

# Pittsburgh Region Clean Cities Gazette

*"Driving the way toward energy independence"*

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## Beemac's CNG Grand Opening

On Thursday, September 25th, Beemac Trucking will celebrate the grand opening of its compressed natural gas (CNG) station. The Ambridge, Pennsylvania, based, long-haul, steel hauling, flatbed carrier, and logistics company provides services to customers throughout North America. In addition to being a trucking company, they have an intermodal river-port facility located in Leetsdale, PA, where they load and unload barges, railcars and trucks, as well as provide indoor and outdoor warehousing services. They deal with a large quantity of oil and natural gas steel pipe which services the Marcellus Shale.

With Beemac's Green Project, the company has emerged as a transportation pioneer in the world of hauling and CNG. The Green Project was a two-fold

endeavor: the construction of a CNG refueling facility and the conversion of portions of their fleet to run on that CNG. The construction phase of Beemac's own CNG refueling facility has just been completed, which is the first in Beaver County and one of only a handful across southwestern Pennsylvania (the sixth in the Pittsburgh area).

In addition, Beemac already has 20 CNG powered tractors in its fleet and is getting ready to place another order for more trucks. The 12-liter Cummins Westport engine that Beemac utilizes was the first engine capable of hauling the heavy loads of 70,000 to 80,000 pounds that Beemac carries. Multi-billion dollar companies, such as Texas-based Frito-Lay and Pittsburgh-based Giant Eagle,

# Beemac's CNG Grand Opening (cont.)

have also made this transition to CNG trucks, but use 8.9-liter engines that were available earlier, but that do not have enough horsepower to tow Beemac's loads.

Beemac decided to embark in its CNG Green Project for several reasons. CNG is cleaner than petroleum-based fuel and helps reduce emissions from greenhouse gases. Dave Dudo, Senior Vice President of Operations, Beemac, says, "Cleaner burning engines means less pollutants and cleaner air for the community. Plus CNG costs \$1.99/GGE (gas gallon equivalent), which is significantly cheaper than diesel or gasoline." Gas is currently running around \$3.50/gallon, while diesel fuel is sitting near the \$4.00/gallon mark. The equivalent for CNG costs about half the price.

The utilization of CNG also promotes the reduction of

petroleum-based oil. The U.S. runs on petroleum. About two-thirds of all petroleum that the U.S. uses goes to gasoline and diesel fuel. Much of this is imported, whereas close to 90% of natural gas comes from North America. "We are proud to do our part to help this nation move one step closer to foreign oil independency," expressed Dudo.

Beemac's CNG station is located at 3099 Duss Avenue, Ambridge, Pennsylvania and will be open to the public 24/7, beginning on September 25th after the grand opening. It will be credit card payment only. The grand opening will take place in conjunction with Shale Media Group's Elite Energy Event from 5-8 pm. The ribbon cutting will be held at 6 pm.

*Provided by Kristie Kubovic, Director of Communications, Shale Media Group*

## VETaxi Service Features Tesla

The climate is changing in Pittsburgh when it comes to upscale transportation featuring alternative fueled vehicles. The change can be seen when you notice the new VETaxi Tesla which features their new White Glove Black Car program in Pittsburgh with Tesla Sedans.

VETaxi is part of Star Transportation Group which is located in Pittsburgh. The company has branched off to add this new service throughout the greater Pittsburgh area. The VETaxi program started by CEO Robert DeLucia is modeled around Veteran Drivers with alternative fueled vehicles. The VETaxi White Glove Limo program featuring the Tesla S that are white or black and powered by electricity.



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# VETaxi Service Features Tesla (cont.)

The Tesla with the Vetaxi model works well since Pittsburgh is a progressively striving to be a tech savvy city. Tesla has provided many supercharging stations throughout the region to help increase use of the vehicle in Pittsburgh and surrounding areas. VETaxi with their parent Company Star Transportation Group is working to add more Tesla vehicles to their fleet. Currently the VETaxi program has three Teslas in black and white.

The VETaxi White Glove Service participates in many events to showcase the new fleet of Tesla's and promoting alternative energy. VETaxi and Star Transportation Group participates often around Pittsburgh in Green Community Events. The Tesla showed up at Solar Fest on June 21, in Millvale, Pennsylvania at the Riverfront Park to allow the Public a firsthand view of the new vehicles. VETaxi also attended the Clean Cities Electric Vehicle Parade at the airport to promote alternative fuel vehicles where they showcased the Tesla. This last week Veteran Driver Anthony McNutt brought the VETaxi Tesla to participate in the Ohio River Watershed celebration Event on September 18, 2014 at North Park. The park highlighted activities for everyone in the community and focused on their Watershed restoration efforts throughout Pennsylvania. If there is a green event you may see the VETaxi Tesla.

The VETaxi Program with the Tesla is turning the heads of many Pittsburghers who really want to know more about the car because of the sleek luxurious look of this sport model. Passengers can choose a black or white model with cool tinted windows. The Tesla is not the only thing Pittsburghers will notice when they see the car, the Veteran Drivers behind the wheel are dressed to the T wearing white gloves and a

Bret.

