N	Quick	
171 Pinnacle CNG/UPS	4500 Norris Canyon Rd.	San Ramon	94583-1369	915-686-7002	Drew Diggins	915-682-7936	Restricted Public	Card Key	Daily 6:00 am - midnight	270	N	Y	N	Quick	
172 Poway Unified School District	13626 Twin Peaks Rd.	Poway	92064-3098	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	M-F 6:30 am - 5:00 pm	50	N	Y	N	Both	

Station Name	Street Address	City	Zip Code	Station #		Contact Phone	Type of Facility	Access Type	Access Hours	2400 SCFM	3000 PSI	3600 PSI	Fill Type	
				Phone	Contact									
173 Sacramento County Airport	7001 Airport Blvd.	Sacramento	95837-1108	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	24 hrs. daily	116	N	Y	N	Quick
174 San Bernardino County (SBWVV)	12672 4th St.	Rancho Cucamonga	91730	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	90	N	Y	N	Quick
175 San Rafael Service Center	1220 Andersen Dr.	San Rafael	94901-5332	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 7:00 am - 5:00 pm	50	N	Y	N	Both
176 SDG&E - North Coast	5016 Carlsbad Ave.	Carlsbad	92008-4303	619-754-1108	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily		N	N	N	Quick
177 SDG&E Service Center	4940 Carlsbad Blvd.	Carlsbad	92008-4302	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
178 SDG&E Service Center - Kearny Mesa	5488 Overland Ave.	San Diego	92123-1205	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
179 SDG&E Service Center - Miramar	6875 Consolidated Way	San Diego	92121-2602	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
180 SERRF - LBGD #2	120 Henry Ford Ave.	Long Beach	90802-1039	562-570-2067	Paul Smock	562-570-2052	Restricted Public	Card Key	24 hrs. daily	180	N	Y	N	Quick
181 SoCal Gas - Anaheim Base	1919 S. State College Blvd.	Anaheim	92806-6114	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	200	N	Y	N	Both
182 SoCal Gas - Compton	701 N. Bullis Rd.	Compton	90221-2253	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
183 SoCal Gas - Compton Base	700 N. Long Beach Blvd.	Compton	90221-2225	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
184 SoCal Gas - Garden Grove Base	12631 Monarch St.	Garden Grove	92841-3918	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
185 SoCal Gas - Oxnard	1650 Mountain View Ave.	Oxnard	93030-5108	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	170	N	Y	N	Quick
186 SoCal Gas - Oxnard Base	1600 Patton Ct.	Oxnard	93030-7326	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	170	N	Y	N	Quick
187 SoCal Gas - Pico Rivera	8101 S. Rosemead Blvd.	Pico Rivera	90660-5100	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
188 SoCal Gas - Riverside Base	4495 Howard Ave.	Riverside	92507-5534	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	150	N	Y	Y	Quick
189 SoCal Gas - Santa Monica Base	1701 Stewart St.	Santa Monica	90404-4021	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Quick
190 SoCal Gas - Saticoy Base	16645 Saticoy St.	Van Nuys	91406-2837	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	150	N	Y	Y	Quick
191 SoCal Gas 14 - Santa Barbara Base	630 Montecito St.	Santa Barbara	93103-3251	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	100	N	Y	N	Quick
192 Sonoma Transit	355 W. Robles Ave.	Santa Rosa	95407-8126	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Card Key	M-F 8:00 am - 5:00 pm	600	N	Y	N	Quick
193 Southern California Gas Co. San Pedro Bas	755 W. Capitol Dr.	San Pedro	90731-1226	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	150	N	Y	N	Quick
194 Southern California Gas Company Base	5610 San Fernando Rd.	Glendale	91202-2103	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	300	N	Y	N	Quick
195 Southwest Transportation Agency	20900 Hazel Ave.	Riverdale	93656	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	170	N	Y	N	Timed
196 Sunline - Palm Springs Airport	3400 E. Tahquitz Canyon Way	Palm Springs	92262-6966	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick
197 Sunline Indio	83244 Hwy. 111	Indio	92201-5646	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	200	N	Y	N	Quick
198 Sunline Transit Agency	32505 Harry Oliver Trail	Thousand Palms	92276-3501	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	1300	N	Y	N	Quick
199 U.S. Postal Service Center	414 W. Grand Blvd.	Corona	91720-9998	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	120	N	Y	N	Quick
200 UCLA	741 Circle Dr.S. (in Westwood)	Los Angeles	90095-8345	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily	200	N	Y	N	Quick
201 United States Post Office	6771 Warner Ave.	Huntington Beach	92647-9998	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	90	N	Y	N	Both
202 Unocal Azusa	948 S. Azusa Ave.	Industry (La Puente)	91748-1002	888-732-6487	Pickens Fuel	888-732-6487	Restricted Public	Card Key	24 hrs. daily	90	N	Y	N	Quick
203 Unocal 76 Service Station	1090 W. Main St.	El Cajon	92020-3124	619-654-1108	Joe Semerad	619-654-1105	Restricted Public	Card Key	24 hrs. daily	50	N	Y	N	Quick
204 UPS - FleetSar (LNG/LCNG)	1735 S. Turner Ave.	Ontario	91761	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	500	N	Y	N	Quick
205 Vacaville Service Center	158 Peabody Rd.	Vacaville	95687-4729	800-684-4648	NGV Hotline	800-684-4648	Restricted Public	Pay Card	24 hrs. daily	160	N	Y	N	Quick
206 Visa Petroleum	2414 Monterey St.	Fresno	93721-3016	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	217	N	Y	N	Quick
207 W.H. Breshear's	428 7th St.	Modesto	95354-ND	800-723-9398	FleetStar, Inc.	800-723-9398	Restricted Public	Card Key	24 hrs. daily	200	N	Y	N	Quick
208 Waste Management of the Desert	41575 Eclectic St.	Palm Desert	92260-1968	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick
209 Whittier School District	13200 Mulberry Dr.	Whittier	90602-ND	213-244-5681	Diane Medina	213-244-5681	Restricted Public	Card Key	24 hrs. daily		N	Y	N	Quick



CALIFORNIA'S M85 RETAIL FUELING SITES



Southern California

Northern California

Brea BREA AUTO SPA 1700 E. Lambert Rd.	Norwalk TEXACO 10710 Alondra Blvd.	San Juan Capistrano SHELL 26571 Junipero Serra Rd.
Culver City SHELL 3801 S. Sepulveda Ave.	Northridge SHELL 17000 Roscoe Blvd.	Simi Valley ARCO 25 W. Tierra Rejada Rd.
Diamond Bar CHEVRON 150 S. Diamond Bar Blvd.	Paramount SHELL 7512 Alondra Blvd.	Thousand Oaks GTE CALIFORNIA 112 Lakeview Canyon Rd.
Huntington Beach SHELL 1900 Magnolia St.	Pasadena MOBIL 392 N. Lake Ave.	Valencia SHELL 24301 Valencia Blvd.
Long Beach ARCO 1785 Bellflower Blvd.	Rancho Cucamonga PARALLEL PRODUCTS 12281 Arrow Route Opens January 1999	Ventura ARCO 605 S. Mills Rd.
Los Angeles CHEVRON 1600 W. Olympic Blvd.	Riverside MOBIL 1147 University Ave.	Woodland Hills MOBIL 20101 Ventura Blvd.
Los Angeles SHELL 5657 Sunset Blvd.	San Bernardino SHELL 1973 Tippecanoe Ave.	Yorba Linda CITY OF YORBA LINDA 4751 Eureka Ave.

