

**Proposal to Conduct Services for**  
**SAN DIEGO UNIFIED PORT DISTRICT**  
**ENVIRONMENTAL PROJECTS BENEFITING SAN DIEGO BAY**  
**FEASIBILITY STUDY AND PILOT BIODIESEL INCENTIVE**  
**PROGRAM**

May 4, 2009

***Submitted to:***

San Diego Unified Port District  
Environmental Services Department  
3165 Pacific Highway  
San Diego, CA 92101  
Attn: Eileen Maher



***Submitted by:***

Jennifer Case, Project manager  
New Leaf Biofuel, LLC  
2285 Newton Ave  
San Diego, CA 92113

***Project Description:*** New Leaf is pleased to submit this proposal to conduct a feasibility study and pilot incentive program for biodiesel use with the goal of improving air quality in and around San Diego Bay.

***Grant Funding Request:*** \$60,390

***Total Cost of Proposal:*** \$82,901

***Timeline of Project:*** 1 year

***Benefit to San Diego Bay:*** Research, Education and Air Quality

***Source of Matching Funds:*** In Kind Labor



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## I. Introduction

New Leaf Biofuel, LLC (New Leaf) is a woman-owned business certified by the Department of Transportation's Unified Certification Program. New Leaf collects used cooking oil from San Diego county restaurants (including many in the Port region), and converts the used oil into biodiesel. With a grant from the California Air Resources Board's (CARB) Alternative Fuel Incentive Program and matching funds from the City of San Diego's technology fund, New Leaf constructed a commercial plant in the neighborhood of Barrio Logan in 2008. New Leaf's goal is to transform the way local companies fuel their vehicles by offering biodiesel derived from used cooking oil as a sustainable alternative to petroleum-based diesel (petro-diesel). Biodiesel is a renewable fuel, which can be used in any diesel engine without modification, and can be blended with petro-diesel at any level. Biodiesel is non-toxic, biodegradable, and represents a practical and cost-effective means for the reduction of greenhouse gas emissions using a local resource. Our "waste-to-fuel" program focuses on utilizing a local waste stream with the goal of improving air quality in San Diego.

New Leaf is pleased to submit this proposal to the San Diego Unified Port District to conduct a feasibility study and pilot incentive program for biodiesel use with the goal of improving air quality in and around San Diego Bay.

The San Diego Port's 2006 Air Emissions Inventory noted that one of the most significant contributors to Port-related air pollution is "trucks that move goods to and from the Port." In addition, the United States Environmental Protection Agency's (EPA) website states, "reducing emissions from diesel engines is one of the most important air quality challenges facing the country today."

In an effort to improve air quality in the San Diego Bay area, New Leaf proposes a project with three components. New Leaf proposes to provide biodiesel education resources and outreach to potential consumers of biodiesel (any entity currently using diesel) within the San Diego Port District. Eligible diesel users operating within the Port will be invited to participate in a pilot project wherein a total of 200,000 gallons of biodiesel will be made available with a Port subsidy of \$0.25 per gallon. Data collected from participants of the pilot project will be synthesized into a final report that details the results of the project, issues encountered, and the viability of a larger scale adoption of biodiesel use within the Port.

This project will provide multiple benefits to the San Diego Bay area. In addition to the development and distribution of educational resources about biodiesel and its usage, the displacement of 200,000 gallons of petro-diesel will have an immediate impact on air quality in the San Diego Bay area. Finally, the results of the project will help to guide the Port in future decision making about whether biodiesel should be part of the Port's initiative to improve air quality in San Diego.

There is currently no regulatory agency mandating the use of alternative fuels and as a result, this project is beyond compliance and mitigation.

## **II. Project Narrative**

### **A. Project Description**

#### **1. Education Program**

New Leaf proposes to provide biodiesel education and outreach to potential consumers of biodiesel (any entity currently using diesel) operating within the San Diego Port District. The education program will provide basic information about biodiesel, how it can be integrated into a fleets' fuel stream, and the benefits that biodiesel provides.

#### **Implementation**

To generate interest in the pilot project, New Leaf will design and distribute information and marketing materials to a targeted group of fleets that operate diesel trucks in the areas surrounding San Diego Bay. The materials will not only describe the pilot project and incentive, but will also invite recipients to attend one of three scheduled tours of New Leaf's biodiesel manufacturing facility located in the neighborhood of Barrio Logan.