Star Transportation Group has been at the forefront of bringing alternative fuel vehicles to their fleets with 70 percent of the 160 vehicles in the fleet that run on alternative fuels which include compressed natural gas MV1 taxis and the electric Tesla.

To order and experience the White Glover Service by VETaxi anyone can email [reservations@star-limo.com](mailto:reservations@star-limo.com) or phone the call center at 800-782-9172. The car costs \$60 per hour, or \$78 with 15 percent gratuity and a service charge and is a great experience for any passengers in Pittsburgh on business, staying at a hotels, a night on the town or a ride to the airport.

Employing Veterans is the center model of the VETaxi program with White Glove Service and is a great opportunity for those Veteran Drivers to experience a dream job and serve the public again.

"Making a difference and changing transportation opportunities is Star Transportation goal with the VETaxi White Glove program. Which introduces alternative fuel transportation opportunities for our clients and allowing Veterans a successful career. We believe that innovation and green is an important part to this program which will allow us to improve the environment with new technology. We believe this is important in Pittsburgh", said CEO, Robert DeLucia Sr. He believes that we are too dependent on foreign oil and he is dedicated to employing our veterans while using alternative fuel.

*Provided by VETaxi*

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# Tri-State Alt. Fuel Expo Back in 2015

What an exciting inaugural show we had in 2014! With a variety vendors and sponsors, the Honorable Sam Smith, Speaker of the PA House, and Steve Yborra, Director of Market Development for NGV America, as keynote speakers, as well as a full CNG station on display, I am confident that attendees from last year's show will agree that it was well worth the trip to Monroeville.

On behalf of the Advisory Board, I would like to personally welcome everyone back for another great expo and conference in 2015. This is an alternative fuels

event you won't want to miss! Our mission is to revolutionize the US transportation industry by promoting and facilitating the use of indigenous alternative energy sources that will in turn boost the local and national economies and protect the environment. Our team has been working hard to line up an even better expo in 2015; we'll have more vendors and the conference topics will keep you up to date on the latest technologies and products in the alternative fuels industry.

Speaking of industry advancement, we have seen tremendous progress seen industry-wide over the last year. More OEMs are making alternatively fueled ve-

hicles. As a result, dealerships are able to offer better warranties and service than ever before. Pennsylvania alone awarded over \$100 million in grant funding to further alternative energy use in the state. And alternative fuel stations are popping up all over the region, allowing consumers to travel farther and fuel up with ease along more

routes. It is an exciting time to be involved with alternative fuels! Much is going on in this continually growing field and we are committed to bringing the best the industry has to offer



together for one great event.

If you are interested in becoming a sponsor or a vendor, now is the time to secure your space! To learn more or to contact us please visit our website at [www.alternativefuelingexpo.com](http://www.alternativefuelingexpo.com).

To reserve exhibit space contact [kelly@simoneventmanagement.com](mailto:kelly@simoneventmanagement.com) 800-747-5599

We hope to see you all in February for another great event. Together we are powering America's future...today!

*Provided by Tri-State Alternative Fueling Expo & Conference*

*Pittsburgh Region Clean Cities*



# Come Join PRCC at Odyssey Day 2014



**PRCC's 5th Annual Odyssey 2014**  
**October 17th, 2014**  
**CCAC - West Hills Center**

Odyssey Day is a yearly, outreach and education event dedicated to promoting the use of AFVs and advanced technology vehicles. The 5th annual Odyssey 2014 will be held on October 17th, 2014 at CCAC - West Hills Center.

## **Activities**

Odyssey Day offers unique activities designed to educate attendees about cleaner transportation technologies. Examples of such activities include:

- ride-and-drives
- vehicle displays
- demonstrations
- panel discussions

Additionally, industry experts are on hand to answer questions, and educational seminars are featured to provide detailed information about viable alternative fuel options and how they apply to your organization.

## **Collaborative Effort – Networking Opportunities**

Odyssey Day provides significant networking opportunities to all who participate in this well respected, cooperative event.

This extraordinary collaboration includes national and local sponsors and partners including a vast num-

ber of like-minded companies, organizations, groups, and individuals.

## **Importance**

The continued education made available through Odyssey Day is crucial in order for consumers to make well informed and environmentally friendly choices in transportation. In the midst of regularly rising gas prices, increased public awareness is an essential step toward helping to decrease our dependence on foreign oil and improving our quality of air. Odyssey Day makes a positive impact by bringing up-to-date information to consumers about energy efficient vehicles and cleaner fuels that are viable options to consider when purchasing a vehicle.

Odyssey Day provides much needed support and recognition to the manufacturers that make AFVs and advanced technology vehicles available for individuals everywhere.

Odyssey Day is a well defined endeavor that brings together industry experts and fosters ideas, research, and education in the alternative fuel and advanced technology fields.

