

Legislative History for Connecticut Act

PA 14-136

HB5117

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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2014**

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Capitol. Obviously, you're very popular,
Representative Jutila.

And to return -- are there any other
announcements or introductions? If not, we'll return
to the calendar.

Will the Clerk please call Calendar 197.

THE CLERK:

Yes, Mr. Speaker, on page 13, Calendar 197,
favorable report of the Joint Standing Committee on
Energy and Technology, House Bill 5117, AN ACT
CONCERNING A CLEAN ALTERNATIVE FUEL VEHICLE
PROCUREMENT PREFERENCE.

SPEAKER SHARKEY:

The distinguished chairwoman of the Energy and
Technology Committee, Representative Lonnie Reed, you
have the floor, madam.

REP. REED (102nd):

Good noon, Mr. Speaker.

SPEAKER SHARKEY:

Good noon, madam.

REP. REED (102nd):

I move acceptance of the Joint Committee's
favorable report and passage of the bill.

SPEAKER SHARKEY:

The question is on acceptance of the Joint Committee's favorable report and passage of the bill.

Will you remark, madam.

REP. REED (102nd):

Yes, Mr. Speaker. This bill expands on an existing statute that Connecticut, actually, thinking ahead, as we frequently do in the clean energy arena, first passed in 1991 to help decarbonize and clean up our air by encouraging the State to purchase fleets of vehicles that use clean alternative fuels. In 1991, we began with natural gas; in 1992, we added electric cars, electric vehicles or a combination thereof; and today, we are adding propane and hydrogen. And, again, I move for passage of the bill.

SPEAKER SHARKEY:

Thank you, madam.

Do you care to remark? Do you care to remark further on the bill that's before us?

Representative Hoydick of the 120th.

REP. HOYDICK (120th):

Good afternoon, Mr. Speaker.

SPEAKER SHARKEY:

Good afternoon, madam.

REP. HOYDICK (120th):

A few questions to the proponent of the bill.

SPEAKER SHARKEY:

Please proceed, madam.

REP. HOYDICK (120th):

Representative Reed, as I understand the parameters are within statute and we are adding hydrogen and we are adding propane to the list of vehicles fueled for state purchase. And I understand that there are some restrictions on what can be accepted by the commissioner of the Department of Administrative Services. Could you elaborate on that a little, please.

SPEAKER SHARKEY:

Representative Reed.

REP. REED (102nd):

Thank you, Mr. Speaker, through you. Correct. Actually, the Department of Administrative Services commissioner is required to use good sense and budgetary restrictions in terms of buying fleets of vehicles. And -- and so there's a 10 percent preferential treatment potentially for renewable vehicles. But when you look at the fiscal note, it says it really creates minimal additional costs because you look at the up-front costs which may be a

bit higher at times, but, then, the operational costs going forward -- because we're talking about a renewable fuel -- are considerably less. So over time it also makes economic sense in addition to cleaning up the air.

SPEAKER SHARKEY:

Representative Hoydick.

REP. HOYDICK (120th):

I thank the kind chairwoman for that answer. And I would also like to -- to inquire whether if -- if a department should proceed with an RFP for an alternative fuel -- alternative fueled vehicle in hydrogen or propane, would they run the risk of not supplementing the number of vehicles in their fleet do you think, or would they -- would they be doing this for other reasons, or can you give us an example where they may pilot a hydrogen car versus a natural gas car to supplement or -- or a conventional -- conventionally fueled vehicle to supplement their fleet. Through you, Mr. Speaker.

SPEAKER SHARKEY:

Representative Reed.

REP. REED (102nd):

Through you, Mr. Speaker, so when you look at what the budget requires, suppose they were asked to purchase maybe seven new cars for one of the agencies. And they looked at, perhaps, one of the renewable cars that came on the market and they were offering, you know, you could only afford one. Well, you're obviously not going to make that choice, you know, you're going to make a choice to make the smart choice to, perhaps, buy the seven and figure out some sort of hybrid component or something that's more affordable. It's -- it's -- as it is now, as we say, we're not rewriting the statute, we're not changing the statute. It's the same statute that's been in existence since 1991 that's been working very well, and we're just adding these other two fuels.