New Leaf will collaborate with the Port and other pertinent parties to compile a list of fleets for targeted mailing. New Leaf will also work with petroleum distributors in order to identify potential project participants. In addition, small local fleets within the Barrio Logan area will be contacted as well.

#### **Deliverables**

The following deliverables will be provided to the District Project Manager:

1. Draft marketing material for review and input by District
2. Mailing List of Potential Candidates

#### **2. Pilot Project**

From the pool of potential consumers, a selection of diesel users will be invited to participate in a pilot project wherein a total of 200,000 gallons of biodiesel will be made available with a Port subsidy of \$0.25 per gallon. The main goal of the pilot project is to stimulate the use of biodiesel in diesel engines that operate within the San Diego Port District by offering a discount on biodiesel. Although the cost typically fluctuates with the market, the cost of biodiesel on average is \$0.10 to \$0.60 per gallon higher than diesel. For the pilot project, New Leaf will fix the biodiesel price at \$0.10 over the average diesel price at the San Diego Oil Price Information Service (OPIS) rack price. An incentive equal to \$0.25 per gallon off the cost of biodiesel will provide financial motivation for current diesel users to reduce their emissions. A diesel consumer currently purchasing fuel wholesale at the diesel rack will save \$0.15 for each gallon of biodiesel they purchase.

#### **Implementation**

New Leaf will implement this goal using targeted marketing efforts to eligible applicants. New Leaf will set up delivery of the fuel, sell the fuel at a \$0.25 discount, and request reimbursement of the \$0.25 on each invoice to the Port.

### **Eligibility**

New Leaf will seek counsel from the Port Environmental Staff regarding eligibility for the incentive. Preliminarily, New Leaf proposes to require that applicants conduct 80-90% of their diesel activity within San Diego County, and conduct at least 50% of the activity within the Port Jurisdiction. Using criteria established in conjunction with the Port, New Leaf will create an eligibility application for potential participants.

### **Fueling Infrastructure**

As part of the application and eligibility process, it may be necessary to conduct site visits to assess the fleets' current fueling infrastructure. Many fleets have on-site diesel storage that is maintained and refilled by a petroleum distributor. New Leaf can either work with the distributor or deliver directly to the tank using a small rented fuel truck. Other diesel users lack their own storage, and instead are "wet-hosed" by a fuel distributor. Depending on the percentage of biodiesel a particular fleet is interested in, the distributor will either pre-blend the fuel or New Leaf will wet-hose the appropriate percentage directly. Finally, many diesel users simply drive to the gas station to fill up. For those users, New Leaf will allow the vehicle to fill up at New Leaf's plant location.

### **Biodiesel Sales/Invoicing to Port**

New Leaf will allocate 200,000 gallons of biodiesel to the Biodiesel Pilot Project. Taking into account New Leaf's production capacity and existing fuel contracts, the 200,000 gallons will be made available over at least 8 months (and continue until the 200,000 gallon mark is reached).

During the Pilot Project, the District Project Manager will be notified on a regular basis when applicants have been approved, and will receive a copy of that candidate's application.

New Leaf will invoice each eligible participant at the current market rate (\$0.10 over San Diego OPIS average) less \$0.25 for the incentive. A report of sales will be provided on grant invoices to the Port on a monthly basis.

### **Deliverables**

The following deliverables will be provided to the District Project Manager:

1. Draft eligibility application for review and input by District
2. Approved candidate applications
3. Monthly sales report and invoices

### **3. Data compilation, analysis, and recommendations**

Data collected during the pilot project will be compiled, analyzed and used to report on the results of the project and the viability of a larger scale adoption of biodiesel use within the Port.

### **Implementation**

Each participant will be asked to provide New Leaf with specific information as part of the Pilot project, including the year, make and model of the entire diesel fleet, monthly diesel usage, and average distances of travel. In addition, participants will be required to complete a survey of their experiences in the pilot project. The immediate impact of the pilot project will be measured by estimating (using existing data from the EPA) the reduction in greenhouse gas and other

emissions resulting from the displacement of petro-diesel. In addition, the data extracted from each project participant will be compiled in order to assess the viability of an expansion of the pilot project, what additional infrastructure may be necessary (i.e., local biodiesel fueling station) and what environmental impact is attainable.

### **Deliverables**

The following deliverables will be provided to the District Project Manager:

1. Quarterly progress reports detailing work completed to date, how effective the project is at benefiting the Bay and costs incurred to date.
2. Draft final to be reviewed by Port and comments made prior to finalizing.
3. Five copies of final report plus an electronic copy.
4. Presentation on final report.
5. Press release once contract is signed and lobby display for Port Administration Building describing completed project.

