

Pittsburgh Region Clean Cities Gazette

“Driving the way toward energy independence”

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Corbett Announces DCED ACE Grants

Governor Corbett has announced that Pennsylvania is expanding its commitment to advance clean, alternative and renewable energy sources with the investment of more than \$9.6 million in 13 projects in 11 counties.

“The projects...will help businesses and school districts save collectively on their utility costs and reduce their environmental impact,” said Corbett.

“They will also result in significant private economic investment throughout the commonwealth...”

The 13 projects include five Compressed Natural Gas and Liquefied Natural Gas fueling stations which have the benefits of reducing emissions, fuel savings and utilizing the large domestic source of natural gas available in Pennsylvania.

“We have an available, abundant, domestic, economical and clean-burning supply of natural gas throughout Pennsylvania that can be used in a number of ways including to fuel our vehicles,” said Corbett. “Increasing the number of natural gas filling stations in the state will grow the industry, boost our economy and result in a better environment.”

In total, 13 projects were approved. The projects in western Pennsylvania include:

Allegheny County

Desdemona Holdings LP will receive a \$372,300 grant and a \$248,200 loan to support the construction of a CNG fueling station and network in western Pennsylvania under the American

DCED ACE Grants (cont.)

Natural Retail brand. The semi-public fueling stations will target the public transportation sector and local taxis. The first project located in the City of Pittsburgh expects a minimum of 20 high mileage vehicles frequenting the station.

Beaver County

Beemac Trucking LLC will receive a \$469,292 grant for the construction of a CNG fueling station for use by their tractor trailer fleet and the public. The station will have two separate pump dispenser units and will be open around-the-clock to the public for CNG fueling. Additionally, Beemac has ordered 20 new CNG dedicated class eight tractors trailers. The CNG tractor trailers will avoid the consumption of 254,800 gallons of diesel fuel annually.

Erie County

Birkmire Trailer Company will receive a \$207,969 grant to assist in the construction of a CNG filling station. The station will have a 125 gallon per hour CNG compressor and 16 slow fill dispensers with fast fill capability. The company will purchase six new CNG trucks and will convert 15 existing trucks to CNG, still allowing for diesel fuel capabilities. Converting to CNG will reduce diesel use by 358,767 gallons per year, saving the company \$827,880 annually. The station will be semi-public, providing access to other trucking companies in the area.

Member Spotlight: Justin Wastelczyk

This month's Membership Spotlight is Justin Wastelczyk from Blue Bird Bus of Pittsburgh. Justin is a Sales Representative and is involved in taking demo Propane Blue Bird Buses to events and school districts to drive and demonstrate the use of Propane as a transportation alternative fuel.

Though Justin has not been at Blue Bird of Pittsburgh for a long time, his enthusiasm and energy in be-

lieving that this is the right vehicle for school



districts and student transportation companies is remarkable. "He has been very instrumental in getting the demo buses to PRCC events and explaining that utilizing propane as a fuel is a very cheap way for entities to save monies on the cost of fuel and reduce the carbon footprint they have," states Rick Price, Executive Director Pittsburgh Region Clean Cities.

Allegheny County adds CNG vehicles

Allegheny County Executive Rich Fitzgerald and other officials unveiled the county's first two compressed natural gas (CNG) vehicles at a recent press conference. The Silverado 2500 HD, four-wheel drive, extended cab pickup trucks contain specially designed 6.0 litre Vortec V8 engines and have a gross vehicle weight of 9,500 pounds.

The \$35,285 trucks are factory-built with hardened valves and seals, which are critical for certain CNG vehicles. The CNG components, including the fuel storage tank, were added after the vehicle was manufactured. Once outfitted with the CNG fuel system, the vehicle is bi-fuel, which means that the vehicle can run on either gasoline or CNG. The two trucks are also California EPA Air Resources Board (CARB) certified.

"I'm really excited about the arrival of these two vehicles and truly believe that this reinforces our commitment to using natural gas in the county," Fitzgerald said. "Natural gas vehicles have a number of advantages—nearly 87 percent of U.S. natural gas is domestically produced. There are 60 to 90 percent less smog-producing pollutants and 30 to 40 percent less greenhouse gas emissions. And natural gas is less expensive than gasoline, which contributes to our bottom line."