I should also add -- so propone we're seeing a lot of now. A lot of school systems are buying propane buses, and they're very, very happy with them. They, in addition to being cheaper operationally, they run more quietly, they -- they don't pollute. It's -- the infrastructure is -- is ramping up to really be able to provide the fuel stations, and that's working very well. In terms of hydrogen, we've been hearing from our -- hydrogen, essentially, are little fuel

cells that are on board cars. That's where the hydrogen fuel works. And we are the fuel cell state. Some of the cars, Toyota, for instance, is test driving hydrogen cars in California because they didn't think we were amenable to them. We've also discovered we have a company here called Praxair, which is in Connecticut, that produces hydrogen for manufacturing purposes. And they are very eager to work with some of the hydrogen fuel car producers to come up with some fueling stations.

And I think, you know, the -- the good lady from Stratford who is also in business knows that when you're doing deals, like this, and people want to get into a market, you know, they either do a loss-leader contract, or they give you, you know, a very good deal on these kinds of things. So we're giving the commissioner of DAS, you know, enough discretion to make the best deal possible. Through you, Mr. Speaker -- Madam Speaker.

(Deputy Speaker Miller in the Chair.)

DEPUTY SPEAKER MILLER:

Representative Hoydick.

REP. HOYDICK (120th):

It's nice to see you, Madam Speaker.

DEPUTY SPEAKER MILLER:

Thank you.

REP. HOYDICK (120th):

Through you, just one more comment to the proponent of the bill. So, in essence, we are opening -- possibly opening up a pilot or an opportunity for Connecticut not only to -- to take advantage of cleaner fueled vehicles but possibly an opportunity to start more industry here if -- if a company, such as Praxair, would like to pilot some programs with the State of Connecticut, allow us the opportunity to test, and then through this legislation would allow DAS to actually put an RFP out for renewable fueled vehicles of which they could be a part of. Is that true? Through you, Madam Speaker.

REP. REED (102nd):

Through you, Madam Speaker, yes, indeed. And as you can see as we've laid it out, it works on so many different levels. We're helping indigenous companies. We're -- we're cleaning up the air, and we're giving the DAS commissioner enough discretion to make the best possible deal. Through you, Madam Speaker.

DEPUTY SPEAKER MILLER:

Representative Hoydick.

REP. HOYDICK (120th):

Thank you very much. And I thank the kind gentlewoman for her answers.

I am in support of this legislation, and I would encourage my colleagues to vote for the bill. Thank you.

DEPUTY SPEAKER MILLER:

Representative Larry Miller of the 122nd.

REP. MILLER (122nd):

Thank you, Madam Speaker.

I just want to make some comments. I want to thank the chairman of Energy for the hard work she's done on this bill; however, I have been a diesel promoter for years. In Europe, 60 percent of the vehicles in Europe are diesel. And the reason being that, for instance, the Volkswagen, you can get between 60 and 70 miles a gallon, far more efficient than gasoline. It's less polluting. It's -- longevity of the engine is incredible, and it's something that we have an infrastructure already set up for.

I don't know why we keep going all over the place for ways to reduce our costs for energy when it comes to automobiles, but I don't know why we're sleeping when it comes to the diesel aspects because it works. And Europe is a prime example, and they'd like to convert everything over there to diesel. So this is clean diesel technology with low sulfur fuel. So I just want to bring that up to your attention. And, again, thank you. Thank you, Madam Speaker.

DEPUTY SPEAKER MILLER:

Representative Piscopo of the 76th.

REP. PISCOPO (76th):

Thank you, Madam Speaker.

Madam Speaker, I voted no in committee and I just felt the need to explain why. I want to -- I want to join the ranking member in thanking the chairman of the Energy Committee for her hard work on this bill and on this whole issue of fuel cells. She had us up to a fuel cell plant right here in Connecticut and we -- we had the tour. So I'm a big believer in the technology and what it holds -- the potential it holds for our future as it enters our market.

My problem with the bill was that these hydrogen cars aren't really -- they're not on the market yet.

