Heartland Ambulance Service provides a wide array of ambulatory transport services including Non-Emergency (Stretcher) Transportation Basic Life Support (BLS), Advanced Life Support (ALS), 911 Services, and Fixed Wing-Air Ambulance Service throughout Indiana. They strive to deliver the highest quality patient care, service and education through their commitment to compassion, integrity, and teamwork. Heartland Ambulance Service has grown from two employees and one ambulance in 2010 to over 100 employees and 25 vehicles running 24/7 shifts.

Heartland Ambulance Service has adopted a cleaner fuel initiative into their fleet, by means of propane also known as autogas. Autogas is an odorless, nontoxic hydrocarbon gas at normal pressures and temperatures. When pressurized, it is a liquid with an energy density 270 times greater than its gaseous form.

With this conversion they plan to see their business operating at a high level while incorporating fiscal and environmental responsibility. Prior to converting their fleet Heartland Ambulance Service spoke with MedCorp in Ohio who runs over 100 of their ambulances on propane.

“Heartland Ambulance Service is the first EMS service in Indiana to convert to Propane and Green Energy,” said Amish Patel, Director of Marketing for Heartland Ambulance Service. “We feel this is a competitive edge, and this promotes environmental stewardship and smart business.”

Heartland Ambulance Service is utilizing its own funding with the help of Grant County State Bank to retrofit twenty (20) gasoline engines to a bifuel autogas system. These 20 vehicles will provide an energy reduction in foreign oil consumption and GHG emissions, by over 400,000 gallons and 100,000 lbs respectively over the next 2 years. These reductions will benefit the fifty-plus healthcare facilities they serve, as well as the citizens within the 5,000 square mile region they serve, from Wabash, Indiana to Shelbyville, Indiana, east to the state line.

“We could not have done this project without the help and leadership of Donahue Gas. They have been a great strategic partner,” said Eric Hiatt, Director of Operations. “Donahue Gas introduced us to Greater Indiana Clean Cities.”

Ken Jackson anticipates Heartland Ambulance Service will see approximately a 40% reduction in their fleet fuel budget annually. Heartland Ambulance Service is passing along the fuel savings to its end users.
JOB CREATION AND RETENTION

In addition to energy conservation benefits, the autogas systems are installed in Jasper, Indiana, by Jasper Engines, and will be maintained by a new autogas up-fit technician employed by Heartland Ambulance Service in the Kokomo Indiana area. “The use of this system will therefore assist with green job retention and creation in Indiana, and further expand the green transportation industry across the state,” said Amish Patel, Director of Marketing for Heartland Ambulance Service.

The project results will be monitored by Heartland Ambulance Service and shared with sister companies in Texas and Louisiana. Fuel displacement and energy savings along with fleet operating cost reductions will be reviewed in anticipation of those vehicles being added as well.

CONTINUING EDUCATION

Heartland Ambulance Service, Jasper Engines and Donahue Gas will participate in educational events and outreach about the project to share their experiences with other fleets across Indiana.

HEARTLAND AMBULANCE SERVICE KEY BENEFITS:

- Fully qualified and certified EMTs and Paramedics.
- Quick and reliable response to transportation requests.
- Ambulances are fully stocked and maintained every day to provide the latest in emergency medical care.
- A continuous quality improvement (CQI) program ensuring performance, capabilities, and patient flow utilization.
- HIPAA compliant to ensure patient record confidentiality.
- Solutions to help reduce increasing medical transportation expenses and ensuring that patient health insurance benefits are fully utilized.
- Active involvement in local, state, and national EMS professional associations including the American Ambulance Association (AAA), the Indiana Emergency Medical Services Association (IEMSA), the Federal Emergency Management Agency (FEMA), the Department of Homeland Security, and the Centers for Medicare and Medicaid Services (CMS).
CAR SHARING

Ballore's, a French run business, $35 million investment launches Indianapolis in to a realm of green all their own. In partnership with Atlanta based IER North America, ESN, The International Center, local government leaders, businesses and non-profits Indianapolis will soon possess bragging rights as the home to the United States' largest car-sharing service. With an initial launch of 1200 charging stations and 500 cars in the Spring of 2014, those taking advantage of the prospective $16/month membership will have full access to these services. Universities and businesses are exploring a corporate membership for their employees, which would also be available to the city.

Current charging stations within Simon Properties in Indianapolis have proven to be popular for electric car owners and bring business in to the city. Popular in other U.S. cities and abroad the Ballore car-sharing program allows patrons to drive a Nissan Leaf or Ford Focus without having to return the vehicle to it's original charging station. The cars can be returned to any charging station in the city and users would not pay for car insurance.

Spaces for parking/charging will be provided using current spots on streets, lots and garages. Acquiring these spots takes time and careful planning. This process will be worked out accordingly with the city and private lot owners. During the summer, suggestions will be sought out as to where exactly parking spaces and charging stations should be located. This will be done through a series of organized listening sessions.

