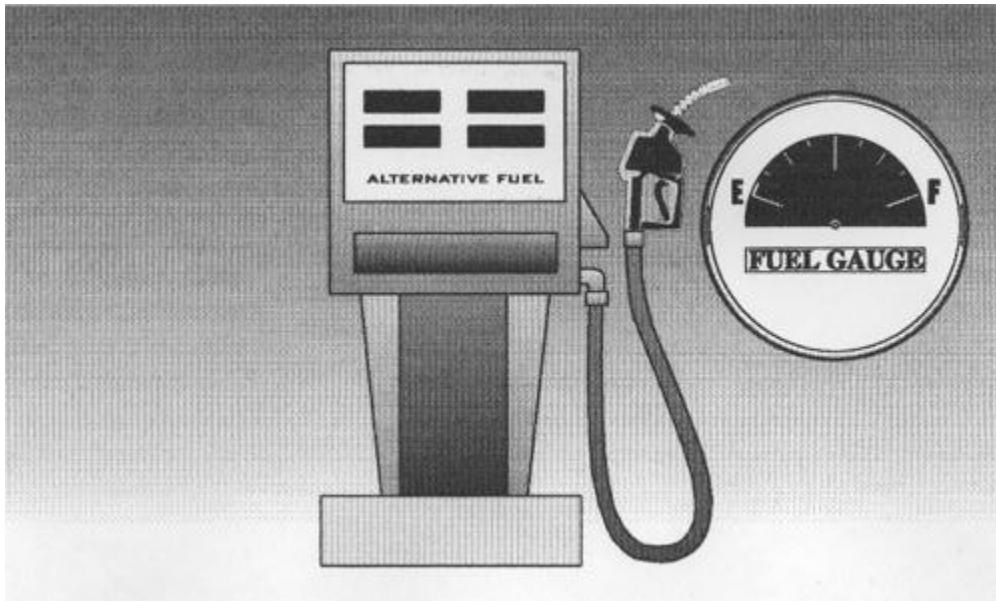


**ALTERNATIVE FUELS INCENTIVE GRANT PROGRAM**  
**REPORT TO THE PENNSYLVANIA LEGISLATURE**



**AFIG 2010**



**pennsylvania**

DEPARTMENT OF ENVIRONMENTAL PROTECTION

## **EXECUTIVE SUMMARY**

The Department of Environmental Protection's (DEP) Alternative Fuels Incentive Grant (AFIG) Program Annual Report as required by Section 4 of the Alternative Fuels Incentive Act of 2004, P.L. 1376, No.178 is presented herein. In accordance with the act, the annual report has been forwarded to the legislature and contains a summary of the projects awarded grants and their expenditures. This report covers the 2010 funding year.

This report details continuing progress in growing a market for alternative fuels including the use of biodiesel, natural gas and electricity, as well as, the development of fleet vehicles, fuel storage and delivery systems, including fleet refueling stations to delivery fuels to Pennsylvanians.

DEP awarded \$9 million in competitive grants under the AFIG program in funding year 2010 leveraging \$27.4 million in outside private-public funds for projects. Funding was awarded for: research and development of alternative fuels and feed-stocks, purchase of alternative fuel vehicles including natural gas, electric vehicles and vehicles with advanced vehicle components including innovative battery storage technologies, bio-mass based diesel production incentives, incentives for nitrogen tire inflation systems, electric vehicle charging stations, compressed natural gas stations, electrification of equipment at airports, idle reduction systems for fleets and purchase incentives for schools and municipalities to cover the added costs for biodiesel blends.

The Biomass-based Diesel Production Incentive Program was closed in June 2011. The Biomass-based Diesel Production Incentive Program was initiated in 2008 to assist major Pennsylvania biodiesel producers by providing an incentive of 75 cents per gallon for every gallon of B100 produced and sold in Pennsylvania. The total amount of incentive applied for in 2010 was \$5.3 million for the production and sales of 9.04 million gallons of B100 biodiesel. Over the three year time period in which the program was open a total incentive of \$15,306,354 was provided to nine different companies resulting in the production of 23.16 million gallons of Biodiesel (B-100).

