Alternative Fuels Workgroup Meeting Notes

Meeting #2

8/19/2026

Attending:

DEEP: Tracy Babbidge, Bureau Chief, Paul Farrell, Pete Babich, Wade Packer, Nicole Foertsch

Returning members: Graham Curtis (DOT), Robin Cecere (DOE), David Kallander (DPH), Kevin Moss (CGB), Donald DeVivo (DATTCO), Blaize Levitan (Branford Public Schools), Floyd Vergara (CFAA), Brian Zepka (WRI), Alice Kwak (WRI), Daphne Dixon (CTC), Craig Peters (CTC), Chris Herb (CEMA), Elias Petersen (Kolmar)

New members: Sherrilin Dinello (CASBO), Betsy Gara (COST), Tom Giard (CAPSS), Sheila McKay (CABE), Michael Morrisey (Alt. Fuels Coalition CT), Sean Tully (Eversource), Nikhon Schuler (Eversource), Kevin Boughan (Eversource), Brian Morris (UI), Rick Rosa (UI), Debra Borrero (CREC), Joel Stutheit (PERC), Todd Mouw (ROUSH CleanTech)

Other participants: Jean Cronin, Walter Morton (CEMA), Sam Erickson (CGA), Randy Collins, Stephen Dodge

Current CT School Bus Inventory

DEEP reviewed the December 2025 CT school bus inventory by fuel type. DEEP is updating this inventory with data through June 30, 2026, and will share with the workgroup when available.

WRI School Bus Alternative Fuels Presentation

WRI presented an emissions analysis on the different fuel types of school buses and potential impacts using AFLEET.

Questions

Q: Did WRI's modeling consider that actual tailpipe output can vary substantially based on model year and emissions package when ranking the vehicles?

A: Some models allow changes to these inputs.

Q: When did WRI conduct the analysis?

A: WRI conducted the analysis last year using national averages for the grid mix and not CT-specific power generation inputs. WRI has CT-specific grid data that can be shared with the group.

Q: Can WRI share a more thorough document with all methodology and data so that other interested parties can replicate the outputs?

A: WRI will provide more information on methodology for future meetings and provided this link: https://electricschoolbusinitiative.org/alt-fuels-emissions

Clean Fuels Alliance America (CFAA) Presentation

CFAA presented information on biodiesel available for school buses along with the emissions impacts as compared to the diesel fuel.

Questions

Q: When looking at the scores for biodiesel, does that include transportation to locations or just from the factory?

A: The data shown accounts for the whole lifecycle, meaning from the creation of the bus and biodiesel, transportation to the location it's being used and utilizing it on school bus routes.

Q: Can diesel storage tanks be repurposed for biodiesel storage? Can school buses currently using diesel be retrofitted for biodiesel?

A: Biodiesel can be stored in diesel tanks because it's a good solvent that it will "lift up" the sludge-like deposits in petroleum tanks. For retrofitting, additional alterations might be needed for B20 and higher. Otherwise, changes might not be needed. CFAA will check whether this would have an impact on vehicle and equipment warranties that might be affected.

Q: Should the group also evaluate the 2027 emission standards for gasoline engines? With the emission packages on the 2027 buses, there is dramatic reduction in actual tailpipe emissions and the need for infrastructure improvements is greatly reduced or eliminated.

A: DEEP responded that it may be premature to assess impacts of 2027 and later emission standards and noted that EPA is actively working to defer and likely weaken multi-pollutant vehicle emission standards. Impacts are difficult to assess

at this time due to EPA's lack of transparency in modeling associated with their proposals.

Q: Are there additional additives needed for B20 or B100 that fleets need to consider? Especially in the winter?

A: Biodiesel can perform well in the wintertime, but additives can be helpful in colder temperatures.

Final Comments:

One commenter noted that with these presentations centering around different fuel types, conflicting points of view and results are bound to arise. They suggested that it would be beneficial to have a third party with expertise on the differences join a future meeting to help explain these differences and their significance.

DEEP plans to address these issues during future workgroup meetings.