This program also offers downtown proprietors, visitors, and users a back-up in the case of unplanned circumstances or unforeseen weather. Those that travel in and around the downtown areas through means of transportation other than cars/trucks will have the option to use a rental car to get to their desired location conveniently and safely. There is a snowball effect upon this occurrence, which increases Indianapolis' ability to increase a going green initiative. The electric cars themselves promote environmental responsibility as do their ability to afford citizens less reliance on their own gas-powered transportation.

This newest endeavor plans to not only boost the image of The Circle City, bridge the gap between international and local economy, but also to connect different areas of downtown as they never have before. The initial economic boost plans to reach farther than just increased visitors to downtown but will also hire 100 local jobs that include 24/7 customer service.
GICCC WELCOMES NEW MEMBERS

Gold Member
**ANDY MOHR TRUCK CENTER**

Andy Mohr Truck Center provides superior service by fostering strategic relationships, utilizing only the best people who act with accuracy, competence, and immediacy. At Andy Mohr Truck Center, they hold their people to the highest standards, both personally and professionally. That's why they have adopted a set of core values that guide the way they do business. The mission of Andy Mohr Truck Center is to be the preferred source for New and Pre-Owned Highway and Vocational Trucks in the Midwest, while providing exemplary Service and Parts support to our entire customer base.

Bronze Member
**101 INC.**

101 Inc develops innovative solutions for the food processing life cycle. They believe in the proactive management of residuals from food manufacturing, and the opportunities that exist for recovery and repurposing. From feeding livestock high quality feeds to recovering plastics from packaging, we understand the goals of waste reduction and reuse.

**VENTURE LOGISTICS INC.**

While some trucking companies talk about their service, Venture Logistics delivers on service every day with every truckload. Every transportation, warehouse and logistics challenge is tackled by a team of professionals - each one dedicated to going the extra mile for our customers' satisfaction. Their solution-based philosophy goes on 24 hours a day / 7 days a week with a team always available - whenever you need them. Venture Logistics' services include both full load and partial shipments literally anywhere in North America; including extensive experience to and from Canada and Mexico.

Venture Logistics is an independently owned, ISO Certified Transportation Company in operation since 1993. CEO Doug Williams has over 25 years of transportation industry leadership and operational expertise. In addition, each member of their executive management team brings over 25 years experience in the transportation industry as well.

Associate Member
**STAR DISTRIBUTED ENERGY, LLC**

Star Distributed Energy is proud to be a technology agnostic provider of the different Renewable technologies in play. Ranging from Wind to Solar and Biomass, we do have expertise in all areas of development. From grassroots, to design, to financing, to constructing and operating these facilities.

Our Management team has wide experience and over 200 years of development experience along with doing several Billion dollars of development, finance and construction of projects across several industries. Our goal is to own, operate & manage several thousand MW of projects long term over the life of the facilities.
The National Mall and Memorial Parks (NAMA), a unit of the National Park Service, received a donation of six propane-fueled Exmark Lazer Z S-Series lawn mowers with Kohler Command Pro Propane EFI engines from the Propane Education & Research Council (PERC). These are the NAMA’s first and only alternative-fueled lawn mowers.

PERC’s donation amounts to approximately $70,000 in equipment, according to PERC. The four 72-inch and two 60-inch Lazer Z S-Series propane-fueled zero-turn riders will comprise one-third of the Mall’s mower fleet and replace diesel-fueled mowers. The mowers will be refueled using a propane cylinder exchange system from Thompson Gas.

PERC and Greater Washington Region Clean Cities Coalition celebrated the first use of the mowers on the Mall on June 24 in addition to the park’s adoption of two electric cars and charging stations at a ribbon-cutting event. The combined deployment of alternative-fuel vehicles and mowers added NAMA to the list of national parks advancing the Green Parks Plan, a National Park Service initiative to reduce dependence on foreign oil, mitigate the effects of climate change, and conserve energy.

Switching to propane mowers will lower carbon monoxide emissions by 80 percent compared with gasoline, reduce fuel spills, and save NAMA money on fuel and maintenance costs, according to PERC. A byproduct of domestic natural gas processing, the U.S. produces more than enough propane to meet current demand and became a net exporter of the fuel in 2011.