They're simply not available, and they can be at a pretty exorbitant cost. I -- I will not venture a guess what they would cost individually, but they're going to be very, very expensive. I understand the procurement process where it gives the commissioner that leeway, but still they're not on the market, we don't know what their cost.

And then I don't know about the safety of the cars if they've been through the proper tests and stuff like that. So that was -- it was just a cautionary no vote because they're not available yet, so they're not on the market, so why are we putting it in this mandate. So thank you, Madam Speaker, for the opportunity.

DEPUTY SPEAKER MILLER:

Will you remark further on this bill?

Representative Carter of the 2nd.

REP. CARTER (2nd):

Thank you very much, Madam Speaker.

I rise in strong support of this bill. I've been long an advocate for the use of natural gas, especially in vehicles. In fact, I had sat down last year with a number of constituents and when we spoke about this what we could have done at the time, we

could've for about \$15 million, we could've outfitted a number of municipalities with natural gas vehicles. And there were people all ready to step in and actually build those filling stations for free. So I think what we're doing here is really a step in the right direction by expanding this opportunity to propane and hydrogen. So I would like to thank the good chair for the work on this bill, and I strongly support it. Thank you.

DEPUTY SPEAKER MILLER:

Representative Vicino.

REP. VICINO (35th):

Thank you, Madam Chair.

I support this bill. This is a good bill for our state. I attended the fuel cell seminar we had several months ago. I found that there is 15 automobiles on Connecticut roads that use hydrogen. We've had 1,500 fill ups as of last year in Connecticut. This is a way to increase jobs and help our -- our fuel cell businesses.

Also, BMW is there, all of the BMW fuel cell technology and all the fuel tanks are built in Connecticut for export throughout the country --

throughout the world. This is a way to put people back to work.

Also, there was a gentleman from UConn talking about all of the STEM educated students that were graduating that -- there was more jobs for students. So this is a good way to put some of our young people back to work. It causes competition. Hyundai also stated that, within two years, they're going to have an automobile for sale at their local dealer and the price of the fuel will be the same as our present fuel costs now. So this is a good bill. I support it. Thank you.

DEPUTY SPEAKER MILLER:

Thank you, sir.

Representative Wood.

REP. WOOD (141st):

Thank you, Madam Speaker.

I, too, stand in support of this bill. I love the idea that we're moving forward on renewable energy sources. I, also, have to agree with my colleague, Representative Miller, that diesel fuel is a tremendous fuel in so many ways. It's clean, the diesels today are clean burning diesels. I know it's not renewable. I did just buy a diesel car, and I'm

getting closer to 50 miles a gallon on the Merritt, which is tremendous. And I wish there were a little more focus on the diesel engines, the diesel fuel availability, it's not available at every station. So, hopefully, you will consider that in the future. But I do plan to support this bill and thank you for your work on it. Thank you, Madam Speaker.

DEPUTY SPEAKER MILLER:

Will you remark further on this bill? Will you remark further on this bill?

If not, will staff and guests please come to the well of the House, will the members please take your seats. The machine will be open.

THE CLERK:

The House of Representatives is voting by roll.

The House of Representatives is voting by roll. Will members please return to the chamber immediately.

DEPUTY SPEAKER MILLER:

Have all members voted? Have all members voted? Will the members please check the board to determine if your vote is properly cast. If all members have voted, the machine will be locked and the Clerk will take a tally.

The Clerk will please announce the tally.

THE CLERK:

On House Bill 5117.

Total number voting	146
Necessary for passage	74
Those voting Yea	144
Those voting Nay	2
Those absent and not voting	3

DEPUTY SPEAKER MILLER:

The bill passes.

Will the Clerk please call Calendar Number 214.

THE CLERK:

On page 14, Calendar 214, favorable report of the Joint Standing Committee on Human Services, Substitute House Bill 5443, AN ACT CONCERNING COVERAGE UNDER STATE MEDICAL ASSISTANCE PROGRAMS FOR CERTAIN OVER-THE-COUNTER DRUGS.

DEPUTY SPEAKER MILLER:

Representative Abercrombie.