The Nitrogen Tire Inflation System Grant Program was offered for the last time in funding year 2010. The Nitrogen Tire Inflation System Grant Program was initiated in 2008 to provide up to a 50 percent direct reimbursement for automotive service providers who sell tires in the commonwealth and purchase Nitrogen Tire Inflation Systems. Nitrogen Tire Inflation Systems help improve vehicle fuel economy and potentially extend the life of the tires while reducing the consumption of imported oil. The maximum amount of funding available each year for grants was \$100,000. During the 2010 program year twenty-five incentive requests were approved, for a total of \$99,866. In total, the program provided 50 percent incentive grants to 81 companies, mostly car dealerships and tire repair and replacement shops for a total incentive of \$299,108.

## TABLE OF CONTENTS

Introduction and AFIG Program Overview	3-4
Program year in review	5-6
Statement of Revenues and Expenditures	6
Biomass-Based Production Incentive Program Funding Summary	7-8
Nitrogen Tire Inflation System Grant Summary	8-9
Project Successes	9-11
2010 Competitive Grant Awards	11-15

## INTRODUCTION

In December 1992, the Pennsylvania Legislature passed Act 166, which created the Alternative Fuels Incentive Grant (AFIG) Fund. In November 2004, the legislature passed Act 178 to expand the AFIG program allowing DEP to offer incentives to stimulate the production and use of biofuels such as biodiesel and ethanol. On July 4, 2008 Act 78, the Biomass-based Diesel Production Incentive Act, was passed amending Act 178 of 2004 providing a subsidy for the production of biodiesel as further described below. In addition, The Special Session Act 2 of 2008 provided for the establishment of the Nitrogen Tire Inflation System Rebate Program.

## **PROGRAM OVERVIEW**

The AFIG program has helped to reduce the Commonwealth's dependence on imported oil, improve the Commonwealth's air quality by reducing vehicle emissions of carbon monoxide, particulate matter, the pollutants that contribute to the formation of ground-level ozone, and carbon dioxide, a principal greenhouse gas.

The AFIG program has fostered economic development in the Commonwealth by encouraging the transfer and commercialization of innovative energy technologies and the use of the commonwealth's indigenous fuels. The fuels promoted by the program include ethanol, biodiesel, compressed and liquefied natural gas (CNG and LNG), hydrogen, hythane (a combination of compressed natural gas and hydrogen), liquefied petroleum or propane gas, electricity, and fuels derived from coal and biomass.

The AFIG program supports the Department of Environmental Protection's objectives of reducing emissions from mobile sources to improve air quality and stimulating the use of domestically produced fuels. DEP has encouraged the development of partnerships among Pennsylvania businesses, the alternative fuel providers and key local, state, and federal government agencies to accomplish the objectives of the AFIG program. The AFIG program also offers compliance incentives to fleet operators impacted by the Energy Policy Act (EPACT) of 1992 and 2005.

Act 178 – 2004 specifies the following criteria for the selection of projects to receive grant awards:

1. The improvement of this Commonwealth's air quality.
2. The fulfillment of the Commonwealth's responsibilities under the Clean Air Act (69 Stat. 322,42 U.S.C. § 7401 et seq.).
3. The protection of this Commonwealth's natural environment, including land water and wildlife.
4. The advancement of economic development in this Commonwealth and the protection of this Commonwealth's indigenous resources.
5. The reduction of the Commonwealth's dependence on imported crude oil and other petroleum products.
6. The most cost-effective use of private and public funding.
7. The transfer and commercialization of innovative alternative energy technologies.

Additional criteria may be added as needed to respond to changing alternative fuel and vehicle technologies, federal and Commonwealth legislative requirements and energy policy directives.