Cordelia CHEVRON 4490 Central Way	Richmond EXXON 12678 San Pablo Blvd.	San Francisco SHELL 3035 Geary St.
Davis ARCO 705 Russell Blvd.	Roseville NELLA OIL COMPANY 1000 Douglas Blvd.	San Francisco OLYMPIAN 2690 Third St.
Elk Grove SHELL 8607 Elk Grove Blvd.	Sacramento ARCO 2225 16th St.	San Jose EXXON 890 Coleman Ave.
Fresno TEXACO 3808 N. Blackstone Ave.	Sacramento NEW WEST PETROLEUM 3430 Northgate Blvd.	Sunnyvale EXXON 696 W. El Camino Real
Modesto ENVIROSAFE 1217 S. 7th Street	Sacramento SHELL 730 29th St.	Woodland RAMOS OIL 597 N. East St.
North Highlands ULTRAMAR 4250 Madison Ave.	Sacramento SHELL 8090 Folsom Blvd.	

For more information or questions on M85 fueling, contact the California Energy Commission's M85 Hotline at 1-800-CEC-4M85 (1-800-232-4685).

Table D1: LPG_WEB_REFUEL_STATIONS

Station Name	Address	City	Zip Code	Station Phone	Contact	Contact Phone	Type of Facility	Access Type	
1	A O Richardson Rents	4311 San Fernando Rd.	Glendale	91204	818-242-3129	Barbara Bennett	Public	Unrestricted	
2	A.O. Richardson Rents	4311 San Fernando Rd.	Glendale	91204	818-242-0888	Skippy	Public	Unrestricted	
3	A-1 Coast Rentals	24000 Crenshaw Blvd.	Torrance	90505	310-326-1910	Joy Bashella	Public	Unrestricted	
4	Able Equipment Rental	8242 Orangethorpe Ave.	Buena Park	90621	714-512-5602	Barbara Bennett	Public	Unrestricted	
5	Able Equipment Rental	11371 W. Pico Blvd.	West Los Angeles	90621	310-478-1206	Barbara Bennett	Public	Unrestricted	
6	Able Equipment Rental	14540 Oxnard	Van Nuys	91411	818-785-1507	Barbara Bennett	Public	Unrestricted	
7	Airport Propane Service	8613 Aviation Blvd.	El Segundo	90245	310-641-4745	Barbara Bennett	Public	Card Key	
8	Airport Propane Service	8613 Aviation Blvd.	Inglewood	90301	310-641-4745	Scott Graham	Public	Call Ahead	
9	Alderson Ranch Supply	Hwy. 45, Center of Princeton	Princeton	95970	530-439-2213	Manager	Public	Unrestricted	
10	All Star Gas Inc.	480 E. Commercial	Pomona	91766	909-622-8650	Ed McIntire	Public	Card Key	
11	All Star Gas Inc.	2300 Vineyard Ave.	Escondido	92029	760-745-5955	Tom Dunn	Public	Card Key	
12	All Star Gas Inc.	4785 Old Woman Springs Rd.	Yucca Valley	92284	760-365-2432	Scott Sachar	Public	Card Key	
13	All Star Gas Inc.	12600 Western Ave.	Garden Grove	92841	714-892-7466	Daniel Lower	Public	Card Key	
14	All Star Gas Inc.	731 B St.	Modesto	95354	209-523-2631	Robert Browery	Public	Unrestricted	
15	All Star Gas Inc.	7485 Green Valley Rd.	Placerville	95667	530-622-4777	Melanie Seed	Public	Unrestricted	
16	All Star Gas Inc.	1624 N. C. St.	Sacramento	95814	916-446-4939	Jackie Flood	Public	Unrestricted	
17	All Star Gas Inc.	1719 Main St.	Susanville	96130	530-251-5860	Craig Cox	Public	Card Key	
18	Allied Equipment Rental	4969 Santa Monica Blvd.	Hollywood	90029	213-663-3251	Barbara Bennett	Public	Unrestricted	
19	Allied Equipment Rental	1870 E. Walnut St.	Pasadena	91107	626-796-6151	Barbara Bennett	Public	Unrestricted	
20	Allied Equipment Rental	1855 S. Brand Blvd.	Glendale	91204	818-244-4121	Barbara Bennett	Public	Unrestricted	
21	Allied Equipment Rental	456 Glenoaks Blvd.	San Fernando	91340	818-365-9184	Barbara Bennett	Public	Unrestricted	
22	Allied Propane Service Inc.	221 Devlin Rd.	Napa	94559	707-252-5500	Mark Twitchell	Public	Card Key	
23	Allied Propane Service Inc.	5000 Seaport Ave.	Richmond	94804	510-237-7077	Steve Keiser	Public	Card Key	
24	Al's Marine Service	2600 San Antonio Rd.	Bradley	93426	805-472-2263	Lynne Kincannon	Public	Unrestricted	
25	Alta Oil & Propane Co., Inc.	833 E. Manning Ave.	Reedley	93654	209-638-6137	Manager	Public	Call Ahead	
26	Amaya Tire (Sal's Propane)	5502 Avalon Blvd.	Los Angeles	90011	213-234-2423	John Balfama	Public	Unrestricted	
27	AmeriGas	2350 E. 16th St.	El Centro	85365	760-352-1581	Sonny Baldenegro	Public	Call Ahead	
28	AmeriGas	120 N. Woodland Pkwy.	San Marcos	92069	760-744-1821	Bob Olson	Public	Card Key	
29	AmeriGas	912 W. Betteravia Rd.	Santa Monica	93455	805-922-7855	Jerry Rein	Public	Call Ahead	
30	AmeriGas	47008 Laurel Mt. Rd.	Mammoth Lakes	93546	760-934-2213	Joel Nelson	Public	Call Ahead	
31	AmeriGas	4051 Port Chicago Hwy.	Concord	94520	925-685-1446	Brian Baren	Public	Call Ahead	
32	AmeriGas	10835 Hwy. 49	Jackson	95642	209-223-0706	Tim King	Public	Call Ahead	
33	AmeriGas	8455 Gerber Rd.	Sacramento	95828	916-688-3555	Greg Martinson	Public	Unrestricted	
34	AmeriGas	215 Montague Rd.	Yreka	96064	530-842-2748	Manager	Public	Call Ahead	
35	AmeriGas	47 Hackney Dr.	Coleville	96107	530-495-2324	Richard Horvath	Public	Call Ahead	
36	AmeriGas	2110 Emerald Bay Rd.	S. Lake Tahoe	96150	530-541-0226	Linda Wilkens	Public	Call Ahead	
37	AmeriGas	13250 W. Hobson Wy.	Blythe	92225-2366	760-922-7461	Rick Chavez	Public	Call Ahead	
38	AmeriGas	315 Montgomery	Oxnard	93030-1004	805-485-5112	Andrew Parson	Public	Unrestricted	
39	AmeriGas	1230 N. Main	Bishop	93514-3450	760-873-6371	Hank Grey	760-873-3559	Public	Call Ahead
40	AmeriGas	146 Main St.	Chester	96020-0307	530-258-4141	Darin	Public	Call Ahead	
41	AmeriGas Parts & Service	14404 Iseli Rd.	Santa Fe Springs	90670	800-325-4534	Dave Casper	Public	Unknown	
42	AmeriGas Propane	295 E. Virginia St.	San Jose	95112	408-293-1252	Mario Julie	Public	Unrestricted	
43	Anderson Campers	6030 Hwy. 273	Anderson	96007	530-365-3348	General Manager	Public	Unrestricted	
44	Anza Gas Service Inc.	56380 Hwy. 371	Anza	92539	909-763-4422	Don Ellington	Public	Unrestricted	
45	Atlas Gas Service	225 W. Hwy. 246	Buellton	93427	805-688-4434	Timothy Philley	Public	Call Ahead	
46	Ballard Gas Service Inc.	1695 S. State St.	San Jacinto	92583	909-652-6854	Bob Fillian	Public	Unknown	
47	Bi-State Propane	2070 James Ave. Ste. A	S. Lake Tahoe	96150	530-541-3320	Tony Terry Bill Lindquist	Public	Unrestricted	
48	Black Oak Texaco	1205 24th St.	Paso Robles	93446	805-239-8860	Tony Harzem	Public	Unrestricted	
49	Bob Lee Chevron	3604 Redondo Beach Blvd.	Torrance	90504	310-327-8755	Peter Gonzales	Public	Unrestricted	
50	Cachagua Store	18840 Cachagua Rd.	Carmel Valley	93924	831-659-1857	Connie Jones	Public	Unrestricted	
51	Cal U-Rent/Thousand Oaks	661 E. Thousand Oaks Blvd.	Thousand Oaks	91360	805-495-2111	John Greenwood	Public	Unrestricted	
52	Campbells Union 76	8999 Elk Grove Blvd.	Elk Grove	95624	408-685-4708	Dave	Public	Unrestricted	
53	Campora Propane Service	2525 S. Mariposa Rd.	Stockton	95205	209-466-8611	Walt Witt	Public	Unrestricted	
54	Campora Propane Service	41865 Hwy. 299	Willow Creek	95573	530-629-3388	Rick Stewart	Public	Unrestricted	
55	Campora Propane Service	Hwy 3 @ Beal St.	Hayfork	96041	530-628-5437	Steve Bayley	Public	Unrestricted	
56	Carson Mobil	11529 E. Carson	Lakewood	90713	949-495-0774	Bob Lintz Tony Yassin	Public	Unrestricted	
57	Chalk Mountain Liquor	9990 El Camino Real	Atascadero	93422	805-461-1100	Mike Hawkins	Public	Unrestricted	
58	Chevron	3236 Main St.	Mammoth Lakes	93546	760-934-8111	Dave Wayne	Public	Unrestricted	
59	Chowchilla Chevron	240 E. Robertson Blvd.	Chowchilla	93610	209-655-3339	Joyce Accardo	Public	Call Ahead	
60	Civided Del Rey R.V.	50620 Mesa Verde Rd.	King City	93930	831-385-4828	Melvina Bruce	Public	Unrestricted	
61	Clark Propane	1620 Lenonwood Dr.	Santa Paula	93060	805-525-3311	Cal Economy	Public	Call Ahead	
62									
63									
64									