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# Upcoming CCAC ATV Training Courses

CCAC will be offering the following training courses this fall:

## **Servicing Hybrid Electric Vehicles**

ATE-137-WH85

Tuesday/Thursday Evenings

6:30 pm - 10:30 pm

Sept. 30—Oct. 9, 2014

## **Light Duty CNG Vehicles**

ATE-115-WH59

Saturday

8:30 am - 4:30 pm

Oct. 25 - Nov. 1, 2014

## **CNG Fuel System Inspector**

ATE-601-WH31

Monday/Tuesday

8:30 am - 4:30 pm

Nov. 3 - Nov. 4, 2014



# History & Growth of Propane Industry

## **1910**

Dr. Walter O. Snelling, a chemist and explosives expert with the U.S. Bureau of Mines in Pittsburgh, PA, was asked to investigate vapors coming from the gasoline tank vent of a newly purchased Ford Model T. Snelling filled a glass jug with the gasoline from the car and discovered on his way back to the lab that volatile vapors were forming in the jug, causing its cork to repeatedly pop out. He began experimenting with these vaporous gases to find methods to control and hold them. After dividing the gas into its liquid and gaseous components, he learned that propane was one component of the liquefied gas mixture. He soon learned that this propane component could be used for lighting, metal cutting and cooking. That discovery marked the birth of the propane industry.

## **1928**

The first bobtail truck was built to transport propane.

## **1932**

Propane fueled all the appliances for cooking and heated the water in the Olympic Village at the Olympics in Los Angeles.

## **1933**

A propane odorant was developed to make leaks easier to detect.

## **1936**

Twenty-pound cylinders, such as those used for grilling, were first introduced to enhance portability.

## **1945**

The end of World War II brought industrial development, leading propane into its so-called golden age. Sales reached 1 billion gallons.

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# History & Growth of Propane Industry

## 1950

The Chicago Transit Authority ordered 1,000 propane-fueled buses, and Milwaukee converted 270 taxis to run on propane. An estimated 7.5 million propane installations occurred on farms and in suburbs.

## 1955

Propane containers, equipment, and appliances were exposed to an atomic explosion at a federal test site in Nevada. After the explosion, all were in perfect working order, and the ranges were used to cook meals for the test personnel.

## 1963

The first 50,000-gallon tank car was built, and hot-air balloons began using propane.

## 1965

GATX built the world's largest propane tank car, with a 60,000-gallon capacity. Chevrolet introduced four new truck engines designed for propane.

## 1990

Propane was listed as an approved, alternative clean fuel in the 1990 Clean Air Act and, two years later, was listed again as an alternative fuel in the Energy Policy Act of 1992.

## 2004

Propane grew to become a \$10 billion industry in the United States. The United States consumes more than 15 billion gallons of propane annually for home, agricultural, industrial and commercial uses. Of the 101.5 million U.S. households, 8.1 million depend on propane for one use or another.

*\*Timeline excerpts from the Propane Education and Research Council, for a complete timeline, view <http://www.propanecouncil.org/what-is-propane/history/>.*

## PRCC 1st Responder Training– Nov 15th

Pittsburgh Region Clean Cities and the Community College of Allegheny County (CCAC) – West Hills Center will be holding a free 'First Responders Workshop' at the CCAC – West Hills Center (1000 McKee Road, Oakdale, PA) on November 15, 2014 from 8:30am to 4:30pm. Attendees will be taught about the different types of alternative fuel vehicles (Gaseous Fuels and EV/PHEV) and how to approach different incidents. Space is limited. To register please click

[https://docs.google.com/forms/d/12oRUud\\_Cic4EvXBVeKC\\_GACXr3702t-e5yRvc9wsy2g/viewform?c=o&w=1&usp=mail\\_form\\_link](https://docs.google.com/forms/d/12oRUud_Cic4EvXBVeKC_GACXr3702t-e5yRvc9wsy2g/viewform?c=o&w=1&usp=mail_form_link).

The scene of a vehicle accident is often chaotic, and first responders must work within the constraints of a critical time frame to ensure their safety and the safety of accident vehicle occupants. When an accident involves an alternative fuel ve-



# PRCC 1st Responder Training (cont.)

hicle (AFV), first responders must achieve balance between speed and caution because many potential hazards are present. In an effort to properly educate first responders about alternative fuel vehicle safety, the National Alternative Fuels Training Consortium (NAFTC) offers first responder safety training. This training equips first responders with the knowledge they need to confront a growing number of automotive accidents involving AFVs.



## CPI Expands Product Offering

CP Industries of McKeesport, PA is proud to announce that we have recently hired Nicole Rebyanski as a Senior Product Manager for Alternative Fuels.

Nicole joins us with an extensive product sales and marketing background. She has 14 years of manufacturing and distribution experience from a variety of industries including building materials, professional motorsports and electrical/MRO. Please help us give her a warm welcome to the industry!

Since 1897, we have been the leading manufacturer of seamless pressure vessels for world-wide use. Common applications include, but are not limited to, NGV Refueling Stations and transportation of CNG. CP Industries is well-known and highly respected for producing quality products, providing technical expertise and exceptional customer service.