The AFIG program is funded with an annual allocation from the General Fund that has ranged over the years between \$5 and \$6 million dollars. The actual amount is 0.25 mills of the utilities' Annual Gross Receipts Tax revenues collected each year. Of that amount, up to 1.5 percent of the funds may be used to promote and administer the program and up to 0.5 percent may be used for education and public outreach. The unspent portion of the fund does not lapse and can be used for projects in the following year.

In accordance with Act 178 of 2004 the incentive grants will pay a percentage of each applicant's eligible project costs. The remaining amount will be paid by the grantee from other sources.

The Programmatic year for AFIG is the 12-month period from July 1 of each year through June 30 of the following year. Each year, DEP offers an opportunity to apply for a grant usually by October 1. Prior to each funding program, DEP announced the program and the selection criteria in the *Pennsylvania Bulletin*. DEP must receive a completed application within the application period that typically is open for about six weeks. Project costs cannot be incurred prior to July 1 of the year the application is submitted and may be expended over the total grant period of performance.

The AFIG program offers a yearly competitive solicitation. All applications are evaluated at the close of an application opportunity. The review, selection, and grantee announcements take approximately 8 to 10 weeks. The awarding of incentive grants is subject to the following limitations:

(1) A single grantee can receive no more than ten percent of the funds available in any one funding year;

(2) The total dollar amount of awards to grantees operating within and including any county cannot exceed 15 percent of the funds available in any one funding year;

(3) If the total grant money to be awarded in a funding year is less than the total grant money available for that year, then the department may increase the established ten percent and the 15 percent funding levels in (1) and (2) above, not to exceed 40 percent of the fund;

(4) DEP reserves the right to not award any additional funds to applicants that have not completed projects funded with previous AFIG monies. This will be determined by DEP on a case-by-case basis;

(5) Applicants who have received grants and completed AFIG funded projects, but have failed to submit the proper reporting forms, may not be considered for funding. This determination will be made by DEP on a case-by-case basis; and,

(6) Project costs cannot be incurred prior to July 1 of the year the application is submitted and may be expended over the total grant period of performance.

## **2010 PROGRAM YEAR REVIEW**

The following programs were available under the Alternative Fuels Incentive Fund during the period of this report, July 1, 2010 thru June 30, 2011:

### Biomass-based Diesel Production Incentive:

Pennsylvania companies with an in-state monthly minimum production level of 25,000 gallons of B100 that meets ASTM D6751 specifications were eligible for 75 cents per gallon for every gallon sold in the Commonwealth, up to a maximum of \$1.9 million per year per producer. The funding for this program was exhausted and the program will close at the conclusion of FY 2010-2011.

### Alternative Fuels Incentive Grant (AFIG):

Pennsylvania producers of biodiesel that did not qualify for the 75 cents per gallon biodiesel incentive and ethanol producers were eligible to receive reimbursement of 10 cents per gallon produced for up to 12.5 million gallons in a calendar year.

School districts, municipal authorities, political subdivisions, incorporated nonprofit entities, corporations and limited liability companies or partnerships were eligible for funding to retrofit existing vehicles or purchase new alternative fuel fleet vehicles and for the installation of related refueling equipment for these fleet vehicles.

School districts, transit authorities, local government agencies and nonprofit organizations were eligible for a grant to buy down the incremental cost to use biodiesel fuel blends and the cost to purchase the dispensing and storage equipment or for tank cleaning.

School districts, municipal authorities, political subdivisions, incorporated nonprofit entities, corporations and limited liability companies or partnerships were also eligible for funding for projects that incorporate a “new application” or “next phase” advanced innovative technologies in the production of alternative fuels and alternative fuel vehicles.

School districts, municipal authorities, political subdivisions, incorporated nonprofit entities, corporations and limited liability companies or partnerships were also eligible for funding for the installation of electric vehicle charging infrastructure.