REP. ABERCROMBIE (83rd):

Good morning, madam, it's nice to see you.

DEPUTY SPEAKER MILLER:

Good morning, madam.

REP. ABERCROMBIE (83rd):

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SENATE**

**PROCEEDINGS
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Thank-you, Mr. President. Moving to Calendar Page 6 where there are several items, the first, Calendar 341, House Bill 5117. Move to place on the Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Also Page 6, Calendar 338, House Bill 5323, move to place on the Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Calendar 344, House Bill 5442, move to place on the Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Also, Madam President, Mr. President, Calendar 334, House Bill 5339, move to place on the Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Thank you, Mr. President, and also on Calendar Page 6, Calendar 336, House Bill 5056, move to place on the Consent Calendar.

THE CHAIR:

So ordered.

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SENATOR LOONEY:

Madam President.

THE CHAIR:

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President. One additional item to place on the Consent Calendar at this time. It's Calendar Page 25, Calendar 562, Substitute for House Bill Number 5466. I move to place that item on the Consent Calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President. Now, Madam President, if the Clerk would list the items on the Consent Calendar so we might proceed to a vote.

THE CHAIR:

Mr. Clerk.

THE CLERK:

We have items from previously adopted Senate Agendas, House Bill 5525, Senate Bill 152, House Bill 5528, House Bill 5311.

On Calendar Page 5, Calendar 327, House Bill 5099.

Also on Page 5, Calendar 330, House Bill 5441.

On Page 6, Calendar 341, House Bill 5117.

Calendar 338, House Bill 5323.

Calendar 344, House Bill 5442.

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SENATOR LOONEY:

If we might pause for just a moment to verify a couple of additional items.

Madam President, to verify an additional item, I believe it was placed on the Consent Calendar and Calendar Page 30, on Calendar Page 30, Calendar 592, Substitute for House Bill 5476.

THE CHAIR:

It is, sir.

SENATOR LOONEY:

It is on? Okay. Thank you. Thank you, Madam President. If the Clerk would now, finally, Agenda Number 4, Madam President, Agenda Number 4 one additional item ask for suspension to place up on Agenda Number 4 and that is, ask for suspension to place on the Consent Calendar an item from Agenda Number 4.

THE CHAIR:

Seeing no objection, so ordered, sir.

SENATOR LOONEY:

Thank you, Madam President, and that item is Substitute House Bill Number 5566 from Senate Agenda Number 4.

Thank you, Madam President. If the Clerk would now, if we might call for a vote on the Consent Calendar.

THE CHAIR:

Mr. Clerk. Will you please call for a Roll Call Vote on the Consent Calendar. The machine will be opened.

THE CLERK:

An immediate Roll Call has been ordered in the Senate.

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An immediate Roll Call on Consent Calendar Number 2 has been ordered in the Senate.

THE CHAIR:

If all members have voted, all members have voted, the machine will be closed. Mr. Clerk will you please call the tally.

THE CLERK:

Consent Calendar Number 2.

Total number voting	36
Necessary for adoption	19
Those voting Yea	36
Those voting Nay	0
Those absent and not voting	0

THE CHAIR:

The Consent Calendar passes. Senator Looney.

SENATOR LOONEY:

Thank you, Madam President. Two additional items to take up before the, our final vote on the implementer. If we might stand for just, for just a moment.

The first item to mark Go is, Calendar, to remove from the Consent Calendar, Calendar Page 22, Calendar 536, House Bill 5546. If that item might be marked Go.

And one additional item, Madam President, and that was from Calendar, or rather from Agenda Number 4, ask for suspension to take it up for purposes of marking it Go, that is House Bill, Substitute for House Bill 5417. Thank you, Madam President.

THE CHAIR:

Seeing no objection, so ordered, sir.

SENATOR LOONEY:

**JOINT
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**ENERGY AND
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afternoon.

MIKE MORRISSEY: Good afternoon, Representative Reed and other distinguished members of your committee. I'm Mike Morrissey. I reside in Glastonbury. Also I am a Connecticut State Director to the National Propane Gas Association. Today I represent our local trade association members who provide propane gas service to our entire state.

