



Natural Gas Vehicles for America

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March 1, 2017

Ms. Debbie Swartz
Michigan Department of Environmental Quality
Constitution Hall | P.O. Box 30473
525 West Allegan Street
Lansing, MI 48909-7973

RE: NGVAmerica Comments on the Volkswagen Environmental Mitigation Trust Implementation for the States

Dear Ms. Swartz:

Natural Gas Vehicles for America (NGVAmerica) respectfully submits the following comments on how the Michigan Department of Environmental Quality (MDEQ) can best use the Environmental Mitigation Trust (EMT or Trust) funds (\$64.8 million) that the state will receive as part of the Volkswagen (VW) diesel emission settlement.

The MDEQ has proactively put together a VW Beneficiary Mitigation Plan (BMP) that clearly states that the focus is on using the VW funds to prioritize projects according to their ability to reduce NOx emissions in ozone nonattainment areas and improve areas with fine particulate matter issues. NGVAmerica agrees that barring special circumstances, the priority should be on funding projects that deliver greatest NOx reductions for the least cost. Consistent with this principle, a significant share of the funding should be devoted to projects involving medium- and heavy-duty natural gas vehicles that are proven to reduce more NOx than their diesel counterparts, regardless of duty cycle.

In addition, it is a worthwhile endeavor to give our school children cleaner air to breathe and NGVAmerica suggests that Michigan include funding for school buses powered by cleaner CNG. Per the MDEQ funding chart it seems that the school bus funding is planned to replace diesel school buses with what seems to be new diesel buses based on the projected per unit cost. As will be shown in our comments, in some duty cycles often even new diesel engines do not perform at the EPA standard for NOx reduction when operating at low speeds or idling, which is much of the operating time for school buses. NGVAmerica strongly urges MDEQ to consider deploying compressed natural gas (CNG) buses to truly reduce NOx in all duty cycles of their operation.

NGVAmerica also would like to express our concern after hearing on the recent webinar that MDEQ plans to use the EPA Diesel Emission Quantifier to assess benefits of mitigation projects. This tool may not adequately assess the emissions benefits of the newest, near-zero natural gas engines, that have been certified to levels that are 90 percent cleaner than engines certified to the 2010 0.2 g/bhp-hr standard. Other tools or adjustments to factors included in the diesel emission quantifier should be allowed and we would be available to discuss these tools and adjustments with MDEQ.

The following pages outline key facts related to vehicle emissions, total cost of ownership, and current availability, as well as NGVAmerica's recommendations on how EMT funds should be allocated.

The Need to Take Meaningful Action Today

The funding available through Volkswagen's Environmental Mitigation Trust comes at a time when it is critical to address transportation emissions. The American Lung Association's "State of the Air 2016" report found that air pollution continues to be a pressing concern with more than half of all Americans—166 million people—living in counties where they are exposed to unhealthy levels of ozone and particulate pollution.

Medium- and heavy-duty on-road vehicles are the number one source of ozone-forming emissions of nitrogen oxides (NOx) in almost every metropolitan region in the U.S., therefore there is considerable opportunity to develop and deploy funding programs that make an immediate and tangible impact on air quality and related public health issues.

Sustainable, Responsible, Available: Natural Gas Vehicles

Today's natural gas vehicles (NGVs) are proven technologies that can uniquely, immediately, and cost-effectively transform our nation's medium- and heavy-duty transportation sector. The advantages of natural gas as a transportation fuel include its domestic availability, widespread distribution infrastructure, low cost, and inherently clean-burning qualities.

In these comments NGVAmerica presents the compelling reasons that states should prioritize funding for NGVs to *maximize the impact* of the available funding. As your organization is aware, the EMT was set up to fund projects that make an impactful reduction on NOx emissions to mitigate the excess emissions currently in our air from the non-compliant light-duty diesel vehicles VW sold. NGVAmerica strongly believes that NGVs are the best solution to meet the core goals put forth by the Volkswagen EMT funding. NGVs are:

1. **Sustainable:** NGVs maximize long-term emission reductions
2. **Responsible:** NGVs extend the funding and foster economic development
3. **Available:** NGVs meet the diverse operating requirements of every fleet application

1. Sustainable: NGVs Maximize Long-Term Emission Reductions

- ❖ **Key Point:** Today's natural gas medium- and heavy-duty engines provide *unmatched* reductions of smog-forming emissions of nitrogen oxides (NOx).