### ***B. Description of Specific Activities and Time Line***

#### **1. Development of Potential Project Participants List (To be complete within 60 days of award)**

New Leaf will compile a list of fleets regularly operating within the Port jurisdiction (as opposed to targeting those fleets that drive in from out of state to make pickups at the Port). To aid in the development of a potential project participants list, New Leaf will contact the Port, the Port Tenant's Association, the APCD, and Starcrest Consulting Group (the company responsible for the 2006 emissions inventory).

New Leaf will also work with petroleum distributors to identify clients that may be eligible for the incentive. New Leaf has had a preliminary meeting with Pepper Oil, a local distributor and Port Tenant who provides diesel to NASSCO. According to Vice President David Pepper Jr., NASSCO uses approximately 2000 gallons of diesel per day, six days per week. Mr. Pepper has been working with NASSCO for 40+ years and is confident they will be interested in the pilot project.

New Leaf will contact local fleets in the Barrio Logan area that do business with the Port. New Leaf recently met with IMS Recycling regarding our proposal. IMS removes recycled material from the Port on a daily basis and is very interested in using biodiesel in their fleet.

#### **2. Design and Development of Marketing Materials (To be completed within 60 days of award)**

New Leaf will design and distribute a mailer to the list of possible candidates for the project. This mailer will explain the pilot project and provide general information about biodiesel. New Leaf will also produce a general biodiesel pamphlet that discusses the benefits of biodiesel and answers to frequently asked questions. This will include compatibility issues and adjustments in maintenance associated with biodiesel integration. The mailer and pamphlet will be placed at strategic locations throughout the Port and will also be available online to the general public. Three scheduled tours will be given at New Leaf's production facility to any interested parties.

**3. Eligibility Determination (To be completed within 60 days of award)**

Specific activities to be completed during this task include: Meeting with Port Environmental Staff regarding establishing criteria for pilot project eligibility, and the design of the pilot project eligibility application.

**4. Biodiesel Fuel Sales (To begin 60 days after award and continue for a minimum of 8 months)**

Specific activities to be completed within this task include: review of eligibility applications, phone calls and/or site visits with potential candidates, biodiesel manufacturing facility tours, and sale of no more than 200,000 gallons of fuel (approximately 25,000 gallons per month for 8 months, and continuing until 200,000 gallons have been sold).

**5. Data Analysis and Final Report (To be completed within 1 year from funding)**

Data collected during the pilot project will be compiled, analyzed and used to report on the results of the project and the viability of a larger scale adoption of biodiesel use within the Port.

**C. *Importance of Project*****1. San Diego Port Air Quality**

Air quality is a high priority for the Port, and it has taken great strides to reduce diesel emissions in the area. According to the 2006 Emissions Inventory, one of the highest emission sources of air pollution is diesel fueled on-road vehicles responsible for moving goods to and from the Port. A study on “Container Ports and Air Pollution,” recently published by Energy Futures (2009), found that U.S. and international container shipping ports are among the world’s biggest sources of air pollution and greenhouse gas emissions. The study, which examined the top ten container ports in the U.S., found that biodiesel is playing a key role in the effort to reduce air pollution from diesel equipment. The study indicated that both the Port of Seattle and the Port of Tacoma in Washington State have been successfully using biodiesel to improve air quality since 2006.

Existing countermeasures for the San Diego Port include replacing older vehicles, installing emissions control devices and establishing emissions criteria for trucks entering the Port. The “Clean Truck Program”, launched by the Port and the Air Pollution Control District (APCD) in 2008 was aimed at reducing emissions caused by older vehicles by offering truck owners a grant for a portion of the cost to retrofit their trucks. The truck owner was responsible for the remainder of the retrofitting cost.

New Leaf’s project takes the Clean Truck Program one step further. It gives truck owners an incentive to reduce diesel emissions, which actually *saves* them at least \$0.15 per gallon of fuel, rather than requesting an out of pocket cost. With the results of the pilot project it will be possible to determine the feasibility and effectiveness of biodiesel as a means for emissions reduction.

**2. Biodiesel and Air Quality**

Biodiesel is the only alternative fuel to have fully completed the health effects testing requirements of the Clean Air Act. The use of biodiesel in a conventional diesel engine results in a substantial reduction of unburned hydrocarbons, carbon monoxide, and particulate matter

compared to emissions from diesel fuel (Figure 1). In addition, exhaust emissions of sulfur oxides and sulfates (major components of acid rain) are greatly reduced.