I'm here to speak in support of House Bill 5117, the alternate fuel vehicle bill. The enabling statute of this legislation stipulates how articles are to be purchased in our state. One the articles stipulated is for motor vehicles. Motor vehicles which operate on alternate fuels such as electricity and natural gas get a special 10 percent consideration during the states acquisition process. Although this certainly is a good idea, it would be an even better idea to expand alternate fuel vehicles to include ones which operate on propane gas.

Propane gas, Americas other natural gas, is available everywhere and has the advantage of a lower cost refueling infrastructure which can be 15 times less than a natural gas one. Propane auto gas is the world's leading alternate motor fuel with over 19 million vehicles operating on it today.

Many parts of Connecticut do not have natural gas and new and existing vehicles should not be barred from operating on a clean burning domestically produced energy. Including propane as defined alternate motor fuel will give our state a stronger arsenal to deploy the use of alternate motor fuels. We strongly support this bill and I'd be happy

to take any questions if there are any.
Thank you.

REP. REED: Thank you. I know I've seen the school busses. Are there other fleets that utilize propane in the state?

MIKE MORRISSEY: The other fleet vehicles are the ones that are principally operated by industry itself. Industry has a number of their gasoline powered vehicles either converted or they've order some vehicles from either Ford Motor or General Motors that operate on propane.

REP. REED: Thank you. Senator Chapin.

SENATOR CHAPIN: Thank you, Madame Chair. I happen to represent nine communities without natural gas so that piqued my interest because I can certainly recognize that. Changing subjects slightly, it's my understanding that right now there's some trouble getting propane into the State of Connecticut. Can you comment on that?

MIKE MORRISSEY: I'd be happy to. There has been a crisis nationwide. The hardest hit area has been the Midwest. The crisis began with a very large product demand for crop drying in that area. Here in the northeast we haven't had a supply problem, we've had a distribution challenge. Nobody is going without propane in the northeast. Industry anticipated additional requirements for product and we began to import propane from overseas anticipating that we might not have enough because of the constraints of the infrastructure.

So to answer there question, there has been

some stress, we anticipated that, we met with Paul Mounds the Governor representative in November to give a heads up on what we saw coming as a result of the Midwest situation. But, I'm happy to report that nobody is going without propane. We have had some stress in price but all of the fuels, whether it be electricity, natural gas or fuel oil have had a similar stress with the unanticipated demand from a colder than normal winter.

SENATOR CHAPIN: And the stress in price is that also related to the stress from the distribution issues you've had or is it just simply related to those increases in those other fuels?

MIKE MORRISSEY: It's a good question, Senator Chapin. The stress has been caused by unanticipated demand. We are having a colder than normal winter in Connecticut. Generally, the industry when it plans its fuel for the next coming heating season, we do that in the month of April. We have to nominate our gallons as an industry to suppliers six to nine months in advance. So it's hard to have that exact crystal ball, six to nine months out and what we've got is a situation where we've planned contract supplies but because demand exceeded contract supplies, industry has been forced to turn to spot markets to make up the deficit. It's been the spot market purchases that have driven up the price of not only propane but some of the other fuels as well.

SENATOR CHAPIN: And as far as difficulties with distribution, what I was told was there's some issues with moving propane into the northeast by rail and in response to that, the Federal Highway Administration had

relaxed some of the over the road rules they had in place. Are you familiar with that or can you confirm that?

MIKE MORRISSEY: Yes. Initially the State of Connecticut responded to the industry's request for hours of service relief. That began in December. As our situation grew more broadly to include the northeast and the Midwest areas, Federal DOT stepped up and began to issue regional hours of service relief.

In fact, I received an inquiry from Jim Rio with the Department of Motor Vehicle who is the lead communicator with the Feds on hours of service relief and we have respectfully requested one more extension to provide the industry with the ability to keep up with its demand. First we were beset by cold, then we were beset by snow. The snow caused many of the vehicles to become idle for safety reasons. The industry does not like to operate its vehicles in snow conditions.

So when conditions improved we began to re-operate the vehicles which included Sunday operations in order to meet that consumer demand. So, yes there has been that hours of service relief which is not unusual during periods of very strong demand. Not only has this been extended to the propane industry, but to the fuel oil as well, Senator Chapin.