Nitrogen Tire Inflation System Rebate Program:

Pursuant to Special Session Act 2 of 2008, automotive service providers who sell tires in the Commonwealth were eligible to apply for and receive a 50 percent direct reimbursement up to a maximum of \$5,000 for the purchase of a nitrogen tire inflation system. The funding for this program was exhausted and the program closed at the conclusion of FY 2010-2011.

Alternative Fuels Vehicle Rebate Program:

The Alternative Fuel Vehicle (AFV) Rebate Program was available during this program period. This program provided a \$500 rebate to Pennsylvania residents who purchase a new plug-in hybrid, plug-in electric, natural gas, propane, or hydrogen fuel cell vehicle.

**STATEMENT OF REVENUES AND EXPENDITURES**

FUND BALANCE JULY 1, 2010	\$26,943,969
REVENUES	
Augmentation from General Fund	\$5,387,366
TOTAL REVENUES	\$32,331,335
EXPENDITURES	
Personnel	\$56,460
Operational	\$11,984
Grants	\$10,837,688
TOTAL EXPENDITURES	\$10,906,132
FUND BALANCE JUNE 30, 2011	\$21,425,203

\*The fund balance on June 30, 2011 includes:

\$13,351,831 of committed grant contract obligations yet to be expended.

\$5,387,366 of revenue received in May 2011.

\$2,686,006 of uncommitted funds as of June 30, 2011

Note: The remaining uncommitted available balance and revenue totaling \$8,073.372 is planned to be committed and utilized in program year 2011 – 2012 for new AFIG awards, Alternative Fuel Vehicle Rebates, administrative and operation costs.

<b>Project Type</b>	<b>Expenditures</b>
Biodiesel Incremental Buydown	\$1,465,460
Biodiesel Equipment	\$169,552
Biomass-Based Diesel Production*	\$5,924,537
Nitrogen Tire Inflation Systems	\$99,866
Innovation	\$1,999,016
Production Incentive	\$14,014
Fleet Purchase & Retrofit	\$411,549
Fleet Refueling Equipment	\$555,313
Salary/Benefits	\$56,460
Operational costs	\$11,984
Alternative Fuel Vehicle Rebates	\$1,500
State Clean Diesel Match**	\$196,880
<b>Total</b>	<b>\$10,906,132</b>

\*This expenditure includes \$642,537 of payments of the biomass based diesel program awarded in Program Year (PY) 2009-2010 but were not processed as paid until after June 30, 2010.

\*\*Philadelphia International Airport (PHL) was awarded a grant of \$492,200 in February 2010, including \$295,320 from the State Clean Diesel Program funded by the Diesel Emission Reduction Act (DERA) and \$196,880 from the (AFIG) Program. PHL provided matching funds including: \$1,500,000 VALE Application, \$303,120 City of Philadelphia, and \$231,680 US Airways. PHL is working with US Airways to purchase 58 new pieces of electric-powered ground service equipment (eGSE) and the associated charging equipment, and to scrap 58 pieces of diesel-powered ground service equipment. The Project is still ongoing.

**BIOMASS-BASED DIESEL PRODUCTION INCENTIVE PROGRAM (NOW CLOSED)**

The Biomass-based Diesel Production Incentive Program was initiated in 2008 to assist major Pennsylvania biodiesel producers by providing an incentive of 75 cents per gallon for every gallon of neat biodiesel (B100) produced in-state and sold to a qualifying Pennsylvania buyer. The total maximum incentive per producer is \$1.9 million with a \$5.3 million total program maximum per fiscal year. The maximum incentive dollar amount was reached for the 2010 FY. The total amount of incentive applied for was \$6,780,233.96 for the production and sales of 9,040,311.94 gallons of B100 biodiesel. However, the total amount paid to the producers was \$5.3 million. Production incentive payments were pro-rated for the month of March 2010 with each producer receiving a percentage of the \$13,842.96 that remained available after the



February 2010 payment. Lake Erie Biofuels was the only supplier that reached the \$1.9 million maximum incentive per producer.