Of the major exhaust pollutants, both unburned hydrocarbons and nitrogen oxides are ozone or smog forming precursors. According to the EPA, the use of biodiesel results in a substantial reduction of unburned hydrocarbons. Emissions of nitrogen oxides are either slightly reduced or slightly increased depending on the duty cycle of the engine and testing methods used. Based on engine testing, using the most stringent emissions testing protocols required by EPA for certification of fuels or fuel additives in the US, the overall ozone forming potential of the speciated hydrocarbon emissions from biodiesel was nearly 50 percent less than that measured for diesel fuel. To view EPA's report titled "A Comprehensive Analysis of Biodiesel Impacts on Exhaust Emissions" visit: <http://www.epa.gov/OMS/models/analysis/biodsl/p02001.pdf>

A 1998 biodiesel lifecycle study jointly sponsored by the US Department of Energy and the US Department of Agriculture concluded that biodiesel reduces net CO<sup>2</sup> emissions by 78 percent compared to petro-diesel. This is a consequence of biodiesel's closed carbon cycle. The release of CO<sup>2</sup> into the atmosphere with the use of biodiesel (derived from plant oils) is sequestered by growing plants.

Scientific research indicates that biodiesel exhaust has a less harmful impact on human health than petroleum diesel fuel. Biodiesel emissions have reduced levels of polycyclic aromatic hydrocarbons (PAH) and nitro- PAH compounds that have been identified as potential cancer-causing compounds. Also, particulate matter, an emission linked to asthma and other diseases, is reduced by about 47%, and carbon monoxide, a poisonous gas, is reduced by about 48%. ([www.biodiesel.org/pdf\\_files/fuelfactsheets/CommonlyAsked.pdf](http://www.biodiesel.org/pdf_files/fuelfactsheets/CommonlyAsked.pdf))

### **3. Biodiesel Education**

Despite the recent and growing enthusiasm towards renewable energy, renewable fuels such as biodiesel are still relatively misunderstood by the average citizen. One reason is that many people misunderstand the difference between biodiesel (approved as a fuel by the EPA) and pure vegetable oil.

Biodiesel is also burdened by the notion that a switch to using renewable fuel involves expensive infrastructure overhauls. To begin using natural gas, for example, it is necessary to purchase a new fleet of vehicles and to overhaul the infrastructure. However, these challenges do not exist with biodiesel.

Although the greatest reduction in emissions is made with the switch to 100% biodiesel (B100), lower blends of biodiesel and petro-diesel can also have a positive environmental impact. In fact, studies show that using a blend containing 20% biodiesel (B20) can reduce greenhouse gas emissions by 15% compared to petro-diesel (Figure 2).

Moreover, because biodiesel can be blended directly with petroleum diesel, existing fueling infrastructure need not be disturbed. For the pilot project, New Leaf will educate fleets operating within the Port about the benefits of biodiesel and will introduce biodiesel blends of between 5 and 50% using current infrastructure.

#### **4. Biodiesel as a Local Fuel Source**

The proposed project provides an opportunity to integrate a renewable energy source into the San Diego Bay area immediately and without the need for costly and slow infrastructure changes associated with other renewable energy sources such as solar electricity.

In addition, the incentive program encourages the use of a fuel that is made locally from renewable resources, which reduces energy usage and emissions typically associated with the transportation of fuel, as well as keeping energy spending within the local economy.

##### ***D. Project Benefits to San Diego Bay***

New Leaf's pilot project will benefit the San Diego Bay because it will stimulate the use of biodiesel through education and a financial incentive. Similar to the Port's Clean Truck Program, New Leaf's pilot project will target fleets that operate in the Port, educate them about using a renewable fuel, and encourage them to make a positive change for the environment by introducing biodiesel into their fleets.

Improving air quality in the San Diego Bay is a substantial feat that requires cooperation of all sectors that operate in the Port. This grant targets diesel users operating within the Port. The results of this pilot project can be used by the Port to evaluate whether a large-scale biodiesel program could benefit the San Diego Bay.

##### ***E. Partnerships***

New Leaf's main partners will be the fleets that spend a substantial amount of their driving time within the Port jurisdiction. For example, New Leaf has met with IMS Recycling who collects recycling from the Port every day. IMS has a fleet of vehicles and has expressed its interest in the pilot project.