"Near Zero-Emissions": EPA and CARB Certified a Heavy-Duty Natural Gas Engine to 0.02 g Standard

In September 2015, the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) certified the world's first heavy-duty engine that emits oxides of nitrogen (NOx) at levels so low they are considered "near-zero" (0.02g NOx/bhp-hr). This is the cleanest commercially available heavy-duty truck engine available in the market today, offering the ability to reduce emissions 90% below even the most stringent U.S. EPA standards.



Today's natural gas engines offer a 90% NOx reduction over the EPA's strictest emission standards, making them the cleanest commercially available technology



The “Game Changer” report shows that “Near-Zero” NGVs are cleaner than “Zero-Emission” All-Electric trucks



Heavy-duty drayage trucks: Diesel trucks tested in study exceed certification level

NGVs Have Lower NOx Emissions Than All-Electric Trucks

The emission benefits of the new “Near-Zero” engine are well documented in the 2016 *Game Changer* report issued by Gladstein, Neandross and Associates (GNA)¹. The GNA report indicates that a truck or bus equipped with a natural gas engine that has been certified to the 0.02 g/bhp-hr Optional Low NOx Standard has tailpipe NOx emissions that are comparable to – or possibly lower than – the amount of NOx emitted to produce electricity used to charge a comparable heavy-duty All-Electric Truck.

Critical Insight:

Study Finds that Natural Gas Engines Outperform Diesel Engines in Real World Situations

Natural gas (NG) engines today meet an optional Low NOx standard that is ten times cleaner than the standard required for new diesel and natural gas engines. However, the in-use emission benefits of NG engines could be even more significant.

A recent report published in *Environmental Science and Technology*², evaluated in-use emissions of earlier model year NG vehicles and found that NG engines performed much better in real world conditions (i.e., operating within city limits in low-speed, high-idling situations), registering NOx levels that were 96% lower than levels produced by tested diesel engines equipped with the latest emissions controls. The study found that diesel NOx emissions operating in similar conditions produced emissions that were 5 -7 times higher than in-use certification limits in some cases.

Related Recommendations for EMT Funding

- ✓ **Provide a higher level of funding for technologies that are proven to exceed federal emission levels for nitrogen oxides**
 - Vehicles with engines certified to California’s Optional Low-NOx Standard should receive the highest level of funding (e.g., 25% in the case of private sector vehicle replacements)
 - Use the state’s approved DERA plan to fund low-NOx natural gas trucks (i.e., 35% of the replacement cost for private vehicles equipped with low-NOx engines)
- ✓ **Provide the highest level of funding to applications that will reduce the largest share of NOx emissions**
 - Evaluate the main mobile source(s) of NOx emissions in urban and non-attainment areas (Note: In most regions, this means prioritizing funding for short-haul, regional-haul, and refuse trucks)
 - Do not segment the funding – fund the projects that best achieve the most NOx reductions

¹ Gladstein, Neandross & Associates, *Game Changer Technical White Paper* (2016) <http://ngvgamechanger.com/>, Section 6.4 and Appendix 1. Emissions of low-NOx natural gas engines produce NOx emissions that are comparable to or lower than similar electric drive vehicles in all 50 U.S. states when considering upstream NOx.

² *Environ. Sci. Technol.*, 2015, 49 (8), pp 5236–5244 (Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles).

2. **Responsible:** NGVs Extend the Funding and Foster Economic Development

- ❖ **Key Point:** NGVs are far more cost-effective in delivering emission reductions than other alternative fuel options, such as hybrid and electric vehicles.