Station Name	Address	City	Zip Code	Station Phone	Contact	Contact Phone	Type of Facility	Access Type
65	Dana Point Shell	34137 Coast Hwy. @ Amber	Dana Point	92629	714-496-2090	Steve Oetgen	Public	Call Ahead
66	Dan's Hitching Post	5033 Lincoln Ave.	Cypress	90630	714-828-8570	Eric Mizer	Public	Call Ahead
67	Darrell Williams Chevron	23891 Bridger Rd. @ El Toro Rd.	El Toro	92630	714-837-1459	Fred Hatami	Public	Call Ahead
68	Darrell Williams Chevron Inc.	27650 S. Margarita	Mission Viejo	92691	949-586-7319	Barbara Bennett	Public	Unrestricted
69	Don Rose Oil Co. Inc.	205 N. Ben Maddox Way	Visalia	93292	209-733-4717	Tracy Gilbert Don Rose	Public	Unrestricted
70	Donner Gate Chevron	12353 Deerfield Park Dr.	Truckee	96161	530-587-6022	Joel Williams	Public	Unrestricted
71	Dorn's Gas Inc.	4111 W. Mt. Whitneg Ave.	Riverdale	93656	209-867-3505	Elwood Dorn	Public	Call Ahead
72	E. Gibbs & Sons	3555 S. Academy	Sanger	93657	209-875-6515		Public	Card Key
73	Eastern Sierra Propane	104 Sunland Reservation Rd.	Bishop	93514	760-872-2955	Tom Sieler	Public	Call Ahead
74	Ferrellgas	40356 Oak Park Way, Suite J	Oakhurst	93644-2293	209-683-4336	Ward Sutherland	Public	Call Ahead
75	Fayter & Smith Service	69400 Jolon Rd.	Bradley	93426	805-472-9092	Fray Smith Cher Fayter	Public	Unrestricted
76	Ferrellgas	56-593 Hwy. 111	Thermal	92274	760-399-5445	Ken Poznio	Public	Unrestricted
77	Ferrellgas	63 Soda Bay Rd.	Lakeport	95453	707-263-0333	Sally Christopherson	Public	Unrestricted
78	Ferrellgas	364 Lower Grass Valley Rd.	Nevada City	95959	530-265-5896	Andy Bohart	Public	Card Key
79	Ferrellgas	173 Beaumont Ave.	Beaumont	92223-2195	909-845-1643	Steve Dix	Public	Card Key
80	Ferrellgas	150 Perry St.	Ukiah	95482-5838	707-463-1515	Milfred Walton	Public	Call Ahead
81	Ferrellgas	364 Lower Grass Valley Rd.	Nevada City	95959-3166	530-265-5896	Front Desk	Public	Unrestricted
82	Ferrellgas	40356 Oak Park Way Ste. S	Oakhurst	93644	209-683-4336	Ward & Monique Sanderson	Public	Card Key
83	Fred Frias's Union 76 Station	226 N. 6th St.	Patterson	95363	209-892-8992	Fred Frias	Public	Unrestricted
84	Gary Webb & Sons	5703 E. Gage Ave.	Bell Gardens	90201	213-773-2673	Robert Webb	Public	Call Ahead
85	Globe Gas Corp.	5843 Paramount Blvd.	Long Beach	90805	562-422-0405	Julie Ganky	Public	Call Ahead
86	Golden Gate Shell	2725 S. Main	Lakeport	95453	707-263-5790	Manager	Public	Card Key
87	Harbor Auto Care	519 W. Ball Rd.	Anaheim	92803	714-491-7707	Barbara Bennett	Public	Unrestricted
88	Harold's Unical Service	1222 Delaton St.	Salinas	93905	408-422-4842	Larry Sidhu	Public	Unrestricted
89	Hartley Nixon Rentals	2020 W. PCH	Long Beach	90810	562-437-0921	Steve Hoger	Public	Unrestricted
90	Hesperia Liquid Gas Co.	16688 Juniper St.	Hesperia	92345	760-244-2113	Phil Comstock	Public	Call Ahead
91	Hill's Propane	46905 Silver Valley Rd.	Newbery	92365	760-252-4455	Larry Charette	Public	Call Ahead
92	J.S. West & Co.	813 D St.	Modesto	95354	209-577-3221	Brian Thorn	Public	Call Ahead
93	Jenning's Fairview Shell	55 N. Fairview Ave.	Goleta	93117-2306	805-964-3322	Paul	Public	Unrestricted
94	Jim's Union	2585 W. La Palma Ave.	Anaheim	92801	714-828-3428	Ali	Public	Unrestricted
95	Kelco Oil & Propane	4908 Greg Rd.	Los Angeles	90068	213-622-3044	John Deck	Public	Call Ahead
96	Kengas	1300 N. Main St.	Fort Bragg	95437	707-964-4774	Joshua Kemppe	Public	Call Ahead
97	KV Bottle Shop	5200 Lake Isabella Blvd.	Lake Isabella	93240	760-379-8498	Manager	Public	Call Ahead
98	Leisure Word 76	13980 Seal Beach Blvd.	Seal Beach	90740	562-430-7939	Burt Heinz	Public	Unrestricted
99	Lillo Texaco	3483 Van Buren	Riverside	92509	909-354-7000	Barbara Bennett	Public	Unrestricted
100	Lorensen Propane	2658 E. Pachelo (Hwy. 152)	Los Banos	93635	209-826-4515	Bruce Vogt	Public	Unrestricted
101	Mac Hill Mobil	17551 Mac Arthur Blvd.	Irvine	92612	949-477-9038	Barbara Bennett	Public	Unrestricted
102	MacValley Oil Co.	100 Del Norte	Oxnard	93030	805-485-6900	Steve Reeps	Public	Unrestricted
103	McPhail Fuel Co.	1000 Lakeville St.	San Rafael	94952	707-762-3525	Burnie Smith	Public	Call Ahead
104	Micor Long Beach	1234 Cowles Ave.	Long Beach	90805	562-437-0487	Barbara Bennett	Public	Unrestricted
105	Mid Cal Truck Stop	12310 S. Hwy. 33	Gustine	95322	209-826-0741	Bernie Longoria	Public	Unrestricted
106	Mid Valley Landscaping	19770 W. Bloss Ave.	Hilmar	95324	209-664-1625	Lewis Bandgard Frank	Public	Call Ahead
107	Mike Groves Oil, Inc.	1235 W. Coals	Long Beach	90813	562-437-0487	Ron	Public	Unrestricted
108	Modern Gas Co. Inc.	507 W. Broad Ave.	Albany	93170	912-435-6116	Steven Holloway	Public	Unrestricted
109	Monarch Beach Mobil	32842 Pacific Coast Hwy.	Monarch Beach	92629	949-495-0774	Jan Bob Lintz	Public	Unrestricted
110	MTK Gas Inc.	3400 Buck Owens Blvd.	Bakersfield	93308	805-323-2700	Manager	Public	Unrestricted
111	Mutual Liquid Gas & Equipment Co.	17117 S. Broadway	Gardena	90248-3191	310-515-0553	Tom Boerum	Public	Call Ahead
112	Mutual Liquid Gas & Equipment Co.	7117 S. Broadway St.	Gardena	90248	310-515-0553	Barbara Bennett	Public	Unrestricted
113	Mutual Liquid Gas & Equipment Co.	1001 E. Edinger Ave.	Tustin	92780	714-259-8100	Barbara Bennett	Public	Unrestricted
114	Mutual Propane Co., Inc.	680 W. Harry Bridges Blvd.	Wilmington	90744	310-834-6454	Barbara Bennett	Public	Unrestricted
115	Northern Energy	560 Salinas Rd.	Watsonville	95071	800-683-0901	Manager	Public	Call Ahead
116	North County Welding Supply, Inc.	526 W. Aviation Rd.	Fall Brook	92028	760-728-5764	Manager	Public	Unrestricted
117	North Valley Propane	526 S. Butte St.	Willows	95988	530-934-7005	Vance Pattison	Public	Call Ahead
118	North Valley Propane	526 S. Butte St.	Willows	95988	530-934-7005	Manager	Public	Unrestricted
119	Northern Energy	285 Kinley Dr.	Healdsburg	95448	707-433-5581	Tom	Public	Call Ahead
120	Northern Energy Propane	3430 El Camino	Ceres	95307	209-537-5757	Dave	Public	Unrestricted
121	Northern Energy, Inc.	8950 El Camino Real	Arascadero	93422	805-466-1232	Dennis Sutton	Public	Unrestricted
122	Northern Energy, Inc.	434 Metz Rd.	King City	93930	408-385-3823	Earl Bramhall	Public	Unrestricted
123	Northwestern Propane	3233 Brush St.	Cottonwood	96022	530-347-7474		Public	Unrestricted
124	Norwalk Unocal	10951 E. Imperial Hwy.	Norwalk	90650	562-868-8659	Jack Lab	Public	Call Ahead
125	Orange Olive Auto	2101 Orange Olive Rd.	Orange	92866	714-974-7313	Billy	Public	Call Ahead
126	Ortega Hwy. Chevron	26988 Ortega Hwy.	San Juan Capistrano	92675	714-661-0700	Tom Reosard	Public	Call Ahead
127	Oxygen Service Company	2072 Placentia	Costa Mesa	92628	714-288-4000	Barbara Bennett	Public	Unrestricted
128	Paso Robles Unocal	1441 Spring St.	Paso Robles	93446	805-238-0712	Attendant	Public	Unrestricted
129	Petaluma Butane Distributors Inc.	423 Wilson St.	Petaluma	94952	707-762-4511	Angela Decarli	Public	Call Ahead
130	Petrolane	748 E. Seventh Str.	Hanford	93230	209-584-8461	Staci	Public	Unrestricted