The growing interest and demand in natural gas as a vehicular fuel and an alternative energy source for

power generating plants and diesel driven engines has created opportunity for new ideas and solutions. For those reasons, CP Industries designed a

line of Type IV cylinders for on-board CNG storage. Type 1 cylinders are also available for on-board storage. They are manufactured in compliance with ANSI NGV 2 and FMVSS 304. The Type IV blow-molded liners are wrapped with Carbon Fiber and have a protective Fiberglass overlay. Both Type I and Type IV cylinders can be con-

figured in a number of sizes, with or without valves and strap or neck mounts. We manufacture 21"OD x 60, 80 and 120" and now offer 25 1/2"OD x 60", 80", 90" and 120". The 14" OD is the most popular size in the Type I, but other diameters are available upon request. The Type IV cylinders are proudly made in the USA at our McKeesport plant.

Additionally, we design and manufacture ASME pressure vessels in a multitude of configurations for NGV refueling station applications. These ves-



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# CPI Expands Product Offering (cont.)

sels are U-Stamped and can be provided with a CRN for Canada, SQL for China, KGSC for Korea and a CE mark for Europe. The storage assemblies can be designed for seismic zones and provided with suitable bracing. Various lengths are available to accommodate NGV Stations with space limitations. In addition, we manufacture DOT-3AAX and ISO 11120 UN-USA vessels for tube trailers and modules. Tube trailers are being used extensively to transport CNG and other gases to locations as a virtual pipeline for distribution. We stock material for various pressures and can custom order pipe to meet the specific needs of any project.

CP Industries offers retest and refurbishment service; Hydro-testing of DOT/ISO vessels and ultrasonic inspection of ASME vessels. Our facility is equipped to bring vessels and vessel assemblies back to like new condition.

CP Industries is committed to providing complete product solutions to the CNG market. The Type I and Type IV cylinders compliment the steel ASME ground storage and ISO/DOT steel transportation line of products. For more information, please visit our website, [www.cp-industries.com](http://www.cp-industries.com), or contact us at [412-664-6604](tel:412-664-6604) or [info@cp-industries.com](mailto:info@cp-industries.com).

*Provided by CP Industries*

## How Clean is Natural Gas?

Per billion BTU's how much cleaner is natural gas versus oil and coal?

Pollutant	Natural Gas	Oil	Coal
Carbon Dioxide	117,000	164,000	208,000
Carbon Monoxide	40	33	208
Nitrogen Oxides	92	448	457
Sulfur Dioxide	1	1,122	2,591
Particulates	7	84	2,744
Mercury	0.000	0.007	0.016

*Source: EIA - Natural Gas Issues and Trends*



# Propane 101

Propane is used by millions of Americans each and every day. Traditionally, propane is often thought of for heating and cooking with household items including furnaces, water heaters, air conditioners, dryers, ranges and outdoor grills. However, in recent years non-traditional uses such as powering fleet vehicles have become more popular.

“Propane has been used as a motor fuel for more than 60 plus years, mainly for industrial and commercial forklifts. During the first energy crisis in the 1970s, alternate fueled vehicles started to appear. Propane was used to power cars and trucks as an alternate fuel because it was plentiful and cheaper than gasoline or diesel, but that didn’t last long as crude oil production increased and crude prices dropped. Everyone forgot about using alternate fuels,” explained Ronald Schramm, President, ProGas, Inc. “Today there is more awareness. Alternative fuels are being accepted more in light of the volatility in the Middle East and the effect crude oil prices have on gasoline and diesel prices.”

Propane is significantly cheaper than gasoline or diesel (costing about 40-50% less than the cost of diesel fuel). In southwestern Pennsylvania, the price of gasoline is averaging \$3.75/gallon, while diesel has an even higher average of \$4.20/gallon. However, propane fares much better at around \$2.25/GGE. In addition, gasoline and diesel sometimes seem to vary daily and are very dependent upon international affairs, particularly in the Middle East. “Propane prices should remain stable because of the abundance of product being found in the various shale formations throughout the country,” relayed Schramm.

Even though propane has been safety utilized for

years, some still question its use. In order to put those questions to rest, we’re looking at a little Propane 101. First off, propane, also known as liquefied petroleum gas (LPG) or autogas, is a by-product of both natural gas processing and petroleum refining. Propane is an alkane and hydrocarbon with a chemical formula of  $C_3H_8$  (three carbon and eight hydrogen atoms).



With three carbon molecules and fewer emissions, propane is a cleaner burning fuel than gasoline or diesel. Schramm informed, “Propane autogas is an economical approach to substantially lower harmful emissions. Propane autogas-powered vehicles emit 25 percent fewer greenhouse gas emissions than vehicles running on gasoline, and 80 percent fewer smog-producing hydrocarbons emissions than vehicles running on diesel.”