New Leaf will also partner with fuel distributors who deliver fuel to port tenants and others who operate diesel trucks within the Port's jurisdiction. New Leaf currently works with several local distributors including General Petroleum, Supreme Oil, and the Soco Group, and has had preliminary meetings with both SKS and Pepper Oil. Pepper Oil supplies NASSCO with fuel for its diesel trucks as well as its cranes, and has agreed to approach NASSCO as well as its other customers within the Port regarding the pilot project.

### **III. Qualifying Experience**

New Leaf has been educating fleets on biodiesel for approximately 3 years, and has been recognized locally and state-wide for its commitment to improving air quality.

In December 2006, New Leaf installed a small biodiesel processing unit in the auto shop of the School of Science and Technology at San Diego High School. New Leaf's Vice President of Operations Dave Richards also participated in several related workshops to help educate the students on chemistry and renewable energy. (Auto Shop Teacher Jon Karanopoulos, 619.743.3863)

In April of 2007, New Leaf received a grant from the California Air Resources Board (CARB) under its Alternative Fuel Incentive Program. The CARB grant awarded New Leaf \$590,000 to stimulate the production and distribution of high quality biodiesel in California. New Leaf also applied for and received a matching loan from the City of San Diego's Technology Fund. Using these funds, New Leaf built its biodiesel manufacturing facility. The plant began producing on a small scale in January 2008, and expanded to commercial production in November 2008. New Leaf was the first grant recipient to achieve all of the grant's milestones and has recently submitted its final report. (CARB Contact: Bob Rogen, 916. 323.0018)

In February 2008, the California Center for Sustainable Energy (CCSE) gave New Leaf the San Diego Excellence in Energy (SANDEE) award for Special Achievement in Transportation. (CCSE Executive Director Irene Stillings, 858.244.1177)

New Leaf has recently helped Sun Diego Charter Co. go green with a biodiesel blend. (Rich Illes, 619.236.9200). New Leaf is also working with local towing company C & D Towing, which has a fleet of approximately 30 vehicles. C & D began using a B50 blend, and is now New Leaf's first local fleet to use 100% biodiesel. (Owner Chuck Sturrock, 619.463.3945)

New Leaf's biodiesel is sold at the Regional Transportation Center, San Diego's only alternative fueling station. (Mike Lewis, 619.806.8593)

#### **IV. Objectives of Proposal**

New Leaf's first objective is to compile a comprehensive list of businesses that operate a diesel vehicle fleet *mainly* within San Diego County. While compiling a mailing list, New Leaf will work with Port Environmental Staff on establishing criteria for applicant eligibility. New Leaf's objective is to approve applicants whose diesel emissions are concentrated in the areas around San Diego Bay, so that using biodiesel will achieve the greatest environmental impact. This objective should be achieved within 60 days.

New Leaf will design a flyer to be mailed to the potential program participants. The design will take a few weeks, and then a draft will be sent to the Port Environmental Staff for input and approval. From design to mailing, this objective should be achieved within 60 days.

Once applicants are received, New Leaf expects to spend 30-60 days conducting site visits and holding informational tours at the plant.

At approximately 120 days from funding, New Leaf expects to begin selling biodiesel at the fixed price. (Sooner if any applicants are familiar with biodiesel and do not require a site visit).

New Leaf has allocated 200,000 gallons of biodiesel to this project. At 25,000 gallons per month, the fuel should last for 8 months.