There are two currently two public CNG refuelling stations within the county—one in the Strip District and one in Crafton – with many more planned.

APWA Alternative Fuel Event

The Western Pennsylvania Chapter of the American Public Works Association (APWA) held a meeting at the McCandless Township Sanitary Authority to talk about alternative fuels with the

theme about "Are They Right for You?" The event was moderated by Bob Howland of Cranberry Township who is also the APWA Fleet Committee Chair. The panel comprised Rick Price, Executive Director of Pittsburgh Region Clean Cities, who talked about which alternative fueled vehicles are available now from the Original Equipment Manufacturers (OEM's) and the state and federal tax incentives

that are available to support their purchase. He also talked about the "Vehicle for Change Report" that was conducted with a grant from the Heinz Foundation.



Tim Hooker FYDA Energy Solutions

The second speaker was Tim Hooker from FYDA Energy Solutions whose company is one of the up-fitters in the area. Tim talked about up-fitting anything from light duty vehicles to Class 7 and 8 heavy duty vehicles with both compressed natural gas (CNG) and propane. Tim was followed Dr. Lutitia Clipper of Peoples Gas who spoke about the use of CNG as a transportation (continued next page)

APWA Alternative Fuel Event (cont.)

fuel and how natural gas is cleaner and cheaper than petroleum based fuels. She talked about what their company is doing with vehicles in their fleets as well as the eight private stations their company still maintains at some of their offices. Mario Leon from the Borough of Monaca spoke next about how they have tried a number of alternative fueled vehicles as demos. He also talked about the research he has done to try to make the best decisions for his borough related to reducing the amount of energy and petroleum based fuels they use. Then Dennis Blakeley of McCandless Sanitary Authority spoke about their research into alternative fuels.

The last speaker was Maggie Hall from the Pennsylvania Department of Environmental Protection who spoke about what funding opportunities are available through the state. She talked about the Act 13 Grant Program, the Alternative Fuel Incentive Program (AFIG), the Pennsylvania Energy Development Authority (PEDA), the Alternative and Clean Energy Program (ACE) and the Pennsylvania Clean Diesel Program. The event was well attended by about 20-25 peoples from a number of boroughs and townships.

APWA Propane Lawnmower Demo

The Western Pennsylvania American Public Works Association (AWPA) partnered with Pittsburgh Region Clean Cities to get a propane zero turn lawnmower brought in for a number of Western PA municipalities to see and test drive.

Ron Schramm of Progas worked with the Ariens Gravely folks to get this lawnmower here to Pittsburgh and let the public works folks see and try this propane powered equipment.

“Propane, considered to be an alternative fuel, is

cheaper than gasoline and diesel. It not only has economic benefits, but it also produces less pollution and runs more quietly,” states Rick

Price, Executive Director of Pittsburgh Region Clean Cities. “After conducting a review of three municipalities, a sanitary authority, and an ambulance service under a Heinz Grant, we were shocked to see the results. Municipalities use more fuel in lawn equipment than in most other vehicles that they operate,” stated Price. The demonstration was conducted at Peterswood Park in Peters Township.



Ariens Gravely Propane Tractor

Gateway buses switch to propane

Gateway is the first school district in Western Pennsylvania and the second district in the state to switch from diesel fuel to propane. The Gateway school buses will start running on propane next school year as they will for the five subsequent years.

The fuel switch will result in a transportation contract that will cost the district significantly less than the current estimated transportation cost for 2013-14. Plus, the propane is safer for the environment, as it produces far fewer particulates than

gasoline when burned. Nor does it contaminate soil or water if spilled.

School directors had a chance to take a test ride on a propane-fueled school bus. School Board President Steve O'Donnell commented on how comfortable and quiet the ride was the ride was.

The idea of using propane was developed during the fuel crisis in the 1970s. Examples of early adopters of propane fuel in the region include Cellone's bread and the Schwan Food Company.

The buses are made in America, with Ford engines.