Station Name	Address	City	Zip Code	Station Phone	Contact	Contact Phone	Type of Facility	Access Type	
131	Pintor's	2301 G St.	Santa Margarita	93453	805-438-5580	Chris Pintor	Public	Unrestricted	
132	Placer Propane Inc.	1545 Wicklles Dr.	Roseville	95765	916-791-7898	Ken McGregor	Public	Call Ahead	
133	Pope's Propane Service	41801 Fruitvale Ave.	Orosi	93647	209-528-2179	Larry Smith Tommy Pope	Public	Unrestricted	
134	Prime Bulding Supplies	6900 Lankershim Blvd.	N. Hollywood	91605	818-767-9400	Barbara Bennett	Public	Unrestricted	
135	Pro Flame Gas	300 N. Sperry Dr.	Colton	92324	909-825-2605	Rus Anderson	Public	Call Ahead	
136	ProFlame Gas Co.	S. Main St.	Willits	94948	707-459-5573	Glen Harper	Public	Unrestricted	
137	ProFlame Inc.	1740 Lirio Ave.	Saticoy	93007	805-647-1622	Ron Holliday	Public	Call Ahead	
138	ProFlame Inc.	29265 Pacific St.	Hayward	94544	510-581-0780	Tony Rodriguez	Public	Call Ahead	
139	ProFlame Inc.	10019 Victoria Pl.	Jamestown	95327	209-984-0800	Ray Stevinson	Public	Call Ahead	
140	Ramos Oil	Hwy. 65	Lincoln	95648	916-645-2179	Kelsey Art	Public	Unrestricted	
141	Redhill Mobile Service	1387 Redhill Ave.	Tustin	97780	714-838-4268	Bruce Whitney	Public	Call Ahead	
142	Rick Brown Propane	5826 Lindhurst Ave.	Marysville	95901	530-743-4427	Jenny Brown	Public	Call Ahead	
143	Rod's Unocal	140 N. Lake Blvd.	Tahoe City	96145	530-583-5000	Rod	Public	Unrestricted	
144	Rogers' Shell Service	1699 E. Main	El Cajon	92021	619-444-1332	Dick Rogers	Public	Call Ahead	
145	Royal Roofing	2950 Ramona Ave.	Rancho Cordova	95826	916-452-7291	Jose	Public	Unrestricted	
146	Sam's-U-Drive	11371 W. Pico Blvd.	West Los Angeles	90064	310-478-1206	Jesse Gonzales	Public	Call Ahead	
147	Sam's-U-Drive	14540 Oxnard St.	Van Nuys	91406	818-785-1507	Cathy Mullens	Public	Unrestricted	
148	San Diego KOA	111 N. Second Ave.	San Diego	91910	619-427-3602	Ramon Lucero	Public	Unrestricted	
149	San Luis Butane	3120 Cienaga	Arroyo Grande	93420	805-489-9071	Richard Steck	Public	Call Ahead	
150	San Luis Butane Distributors	Hwy. 101 & Hwy. 46 W.	Paso Robles	93446	805-239-0616	Rick Henderson	Public	Call Ahead	
151	San Miguez Perro Service	998 10th St.	San Miguez	93451	805-467-2884	Yad Singa	Public	Unrestricted	
152	Santa Anita Exxon	1105 Santa Anita Ave. @ 60 Fwy.	South El Monte	91733	626-579-6874	Abdul Ranndan	Public	Unrestricted	
153	Sierra Gas	5196 Hwy. 49 N.	Mariposa	95338	209-966-2966	Dennis Lagutaris	Public	Call Ahead	
154	Southern California Propane	3940 E. Dalewood St.	Baldwin Park	91706	626-962-3627	Norman Halajian	Public	Call Ahead	
155	Sport Chalet	925 Foothill Blvd.	La Canada	91011	818-790-9800	Steve Moore	818-684-0545	Public	Call Ahead
156	Sport Chalet	975 Foothill Blvd.	La Canada	91011	818-790-8090	Barbara Bennett	Public	Unrestricted	
157	Suburban Propane	5700 S. Union Ave.	Tehachapi	93307	805-822-4314	Iona Musk	Public	Call Ahead	
158	Suburban Propane	1765 Arnold Industrial Hwy.	Concord	94565	510-686-5811	Mike Bodine	Public	Unrestricted	
159	Suburban Propane	11236 Wards Ferry Rd.	Big Oak Flat	95305	209-962-7483	Jane Westling	Public	Unrestricted	
160	Suburban Propane	1200 S. Center Dr.	Clearlake	95422	707-994-6062	James Lucchdsi	Public	Call Ahead	
161	Suburban Propane	2255 S. Main St. 7200	Lakeport	95422	707-263-5428	James Lucchesi	Public	Call Ahead	
162	Suburban Propane	12336 Martell Rd.	Martell	95654	209-223-0402	Jane Westling	Public	Unrestricted	
163	Suburban Propane	386 Placerville Dr.	Placerville	95667	530-622-0257	Manager	Public	Call Ahead	
164	Suburban Propane	255 N. Main St.	Colfax	95713	530-346-2206	Mike Peckham	Public	Call Ahead	
165	Suburban Propane	132 Crescent St.	Quincy	95971	530-283-1040	Jerry Thrall	Public	Call Ahead	
166	Suburban Propane	45 Madison	Orland	96080	530-865-4444	Patty Wright	Public	Unrestricted	
167	Suburban Propane	1700 River Rd.	Tahoe City	96145	530-583-2386	Hersh Clark	Public	Call Ahead	
168	Suburban Propane	535 Melrose Ave.	Placentia	92870-6396	714-993-9400	Michael Hart	Public	Call Ahead	
169	Suburban Propane	4680 Los Angeles Ave. Unit L.	Simi Valley	93063-3499	805-526-1371	Tom Hoover	Public	Call Ahead	
170	Suburban Propane	4701 Lake Isabella Blvd.	Lake Isabella	93240-9646	760-379-8345	Ron Gunkel	Public	Unrestricted	
171	Suburban Propane	15243 Ave. 296, Hwy. 198	Visalia	93292-9621	209-732-8804	Cathy Jones	Public	Call Ahead	
172	Suburban Propane	5700 S. Union Ave.	Bakersfield	93307-5451	805-831-4611	Iona Muskrat	Public	Call Ahead	
173	Suburban Propane	3455 Theatre Dr.	Paso Robles	93446-3939	805-238-1622	T.J. Leonard	Public	Call Ahead	
174	Suburban Propane	46151 N. Sierra Hwy.	Lancaster	93534-7610	805-942-5117	Robert Leder	Public	Call Ahead	
175	Suburban Propane	31822 Auberry Rd.	Auberry	93602-9687	209-855-2565	Tanni Gibbs	Public	Call Ahead	
176	Suburban Propane	15746 N. Gateway Dr.	Madera	93637-9612	209-674-4362	Carla Malueaux	Public	Call Ahead	
177	Suburban Propane	41441 Hwy. 41	Oakhurst	93644-9436	209-683-5634	Mark Brice	Public	Call Ahead	
178	Suburban Propane	2874 S. Cherry Ave.	Fresno	93706-5444	209-486-2770	Phil Jones	Public	Call Ahead	
179	Suburban Propane	740 S. 1st St.	King City	93930-3028	408-385-5465	Mona Medina	Public	Call Ahead	
180	Suburban Propane	3994 Bayshore Blvd.	Brisbane	94005-1404	415-467-2472	Mark Bennett	Public	Call Ahead	
181	Suburban Propane	10620 Bigge Ave.	San Leandro	94577-1031	510-562-4771	Mark Bennett	Public	Call Ahead	
182	Suburban Propane	260 Mt. Hermond Rd.	Scotts Valley	95066-4024	408-438-2004	Lonnie Miller	Public	Unrestricted	
183	Suburban Propane	3105 Monterey Hwy.	San Jose	95111-3296	408-227-8464	Jim Marshall	Public	Call Ahead	
184	Suburban Propane	1622 N. Broadway Ave.	Stockton	95205-3047	209-464-8755	Allan Mallory	Public	Call Ahead	
185	Suburban Propane	18535 5th Ave.	Jamestown	95327-9600	209-984-5283	Jerry Bergezin	Public	Call Ahead	
186	Suburban Propane	23901 S. Chrisman Rd.	Tracy	95376-8022	209-835-2115	Mike Delp	Public	Call Ahead	
187	Suburban Propane	4625 N. Golden State Blvd.	Turlock	95382-9562	209-634-9066	Dino Moretti	Public	Call Ahead	
188	Suburban Propane	12 W. College Ave.	Santa Rosa	95401-5021	707-542-0833	Steve Lofgren	Public	Unrestricted	
189	Suburban Propane	1210 N. Main St.	Fort Bragg	95437-8473	707-964-2406	Alan Dasher	Public	Unrestricted	
190	Suburban Propane	1400 S. State St.	Ukiah	95482-6402	707-462-3858	Jim Brink	Public	Call Ahead	
191	Suburban Propane	825 Hwy. 101 N.	Crescent City	95531-2308	707-464-4165	Mike	Public	Call Ahead	
192	Suburban Propane	360 Sacramento St.	Auburn	95603-5595	530-885-6231	Greg Wibberley	Public	Call Ahead	
193	Suburban Propane	2510 Citrus Rd.	Rancho Cordova	95742-6206	916-635-1384	Leah Newman	Public	Call Ahead	
194	Suburban Propane	1980 E. Main St.	Woodland	95776-6202	530-662-9361	Helen Bazlo	Public	Unrestricted	
195	Suburban Propane	46 Norfield Ave.	Chico	95928-7419	530-342-3541	Tracy Woones	Public	Call Ahead	
196	Suburban Propane	12033 Nevada City Hwy.	Grass Valley	95945-9310	530-273-6113	James Gillis	Public	Call Ahead	