**18-24
month
payback**




Due to lower fuel and maintenance costs, NGVs offer an 18 to 24 month payback. As production increases and fuel tank prices come down, vehicles will become less expensive and enjoy a shorter payback period

NGVs Offer a Fast Return on Investment

While NGVs typically cost more than gasoline or diesel vehicles upfront (largely due to the cost of high-pressure and insulated fuel tanks which are necessary to store CNG or LNG), owners and operators of high mileage vehicles typically see a pay back in as little as 18–24 months. This is due to:

- **Lower Fuel Costs:** Natural gas fuel is currently \$0.50 to \$1.00 less per gallon. The savings in fuel costs can translate into significant savings over the life of a vehicle, depending on fuel efficiency and the number of miles driven. The greatest savings are currently being seen in heavy-duty, high mileage fleets.
- **Lower Maintenance Costs:** NGVs are easier and cheaper to maintain than diesel trucks because they have:
 - No diesel particulate filter (DPF)
 - No DPF regeneration or waste disposal
 - No selective catalytic reduction (SCR)
 - No diesel emission fluid (DEF)



160,000+
NGVs on U.S. Roads Today



High-profile fleets across the U.S. are using natural gas vehicles in their everyday operations, transporting passengers, and hauling waste, packages, beverages, and other goods

NGVs Have Been Road-Tested by Leading Fleets

There are more than 160,000 NGVs on U.S. roads today, spanning all weight classes and vehicle applications. The adoption of NGVs has been pioneered by several high-profile fleet operators, including UPS, Anheuser-Busch, Kroger, FedEx, Frito Lay, Waste Management, LA Metro, all of which performed exhaustive analysis to determine the best vehicle and fueling options for their fleet based on application, range, duty cycle, and payload.

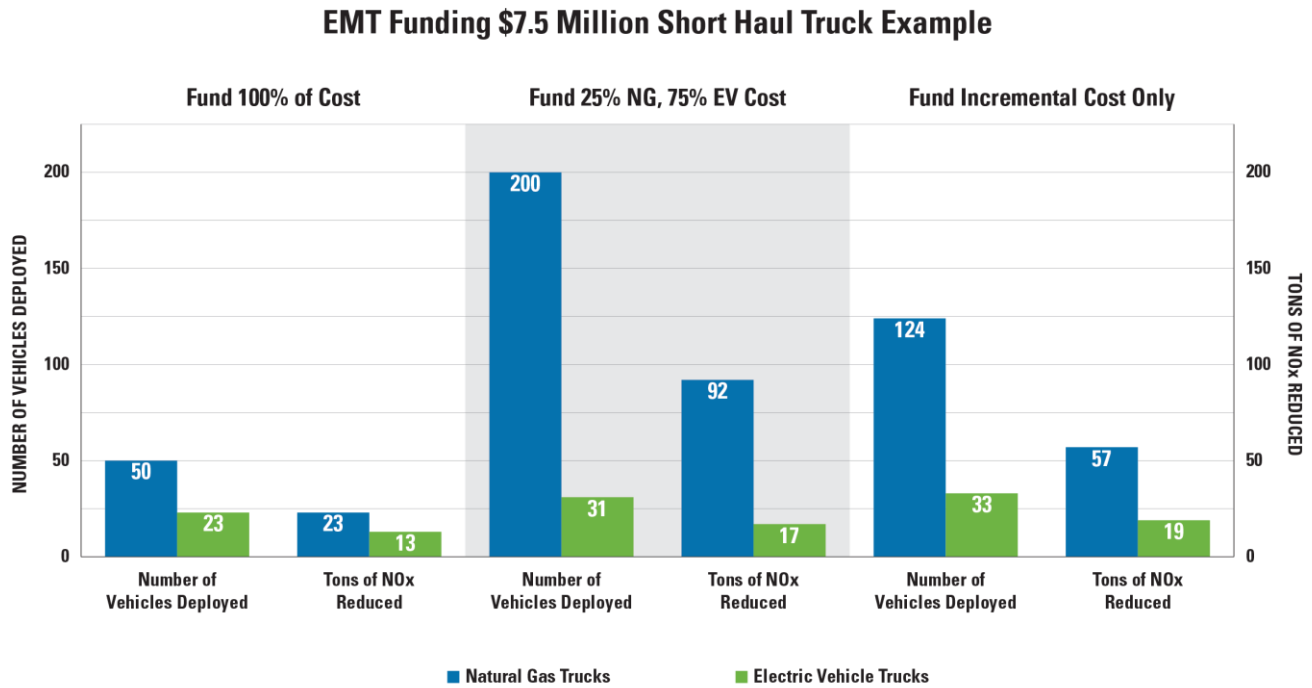
Given the significant fuel and emission reductions realized by early adopters, the popularity of NGVs has continued to build in the U.S., with 20% of all U.S. transit buses now running on CNG or LNG, 35 airports operating NGVs in their private fleets or championing policies that encourage use by private fleets, and more than 50% of new refuse trucks running on natural gas.