**Biomass-Based Diesel Production Incentive Paid in FY 2010**

<b>COMPANY NAME</b>	<b>LOCATION</b>	<b>COUNTY</b>	<b>PRODUCTION &amp; SALES (gal)</b>	<b>AMOUNT</b>
Keystone Biofuels, Inc.	Shiremanstown	Cumberland	2,044,792.41	\$1,533,583.96
Lake Erie Biofuels, LLC	Erie	Erie	4,395,702.23	\$1,900,000.00
Mother Earth Energy, Inc.	Chester	Chester	672,855	\$500,062.80
Pennsylvania Biodiesel, Inc.	Monaca	Beaver	376,827	\$230,406.75
United Oil Company	Pittsburgh	Allegheny	131,501	\$98,625.75
Eagle Biodiesel	Kane	McKean	1,203,532	\$902,649.00
American Biodiesel Energy	Erie	Erie	215,102.31	\$134,671.91
<b>TOTAL:</b>			9,040,311.94	<b>\$5,300,000</b>

**NITROGEN TIRE INFLATION SYSTEM GRANT PROGRAM (NOW CLOSED)**

The Nitrogen Tire Inflation System Grant Program was also initiated in 2008 to provide up to a 50 percent direct reimbursement for automotive service providers who sell tires in the Commonwealth and purchase nitrogen tire inflation systems. The nitrogen tire inflation systems help improve vehicle fuel economy while reducing the consumption of imported oil, and potentially extending the life of the tires. The Department allocated \$100,000 for reimbursements to providers for the 2010 fiscal year.

Twenty-five incentives were received and approved for a total of \$99,866. This total was committed to be paid in the 2010 fiscal year.

## Nitrogen Tire Inflation System Grants, FY 2010

COMPANY NAME	LOCATION	COUNTY	AMOUNT
Bowser Tire & Automotive, Inc.	Worthington	Armstrong	\$3,474.82
Kelly Chevrolet Cadillac, Inc.	Butler	Butler	\$4,812.32
VanCampen Motors	Williamsport	Lycoming	\$4,812.32
Scott C's Auto Sales & Service	Connellsville	Fayette	\$4,812.32
Bergeys Buick/GMC, Inc	Souderton	Montgomery	\$4,092.66
Bergeys Chrysler/Jeep/Dodge Inc	Souderton	Montgomery	\$4,092.66
Bergeys Chevrolet Inc.	Colmar	Montgomery	\$4,092.66
Bergeys Lincoln/Mercury, Inc	Lansdale	Montgomery	\$4,092.66
Bergeys Ford	Ambler	Montgomery	\$4,092.66
Bergeys Chevrolet Inc.	Zieglerville	Montgomery	\$907.34
Jeff's Auto Service	Macungie	Lehigh	\$3,442.35
West Tire Co., Inc	Washington	Washington	\$4,372.50
Big G Tire Co., Inc	Mononhahela	Washington	\$4,372.50
Thomas Chevrolet	Bedford	Bedford	\$3,425.00
Kuhn Automotive/Contracting Co., Inc	Tuscarora	Schuylkill	\$4,149.90
Carman's Wholesale, Inc.	Johnstown	Cambria	\$4,237.35
Buchanan Auto Park, Inc	Waynesboro	Franklin	\$4,812.32
Scotto's Tire, Inc.	Bethel Park	Allegheny	\$3,456.68
H&H Tires, Inc T/A Mod-Town Tire	Pottstown	Montgomery	\$2,941.86
A Crivelli Chevrolet, Inc.	Franklin	Venango	\$4,670.00
A Crivelli Buick/Pont/GMC, Inc	Reno	Venango	\$4,670.00
A Crivelli Ford/Mercury, Inc	Franklin	Venango	\$4,670.00
C&J Tire Service, Inc	Exton	Chester	\$3,842.50
Best Auto Service Center	Tannersville	Monroe	\$4,812.32
Towne Tire Col	Reading	Berks	\$2,708.63
<b>TOTAL:</b>	<b>25 Locations</b>		<b>\$99,866.33</b>

### Notable projects completed in 2010 - 2011

#### GIANT EAGLE, INC.

An AFIG Grant in the amount of \$900,000 was awarded to Giant Eagle, Inc. in 2009 for the installation of a public access compressed natural gas (CNG) refueling station in the Pittsburgh area. This project leveraged \$4.1 Million in private funds for a total project cost of \$5.1 Million.