Station Name	Address	City	Zip Code	Station Phone	Contact	Contact Phone	Type of Facility	Access Type
197 Suburban Propane	18691 Old Oasis Rd.	Redding	96003-4332	530-241-3231	Donald weatherby		Public	Call Ahead
198 Suburban Propane	205 W. Lake St.	Mt Shasta	96067-2227	530-926-4557	Joel Snead		Public	Call Ahead
199 Suburban Propane	415 Madison St.	Red Bluff	96080-3409	530-527-3232	Patty Wright		Public	Call Ahead
200 Suburban Propane	217 W. Sierra St.	Portola	96122-8632	530-832-5534	Jerry Thrall		Public	Call Ahead
201 Sunrise Energy Corp.	9765 Dino Dr.	Rancho Cordova	95742	916-638-3255	Jeff Raulien		Public	Unrestricted
202 Superior Propane	63 Soda Bay Rd.	Lakeport	95453-5609	707-263-0333	Bob Smart		Public	Unrestricted
203 Taylor Rental	1545 Riverside	Paso Rablus	93446	805-238-2030	Dave		Public	Unrestricted
204 Taylor Rental	8831 Palomar	Atascadero	93401	805-466-5566	Don		Public	Unrestricted
205 Taylor Rental	2790 Broad St.	San Luis Obispo	93402	805-543-3013	Rick		Public	Unrestricted
206 Ted Johnson Propane	5140 N. Elton St.	Baldwin Park	91706	626-337-1222	Julie Cesena		Public	Unrestricted
207 Tri Counties Gas Co. Inc.	703 E. 6th St.	Hanford	93230	209-584-6678	Hank Morales		Public	Call Ahead
208 Union Truck Stop	2658 E. Pacheco Hwy.	Santa Nella	93635	209-826-4515	Bruce Vogt		Public	Call Ahead
209 U-Rent Inc.	92 Dawson Ave. @ Hwy. 101	Camarillo	93010	805-484-7961	Paul Arbon		Public	Call Ahead
210 Valley Equipment & Party Rentals	24456 Sunnymead Blvd.	Moreno Valley	92553	909-242-7477	Barbara Bennett		Public	Unrestricted
211 Valley Pro Flame	11370 Pendleton St.	Sun Valley	91352	818-768-1988	Bob Fluty		Public	Call Ahead
212 Venco Cardlock - Konko Truck Wash	9050 Elkmont Way	Elk Grove	95624	916-685-1533	Brian Paige		Public	Unrestricted
213 Viking Propane Inc.	17834 Railroad St.	Madison	95653	530-666-6996	Karah Erickson		Public	Call Ahead
214 Walsh Super Service	1516 S. Main St.	Los Angeles	90003	213-749-5913	Barbara Bennett		Public	Unrestricted
215 Walsh Super Service	1516 S. Main St.	Los Angeles	90015	213-749-5913	Alan Newman		Public	Call Ahead
216 Webbs Service	5703 E. Gage Ave.	BellGardens	90201	213-773-2673	Barbara Bennett		Public	Unrestricted
217 West Coast Propane	7750 N. Sepulveda Blvd.	Los Angeles	91405	818-989-7559	Scott Hayes		Public	Call Ahead
218 Wetmore Roofing Co., Inc.	21135 S. Figueroa St.	Carson	90749	310-328-9202	Barbara Bennett		Public	Unrestricted
219 Wildhorse Propane	50557 Wildhorse Rd.	King City	93930	831-385-4827	Bruce Steve		Public	Unrestricted
220 Willows Freeway Shell	1300 W. Wood	Willows	95988	530-934-8811	Manager		Public	Unrestricted
221 Willows Gas Service	975 N. Tehama	Willows	95988	530-934-2790	Manager		Public	Unrestricted
222 AmeriGas	9750 S. Union Ave.	Bakersfield	93307	805-832-5331	Manager		Limited Public	Call Ahead
223 AmeriGas	4776 Lake Isabella Blvd.	Lake Isabella	93240-0938	760-379-2802	Manager		Limited Public	Call Ahead
224 Central Valley Roofing	11312 Sunco Dr.	Rancho Cordova	95742	916-638-3912	Lavelle		Restricted Public	Unrestricted
225 Mark's Texaco	101 Clark Ave.	Yuba City	95991	530-673-9238	Mark		Restricted Public	Unrestricted
226 Aim RV	El Camino @ Business 80	Sacramento	95828		Cheri Pacheco	916-920-1011	Unknown	Unknown
227 Airport Propane Service	1211 Arbor Vitae	Inglewood	90301			213-641-4745	Unknown	Unknown
228 All Star Gas Inc.	29043 El Toro Rd.	Elsinore	92530-2620	909-674-2235	Tom Harris		Unknown	Unknown
229 AmeriGas	333 W. Ladena Dr.	Riverside	92501			714-686-3031	Unknown	Unknown
230 AmeriGas	10622 Westminster	Garden Grove	92801		Paul M. Rayan	714-534-6120	Unknown	Unknown
231 AmeriGas	1225 Eastshore Hwy	Berkeley	94710			415-526-9437	Unknown	Unknown
232 AmeriGas	575 N. Main St.	Angeles Camp	95221			209-736-2243	Unknown	Unknown
233 AmeriGas	9559 East Valley Blvd.	El Monte	91731-1012			818-444-0356	Unknown	Unknown
234 AmeriGas Propane	1614 E. Main St.	Weaverville	96093	530-623-2356	Gary Brown		Unknown	Unrestricted
235 Atlantic Pacific Roofing	1859 W Rosecrans 1 blk W of Western	Gardena	90249		Steve Moore	213-324-1196	Unknown	Unknown
236 Ben's RV Storage	1-80 to Elkhorn Blvd cross Watt Ave	North Highlands	95660		Cheri Pacheco	916-332-1101	Unknown	Unknown
237 Bob's Truck & Auto Center	Near Santa Monica @ Harbor Frwys	Los Angeles	90011		Ray Alvarado	213-234-5006	Unknown	Unknown
238 Cal U-Rent/Ventura	2452 Alameda Ave.	Ventura	93003		Russ Goodenough	805-656-1222	Unknown	Unknown
239 Clairemont Chevron	Clairemont Mesa Blvd & Clairemont D	San Diego	92117			619-273-5531	Unknown	Unknown
240 Cosme's RV & Propane Service	9573 E Hobsonway, 1/4 mi E off 7th	Blythe	92226				Unknown	Unknown
241 Courtesy Catering (Sal's Propane)	7782 San Fernando Rd @ Armenta	Sun Valley	91352		Steve Moore	818-767-6020	Unknown	Unknown
242 Dale Savay Auto Parts	15070 Hwy. 76	Pauma Valley	92061		Dale Savay	619-742-15480	Unknown	Unknown
243 Don's Corner	2000 El Camino Real	Atascadero	93422			805-466-3425	Unknown	Unknown
244 Eagle Catering (OJ's Propane)	10218 Glen Oaks Blvd. - 5 Fwy N to G	Pacoima	91331		Steve Moore	818-896-3489	Unknown	Unknown
245 Eagle Propane Services	4661 Arrow Hwy - 3 blk N I-10, 1 bl	Montclair	91763			714-399-5758	Unknown	Unknown
246 Ed's Propane	1213 E Broadway - 2 blks S of I-40	Needles	92363			619-362-4480	Unknown	Unknown
247 Gem Fuels	Near 405 & 5 Interstate, btwn 210 a	San Fernando	91340			818-365-5805	Unknown	Unknown
248 General Propane	1975 South Riverside Ave	Bloomington	92316-2495		Colleen T. Burke	714-877-2642	Unknown	Unknown
249 Goal Propane	42326 North 8th Street East	Lancaster	93534			805-270-0133	Unknown	Unknown
250 Holden Truck Plaza	3775 Pierce Rd.	Bakersfield	93308		Midge Jimerson	805-327-5781	Unknown	Unknown
251 Kamps Propane	Corner Neroly & Hwy 4	Antioch				510-754-3102	Unknown	Unknown
252 Marcy's Garage	12504 Mt. Mesa Rd. (Hwy 178)	Mountain Mesa/Lake Isabella	93240		Gail Butts	619-379-8736	Unknown	Unknown
253 Monarch Catering (Sal's Propane)	12930 Los Nietos - btwn Greenleaf &	Santa Fe Springs	90670		Steve Moore	213-944-6464	Unknown	Unknown
254 Motherlode True Value Hardware	Hwy 88	Pine Grove	95665		Cheri Pacheco	209-296-4871	Unknown	Unknown
255 Mountain Pro Flame	29890 Columbia Street	Santa Ysabel	92070			619-765-0130	Unknown	Unknown
256 Myers Propane Service	36654 N 1st St	Barstow	92311				Unknown	Unknown
257 Petrolane	584 N Marshall Ave	El Cajon	92020-3096		Colleen T. Burke	619-440-6121	Unknown	Unknown
258 Petrolane	43612 Jackson Street	Indio	92201-2538		Colleen T. Burke	619-347-1868	Unknown	Unknown
259 Petrolane	919 W Florida Ave	Hemet	92543-3947		Colleen T. Burke	714-658-5123	Unknown	Unknown
260 Petrolane	41830 Enterprise Circle S	Temecula	92590-5647		Colleen T. Burke	714-676-4994	Unknown	Unknown
261 Petrolane	2740 N Ashby Rd	Merced	95348-3504		Colleen T. Burke	209-723-4501	Unknown	Unknown
262 Prado Road Service	253 Elks Lane @ Hwy 101	San Luis Obispo	93401				Unknown	Unknown

