

## EP-ACT Program

### Sustaining Members

AQUA America  
 Brightbill Body Works Inc.  
 Delaware Valley Regional  
 Planning Commission  
 G. Davis Inc.  
 Greater Philadelphia Chamber of  
 Commerce  
 PA American Water  
 PA Turnpike Commission  
 PECO Energy  
 Roush Cleantech  
 Shearon Environmental  
 Suburban Transit Network, Inc.  
 Sunoco  
 UPS  
 Zarwin, Baum, DeVito  
 Kaplan, Schaer, Toddy, P.C.  
 Attorneys at Law

### Gold Level Partners

AAA  
 Air & Gas Technologies  
 ARAMARK  
 ARI  
 Clean Energy  
 Delaware Valley Concrete  
 Sharp Energy  
 Sustainable Waste Solutions

### Silver Level Partners

AMERIGreen  
 CNG of New Holland  
 Great River Energy  
 KING Limousine  
 North Pocono Bus Company  
 OXFORD Engineering  
 Philadelphia Gas Works  
 Radnor School District  
 UGI Performance Solutions

### Bronze Level Partners

Bayshore Ford  
 Mobile Fueling Solutions  
 Norristown Area School District  
 Oakleaf Environmental Fleet  
 Services

### Municipal Partners

GVF TMA  
 Lower Merion School District  
 The Partnership TMA of  
 Montgomery County  
 TMA Bucks  
 TMACC

### College and University Support

West Chester University  
 Temple University

### Government Partners

U.S. Department of Energy  
 Pennsylvania Department of  
 Environmental Protection  
 U.S. Environmental Protection  
 Agency  
 U.S. General Services  
 Administration



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## Over the Hump to Make the Jump...

New technologies face the problem of market penetration. The mass production of established technologies drives down the unit cost, putting new technologies at a greater disadvantage. This barrier to entry prevents new technologies from making the jump to stand their own in the free market. With the aid of state and federal incentives, providing this vital push, and they have put alternative fuels and vehicles well on their way to becoming self-sufficient.

Alternative fuel vehicles (AFVs) benefit from lower operating costs due to less expensive fuels and less frequent and/or lower maintenance cost. Most have a higher incremental alternative technology component costs than their gasoline or diesel counterpart. Government incentives can help reduce the higher cost of purchase and let companies try these proven alternatives to gasoline and diesel.

Many industries and niche markets are already understanding the lower cost of operation associated with alternative fuels and vehicles. In the case of natural gas vehicles (NGVs), nearly 25% of new transit buses and 50% of new refuse trucks purchased are NGVs. These vehicles are in high demand due to their short return on investment as high fuel use fleets. Other key niche markets including class 8 regional haul trucks, concrete mixers, paratransit, shuttles, school buses, and utility service vehicles. The pay-back or ROI may take longer, while much progress has been made, incentives can help fleets that may not necessarily have the additional funding to begin their foray into alternative fuel vehicles.

Pairing with the national laboratories, the Vehicle Technologies Office (housed within the Department of Energy) collects data through Clean Cities member organizations like EP-ACT. Our annual report shows the progress we make towards petroleum displacement goals. Thanks to all of the stakeholders that work with us reporting their alternative vehicle fuel data! Together, we are well on our way to pushing alternative vehicles over the hump to make the jump to large-scale implementation; and we will all benefit from reduced operating costs, cleaner air, and increased energy independence!

## EP-ACT Awarded Two New CNG Projects

In the final round of Pennsylvania's Department of Environmental Protection Act 13 grant program, 18 companies, organizations, and partnerships were awarded \$7.3 million to switch their heavy-duty fleet vehicles to compressed natural gas. Announced on January 14<sup>th</sup>, 2015, EP-ACT was one of these organizations, and we will embark on two new projects with three new industry partners. So we would like to welcome these new stakeholders to the Alliance; Road Scholar Trucking, DeNaples Auto Parts/Sanitation, and W.W. Transport Inc.!

The first project, titled the Commonwealth

Energy Group CNG Vehicle Conversion Initiative, will convert 19 vehicles, displace 330,718 gallons of petroleum per year, and reduce greenhouse gases by 899 tons annually. Additionally, a new CNG station will be constructed in Dunmore, PA. The second project, the W.W. Transport and Easton PA CNG Vehicle Conversion Project, will convert 30 class 8 diesel tractors and displace 449,000 gallons of petroleum annually. More information about these projects can be found on our website at <http://www.ep-act.org/success/current-projects>. And to learn more about the other grantees of the Act 13 funding, read on at: <http://www.portal.state.pa.us/portal/server.pt/community/newsroom/14287?id=20674&typeid=1>.

## Clean Cities Walks the Walk in DC....

EP-ACT along with nearly forty other Clean Cities member organizations and over one-hundred industry leaders met with key congressional offices on Capitol Hill in Washington DC to educate Congress to take action on three primary objectives. EP-ACT personally met with the staff of PA Senators Bob Casey (D) and Pat Toomey (R), as well as 6 representatives from congressional districts 2, 6, 7, 9, 11, and 15. The effort was a part of the Energy Independence Summit (EIS) 2015, organized by Transportation Energy Partners (TEP). [Live coverage from the day can be found on Twitter under the hashtag #TEPEIS2015.]