SENATOR CHAPIN: I appreciate those answers and they do actually relate to the testimony that you gave because speaking for myself, I had that image in my mind, well perhaps maybe now is not the right time to include propane because of these other issues but it sounds from your testimony that there in the same

exact place all of the other industries are because of the cold weather and unusual circumstances for this winter.

MIKE MORRISSEY: That's correct. But in terms of the comment regarding timing, now is the time for this state to seriously think of stimulating the use of not only propane, but natural gas. Both are domestically produced. I know for the propane industry, we have an industry that is heavily weighted winter to summer. In other words, for every gallon of gas that we need in the summer time, we need four to six times that much in the winter time. Stimulating the use of propane would blend out that summer to winter ratio and would help inspire additional investments in infrastructure to improve the delivery capability of propane especially to the northeast.

SENATOR CHAPIN: Thank you. I appreciate that. Thank you, Madame Chair.

MIKE MORRISSEY: You're welcome, Senator Chapin.

REP. REED: Thank you. We also had testimony when the fuel cell industry was doing their informational for us that I think Toyota and some other car makers have hydrogen driven engines that they're test driving in Europe and California, so we've included hydrogen in this bill as well, just waiting for the future to happen. Is that something that is creating even more diversity in our portfolio of choices? Is that something you would encourage as well?

MIKE MORRISSEY: We strongly encourage the use of any and all alternate fuels, whether they be hydrogen, electricity, natural gas, propane

or whatever. The more alternate fuels we can use in our state theoretically is going to reduce our demand for gasoline. When we reduce our demand for gasoline, coupled with the efficiency standards, in theory that should bring down the cost of gasoline which will benefit the consumers here in the State of Connecticut.

We need to create some additional incentives and I'm not going to get into that now, but think about it. Some of the major users of fuel are your private fleet owners and they've got to ante up anywhere from five to as much as \$20,000 a vehicle to utilize, whether it be natural gas or propane. That's a big hit for these private fleet owners. We used to have some real good incentives from 1993 to 2008, but we lost them. We are trying to get them back but we've got to do a little bit more. Representative Reed, because there is going to be a benefit. There's an abundance of natural gas and propane in particular, right around the corner with the Marcellus and the Utica shale plays of Pennsylvania, West Virginia and New York.

REP. REED: Thank you very much. Any questions? Thank you we'll be seeing a lot of you, I know. Thank you. Okay and our final witness is Bill Cummings.

BILL CUMMINGS: Good afternoon, how are you?

REP. REED: Good afternoon.

BILL CUMMINGS: Senator Reed and distinguished members, good afternoon. My name is Bill Cummings. I reside in Preston, Connecticut. It's good to see Representative Bowles. I'm the Vice President of Operations for HOCON

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Gas which is headquartered in Shelton, Connecticut. HOCON operates branches in Norwalk, Guilford, Danbury, Torrington, Waterbury and is Connecticut's largest independent propane marketer. We have been in business since 1952 and we employ over 120 people and serve approximately 35,000 customers in Connecticut.

Today I'm here to speak in support of House Bill 5117. HOCON is a proud propane autogas supplier for the City of Shelton. This past August the City of Shelton purchased 62 Bluebird school busses that operate using clean burning domestically produced propane gas and joins many other school districts in the United States that operate on propane autogas to both save money and benefit the air that we breathe.

HOCON gas was also involved in helping the City of Torrington who purchased 40 Bluebird school busses, by building their propane fueling station. Both cities fleets are up and running well this school year. In order for the cities of Shelton and Torrington to enjoy their advantages of propane autogas, the cities first had to make the decision to purchase vehicles equipped to operate on propane. That decision was made and the vehicles were acquired. We believe these municipalities set a great example to our state when it comes to acquiring vehicles which operate on alternative fuels.

As such, our state needs to amend its statute by expanding the definition of alternative fuels beyond only electricity, natural gas or hydrogen to include propane. House Bill 5117 does exactly that. It will expand the options available to our state when it comes

to giving special consideration to alternative fuel vehicles. We strongly support this bill and thank you. Any questions for me I'd be happy to answer.