Station Name	Address	City	Zip Code	Station Phone	Contact	Contact Phone	Type of Facility	Access Type
263 ProFlame Inc.	250 North Altadena Drive	Pasadena	91107			818-795-4358	Unknown	Unknown
264 R & A Tire	1004 S. 4th Street	Avenal	93204			209-386-4130	Unknown	Unknown
265 Sal's Propane	10097 Mission Blvd - 1 blk S of 60	Glen Avon	92509		Steve Moore	714-685-6609	Unknown	Unknown
266 Sam's U-Drive	2431 S. Sepulveda - 1/2 blk S of Pi	West Los Angeles	90064		Steve Moore	213-478-1206	Unknown	Unknown
267 Sam's-U-Drive	2133 Union Ave.	Bakersfield	90064		Laird A. Burns	805-327-7561	Unknown	Unknown
268 Suburban Propane	418 North Maine	Altaville	95221		Colleen T. Burke	209-736-2166	Unknown	Unknown
269 Suburban Propane	520 North Main, #105	Altaville	95221			209-736-4422	Unknown	Unknown
270 Suburban Propane	16800 S Main St	Gardena	90248-3193		Colleen T. Burke	213-321-2998	Unknown	Unknown
271 Suburban Propane	1126 W Ward St	Ridgecrest	93555-2314		Colleen T. Burke	619-446-3525	Unknown	Unknown
272 Suburban Propane	1167 N Street	Firebaugh	93622-2218		Colleen T. Burke	209-659-2032	Unknown	Unknown
273 Suburban Propane	365 Reservation Rd	Marina	93933-3299		Colleen T. Burke	408-384-9262	Unknown	Unknown
274 Suburban Propane	10 Thomas Rd	Gilroy	95020-9503		Colleen T. Burke	408-847-8080	Unknown	Unknown
275 Suburban Propane	30 Delta Road	Brentwood			Colleen T. Burke	415-634-3740	Unknown	Unknown
276 Village RV	21920 Recreation Rd	Carson	90745		Steve Moore	213-835-0128	Unknown	Unknown
277 West Coast Propane	7750 N. Sepulveda Blvd.	Van Nuys	91405		Mike Sentry	818-989-7559	Unknown	Unknown
278 Wofford Heights Chevron Service	6701 Wafford Heights Blvd.	Wofford Heights	93285		Gail Butts	619-376-2029	Unknown	Unknown