We educated Congress to the importance of extending the alternative fuels and infrastructure tax credits for at least five years. The current tax incentive is extended retroactively each year, which prevents the stability and predictability needed for companies to plan investments. Secondly, we requested that the Department of Energy (DOE) continue to support the Clean Cities program in the amount of \$50 million to include a \$25 million in com-

petitive alternative fuel and vehicle deployment grants, which has never been offered by the federal government. Finally, we showed them that the current Renewable Fuel Standards (RFS), which set annual standards for production and use of conventional and advanced biofuels, be set at a vol-

### ENERGY INDEPENDENCE SUMMIT 2015

ume that is consistent with current production and accommodates meaningful growth in subsequent years. This was the ninth annual EIS summit, so many of the staff members remembered EP-ACT as the Greater Philadelphia Clean Cities and seemed agreeable and helping us out.

The strength of our message comes from our fuel neutrality. In addition to our meetings with congress, the alternative fuel trade associations (including NGV America, the Electric Drive Transportation Association, the National Biodiesel Board, Growth En-

ergy – America's Ethanol Supporters, and the National Propane Gas Association) partnered to send a joint letter to the Senate and House Energy & Water Appropriations Subcommittees outlining the same three primary objectives described above. Petroleum currently accounts for ~92% of the fuel used in the transportation sector. By grouping all the alternative fuels together, they can collectively grow their 7% share of the market rather than fighting against each other for a larger slice of the 7%. We are not asking congress to choose winners, but instead fighting for petroleum reduction across the transportation sector. While gasoline prices are currently low, and the oil shale revolution has decreased our crude oil imports from 60% in 2005 to 26% in 2014, oil prices remain highly volatile, and thus energy independence remains an important issue worth fighting for. Alternative fuels not only further increase our energy independence, but also benefit our bottom line and the environment. Time will tell if we were able to convince Congress to help fuel alternative fuels into action.



## New Board Member adds Utility Perspective...

EP-ACT would like to welcome new board member Caroline McCallum to our organization. Caroline works with a wide range of energy professionals as the Conversion Program Manager with Philadelphia Gas Works (PGW). Her principle role is to strategize new technology implementations and growth opportunities for natural gas throughout Philadelphia. Working with PGW & EP-ACT on the development of CNG stations and vehicle deployments in Philadelphia has been her most rewarding career challenge to date. Recently,

she coordinated PGW's winning grant application for 50 CNG vehicles and provided inter-departmental support for the company's new on-site CNG re-fueling station. She is a strong support of EP-ACT's goals and believes the group has the power to institute meaningful change throughout the region. Caroline also serves on the board of the Greater Philadelphia Association of Energy Engineers. She holds a Bachelor of Science in Institutional Management from the Pennsylvania State University.

## DOE Funds \$6 Million for AFV Projects

On March 9<sup>th</sup>, 2015, the Energy Department announced \$6 million for 11 projects to accelerate the market growth of alternative fuel vehicles (AFVs). EP-ACT was awarded funding to assist in two of these projects. The ASG Renaissance project hopes to stimulate customer awareness and demand for plug-in hybrid electric vehicles (PHEVs). Selected ambassadors will conduct extended test drives with PHEVs. They will then share and document their experiences with friends and followers through their social media influence on blogs, Facebook, Twitter, and YouTube to create online buzz around these vehicles.

The second project, the Initiative for Resiliency in Energy through Vehicles (iREV), will work to incorporate AFVs into emergency management and preparedness operations, including state and local energy security and assurance efforts. These emergency preparedness plans will include intra- and inter-state coordination strategies that address varied geographies and potential incidents. For more information about the grant projects, read on at: <http://energy.gov/eere/articles/energy-department-announces-6-million-accelerate-alternative-fuel-vehicle-market>.

## Meeting with Federal Senator Casey Slated for May 18th

EP-ACT invites all stakeholders for an in-depth conversation with Senator Bob Casey. In his presentation he will cover what is happening federally with the implementation and proposed implementation of alternative fuels and vehicles policy. Once the date and venue is confirmed we will send out an invite, so you can join the meeting.



## EP-ACT Welcomes New Members!

EP-ACT would like to formally welcome and recognize the following new members to the Alliance:

Aramark  
Norristown Area School District  
North Pocono Bus Company  
Oakleaf Environmental Fleet Services  
Radnor School District  
Sharp Energy

## Stakeholder's Success: ROUSH CleanTech

After a successful alternative fuels pilot, AmeriPride Services is expanding its program to include additional propane autogas-fueled trucks.

AmeriPride is one of the largest textile rental and supply companies in North America. The company has been testing various alt fuels in its fleet for well over a year now — natural gas, propane autogas and electric.

In addition to the five ROUSH CleanTech Ford F-59 delivery trucks in Topeka, the uniform and linen company is adding 20 more in Northern California later this year.

"We've been extensively testing fuels and vehicles to find the right area and application that gives us the best environmental and economical benefits," said Banny Allison, fleet services manager for AmeriPride. "Propane autogas reduces

greenhouse gas emissions and has easy, cost-efficient fueling infrastructure. Because of our success in Kansas, we are implementing the same propane autogas vehicles in the Sacramento and Fresno areas."



Each of AmeriPride's propane autogas trucks will emit about 95,000 fewer pounds of carbon dioxide emissions over its lifetime. Propane autogas is a low-carbon fuel that reduces greenhouse

gases by up to 25 percent, carbon monoxide by up to 60 percent, nitrogen oxide by 20 percent and virtually eliminates particulate matter when compared to conventional fuels. The alternative fuel is a non-contaminant of soil, air and water.

To fuel its vehicles, AmeriPride installed a private autogas station with a 1,000-gallon tank at its Topeka facility. Currently, the company pays \$1.55 per gallon for propane autogas that, historically, has cost up to 50 percent less than diesel.

AmeriPride has received recognition for its environmental initiatives. In 2014, it earned Clean Green certification for its production facilities and won a Top 50 Green Fleet award for its use of alternatively fueled vehicles.