

# **January 31, 2003 Stakeholder Meeting Minutes DES, Concord**

Attendees: see attached.

Becky Ohler started the meeting by thanking everyone for coming to the Department of Environmental Services (DES) for the 1<sup>st</sup> Granite State Clean Cities Coalition Stakeholder Meeting of 2003. After Becky's welcoming remarks, introductions of meeting attendees took place.

Mike Scarpino of DOE Boston gave an overview of the Clean Cities Program for the attendees that were new to the Coalition. Mike then informed everyone of this year's National Clean Cities Conference that will be held in Palm Springs, California from May 18<sup>th</sup> through the 21<sup>st</sup>. He explained that this year, there is an increased focus on attracting fleet managers to the conference and that DOE may be providing assistance with the conference registration fee for fleet managers.

Becky introduced Mike Paritee of General Motors who presented GM's new incentive program designed to financially reward Clean Cities Coalitions that increase the number of GM AFVs on the road and add refueling infrastructure. Mike stated that the underlying premise of the program could be broken down to the phrase "Pay for Performance". He stated that the better Clean Cities Coalitions are at putting GM products on the road, the more financial assistance would be available to those coalitions. Mike then ran through GM's 2003 AFV lineup. Derek Greenauer stated that the GSCCC was in a unique position compared with other Clean Cities Coalitions because the daily operations of the coalition were funded through New Hampshire State Government. This would allow GSCCC to turn the acquired funding from incentives programs back to the stakeholders that were undertaking AFV projects.

Mike Scarpino presented Ford Motor Company's incentive program to the GSCCC stakeholders. Under Ford's program, coalitions would receive funding from Ford via National Clean Cities Inc., based on the number of Ford AFVs sold to fleets over one year. Mike explained that a coalition could apply once per year for one stakeholder who orders Ford products.

Mike Scarpino then presented the DOE rebate program that expires on May 31, 2003. DOE provided funds to some of the original coalitions to provide \$2,000 rebates to coalition stakeholders to offset the incremental cost of AFV purchases. Because GSCCC was not designated until after this program ended we did not receive any rebate program funding. Mike explained that some coalitions have not used all of their funding so there might be an opportunity to funnel some of the available funds to GSCCC Stakeholders. In order to qualify, vehicles must be ordered before May 31, 2003. Mike explained that

EPAct covered fleets and projects that had been awarded Special Project funds were not eligible.

Mike Manning of Keyspan stated that his company also offers incentives of \$2,000 per vehicle for those that would be filled at New Hampshire or Massachusetts facilities supplied with Keyspan CNG.

Derek Greenauer presented the outline for this year's expected DOE Special Project Grants. Three main categories that are expected are shown with the funding breakdown in the table below.

<b>Category</b>	<b>Sub-Category</b>	<b>Funding Cap</b>
Vehicle Acquisition		
	Light Duty Vehicles	\$100,000
	Heavy Duty Vehicles	\$200,000
Infrastructure		\$150,000
School Busses		\$200,000

Derek stated that proposals were likely to be due to DOE by the middle of April, which meant that they would have to be into the Governor's Office of Energy and Community Services (ECS) by the end of March. Derek offered assistance from ECS when stakeholders begin developing their proposals. Lyndy Burnham of Regal Limousine reiterated that the process was not a daunting one and that ECS was easy to work with.

Discussion of the Special Project Grants sparked further discussion among the stakeholders. Palmer Gas expressed their frustration with the lack of OEM propane vehicles. Mike Paritee responded that he has heard the same complaints from other coalitions and that he would bring up the problem with GM headquarters in Detroit. Mike indicated that a contract between GM and the company that has provided their propane power systems expired and is currently in negotiation. Because of that, no Model Year 2003 dedicated propane vehicles were offered by GM. John Taylor with Cummins indicated that they have dedicated heavy-duty propane engines available.

Scott Zepp, Alternative Fuel Systems, asked about the possibility to apply for funding for a mixed-use (meaning stationary and mobile source) project involving LNG. Mike Scarpino stated that as long as the SEP funds were going towards the transportation part of the project, he didn't see a problem.

Other discussion centered on topics such as dedicated tanks for biodiesel infrastructure, the role publicity and public outreach plays in successful grants, and the promotion of ethanol into New England. A number of experienced stakeholders informed the rest of the group that it is extremely important not to skimp on refueling infrastructure and the need to correctly spec the size of the station.

Roy Germain with the Manchester Airport stated that the airport frequently has between 2 and 5 diesel trucks idling at a time and there might be interest in pursuing CNG.

Currently, the airport uses 3 – 5000 gallons of diesel fuel every two weeks. They operate 200 pieces of equipment, most of which are diesel powered. In a single snow storm the airport can use as much as 3000 gallons of diesel. He added that Natural Gas is already running into the airport to power a generator and snow melting equipment. Keyspan and AVSG showed pictures of the refueling station at Logan and discussed how a similar set-up could be constructed at Manchester.

After the break, Derek and Becky outlined the goals and objectives of GSCCC for 2003. Mike Scarpino suggested having a “State of the Coalition” address at the last stakeholder of the calendar year, or at the first meeting of a calendar year. It was agreed that this is a good idea, and the coordinators will incorporate this suggestions into future plans.