Access Hours
M-F: 6:30 am - 5:30 pm; Sat: 7:00 am - 5:30 pm; Sun: 7:30 am - 4:00 pm
M-F: 6:30 AM - 5:30 PM; Sat: 7:00 AM - 5:30 PM; Sun: 7:30 AM - 4:00 PM
M-F: 7:00 AM - 5:30 PM; Sat: 7:00 AM - 5:00 PM; Sun: closed
M-F: 6:00 am - 8:00 pm; Sat: 7:00 am - 5:00 pm; Sun: closed
M-F: 6:30 am - 6:30 pm; Sat: 6:30 am - 6:30 pm; Sun: 7:00 am - 5:00 pm
M-F: 6:30 am - 6:30 pm; Sat: 6:30 am - 6:30 pm; Sun: 7:00 am - 5:00 pm
M-F: 7:30 am - 4:00 pm; Sat: closed; Sun: closed
M-F: 7:30 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 am - 5:00 pm; Sat: 7:00 am - 5:00 pm; Sun: 8:00 am - 4:00 pm
M-F: 7:00 am - 5:00 pm; Sat: 7:00 am - 5:00 pm; Sun: 8:00 am - 4:00 pm
M-F: 6:30 am - 6:00 pm; Sat: 6:30 am - 6:00 pm; Sun: 8:00 am - 4:00 pm
M-F: 7:00 am - 5:00 pm; Sat: 7:00 am - 5:00 pm; Sun: 8:00 am - 4:00 pm
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 6:00 PM; Sat: 7:00 AM - 7:00 PM; Sun: 7:00 AM - 7:00 PM
M-F: 7:00 AM - 6:00 PM; Sat: 7:00 AM - 6:00 PM; Sun: closed
M-F: 4:30 AM - 5:30 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:30 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:30 AM - 4:30 PM; Sat: closed; Sun: closed
M-F: 7:30 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 5:00 AM - 8:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 9:00 AM - 2:00 PM; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: 9:00 am - 4:00 pm; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: CLOSED; Sun: CLOSED
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon ; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: 8:00 am - 5:00 pm; Sun: 8:00 am - 5:00 pm
M-F: 5:30 AM - 11:00 PM; Sat: 6:00 AM - 10:00 PM; Sun: 6:00 AM - 10:00 PM
M-F: 8:00 am - 6:00 pm; Sat: 8:00 am - 6:00 pm; Sun: closed
M-F: 6:30 AM - 5:30 PM; Sat: 6:30 AM - 5:30 PM; Sun: 8:00 AM - 5:30 PM
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 7:30 AM - 5:30 PM; Sat: CLOSED ; Sun: CLOSED
M-F: 8:00 AM - 5:00 PM; Sat: CLOSED; Sun: CLOSED
M-F: 8:00 AM - 5:00 PM; Sat: CLOSED; Sun: CLOSED
M-F: 24 hours; Sat: 24 hours; Sun: 24 hours
M-F: 6:30 am - 10:00 pm; Sat: 6:30 am - 10:00 pm; Sun: 6:30 am - 10:00 pm
M-F: 24 hour; Sat: 24 hour; Sun: 24 hour
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 6:00 AM - 10:00 PM; Sat: 6:00 AM - 9:00 PM; Sun: 7:00 AM - 9:00 PM
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 24 hours ; Sat: 24 hours ; Sun: 24 hours
M-F: 8:00 am - 5:00 pm; Sat: 8:00 am - 5:00 pm; Sun: 8:00 am - 5:00 pm
M-F: 7:00 AM - 6:00 PM; Sat: 6:00 AM - 7:00 PM; Sun: 6:00 AM - 7:00 PM