Giant Eagle's goals with this project were to 1) reduce the environmental impact of their fleet; 2) utilize PA's indigenous natural gas resources; 3) reduce fuel costs; 4) create jobs; and 5) provide public access to CNG. Giant Eagle achieved these goals by purchasing ten CNG-powered vehicles and installing a CNG fuel station. Giant Eagle partnered with the Equitable Gas Company and FYDA Freightliner Inc. to accomplish this project. This project was successfully completed in the 2010 – 2011 program year and opened in Mid-July of 2011.

#### EQUITABLE GAS COMPANY, LLC

An AFIG Grant in the amount of \$700,000 was awarded to the Equitable Gas Company, LLC (EGC) in 2009 for the installation of a public access compressed natural gas (CNG) refueling station in the City of Pittsburgh. This project leveraged \$4.5 million in private funds for a total project cost of \$5.2 million.

EGC's goals with this project were to demonstrate that CNG can be utilized effectively and efficiently in business operations by installing the first public access CNG refueling stations in the City of Pittsburgh. EGC achieved these goals by installing a fast-fill CNG refueling station sized not only to meet the needs of their own fleet but also the needs of other local fleets. This project was successfully completed in the 2010 – 2011 program year and opened in mid-July of 2011.

#### PHILADELPHIA OFFICE OF FLEET MANAGEMENT

Using awarded AFIG funds, the City of Philadelphia's fleet of nearly 250 trash, recycling trucks and construction vehicles utilized biodiesel at five city fueling stations. The incentive funds allowed the city to substantially act upon its commitment to improve air quality. AFIG provided \$364,817 to the city which allowed for 1,031,928 gallons of biodiesel to be used.

#### LOWER MERION SCHOOL DISTRICT

An AFIG Grant in the amount of \$315,000 was awarded to the Lower Merion School District (LMSD) in 2009 to cover the incremental cost of purchasing nine compressed natural gas school busses. This project leveraged \$901,350 in school district funds for a total project cost of \$1.2 million.

The new school busses are an addition to the 54 CNG busses that are already in the school district's fleet. The nine new busses will further reduce CO<sub>2</sub> emissions by an additional 219.7 tons/yr. and displace 22,653 gallons of gasoline annually. This project was successfully completed in December of 2010.

## BERKS COUNTY INTERMEDIATE UNIT

Berks County Intermediate Unit (BCIU) serving over 9,100 students in Berks County, utilized \$167,819 in AFIG funding to purchase fuel pumping equipment and tanks to use B20 in its fleet of 180 school buses. Total project costs including match were \$251,320, and \$159,074 was spent on equipment and services with Pennsylvania companies. As a result of the project, BCIU was able to reduce the CO<sub>2</sub> emission of its fleet by 255,225.68 lbs. for the 2010-2011 year.

## LOWER SAUCON TOWNSHIP

An AFIG Grant in the amount of \$42,700 was awarded to Lower Saucon Township in 2009 to cover the incremental cost of purchasing two E85 police vehicles. This project leveraged \$51,300 in township funds for a total project cost of \$94,000. The two new police vehicles will reduce CO<sub>2</sub> emissions by 154.8 tons/yr. and displace 15,958 gallons of gasoline annually. This project was successfully completed in June 2011.