To fuel these vehicles, natural gas infrastructure is rapidly expanding with more than 1,640 CNG and 123 LNG fueling stations operating today.

Dollar-for-Dollar Natural Gas Delivers Greater Numbers of Total Vehicles and Greater Total Tons of NOx Emission Reductions

This is illustrated by the chart below which looks at several different funding options for natural gas and electric vehicles including providing 100% of the cost of new, replacement vehicles for public fleets, using the maximum funding levels specified in the settlement for natural gas and electric vehicles purchased by private fleets, or funding only the incremental cost of new, replacement vehicles. In each case, the deployment of natural gas vehicles (e.g., regional haul trucking, refuse trucks, and transit buses) will provide the most NOx emissions reduction to comply with the EPA’s latest national ozone standards.

Chart: Heavy-Duty Truck Deployment & NOx Reduction Comparisons Under Different Funding Scenarios



Critical Insight:

Comparable All-Electric Vehicles Cost 2-3x More Than an NGV

While actual cost depends on the application, an all-electric medium- or heavy-duty vehicle usually costs two to three times the amount of a comparable vehicle powered by a 0.02 g NOx natural gas engine. As noted above, funding heavy-duty NGVs delivers greater emission reductions than similar projects involving all-electric trucks, and they offer the best ability to reduce emissions on a large scale because the funding will extend further.

Related Recommendations for EMT Funding

- ✓ **Ensure that funding incentivizes adoption by both public and private fleets**
 - While it might be tempting to fund public vehicles at the 100% level, this will limit the total number of deployed vehicles and therefore lessen the overall emission reductions
 - Funding levels should be large enough to offset the incremental cost of new, cleaner vehicles, as well as to address the fact that replaced vehicles must be scrapped
- ✓ **Prioritize funding for clean vehicles rather than fueling infrastructure**
 - Funding should be used to incentivize fleets and vehicle acquisitions where existing fueling infrastructure exists to better support investments that have already been made
 - If fueling infrastructure needs to be developed, funding should be secured as part of private-public partnerships. Using the funding in this way will encourage additional economic development in the state and increase the availability of stations for future deployments

3. Available: NGVs Meet the Diverse Operating Requirements of Every Fleet Application

- ❖ **Key Point:** Dozens of models of medium- and heavy-duty low-emission natural gas vehicles and engines are commercially available from reputable, world-known OEMs with established sales and service networks.



Wide Array of NGV Options Commercially Available

There are many natural gas vehicle options available from several original equipment manufacturers (OEM). These vehicles can be purchased from the dealership through a process that has been streamlined for the customer.



Many other medium- and heavy-duty vehicle options are available through small vehicle modifiers (SVM). These companies manufacture conversion systems that have been certified and approved by the U.S. Environmental Protection Agency and/or the California Air Resources Board. These approved systems can be installed on new and used vehicles to run on natural gas.

Additionally, Cummins Westport currently offers the 6.7L ISB-G, 8.9L ISL-G and the 11.9L ISX-G natural gas engines. These spark-ignited engines are used in a variety of applications, including refuse trucks, transit buses, cement trucks, short- and regional-haul tractors, delivery trucks, school buses, and shuttles. Roush offers a school bus engine that is certified to the Low-NOx standard of 0.10. Retrofit and repower options are also available from a variety of manufacturers.



For a full list of EPA and CARB certified engines, visit www.ngvamerica.org/vehicles/vehicle-availability. A list of available NGV manufacturers and conversion companies follows.