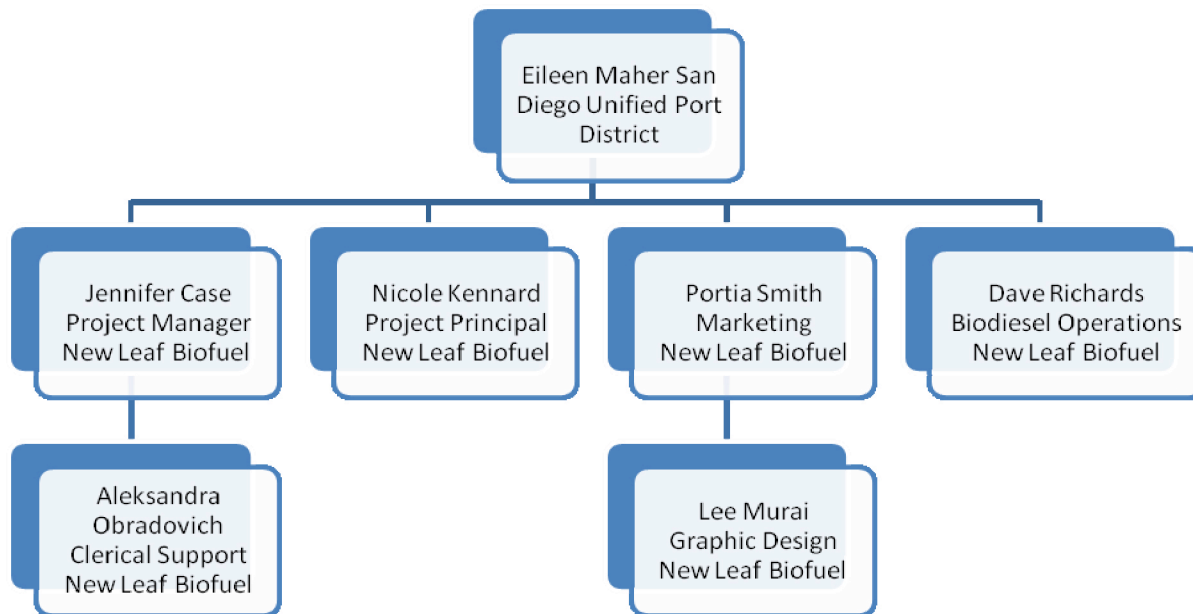
New Leaf will then compile the information gained from the participants throughout the project and submit a final report. New Leaf's overall objective is to demonstrate to the Port that

biodiesel can be seamlessly and inexpensively introduced as a countermeasure for the significant diesel emissions caused by Port Operations in the San Diego Bay Area. The entire project should be completed within 1 year from funding.

V. Cost Proposal

DATE OF PROPOSAL: May 4, 2009		TASK 1			TASK 2			TASK 3			PROJECT TOTALS		
CLIENT: PORT OF SAN DIEGO PROJECT: FEASIBILITY STUDY AND PILOT BIODIESEL INCENTIVE PROGRAM		Education Program			Displace 200,000 Gallons of Petro-Diesel Over a 8- 12 Month Period			Compile Data and Recommend Long Term Project					
PART I	DIRECT SERVICES	RATE	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	
ITEM													
	PROJECT PRINCIPAL	\$210	19	\$3,990	6	\$1,260	6	\$1,260	31	\$6,510			
	PROJECT MANAGER	\$110	34	\$3,740	45	\$4,950	20	\$2,200	99	\$10,890			
	MARKETING	\$90	40	\$3,600	0	-	0	-	40	\$3,600			
	GRAPHIC DESIGNER	\$75	40	\$3,000	0	-	0	-	40	\$3,000			
	CLERICAL SUPPORT	\$53	12	\$636	5	\$265	4	\$212	21	\$1,113			
	BIODIESEL OPERATIONS	\$68	6	\$408	10	\$680	0	-	16	\$1,088			
	TOTAL DIRECT LABOR		151	15374	66	7155	30	3672	247	\$26,201			
PART II	OTHER DIRECT COSTS	AMT	COST	AMT	COST	AMT	COST	AMT	COST				
ITEM													
	BIODIESEL (B99.9)	\$0.25	0	-	200,000	\$50,000	0	-	200,000	\$50,000			
	FUEL DISTRIBUTION/ WET HOSE	\$94	0	-	50	\$4,700	0	-	50	\$4,700			
	PRINTING & REPRODUCTION	\$200	10	\$2,000	0	-	0	-	10	\$2,000			
	TOTAL ODCs			\$2,000		\$54,700		\$0		\$56,700			
	*** GRAND TOTAL FEE ***									\$82,901			

## VI. Key Personnel



### **Nicole Kennard, Project Principal**

Nicole Kennard will serve as the project principal for this work. Ms. Kennard is President, CEO and co-founder of New Leaf. She obtained a B.A. in Mathematics and Computer Science from UC San Diego and an M.S. in Mechanical Engineering from SDSU where she focused on renewable energy. Nicole is extremely knowledgeable in the field of renewable energy and has been educating San Diego fleets on biodiesel for over 3 years. She is a renewable energy advisor and biodiesel consultant for the San Diego City School District and is a co-founder of the Biofuels Action and Awareness Network.