Joshua Wasielczyk, Account Representative and Alternative Fuels Specialist, Blue Bird Bus Sales of Pittsburgh, pointed out, “Propane is an approved, clean fuel listed in the 1990 Clean Air Act and the Energy Policy Act of 1992 and is one of the cleanest burning of all fossil fuels. Tests conducted by the U.S. Environmental Protection Agency show that propane-fueled vehicles produce 30 percent to 90 percent less carbon monoxide and about 50 percent fewer toxins and other smog-producing emissions than gasoline engines.”

In terms of a spill hazard, propane will dissipate into the air in an open environment. Propane is considered non-toxic and poses no threat to soil, surface water or groundwater. In its natural state, propane is also virtually odorless and colorless.

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# Propane 101 (cont.)

Due to this, an identifying scent is added so that propane can be detected if it leaks.

The auto ignition temperature is beneficially high for propane in comparison to other common fuels. For example, propane's auto ignition temperature is 890°. On the flip side, gasoline's is 475°, while diesel's is only 420°. In addition, according to the Propane Education and Research Council (PERC), "Propane has a narrow range of flammability when compared with other petroleum products. In order to ignite, the propane-air mix must contain from 2.2 to 9.6 percent propane vapor. If the mixture contains less than 2.2 percent gas, it is too lean to burn. If it contains more than 9.6 percent, it is too rich to burn."

"General awareness is key. We're at a point where the general public may benefit from more education in regards to propane autogas safety to relieve any preconceived fears that they may have. As an example, some have mentioned to me that propane autogas is like driving around with a potential bomb in my vehicle. That perception could not be farther from the truth. In fact, propane autogas gas tanks go through rigorous testing, have thicker tank walls and are equipped with safety features to ensure proper filling and transportation use," relayed John Iannarelli, President/CEO/CFO, Green Eye AutoGas Solutions.

The propane industry has developed numerous methods to ensure the safe transport and use of propane, including incredibly durable and thick fuel tanks that hold the propane autogas. In fact propane autogas has been used in the school transportation industry since 1992. Blue Bird is a prime example of the safe utilization of propane autogas in this industry.

Wasielczyk explained, "Strategically located between Blue Bird's robust steel frame rails, propane autogas

fuel tanks are 20 times more puncture-resistant than typical diesel or gasoline tanks. They are made from carbon steel, include vapor-tight enclosures around all lines and fittings, and are manufactured with an Overfilling Prevention Device (OPD) that ensures the fuel volume will be able to adjust with temperature variations. There is also a pressure release device in every tank should the pressure rise beyond safe levels."

"Our buses' engine systems are fitted with safety devices and shut-off valves that function automatically if the fuel line ruptures, and all lines and hoses are protected to prevent damage from loose cargo which could be encountered in the vehicle interior. [In addition,] even with a 20g frontal impact, or 8g side or rear impact (which is twice the requirement specified in NFPA58), the propane tank will remain securely in place," added Wasielczyk.

There are two types of engines currently available for propane autogas use: dedicated and bi-fuel. Dedicated engines would solely run on propane, whereas a bi-fuel engine could run on gasoline or propane. A bi-fuel vehicle has separate tanks for the two fuels. The engine will run off one fuel at a time, but uses the alternate fuel first. It would then switch from propane to gasoline. Light and medium-duty vehicles with gasoline engines are eligible to convert to a bi-fuel technology. This is often used in taxis, police cars, shuttles and commercial vans.

Schramm relayed, "There is a comfort level involved with the bi-fuel technology. Some fleet managers worry about running out of propane when using dedicated propane engines. A bi-fuel system gives them a full supply of propane and



# Propane 101 (cont.)

gasoline. Since the engine can automatically switch from one fuel supply to the other, this eliminates the fear of ‘running out’. Plus, propane fueling infrastructure is growing every day, and propane fueling stations can be found in every state.” According to the U.S. Department of Energy’s Alternative Fuels Data Center, there are currently close to 2,750 propane fueling stations across this country.

Some conversions can take as little as two days. It is still a pricey endeavor for the general public to convert a personal vehicle to propane, but there are often various grants to assist with the purchase or conversion. A light duty bi-fuel propane conversion costs about \$6,000 to \$8,000. As for medium-duty conversions, Iannarelli informed, “To convert one bus to propane costs about \$15,000 to \$18,000.” “In addition, fleets can choose from an array of OEM-supported vehicles that are EPA – CARB certified and provide equal horsepower, torque and towing capacities as their gasoline or diesel counterparts,” stated Schramm.

The users who see the biggest return are those who use the most gas. Propane autogas also tends to be the most convenient for companies with their own fleet and own yard, where they come back each night to refuel. Schramm expressed, “Propane autogas provides an affordable, easy to use infrastructure solution for fleets that can use a central home base refueling location.”

In order for propane to be available to the general public and fleet vehicles, the industry worked to create a fueling infrastructure that people are familiar with. Schramm explained, “Dispensing units, pumps, for propane autogas are being made to image that of gasoline and diesel fuel. Up until recently, we’ve only provided dispensing units for commercial fleet or industrial forklift accounts only. These units are crude in appearance and not what the general public is used to. Now that propane has made headway as a viable motor fuel, manufactures of propane dispensing units are developing units to look and work like gasoline and diesel dispensers.” Consequently, refueling a propane autogas vehicle takes around the same amount of time as refueling a gasoline vehicle.