## **2010 PROGRAM YEAR GRANT COMPETITIVE GRANT AWARDS**

In the 2010 AFIG program year, the competitive grant solicitation opened on July 19, 2010 and was awarded on November 16, 201. Twenty-one (21) grant recipients received \$8 Million in Alternative Fuels Incentive Grant funding. The grant awards leveraged \$24.7 Million of funding from other sources. These projects are also anticipated to result in approximately 112 million gallons of gasoline/diesel displaced annually and are expected to also reduce air pollution by more than 2 tons of Sox, approximately 1.2 million tons of CO<sub>2</sub> and more than 33 tons of NO<sub>x</sub>.

In addition to the competitive grant solicitation, a 2010 AFIG Special Electric Vehicle Infrastructure Grant (EVI) solicitation was offered and awarded. Nine recipients received \$950,000 in grants awards. The grant awards leveraged \$2.7 Million from other funding sources. This AFIG EVI program is expected to result in the installation of 81 Level II and 21 Level III electric vehicle charging stations throughout the commonwealth. The EVI projects when installed and operating are anticipated to result in approximately 3.7 million gallons of gasoline displaced annually and are expected to also reduce air pollution by more than 0.1 tons of Sox, approximately 35,000 tons of CO<sub>2</sub> and more than 11 tons of NO<sub>x</sub>.

The following is a list of Competitive and EVI AFIG awards made in 2010-2011 by county:

#### ALLEGHENY COUNTY

Waste management of PA, Inc. - \$700,000 for the construction of a compressed natural gas (CNG) fueling station at its Washington Hauling facility in Washington, PA. Public access will be available for other fleet operators.

Giant Eagle, Inc. - \$750,000 towards the purchase and deployment of 29 CNG, electric and electric plug-in vehicles along with the installation of ten electric vehicle charging stations and the enhancement of existing alternative fuels infrastructure.

Carnegie Mellon University – (EVI) \$45,259 towards the purchase and installation of eight Level II electric vehicle charging station at the University's Electric Garage location on the CMU campus.

Pittsburgh Regional Clean Cities – (EVI) \$46,800 towards the purchase and installation of nine Level II electric vehicle charging station along the Interstate 376 corridor.

#### BRADFORD COUNTY

Endless Mountains Transit Authority - \$750,000 for the conversion of five, 18-passenger public transit busses to CNG.

#### BUCKS COUNTY

451 Tyburn, LLC - \$837,000 to be used towards the construction of a public access CNG station and the deployment of CNG fueled busses to provide public transit service to the citizens of Bucks County.

#### CHESTER COUNTY

Momentum Dynamics - \$694,999 for the development of a proprietary technology, that will enable battery electric vehicles and plug-in-hybrid electric vehicles to be recharged wirelessly.

West Chester University of PA - \$6,000 for the incremental cost of purchasing 7,200 gallons of B20 biodiesel fuel to operate the University's diesel fleet.

## CUMBERLAND COUNTY

Cumberland County Commissioners - \$15,360 for the incremental cost of purchasing 96,000 gallons of B5 – B20 biodiesel fuel to operate the county's diesel fleet.

YRC, Inc. - \$250,000 for the installation of a biodiesel blending system at the Carlisle Truck Freight Terminal.

Sheetz, Inc. – (EVI) \$47,000 towards the purchase and installation of one Level III electric vehicle charging station at Sheetz's Route 11 store location in Carlisle.

## LEHIGH COUNTY

International Battery, Inc. - \$235,071 to demonstrate and characterize the long term performance and manufacturability of a full scale advance lithium battery pack suitable for HEV/EV city buses, school busses and commercial truck vehicle platforms.<sup>1</sup>

AMERigreen, Energy, Inc. – (EVI) \$187,327 towards the purchase and installation of a Level III electric vehicle charging station at a Daisy Hill Market location in East Stroudsburg.

## MONROE COUNTY

East Stroudsburg School District - \$10,540 for the cleaning of two existing 20,000 gallon fuel tanks and the incremental cost of purchasing B5 biodiesel fuel to operate the school district's bus fleet.

## MONTGOMERY COUNTY

Lower Merion School District - \$121,643 for the purchase of nine CNG school buses. The grant will cover the incremental cost between the CNG fueled buses and the conventional fueled buses.