HD Vocational OEMs

Autocar Truck
Capacity
Crane Carrier
Elgin
Johnston
Kalmar
McNeilus
Mack
Peterbilt
Power Solutions Int'l.
Schwarze
Tymco



HD Bus OEMs

Blue Bird Bus
DesignLine
El Dorado
Gillig
New Flyer/NABI Bus
NOVA Bus
Motor Coach Industries
Thomas Built Bus

HD Retrofit/ Repowers

American Power Group
Clean Air Power
Diesel 2 Gas
Fyda Energy Solutions
NGV Motori
Omnitek Engineering

MD Retrofits

AGA Systems
Altech-Eco
Crazy Diamond Performance
Greenkraft
Landi Renzo USA/Baytech
M-Tech Solutions
NAT G
NGV Motori USA
PowerFuel Conversions
Roush CleanTech
STAG
Westport Fuel Systems
Zavoli

Fuel Systems

Agility Fuel Systems
Mainstay
Momentum Fuel
Technologies



HD Truck OEMs

Cummins Westport
Freightliner
Kenworth
Mack
Peterbilt
Volvo

Critical Insight: Heavy-Duty Electric and Fuel Cell Vehicles are Not Commercially Available

As of today, three unique fuel-technology combinations hold the most promise to successfully transform America's HDV transportation sector to zero and near-zero emissions:

1. Near-zero-emission internal combustion engines fueled by conventional or renewable natural gas
2. Zero-emission battery-electric-drive systems
3. Zero-emission hydrogen fuel cell systems

While battery-electric and hydrogen fuel cell systems can offer extremely low emissions profiles, the lack of commercially available heavy-duty and limited medium-duty products and charging/fuel distribution networks makes implementation in the near future impractical or very difficult. Furthermore, these vehicles are being developed by niche, start-up companies and have only been used in early test programs; comparatively, medium- and heavy-duty NGVs from major OEMs have been widely, commercially available in dozens of applications for over two decades. Near-zero-emission internal combustion engines fueled by conventional or renewable natural gas are the only option to immediately and cost-effectively provide extremely low NOx and GHG emissions in high-impact HDV sectors.

Related Recommendations for EMT Funding

- ✓ **Prioritize funding for commercially available products**
 - Given that the NOx emissions from Volkswagen vehicles are already in the air, funding should be concentrated to projects that allow us to deploy the cleanest vehicles available today (i.e., not pre-commercial or research and development projects)
- ✓ **Scale funding to incentivize the cleanest engines available**
 - Provide greater funding for medium- and heavy-duty engines that deliver NOx reductions over and above what is currently required for new diesel vehicles
 - Given that the EMT was created because of NOx pollution associated with non-compliant diesel vehicles, we believe that the funding should be set aside for clean, alternative fuel vehicle projects and should not be used to fund more diesel fueled vehicles

Let's Transform Clean Transportation Together

NGVAmerica and its members are eager to serve as a resource to assist the MDEQ in their evaluation and refinement of Michigan's Beneficiary Mitigation Plan. We strongly encourage the state to recognize the superior and unmatched role that natural gas vehicles can play in delivering nitrogen oxide (NOx) emissions reductions required by the settlement and Trust.

NGVAmerica welcomes the opportunity to meet with you to provide further information and analysis on the economic and environmental benefits of natural gas vehicles in Michigan. Please contact Jeff Clarke, NGVAmerica General Counsel & Director Regulatory Affairs at 202.824.7364 or jclarke@NGVAmerica.org, or Sherrie Merrow, NGVAmerica State Government Advocacy Committee Chair at 303.883.5121 or smerrow@NGVAmerica.org to set up a meeting and for additional information.

Sincerely,



Matthew Godlewski
President

Summary of NGVAmerica's Recommendations for EMT Funding

- ✓ Provide a larger incentive and greater overall funding for medium- and heavy-duty engines that deliver greater NOx reductions than currently required for new vehicles and engines
- ✓ Target funding for technologies that have demonstrated the ability to deliver actual lower in-use emissions when operated in real-world conditions
- ✓ Provide the highest level of funding to applications that produce the largest share of NOx emissions (in most regions this means prioritizing for short-haul, regional-haul and refuse trucks)
- ✓ Prioritize funding for commercially available products that are ready to begin
- ✓ Prioritize funding for clean vehicles rather than fueling infrastructure
- ✓ Scale funding to incentivize the cleanest engines available
- ✓ Ensure that funding incentivizes adoption by both public and private fleets
- ✓ Accelerate the funding in the early years to maximize the NOx reduction benefits
- ✓ Given that the EMT was created because of NOx pollution associated with non-compliant diesel vehicles, we believe that the funding should be set aside for clean, alternative fuel vehicle projects that focus on maximizing NOx reduction for the funds spent