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Cleaner Air with American Energy

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Governor's Council on Climate Change (GC3) Meeting
November 13, 2015

To the Governor's Council on Climate Change:

I am encouraged to see Connecticut look at transportation initiatives and alternative fuels and alternative fuel vehicles. My Coalition is part of the national Clean Cities program working to cut petroleum usage in transportation by increasing alternative fuels and alternative fuel vehicles. In the Greater New Haven Clean Cities Coalition's territory of New Haven County in 2014, nearly 2,779,290 gasoline gallon equivalents were reduced through the use of alternative fuel vehicles, idle reduction strategies, vehicle miles traveled reductions, and others. Through that gasoline gallon equivalent reduction, nearly 21,350 tons of Greenhouse Gas Emissions were reduced.

The emphasis thus far seems to be on electric vehicles (EV) and later hydrogen fuel cell vehicles (HFCV) as the main vehicles to mitigate greenhouse gasses (GHG) combined especially in the light duty vehicle segment. This is despite the absence of EV and HFCV 4-wheel drive, mini-van, and SUV options at a reasonable price. In addition, range is still an issue especially in cold weather. As another concern, when we get to the numbers of EVs on the road that will start impacting GHG emissions, the grid will start to be impacted, which has a ways to go before can accommodate the vehicles. Demand charge issues, third party charging for electricity, and the availability of direct current (DC) or even alternating current (AC) fast chargers infrastructure is only just being addressed. HFCVs are being talked about, but only a few product offering will be available in the next two years. The state may have a second H2 fueling site available in the next two years. There may be fueling pumps coming on line that can accurately measure the amount of fuel being dispensed. There are fuel tax issues that still have to be addressed for electricity and hydrogen fueling as well as weights and measures inspector equipment availability and training to be codified.

The PowerPoint presentations that have been presented to date only talk about fuel and not the vehicle and fuel combination related to vehicle duty cycles. In some cases the presentations assume there is an Original Equipment Manufacturer (OEM) vehicle offering in the box truck category. There are two

companies that make electric powered box trucks, one that has been in financial trouble makes the largest box truck. No major OEM makes them. There is one company that has a shuttle bus with limited range that has been successful.

There is a bullet point that says many fleet vehicles are registered out of the state. In fact there are:

3,884 fleets in Connecticut with 62,496 vehicles (Owned & Leased) Class 1 through 8

Largest Fleet in the state has 7,300 vehicles (United Rentals)

Date: FleetSeek-30 Nov, 2015

Some fleets and individuals using light duty up to 33,000 gross vehicle weight rating (GVWR) are starting to use propane vehicles in place of gasoline and diesel vehicles. There are around 45 liquefied natural gas (LNG) Class 8 tractors operating in the state of CT. There will be around 400 compressed natural gas (CNG) refuse trucks operating in CT in the next two to three years. There are over 150 propane power trucks and schools buses operating in the state.

Alternative fuels have their place based on the vehicle duty cycle.

Light duty up to 33,000 GVW: CNG, Propane & Biodiesel

Heavy Duty: CNG, LNG or a Biodiesel Blend from the alternative fuel catagory. There are no other fuels that can power a heavy duty vehicle that is available on the market beside the diesel fuel we are trying to replace.

There is a significant reduction to be achieved by idle reduction, which has to be enforced by law enforcement to be effective. In addition there is ride sharing and telecommuting that have a significant effect on GHG reduction.