Propane fueling facilities are very affordable in comparison to their alternative fuel counterparts. Iannarelli informed, “You could build 10 to 15 propane dispenser stations for the price of one compressed natural gas (CNG) station. Depending on the bells and whistles selected, a propane dispenser station costs about \$25,000 to \$35,000 to start. If you get more sophisticated, you can add on another \$50,000 to \$125,000.”

Companies, who are thinking of switching to propane autogas, need to look at the total cost of investment and the return on investment. Propane is



## Propane 101 (cont.)

a great choice for many companies. “The consumer can be a clear cut winner if they choose to use propane. I have customers that have paid their initial conversion cost back in three and one half months,” informed Schramm.

Wasieleczyk added, “Since propane is a clean-burning fuel, our buses exhibit less wear-and-tear on engine components and need less frequent oil changes. Due to the affordability of Blue Bird’s propane-powered buses and the abundance of savings experienced from operating a propane-powered bus, a return-on-investment is usually experienced within 2-3 years. This rapid return provides customers with significant fuel and maintenance savings throughout the life of the bus.”

In conclusion, propane autogas is safe for its users and the environment, along with being plentiful, affordably priced and domestically produced. In fact,

roughly 97 percent of propane consumed in the U.S. is produced in North America. Millions have already turned to this alternative fuel for buses, taxis and other fleets.

Schramm concluded, “With the finding of abundant natural gas and natural gas liquids, like propane, from the Marcellus, Utica and Bakken Shale formations, we have an energy source right under our feet that we can develop and provide this country with a solution for energy independence. Choosing vehicles that run on American-made propane autogas reduces dependence on foreign oil and keeps jobs here in the US and in the Commonwealth of Pennsylvania. What better way to help our own economy.”

*Provided by Kristie Kubovic, Director of Communications, Shale Media Group*

## National Drive Electric Week

On September 15, 2014, a group of electric car enthusiasts met with Grant Ervine, Sustainability Manager, City of Pittsburgh, to kick off the National Drive Electric Week at the Carnegie Mellon University’s Electric Car Garage. Grant presented a proclamation to Michael Kirven, the organizer of National Electric Drive Week – Pittsburgh, declaring the week of September 15-21, 2014, National Drive Electric Week – Pittsburgh. The Proclamation was signed by City of Pittsburgh’s Mayor Bill Peduto.

Mr. Ervin was able to see the nine charging stations that are installed at the Electric Car Garage (all in use) as well as hear about the different levels of

chargers and see a wide variety of electric and plug-in electric vehicles. Grant even got to drive the Chevy Volt!



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# Groundbreaking for Energy from US 1



*Pictured from left to right: Barry Stout, former Pennsylvania 46th District Senator; Rick Price, Executive Director of Pittsburgh Region Clean Cities; Ron Schramm, President of ProGas, Inc.; Tejas Gosai, CEO of Energy from U.S. 1 L.P.; Anant Gandhi, Physician; Bob Beatty, President of "O" Ring CNG Fuel Systems; Dilip Desai, Physician; Shashi Kumar, Physician; Senator Tim Solobay, Pennsylvania 46th District Senator; and Gerry Thomas of Peoples Natural Gas*

The groundbreaking for Energy from U.S. 1 was held the evening of Thursday, September 18, 2014, in front of the Holiday Inn Express in Bentleyville, PA. Energy from U.S. 1 is a new compressed natural gas (CNG) and propane refueling station.

CNG is domestically abundant, clean, safe, quiet, powerful, efficient and economical for the United States. In addition, it costs significantly less than its gasoline and diesel counterparts, running around \$2.00/GGE (gas gallon equivalent). Perhaps more importantly, CNG offers America energy security and offers less of a dependence on foreign oil.

The station will have a prime location right off of I-70

along Route 917 in Bentleyville and halfway between Washington, PA and New Stanton, PA. This will be one of only a handful of CNG refueling stations across southwestern Pennsylvania and will be the first of its kind offering both CNG and propane refueling options.

The project is a partnership, between doctors, Shashi Kumar, Anant Gandhi, Kamlesh Gosai and businessmen Nainesh Desai, Dilip Desai and "O" Ring CNG Fuel Systems, L.P., a full-service global CNG fuel solutions company based in Western Pennsylvania, which is also the contractor for the project.

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# Second Annual W.I.N.G. Awards



On Thursday, October 16th, Shale Media Group (SMG) will once again honor a distinguished group of women in the energy industry through the second annual Women in Natural Gas (W.I.N.G.) Awards. The ceremony will be held at the Holiday Inn in Monroeville, PA from 5-8 pm in conjunction with SMG's Elite Energy Event (E<sup>3</sup>), an event that focuses on fun energy education and features great food and networking.