UPMC Awards PRCC for Enviro. Work

Pittsburgh Region Clean Cities was recognized by the University of Pittsburgh Medical Center (UPMC) for its environmental leadership in promoting alternative fuels and environmental friendly Initiatives. Jason Pacewicz, a member of the PRCC Board of Directors and Chair of PRCC's EV Committee, accepted the award.



Vogel Buys CNG Trash Haulers

Vogel Disposal has been exploring CNG as a transportation fuel for a number of years. Like many others in the area, Vogel delayed making major investments in vehicles because of the lack of infrastructure to refuel the trucks. Like Waste Management, another trash hauler, Vogel now plans on refueling using a slower time-fill with limited quick-fill capacity at its Mars, PA facility. Vogel started to receive some of their 10 CNG powered trash haulers toward the end of last year as part of

an Environmental Protection Agency (EPA) grant that the Pittsburgh Region Clean Cities (PRCC) received in 2011. While Vogel is installing fill posts for only 30 trucks in this first phase of construction, it plans in the future to have enough for 75 trucks.

The EPA grant provided funding for a total of 18 trucks, including vehicles for Equitable Gas and Giant Eagle as well as Vogel.

PRCC Question of the Month

What are the federal emissions and fuel economy standards for current and future on-road vehicles? Have any related emissions and fuel regulations been passed recently?

Answer: Corporate Average Fuel Economy (CAFE) standards and the associated greenhouse gas (GHG) emissions standards set requirements for new light-, medium-, and heavy-duty vehicle models with the goal of improving the overall fuel efficiency and environmental impact. Fuel economy standards for light-duty vehicles were introduced in the Energy Policy and Conservation Act (EPCA) of 1975; regulations were established for on-road vehicles beginning with Model Year (MY) 1978. EPCA grants the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) the authority to regulate CAFE standards, with the requirement that new standards may not be proposed more than five model years at a time.

In 2010, NHTSA partnered with the U.S. Environmental Protection Agency (EPA) to issue the first joint program that includes both fuel economy requirements under NHTSA's CAFE program and emissions standards under EPA's GHG emissions program. Starting with MY 2012 vehicles, manufacturers are required to improve fleet-wide fuel economy and reduce fleet-wide GHG emissions by approximately 5% each year. By 2016, vehicles must meet an estimated combined average emissions level of no more than 250 grams of carbon dioxide per mile. If the industry met this carbon dioxide standard solely through fuel economy improvements, vehicles would have an average fuel economy of 35.5 miles per gallon (mpg). For more information, see the EPA fact sheet: <http://www.epa.gov/otaq/climate/regulations/42of10014.pdf>.

NHTSA and EPA established the CAFE and GHG emissions standards for MY 2017 through MY 2025 passenger cars and light-duty trucks in 2012 in two phases, which are broken down as follows:

	Model Years	Average Fleet-Wide Fuel Economy
Phase 1	MY 2017-MY 2021	40.3-41.0 mpg (by MY 2021)
Phase 2*	MY 2022-MY 2025	48.7-49.7 mpg (by MY 2025)

*Proposed, pending final rule

For more information, refer to the EPA fact sheet: <http://www.epa.gov/oms/climate/documents/42of12051.pdf>.

In 2011, NHTSA and EPA set the first-ever standards to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles (vehicles with a gross vehicle weight rating greater than 10,000 pounds). The standards cover MY 2014 through MY 2018 on-road vehicles and are tailored to each of three main regulatory subcategories:

- Combination tractors (also known as semi trucks);
- Heavy-duty pickup trucks and vans; and
- Vocational vehicles (such as delivery, refuse, and tow trucks; transit, shuttle, and school buses; and emergency vehicles).

The requirements provide flexibility through an emissions and fuel consumption credit system to help reduce the overall costs of the program and to allow manufacturers time to make necessary technological improvements.

For more information on fuel economy and GHG emissions standards, refer to the NHTSA CAFE – Fuel Economy (<http://www.nhtsa.gov/fuel-economy/>), EPA Transportation and Climate.

PRCC Sustaining Members



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

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

Upcoming Events

- Odyssey Day October 11, 2013.
- CCAC Training - Hybrid September



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