Dave Dilts and Steve Pesci suggested tracking information on vehicle numbers, fuel usage, and miles traveled. Derek stated that all of this information is currently on the GSCCC website under the “Reports” page.

Becky Ohler introduced some potential programs for the Coalition to be a part of.

(1) The City of Keene is sponsoring a National Junior Solar Sprint event on May 22<sup>nd</sup> in Keene. They have asked if GSCCC stakeholders would support for this event in the form of sponsorship, display vehicles, and judges. This event is the day after the National conference. An email soliciting participation in this event will be sent out later.

(2) Several of the Connecticut coalitions worked together to develop an AFV Emergency Response Course. Becky asked stakeholders to determine if municipalities have any interest in attending. This could be beneficial for both First Responders and fleet managers. The program would cost between \$1-2,000 and the cost would need to be borne by the attendees.

(3) The New York State Energy Research and Development Authority (NYSERDA) has been working with the City of Schenectady, NY on heavy-duty engine conversion that convert diesel engines to dual-fuel CNG/diesel engines. The program has been implemented in their snowplows and other HD equipment. The dual fuel technology allows the engine to burn 80% CNG and 20% diesel. When the CNG is gone, the engine can continue to operate on straight diesel fuel.

If stakeholders are interested in hosting or helping with any of these programs they are encouraged to contact one of the Co-Coordinator.

Bill Burtis of Clean Air Cool Planet also mentioned that his organization is hosting a conference in Hartford, CT on the subject of Climate Change Solutions for the Northeast.

Project Updates were next on the agenda. Steve Russell with the City of Keene was the first to update the stakeholders on their progress with Biodiesel. Steve stated that through this bout of brutally cold weather, they have not experienced any gelling or power problems. To date, they have taken delivery of 16,390 gallons of B20. Steve did say that the pumps are slowing down and that he believes this is a function of the fuel filters getting clogged. Once replaced, the problem with the pump disappears.

Steve Pesci and Dirk Timmons updated the group on UNH's CNG project. Steve said that the CMAQ awards for CNG vehicle purchases has been advanced from FY 2005 to 2003 and that they can begin to purchase some light and medium duty CNG vehicles immediately. Until the new full capacity station being funded by the Formula Grant money comes on-line UNH will need to add interim fueling capacity for 5 to 6 LDVs and passenger vans. UNH is currently working with FuelMaker to determine the necessary interim fueling needs. Steve said the full capacity station is behind schedule due to difficulty complying with FTA requirements.

Mike Manning gave an update of potential projects in the Cities of Manchester and Nashua. Mike stated that he has been working with George Crombie, head of Nashua's Department of Public Works and Mayor Streeter to identify a site for a CNG station. A site for a temporary station has been identified and will be formalized next week. Keyspan plans to have a small, private fast-fill station in place this summer and intends to apply for Special Projects Funding for a larger, public access CNG station. Mike will also be meeting with Mayor Baines of Manchester and hopefully Kevin Dillon with the Airport Authority next week to discuss potential CNG projects for Manchester.

Lyndy Burnham updated the Regal Limousine project for the stakeholders. After a brief history of Regal and its services, Lyndy stated that the issue of refueling concerns Regal. They would feel a lot better about the CNG vehicles if there were a closer place (other than Logan) to refuel in case their trips took them out of the range of the CNG Crown Vics. Lyndy said that he has been in contact with Mark Smith of FuelMaker and Greg Zilberfarb of Ford and that Ford is offering a discount of \$1,000 per vehicle towards a FuelMaker. This lowers the amount of money Regal will need to purchase an on-site FuelMaker to about \$1,500. Babbak Alizadeth with AVSG, the authorized FuelMaker installer in the area, and Mike Manning with Keyspan said they would figure out a way to help Regal find this money. Mike suggested that Northern Utilities might also be able to offer some assistance in the form of a commercial customer rebate, but that if they cannot, Keyspan can offer assistance since Regal vehicles will be refueling at the Logan site that uses gas from Keyspan.

Becky updated the group on some legislation that has been introduced into the New Hampshire legislature.

House Bill 76 sponsored by Sherman Packard (R – Rockingham Co., District 75) defines Neighborhood Electric Vehicles (NEVs) as those electric vehicles with minimum speeds greater than 20 mph, and maximum speeds less than 25 mph. The bill further authorizes their operation on New Hampshire roads with posted speed limits of 35 mph or less. This bill has already passed the House with an amendment that makes the law effective 60 days from passage instead of January 1, 2004. This bill has not been scheduled for discussion in the senate yet.

House Bill 828 (LSR 990) is simply shown as “relative to AFVs” and language has not yet been drafted for this bill. Becky has spoken with the bill's sponsor, Peter Sullivan (D – Hillsborough Co., District 50) who said that he would like to do three things with this bill: give a 30% tax credit against the Business Enterprise Tax for AFVs purchases by businesses, provide free passage through tolls to drivers of AFVs, and lower registration

costs for AFVs. Becky indicated that Rep. Sullivan might be seeking technical input and support for this bill. GSCCC stakeholders will receive updates via email on the progress of this bill.

There followed a brief discussion of establishing a Legislative Working Group as indicated in GSCCC's Program Plan. Bill Burtis and Russ Bell expressed an interest in working on this group.

Meeting Adjourned.