Access Hours
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:30 PM; Sat: 9:00 AM - 4:00 PM; Sun: 10:00 AM - 1:00 PM
M-F: 6:00 AM - 6:00 PM; Sat: 6:00 AM - 6:00 PM; Sun: 6:00 AM - 6:00 PM
M-F: 7:00 am - 8:00 pm; Sat: 7:00 am - 8:00 pm; Sun: 7:00 am - 8:00 pm
M-F: 7:30 AM - 5:30 PM; Sat: 7:30 AM - Noon; Sun: closed
M-F: 8:00 am - 10:00 pm; Sat: 8:00 am - 10:00 pm; Sun: 8:00 am - 10:00 pm
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 6:00 AM - 10:00 PM; Sat: 6:00 AM - 10:00 PM; Sun: 6:00 AM - 10:00 PM
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 am - 6:00 pm; Sat: 8:00 am - 6:00 pm; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 AM - 4:45 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:30 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 am - 4:00 pm; Sat: closed; Sun: closed
M-F: 8:00 AM - 8:00 PM; Sat: 8:00 AM - 7:00 PM; Sun: closed
M-F: 7:00 AM - 6:00 PM; Sat: 7:00 AM - 4:30 PM; Sun: closed
M-F: 7:30 AM - 5:00 PM; Sat: 8:00 AM - 4:00 PM; Sun: 8:00 AM - Noon
M-F: 24 Hour; Sat: 24 Hour; Sun: 24 Hour
M-F: 8:00 am - 6:00 pm; Sat: 8:00 am - 6:00 pm; Sun: closed
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 6:00 AM - 6:00 PM; Sat: 8:00 AM - 2:00 PM; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:30 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: closed
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 6:00 AM - 10:00 PM; Sat: 6:00 AM - 10:00 PM; Sun: 6:00 AM - 10:00 PM
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: closed
M-F: 24 hours
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: 9:00 AM - 4:00 PM; Sun: closed
M-F: 24 hours
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: 8:00 AM - 2:00 PM
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon ; Sun: closed
M-F: 24 hours; Sat: 24 hours; Sun: 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:30 AM - 4:45 PM; Sat: closed; Sun: closed
M-F: 7:00 am - 4:45 pm; Sat: closed; Sun: cloed
M-F: 7:30 am - 4:30 pm; Sat: 8:00 am - 4:00 pm; Sun: closed
M-F: 7:30 am - 3:30 pm; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 7:00 PM; Sun: 8:00 AM - 7:00 PM
M-F: 7:00 AM - 5:00 PM, Sat: by appointment; Sun: by appointment
M-F: 7:00 AM - 5:30 PM; Sat: by appointment; Sun: by appointment
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed ; Sun: closed
M-F: 7:30 am - 5:00 pm; Sat: closed ; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm ; Sat: closed; Sun: closed
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 5:00 AM - 7:00 PM; Sat: 8:00 AM - 4:00 PM; Sun: closed
M-F: 8:00 AM - 6:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: 9:00 AM - 4:00 PM
M-F: 7:30 am - 5:00 pm; Sat: closed; Sun: closed
M-F: 5:00 AM - NOON; Sat: 5:00 AM - NOON; Sun: 5:00 AM - NOON
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed

Access Hours
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM, Sat: 8:00 AM - Noon, Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 9:00 AM - Noon; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 am - 5:00 pm; Sat: 7:00 am - 5:00 pm; Sun: 8:00 am - 6:00 pm
M-F: 7:00 am - 5:00 pm; Sat: closed; Sun: 8:00 am - 2:00 pm
M-F: 7:30 am - 5:30 pm; Sat: 7:30 am - 5:30 pm; Sun: 9:00 am - 3:00 pm
M-F: 6:00 AM - 4:30 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: closed
M-F: 6:30 AM - 5:30 PM; Sat: 7:30 AM - 5:30 PM; Sun: closed
M-F: 7:00 am - 5:00 pm; Sat: 7:00 am - 5:00 pm; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 7:00 PM; Sat: 7:00 AM - 7:00 PM; Sun: 8:00 AM - 5:00 PM
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 am - 6:00 pm; Sat: 7:00 am - 6:00 pm; Sun: closed
M-F: 7:00 AM - 7:00 PM; Sat: 7:00 AM - 3:00 PM; Sun: closed
M-F: 7:00 am - 6:00 pm; Sat: 7:00 am - 6:00 pm; Sun: 7:00 am - 4:30 pm
M-F: 6:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 am - 4:30 pm; Sat: closed; Sun: closed
M-F: 9:00 AM - 6:00 PM; Sat: 9:00 AM - 3:00 PM; Sun: closed
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 7:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: 8:00 AM - Noon
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: 8:00 am - 5:00 pm; Sun: closed
M-F: 8:00 am - 5:00 pm; Sat: 8:00 am - 5:00 pm; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 7:30 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 9:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:30 PM; Sat: 7:00 AM - 1:00 PM; Sun: closed
M-F: 8:00 AM - 7:00 PM; Sat: 8:00 AM - 7:00 PM; Sun: 8:00 AM - 7:00 PM
M-F: 6:30 AM - 5:30 PM; Sat: 6:30 AM - Noon; Sun: closed
M-F: 7:00 AM - 5:30 PM; Sat: 7:00 AM - 5:30 PM; Sun: 8:00 AM - 5:30 PM
M-F: 7:00 AM - 9:00 PM; Sat: 7:00 AM - 9:00 PM; Sun: 7:00 AM - 9:00 PM
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - Noon; Sun: closed
M-F: 4:30 AM - 5:30 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 4:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 6:00 PM; Sat: 8:00 AM - 6:00 PM; Sun: 8:00 AM - 6:00 PM
M-F: 4:30 AM - 5:30 PM; Sat: closed; Sun: closed
M-F: 8:30 AM - 5:30 PM; Sat: 9:00 AM - Noon; Sun: closed
M-F: 8:00 AM - 6:00 PM; Sat: 8:00 AM - 6:00 PM; Sun: 8:00 AM - 6:00 PM
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: open 24 hours; Sat: open 24 hours; Sun: open 24 hours
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 4:30 AM - 5:30 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 6:00 PM; Sat: 8:00 AM - 4:00 PM; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed

Access Hours
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 4:30 AM - 5:30 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 6:30 AM - 6:30 PM; Sat: 6:30 AM - 6:30 PM; Sun: 6:30 AM - 6:30 PM
M-F: 7:00 AM - 6:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 8:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 9:00 AM - 5:00 PM; Sat: closed; Sun: closed
M-F: 7:00 AM - 6:00 PM; Sat: 8:00 AM - 5:00 PM; Sun: closed
M-F: 6:00 AM - 6:00 PM; Sat: 6:00 AM - 6:00 PM; Sun: 6:00 AM - 6:00 PM