Bryn Mawr College - \$88,683 for increasing the storage capacity of the existing CNG station and the purchase of one student CNG bus and two CNG vans.

---

<sup>1</sup> The grant to International Battery was terminated on April 9<sup>th</sup> 2012 due to the company ceasing all manufacturing and engineering operations. No AFIG funding as of April 9<sup>th</sup> had been reimbursed to International Battery for work on the grant project. All \$235,071 was liquidated at International Battery's request and returned to the AFIG Fund.

Self-Heating & Cooling, Inc. - \$48,710 for the deployment of a public access Propane Auto gas station in Horsham Township.

Community Energy, Inc. – (EVI) \$46,800 towards the purchase and installation of three Level II electric vehicle charging stations to be installed at high visibility and traffic locations along the Main Line area in suburban Philadelphia.

Upper Merion Township – (EVI) \$15,965 towards the purchase and installation of four Level II electric vehicle charging stations to be installed in the public parking lot at the upper Merion Township Building.

#### PHILADELPHIA COUNTY

Energy Cooperative Association of Pennsylvania – (Southeastern Initiative) \$631,787 for the incremental cost of purchasing 1.8 million gallons of B20 on an annual basis for 12 school districts with a combined fleet of 800 buses. The 12 districts are: Great Valley, Owens J. Roberts, Tredyffrin-Easttown, Haverford Township, Radnor Township, Colonial, Springfield, Lower Moreland, Upper Moreland, Upper Perkiomen, Lower Merion and Upper Merion Area.

Energy Cooperative Association of Pennsylvania – (Chester County Coalition) \$425,860 for the incremental cost of purchasing 1.05 million gallons of B20 on an annual basis for four school districts and one County Intermediate Unit with a combined fleet of 500 vehicles. The four districts and one IU are: Coatesville, Twin Valley, Downingtown, West Chester and the Chester County IU.

Philadelphia City Treasurer, Office of Fleet Management - \$205,416 for the incremental cost of purchasing 1.08 million gallons of B5-B20 over the two year grant period.

City of Philadelphia, Mayor's office of Sustainability - \$140,000 for the deployment of the Electric Vehicle Micro-Community project and the installation of ten Level II electric vehicle charging stations strategically located throughout the city of Philadelphia.

PHL Taxi Management, LLC - \$900,000 towards the purchase of fifty ADA compliant CNG taxis and the construction of a public access CNG refueling station in Philadelphia.

U-Haul, LLC - \$346,000 towards the purchase and LPG conversion (Roush) of 20 E-250 Ford vans to be distributed throughout Pennsylvania within the U-Haul service fleet.

Greater Philadelphia Clean Cities – (EVI) \$60,750 towards the purchase and installation of a total of five Level II electric vehicle charging stations. Four at high visibility and traffic locations in downtown Philadelphia along with another unit located in the Port Authority of Allegheny County garage in Pittsburgh.

Greater Philadelphia Clean Cities – (EVI) \$30,300 towards the purchase and installation of two Level II electric vehicle charging stations at high visibility and traffic locations in downtown Philadelphia. GPCC will partner with the U-GO Corporation on this project.

#### VENANGO COUNTY

Venango Leasing Company - \$362,500 towards the development of a public access CNG refueling station beside the existing diesel fuel stop at the Berkeyville, I-80 interchange.

#### WESTMORELAND COUNTY

Western PA Operating Engineers - \$486,066 to demonstrate the performance, cost effectiveness, maintenance, training, and research necessary to prove the concept viability of converting heavy duty construction equipment into a new biofuels technology. This project will lead to the wide spread implementation and deployment of the technology and locally produced fuels.

#### STATE WIDE

350 Green, LLC – (EVI) \$470,000 towards the purchase and installation of 21 Level III and 54 Level II electric vehicle charging stations at high visibility and traffic locations primarily in the Philadelphia and Pittsburgh metropolitan areas.