**UPCOMING EVENTS**

- **AUGUST 8**
  FREE 8-Hour First Responder Safety Online Training for Electric Drive Vehicles

- **AUGUST 13 AND 14**
  11th Annual Indiana Conference on Energy Management

- **AUGUST 22**
  Biodiesel Technician Training Available - Merrillville

- **AUGUST 23**
  Biodiesel Technician Training Available - Indianapolis

- **SEPTEMBER 23-25**
  Greening Your Fleet 2013, Horseshoe Casino, Indiana

- **OCTOBER 11 AND 12**
  Roush Drag Racing
DIRECTV DRIVES GAS REDUCTIONS, PLANS TO EXPAND PROPANE AUTOGAS FLEET

DIRECTV to increase its existing Ford fleet equipped with ROUSH CleanTech propane autogas fuel technology

WASHINGTON, D.C. (June 25, 2013) — DIRECTV, one of the world’s leading providers of digital television entertainment services, is becoming a frontrunner in alternative fuel adoption with plans to expand its propane autogas fueled fleet. The company currently operates 77 ROUSH CleanTech Ford E-250 propane autogas vans and will increase that number over the next year.

DIRECTV will display a propane autogas vehicle at the Alternative Clean Transportation (ACT) Expo held at the Walter E. Washington Convention Center today through Thursday in the ROUSH CleanTech booth No. 419.

After comparing alternative fuel options, DIRECTV chose propane autogas due to its low cost and accessibility of fuel; vehicle return on investment; domestic nature of the fuel source and vehicle supply chain; and accessibility to high occupancy vehicle lanes.

“The addition of more propane autogas fueled vehicles to the DIRECTV fleet strengthens our commitment to reducing the company’s overall gasoline usage,” said Brandon Morris, director of Fleet Services for DIRECTV. “We have learned a lot from analyzing our current propane fleet, and the benefits we are seeing from using propane as an alternative to gasoline include the lower cost of propane, ease of implementation, distribution network, and the high quality conversion kit produced by ROUSH
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“For over a year and a half, DIRECTV’s service vans fueled by reliable, cost-competitive propane autogas have met the company’s goals — to cut back on high-priced gasoline with the use of a domestic, cleaner fuel solution,” said Todd Mouw, vice president of sales and marketing for ROUSH CleanTech. “With DIRECTV’s plan to increase the size of its propane autogas fleet, they’ll experience even greater cost-savings with this alternative fuel technology and further strengthen their position as a leader in alternative fuel initiatives.”

As a Tier 1 supplier and Ford Qualified Vehicle Modifier manufacturer, ROUSH CleanTech’s propane autogas vehicles retain the same quality Ford performance characteristics, such as horsepower, torque and towing. The vehicles also meet Environmental Protection Agency and California Air Resources Board certification requirements.

IDEM’S DIESELWISE

IDEM’s DieselWise Indiana program (DieselWise Indiana) is announcing grant opportunities for clean air projects that will significantly reduce diesel emissions in Northern Indiana. Due to the funding source for the solicitation, projects must involve diesel engines and vehicles (public or private) that serve public needs. The engines and vehicles must be based and operated in Lake, LaPorte, St. Joseph, Elkhart, or Allen counties. Additional counties maybe announced at a later date.

Links to PDF... http://www.in.gov/idem/airquality/files/dieselwise_grant_solicitation_north.pdf

What are the requirements for state and alternative fuel provider fleets under the Energy Policy Act of 1992 (EPAct 1992) and subsequent regulations and directives?

Answer: EPAct 1992 mandates that certain state government and alternative fuel provider fleets in the United States acquire specified percentages of alternative fuel vehicles (AFVs) on an annual basis as they add light-duty vehicles (LDVs) to their fleets. Below we have described a number of means beyond simply acquiring AFVs by which these fleets may achieve compliance.

The U.S. Department of Energy (DOE) is responsible for overseeing compliance with these requirements, which were promulgated and published at 10 CFR Part 490 as the Alternative Fuel Transportation Program.
Information about state and alternative fuel provider “covered fleets” (fleets subject to EPAct 1992 requirements) and the requirements associated with this compliance program are outlined below for each fleet type.

State Fleets
Covered Fleets
State government (including state agency and state university) fleets are considered covered fleets if all of the following conditions are met:

- They own, operate, lease, or otherwise control 50 or more light-duty vehicles (LDVs; vehicles with a gross vehicle weight rating of 8,500 pounds or less) within the United States and are not on the list of excluded vehicles. Excluded vehicles include emergency, law enforcement, and non-road vehicles.

- At least 20 of those vehicles are used primarily within a single metropolitan statistical area (MSA)/consolidated MSA (CMSA), based on 1980 census data. A list of covered MSA/CMSAs can be found online: https://www.afdc.energy.gov/vehiclesandfuels/epact/state/progs/dyn_msa.cgi; and

- Those same 20 vehicles are centrally fueled or capable of being centrally fueled, meaning they are capable of being fueled at least 75% of the time at a location that is owned, operated, or controlled by the fleet or is under contract with that fleet for fueling purposes.