REP. REED: Thank you so much. Any questions? Thank you. And I misspoke; I didn't have you on my list. Mike Trahan, and certainly we want to hear from you. Good afternoon, Mike.

MIKE TRAHAN: Good afternoon, Representative Reed and members of the committee, my name is Mike Trahan. I'm Executive Director of Solar Connecticut, an association of 65 members who are solar installers, electric and thermal installers in this state. I'm also the Executive Director of a group called the Consortium of Solar Lighting. They are solar lighting system manufacturers across the United States that have an interest in this bill.

We're here to support H.B. 5116. The bill speaks to a technology that I believe addresses rooftop through the roof day lighting systems which would gather sunlight and then amplify that sunlight for the benefit of -- if I understand the technology correctly, it's a skylight that amplifies sunlight and takes the place of grid power inside warehouses and others. There's a good example of it being used on the Galleria in Middletown as you travel 91 southbound on the right hand side. I think they have about 30 systems there. It's pretty impressive and it's creating a good energy efficiency savings.

The bill speaks to interior lighting and I'm here to encourage the committee to consider the use of sunlight, the use of sunlight to

Page 16, Line 17

Written testimony of
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Energy & Technology Committee

PUBLIC HEARING 11:00 A.M. in Room 2C of the LOB

Thursday February 20, 2014

CT General Assembly

Reference: Proposed H.B. No. 5117 (RAISED) AN ACT CONCERNING A CLEAN ALTERNATIVE FUEL VEHICLE PROCUREMENT PREFERENCE.

Good morning Senator Duff and Representative Reed and other distinguished members of your committee. I am Mike Morrissey, from Glastonbury. I am also the Connecticut State Director to the National Propane Gas Association. Today, I represent our local trade association members who provide propane gas service to our state. I am here to speak in support of H.B. No. 5117 (RAISED) AN ACT CONCERNING A CLEAN ALTERNATIVE FUEL VEHICLE PROCUREMENT PREFERENCE.

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Many parts of Connecticut do not have natural gas available and new and existing state vehicles should not be barred from operating on a clean burning domestically produced energy. Including propane as a defined alternate motor fuel will give our state a stronger arsenal to deploy the use of alternative motor fuels. We strongly support this bill.

I would be happy to answer any questions at this time

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Written testimony of
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Energy & Technology Committee

PUBLIC HEARING 11:00 A.M. in Room 2C of the LOB

Thursday February 20, 2014

CT General Assembly

Reference: Proposed H.B. No. 5117 (RAISED) AN ACT CONCERNING A CLEAN ALTERNATIVE FUEL VEHICLE PROCUREMENT PREFERENCE.

Good morning Senator Duff and Representative Reed and other distinguished members of your committee. I am Bill Cummings and I reside in Preston Connecticut. I am the Vice President of Operations with HOCON GAS, INC. headquartered in Shelton. Hocon Gas operates out of branches in Norwalk, Guilford, Danbury, Torrington and Waterbury and is Connecticut's largest independent marketer of propane. Hocon has been in business since 1952, employs over 120 people and serves approximately 35,000 customers in Connecticut. Today, I represent our company and I am here to speak in support of **H.B. No. 5117 (RAISED) AN ACT CONCERNING A CLEAN ALTERNATIVE FUEL VEHICLE PROCUREMENT PREFERENCE.**

Before I continue, Senator Duff, David Gable, owner of Hocon, wanted to be here today but due to a family commitment, was not able to be here. He has asked me to appear on his behalf.

Hocon Gas is the proud propane autogas supplier to the City of Shelton. This past August the city of Shelton purchased 62 Blue Bird School buses that operate using clean burning, domestically produced propane gas and joins many other School districts in the United States that operate on propane autogas to both save money and benefit the air that we breathe.

Hocon Gas was also involved in helping the City of Torrington, who purchased 40 Blue Bird propane powered school busses, by building their propane fueling station. Both cities fleets are up and running well this school year.