"The idea for the W.I.N.G. Awards originally came to fruition when one of our Editors, Chris Stroyne, beat cancer. In support, we decided to celebrate Women in Energy last year during Breast Cancer Awareness month. The W.I.N.G. Awards were established at our October E<sup>3</sup> and are now an annual event," explained Tejas Gosai, CEO, Shale Media Group.

The W.I.N.G. Awards are based on criteria that includes being a woman who: is employed in the shale oil and gas industry; contributes to community outreach efforts; acts as a role model and provides leadership qualities for future women in energy; and displays integrity, commitment and high standards in her daily work.

Last year's distinguished honorees included:

- Mary Anna Babich, Director of Environmental, Dawood Engineering

- Sarah Barczyk, Manager Community Relations and Stakeholder Outreach, NiSource Midstream Services
- Dr. Lutitia Clipper, Manager Natural Gas Vehicles Business Development, Peoples Gas
- Cara C. Davis, Principal/Attorney, The Law Offices of Cara C. Davis
- Allison Fountain, Northeast Regional Manager, Swift
- Annette Moran, Landman Tech, Range Resources
- Stephanie Paluda, Public Outreach & Business Development Coordinator, PIOGA (now with EQT)
- Anna Schlata, Department Administrator III Northeast US Land, Baker Hughes
- Chris Stroyne, Editor, Shale Media Group
- Brittany Thomas, Coordinator, External Affairs, Cabot Oil & Gas Corporation

During last year's acceptance speeches, Clipper expressed, "I'm privileged and honored to stand before you. I worked in the industry for 30+ years. It is wonderful to see the evolution of oil and natural gas from legislation to the development of nat-

*Pittsburgh Region Clean Cities*

# Second Annual W.I.N.G. Awards (cont.)



ural gas refueling stations and to realize our legacy and recognize what it means. With natural gas for transportation we could take care of ourselves and the planet. We could make a difference for our families and community with a clean environment and stimulate the economy at the same time. Everybody's life is affected today and in the future by what we are talking about here."

Schlata added, "It is important for the shale oil and gas industry to help and give back to the community." In addition, Davis discussed the importance of learning the industry and staying on top of it, building relationships in it and ethical obligations around it.

"SMG was very proud and honored to recognize the achievements of a group of extraordinary women in the industry through the W.I.N.G. Awards last year. Our goal was to commend leaders and role-models in the shale oil and gas industry that contribute to community outreach and personify integrity and high standards. Those ten wonderful women exemplified

the qualities of the W.I.N.G. Awards. We're looking forward to continuing this tradition and honoring another group of spectacular women this year," expressed Gosai.

To attend or for sponsorship information, find out more here ([https://dl.dropboxusercontent.com/u/9261243/WING\\_Proposal\\_2014.pdf](https://dl.dropboxusercontent.com/u/9261243/WING_Proposal_2014.pdf)). For a video highlight of last year's event, click here (<http://vimeo.com/78278103>). To nominate someone for the W.I.N.G. Award, send an email to [info@ShaleMediaGroup.com](mailto:info@ShaleMediaGroup.com) stating who you would like to nominate and why. Please include the nominee's name, position, company, phone number and email address, along with your name, position, company, phone number and email address.



# PRCC Question of the Month

**Question of the Month:** *What are the new credit allocations that were established under the U.S. Department of Energy's (DOE)'s Alternative Fuel Transportation Program (Program) earlier this year? How can I help spread the word on these new Energy Policy Act (EPAAct) compliance pathways?*

**Answer:** DOE issued a final rule on March 21, 2014, that establishes credit levels for additional means by which covered state and alternative fuel provider fleets operating under the Program's Standard Compliance ([http://www.eere.energy.gov/vehiclesandfuels/epact/state\\_standard\\_compliance.html](http://www.eere.energy.gov/vehiclesandfuels/epact/state_standard_compliance.html)) option may earn credits. These credits may be used toward compliance with a fleet's alternative fuel vehicle (AFV) acquisition requirements. DOE promulgated the rule pursuant Congress' direction, set forth in Section 133 of the Energy Independence and Security Act of 2007.

## Vehicles

The new credit allocations address the acquisition of various types of electric drive vehicles and allow covered fleets to earn credits under Standard Compliance for some vehicles that do not meet the EPAAct 1992 definition of an AFV. Newly eligible vehicles include the following (with their credit allocations):

- Certain hybrid electric vehicles (HEVs) - one-half credit
- Plug-in electric vehicles - one-half credit
- Fuel cell electric vehicles - one-half credit
- Neighborhood electric vehicles - one-fourth credit

Medium- and heavy-duty HEVs are also eligible for one-half credit after a fleet has met its light-duty AFV acquisition requirements.

## Infrastructure

Acquiring the electric drive vehicles noted above is not the only new way to earn credits under EPAAct Standard Compliance. Fleets may now earn credits for investments of their own funds (not grant funds or other monetary awards) in qualified alternative fuel infrastructure. For every \$25,000 invested, a covered fleet may earn one credit, with a limit of five credits available per fleet per model year for private infrastructure investment, and ten credits per fleet per model year for public infrastructure investment.

