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Additional submitted attachment is included below.

November 17, 2017

Comments on 2018-2019 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program

My name is Dan Berlenbach, and I have been working in the fleet industry for 40+ years. I am currently the Fleet Manager for the City of Long Beach, CA. I have managed fleets around the world for the US Air Force, and also for the City of Oxnard, CA, and the City of Phoenix, AZ. In addition to my position with Long Beach, I am vice president of the Municipal Equipment Maintenance Association (MEMA), a Southern California based fleet managers' association. I have many years of alternative fuels experience with government fleets of all sizes and compositions and almost 10 years of that experience has been in the unique environment of California. Because of my experiences with grant funding and natural gas, I would like to voice my support for the Natural Gas Vehicle Incentive Project (NGVIP).

Natural gas is a valuable technology in the medium and heavy duty sectors where zero emission technology is often unavailable or impractical for fleets. The City of Long Beach has invested in natural gas as a way to reduce our emissions while satisfying operational needs and budget constraints. In May 2017, we opened a \$3.9 million time fill CNG station on site. We have purchased CNG vehicles wherever possible and currently have about 120 CNG units in service, ranging from Class 1 to 8. We recently purchased 23 CNG refuse trucks with the Cummins ISL G Near Zero engine. Because we use 100% renewable CNG, these Near Zero trucks are just as clean or cleaner than fully electric trucks operating on power from the grid. Natural gas technology has allowed us to make improvements to air quality that we would not have been able to make otherwise, and we have relied on grant funding to make this transition possible.

I believe that it is important to maintain NGVIP as a separate program that focuses on supporting natural gas vehicles, rather than rolling the program into Advanced Freight and Fleet Technologies. The structure of NGVIP supports purchases of one to thirty vehicles and gives fleets more flexibility, whereas the Advanced Freight and Fleet Technologies program appears to be based on larger projects. While I do understand the underutilization of funds, I think the initial demand and current available funding demonstrate that the need for this program does exist. As of November 13, 2017, the NGVIP website showed a waitlist of \$258,000.

Thank you for giving me the opportunity to submit my comments. I hope that you will consider maintaining and funding NGVIP in the future, as natural gas vehicles and infrastructure are vital to making sustainability attainable for many fleets.