In order for the Cities of Shelton and Torrington to enjoy the advantages of propane autogas, the Cities first had to make a decision to purchase vehicles equipped to operate on propane. That decision was made and the vehicles were acquired. We believe these municipalities set a great example to our state when it comes to acquiring vehicles which operate on alternative fuels.

As such, our state needs to amend its statute by expanding the definition of "Alternate Fuels" beyond only electricity and natural gas to include propane as well. **H.B. No. 5117** does exactly that and will expand the options available to our state when it comes to giving special consideration to alternate fueled vehicles.

We strongly support this bill. Thank you and I would be happy to answer any questions.

Testimony of

Joel Rinebold

Director of Energy Initiatives

Connecticut Center for Advanced Technology, Inc.

before

Energy and Technology Committee

February 20, 2014

regarding

Proposed Raised Bill No. 5117

An Act Concerning A Clean Alternative Fuel Vehicle Procurement Preference

***The Connecticut Center for Advanced Technology, Inc. ("CCAT") offers this testimony regarding
Proposed Raised Bill No. 5117 - An Act Concerning A Clean Alternative Fuel Vehicle Procurement
Preference***

The Connecticut Center for Advanced Technology, Inc (CCAT) is supportive of this raised bill that would amend the definition of "clean alternative fuel" to include hydrogen. The Commissioner of Administrative Services would then be able to give a price preference of up to ten per cent for the purchase of motor vehicles powered by a clean alternative fuel, such as fuel cell electric vehicles. Hydrogen is an environmentally friendly fuel that can be produced locally and has the potential to reduce dependence on imported oil. In addition, hydrogen does not produce any air pollutants, only water vapor, when used in fuel cells.

The use of alternative fuels, such as hydrogen, is consistent with the goals for Connecticut identified in the state's Hydrogen Roadmap and the state's Hydrogen and Fuel Cell Deployment Transportation Strategy.

The use of hydrogen will support the deployment of hydrogen-fueled vehicles, which will provide the following benefits:

- Retain and expand Connecticut jobs associated with production of fuel cells, fueling stations and infrastructure products including component sub-assemblies, original equipment manufacturing and long term product support;
- Attract automobile and bus companies to demonstrate and deploy hydrogen-fueled vehicles in Connecticut;
- Accelerate commercial readiness and commercial deployment of hydrogen technology and fuel cell vehicles in Connecticut;
- Reduce controlled pollutant and greenhouse gas (GHG) emissions, reduce noise, and increase energy security and efficiency; and
- Position Connecticut to capture federal and other grant funding for research, development, demonstration and deployment of hydrogen infrastructure and fuel cell vehicles.

Connecticut companies are currently involved with the development and manufacture of hydrogen fuel infrastructure and fuel cells.

Connecticut's hydrogen and fuel cell companies have expertise in electrolysis systems to convert water to hydrogen fuel; fuel reformers for on-board conversion of conventional fuels to hydrogen fuel; combined heat, power, and hydrogen production; and the infrastructure to store and deliver hydrogen for transportation use. These industries will continue to grow with supportive policy.

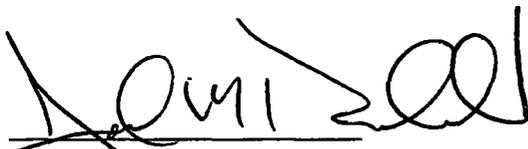
Conclusion

CCAT is supportive of this raised Bill to promote the procurement and use of clean alternative fueled vehicles.

CCAT will make itself available to the Committee and legislature upon request to assist in the refinement of this legislation.

Respectfully submitted,

CONNECTICUT CENTER FOR ADVANCED TECHNOLOGY, INC.



Joel M. Rinebold

Director of Energy Initiatives, CCAT

CCAT is a nonprofit corporation that provides services and resources to entrepreneurs and businesses and, through collaboration with industry, academia, and government, helps companies innovate and compete in the global market. CCAT implements programs that improve the economic competitiveness of the region through solutions that lower energy costs and increase long-term energy reliability. CCAT undertakes energy planning, and promotes renewable energy, including advanced technologies and sustainable fuels such as hydrogen.