## Other Investments

Fleets may also earn credits for investments in alternative fuel non-road equipment and/or emerging technologies associated with the Section 133-identified vehicles. The credits for non-road equipment are similar to infrastructure - one credit for every \$25,000 invested and a maximum of five credits may be earned per fleet per model year. Emerging technologies investments will earn a covered fleet two credits for the initial



# PRCC Question of the Month

investment of \$50,000 and one credit for every \$25,000 invested thereafter, with a limit of five credits per fleet per model year.

Fleets may begin taking advantage of these new credit allocations for their efforts undertaken in model year 2014 and future model years.

## How Can You Spread the Word?

Are you aware of any covered utility or state fleets that are building new fueling infrastructure?

- Inform them they can earn EAct credits.

Do you have an EAct covered fleet stakeholder that needs an extra push to buy or lease HEVs?

- Let them know that certain HEVs are now eligible for EAct credits.

Do you or your stakeholders have questions regarding EAct compliance?

- Contact the Regulatory Information Hotline: [regulatory.info@nrel.gov](mailto:regulatory.info@nrel.gov) or 202-586-9171.

Note that covered fleets are currently compiling their Program reports for model year 2014 (September 1, 2013 to August 31, 2014) activities, which are due by December 31, 2014.

## For more information, refer to the following resources:

- EAct Frequently Asked Questions for State and Alternative Fuel Provider Fleets website (<http://www1.eere.energy.gov/vehiclesandfuels/epact/faqs.html>)
- Final rule (<http://www.gpo.gov/fdsys/pkg/FR-2014-03-21/pdf/2014-06044.pdf>)
- EAct Transportation Regulatory Activities Statutes and Regulations website ([http://www1.eere.energy.gov/vehiclesandfuels/epact/statutes\\_regulations.html](http://www1.eere.energy.gov/vehiclesandfuels/epact/statutes_regulations.html))
- Webinar: Final Rule on Electric Drive Vehicles and Infrastructure (<https://www.youtube.com/watch?v=p9LixPTkA7M>)





## LNG Marine Forum

The LNG Marine Forum provides an opportunity to learn more about the movement toward conversion of tow boats, ferries, and other similar vessels to compressed natural gas (CNG) and liquid natural gas (LNG) that has begun and is under particular consideration for those vessels operating in environmentally sensitive areas. Natural gas offers marine vessels a cleaner burning alternative with significant reductions in particulate matter and greenhouse gas emissions.

Clean Fuels/Clean Rivers is an initiative to build a natural gas marine corridor that extends from the Morgantown area in West Virginia through Pennsylvania, and down the Ohio River to Huntington, WV. The ultimate goal of this effort will be to expand the potential of natural gas as a replacement for diesel fuel to the often overlooked inland waterway system, which encom-

passes about 12,000 miles of navigable waters.

We believe this forum will offer a highly rewarding educational and networking experience for all.

The LNG Marine Forum will be held on **Friday, October 24, 2014 from 8:30 am - 3:00 pm at Community College of Allegheny County (CCAC), West Hills Campus** just outside of Pittsburgh.

Panels will include representatives from:

- Regulators
- Manufacturers
- Fuel Providers/Developers
- Fleet Operators

## LNG Marine Forum

Friday, October 24, 2014

8:30 am - 3:00 pm

CCAC West Hills Center  
1000 McKee Road  
Oakdale, PA 15071

## Pre-Forum Networking Cruise

Thursday, October 23, 2014

Evening

RiverQuest  
One Allegheny Ave  
Pittsburgh, PA 15212

## Who Should Attend

- Marine Regulators
- Marine Manufacturers
- Fuel Providers/Developers
- Fleet Operators

To attend please register on the Clean Fuels Clean Rivers website

[www.cleanfuelscleanrivers.org](http://www.cleanfuelscleanrivers.org)

# PRCC Sustaining Members



COMMUNITY COLLEGE OF  
ALLEGHENY COUNTY



Leading the Way to Clean Air and Energy Independence



## Upcoming Events

- Board Meeting - Oct 1, 2014
- Odyssey Day - Oct. 17, 2014
- LNG Marine Forum - Oct. 24, 2014



## Membership

Pittsburgh Region Clean Cities is always looking for new members! Our job is to help you understand the value and importance of converting to alternative fuels. We can tell you about the incentives available to you for using alternative fuels. We can help guide you through making smart financial and environmental choices about purchasing an alternative fueled vehicle or using an alternative fuel. Become a member, and we can help you assess your fleet and objectives, as well as work with you to acquire funding assistance. If you would like to join and/or volunteer, please contact Rick Price at [coordinator@pgh-cleancities.org](mailto:coordinator@pgh-cleancities.org)

## Contribute Your News!

We want to showcase your news and successes, and we welcome ideas for articles. Please feel free to contact Rick Price, Executive Director/Coordinator, at 412-735-4114 or at [coordinator@pgh-cleancities.org](mailto:coordinator@pgh-cleancities.org)

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