The following resources may be used to determine whether a state fleet is covered:
- Decision Tree for State Government Fleets: http://www1.eere.energy.gov/vehiclesandfuels/epact/state_decision_tree.html


**REQUIREMENT**
Like federal fleets regulated under EPAct 1992, a covered state fleet must acquire in a model year the number of AFVs that is equal to at least 75% of the fleet’s non-excluded LDV acquisitions.

**Compliance Methods**
Covered state fleets may meet their requirements using multiple means through one of two compliance methods:

**Standard Compliance:**
Fleets can acquire the requisite number of new or used AFVs, convert conventional vehicles to run on an alternative fuel within four months of acquisition, or obtain AFV credits from other covered fleets. Covered fleets earn one credit for each light-duty AFV that is acquired beyond the fleet’s annual requirement for the model year. Credits earned by going beyond compliance are banked for future use. Credits may also be traded with other fleets. Covered fleets may also meet up to 50% of their AFV-acquisition requirements by purchasing biodiesel blends of at least B20 for use in medium- and heavy-duty vehicles. One credit toward compliance is earned for every 450 gallons of neat biodiesel (B100) or every 2,250 gallons of B20 purchased for use. Credits earned for biodiesel purchase for use may not be banked. In addition, a fleet may earn credits for its medium-
and heavy-duty AFV acquisitions, but only after the fleet has met its light-duty AFV acquisition requirements.

Alternative Compliance: Covered fleets may obtain a waiver from the AFV acquisition requirements of Standard Compliance by submitting and then implementing a DOE-approved plan to reduce the fleet’s annual petroleum consumption. The plan must result in petroleum reductions equal to what the fleet would have achieved if all its AFVs were running on alternative fuel all the time. The plan must also include a sufficient level of data and information to support the fleet’s compliance requirements, particularly information on fuel use. Alternative Compliance petroleum reduction methods include, among others, hybrid electric vehicle (HEV) use, alternative fuel use, reduction in vehicle miles traveled, idle-time reduction, and truck stop electrification.

For a summary of compliance methods, visit the following website:

INCLUSION OF HYBRID ELECTRIC AND PLUG-IN ELECTRIC VEHICLES
Currently, all-electric vehicles (EVs) and some plug-in hybrid electric vehicles (PHEVs) qualify as AFVs under Standard Compliance. DOE published a notice of proposed rulemaking in October 2011, pursuant to Section 133 of the Energy Independence and Security Act of 2007, that would allocate AFV credits for covered fleet acquisitions of the following vehicles:

- HEVs would receive one-half credit
- PHEVs (those that do not already meet the definition of an AFV) would receive one-half credit
- Fuel cell electric vehicles (those that do not already meet the definition of an AFV) would receive one-half credit
- Neighborhood electric vehicles would receive one-fourth credit
- For more information on this proposed rulemaking, please see the proposed rule fact sheet:
(http://www1.eere.energy.gov/vehiclesandfuels/epact/pdfs/section_133_proposed_rule.pdf)
and the full notice

ALTERNATIVE FUEL PROVIDER FLEETS
Covered Fleets

- A covered alternative fuel provider is any entity that meets one of the following conditions:
- The entity’s principle business involves producing, storing, refining, processing, transporting, distributing, importing, or selling any alternative fuel (other than electricity);
- The entity’s principle business involves generating, transmitting, importing, or selling electricity at wholesale or retail; or
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The entity produces, imports, or produces and imports in combination, an average of 50,000 barrels per day or more of petroleum, and 30% or more of its gross annual revenues are derived from producing alternative fuels.

An alternative fuel provider is not covered if its principal business involves: Transforming alternative fuels into products that are not alternative fuels; or Using alternative fuel as a feedstock, or fuel, in the manufacturing of products that are not alternative fuels.

In addition to meeting this definition, alternative fuel provider fleets are also subject to the same conditions for inclusion as state fleets (see above). For example, if a fleet does not own, operate, lease, or otherwise control at least 50 non-excluded LDVs, then it is not considered a covered fleet.

The Decision Tree for Alternative Fuel Provider Fleets

(http://www1.eere.energy.gov/vehiclesandfuels/epact/alt_decision_tree.html)

may be used to determine whether an alternative fuel provider fleet is covered.

REQUIREMENT

A covered alternative fuel provider fleet must acquire in a model year the number of AFVs that is equal to at least 90% of the fleet’s non-excluded LDV acquisitions.

COMPLIANCE METHODS

Covered alternative fuel provider fleets have the same options for achieving compliance as state fleets.

Additional information on state and alternative fuel provider requirements and compliance options, as well the annual reporting requirements, may be found on DOE’s EPAct Transportation Regulatory Activities website (http://www1.eere.energy.gov/vehiclesandfuels/epact/index.html).

In addition, the online Clean Cities University course on Understanding EPAct-Regulated Fleets (http://www1.eere.energy.gov/cleancities/toolbox/university.html) provides an overview of state and alternative fuel provider requirements.