### **Jennifer Case, Project Manager**

Jennifer Case will serve as the project manager for the work. Ms. Case is New Leaf’s Executive Director, and has experience as a project manager for the CARB grant. She has a B.A. from UCSD and a law degree from Pepperdine University. Jennifer is responsible for New Leaf’s regulatory compliance and spends a considerable amount of time keeping updated on government affairs involving biodiesel. She also is instrumental in developing and maintaining relationships with fuel distributors and fleet managers.

### **Dave Richards, Biodiesel Processing**

Mr. Richards is co-founder of New Leaf Biofuel, Vice President of Operations, and the Company’s chief engineer. He received a B.S. in Mechanical Engineering from San Diego State University, and has over 10 years of engineering experience, including the design and engineering of a biodiesel process heating system in Humboldt, CA. Dave is extremely knowledgeable about diesel engines and has been advising fleet managers on mechanical issues related to fuel for over 3 years.

**Portia Smith, Marketing**

Portia Smith will handle the marketing task for the project and will supervise the graphic design of the flyers. As New Leaf’s Director of Sales and Marketing, Ms. Smith has led several successful marketing campaigns that have resulted in over 850 clients for New Leaf’s used cooking oil and grease trap service business.

**VII. Subconsultants**

Not applicable.

**VIII. Non-Profit Status**

Not applicable.

**VIII. Applicant Disclosure**

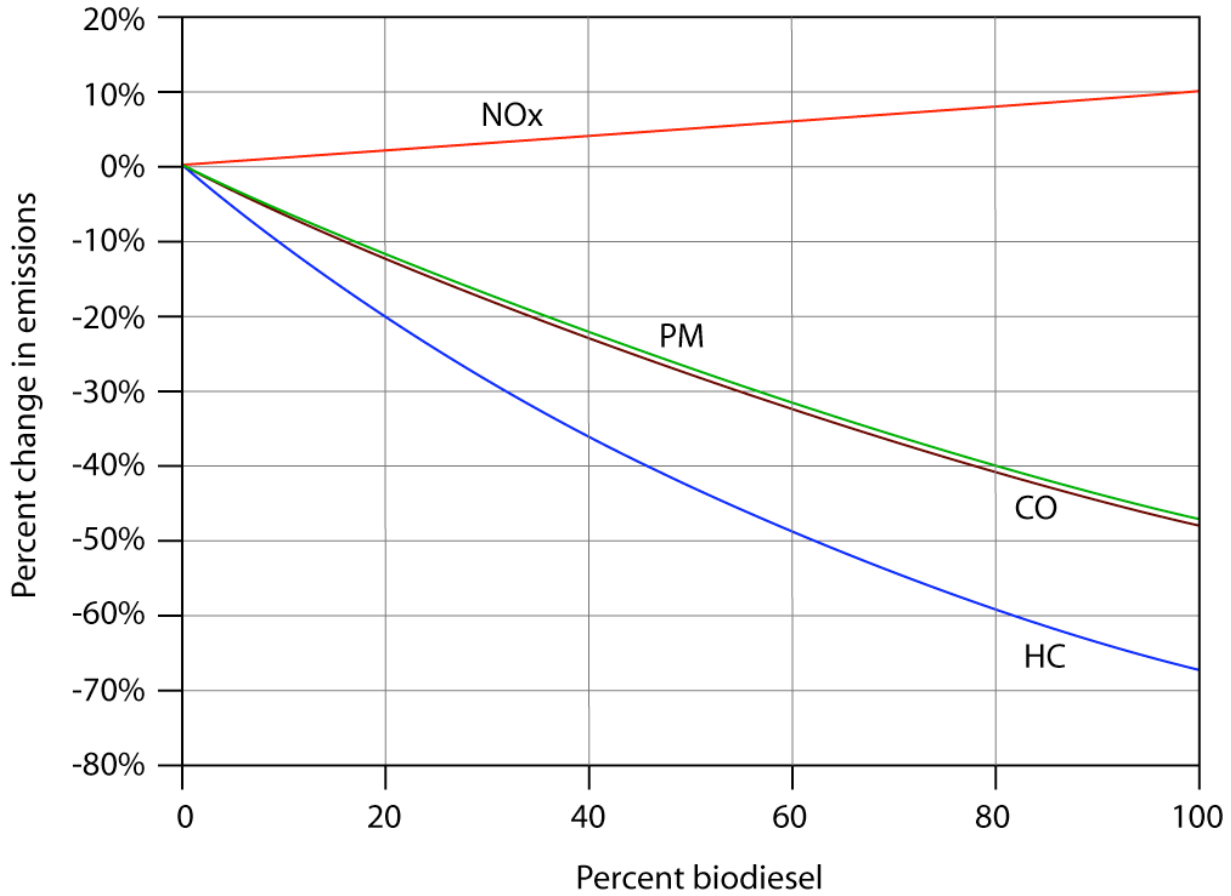
No citations for environmental violations have been issued to New Leaf or any of its members from any regulatory agency.

**IX. Agreement**

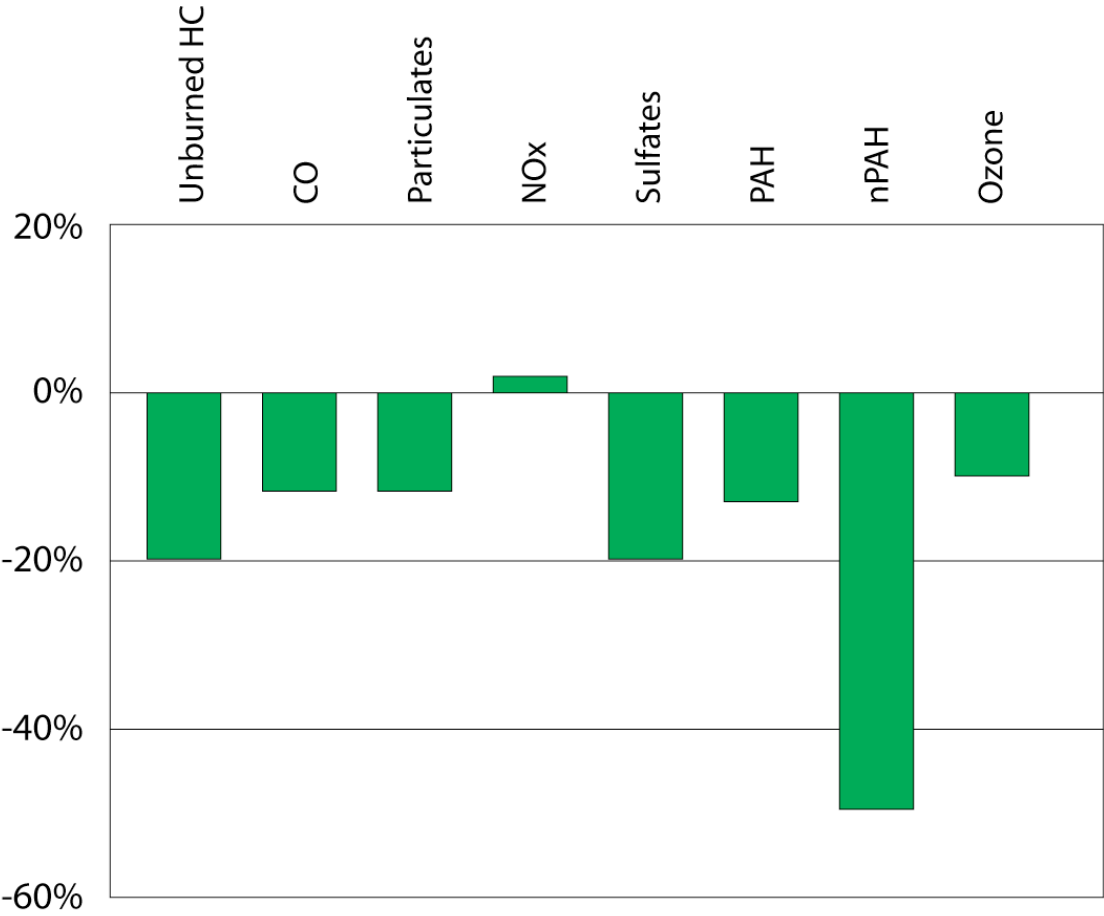
New Leaf accepts the sample agreement, insurance clause and indemnification clause as stated in the RFP.

**X. Conflict of Interest**

New Leaf is not currently performing services of any kind for any person or entity that would conflict with the services to be provided to the Port under this agreement. Further, should New Leaf be selected pursuant to the RFP, no services would be performed for any person or entity which would conflict with the services to be provided under the RFP.



**Figure 1.** Trends in percentage change in pollutant emissions with biodiesel content as estimated from published engine dynamometer data in the EPA study (Modified after McCormick et al., 2006)



**Figure 2.** Average B20 biodiesel emissions compared to conventional diesel (modified after EPA Report, 2002).