

Final Report for AB 2766 Discretionary Fund

Contract # MS12086

SuperShuttle International, Inc.

April 21, 2015

Prepared for the Mobile Source Air Pollution Review Committee (MSRC) under the AB 2766
Discretionary Fund Work Program.

Acknowledgements

SuperShuttle International, Inc. purchased 23 Ford E-350 2012 model vans. Conversions to CNG on 19 of the vans were done by Landi-Renzo and the remaining 4 were converted using BAF Technologies kits. The vans were put into use as shared ride vehicles servicing the Los Angeles, Long Beach, Ontario and John Wayne Airports. Each vehicle is operated by an independent small business owner under contract with SuperShuttle.

This report was submitted in fulfillment of MS12086 and SuperShuttle International, Inc. under the partial sponsorship of the Mobile Source Air Pollution Reduction Review Committee (MSRC). Work was completed as of 6/30/2014.

Disclaimer

The statement and conclusions in this report are those of the contractor and not necessarily those of the Mobile Source Air Pollution Reduction Review Committee (MSRC) or the South Coast Air Quality Management District (SCAQMD). The mention of commercial products, their courses or their uses in connection with material reported is not to be construed as either an actual or implied endorsement of such products.

Project Description and Work Performed

SuperShuttle International, Inc. (SSI) purchased and placed into service 23 2012 CNG Ford E-350 shared-ride shuttle vans. The vans were ordered through Midway Ford of Kansas City and shipped to either BAF Technologies in Dallas, TX or to Landi-Renzo USA in Torrance, CA to be converted (See attached Exhibit A). Each engine is certified by CARB (See attached Exhibit B). Once the vehicles were converted, they were delivered to the SSI location in Torrance, CA and placed into service with an SSI contracted operator.

The vehicles have been in operation since April 2013. All 23 vehicles have been operated as airport shared ride vehicles for the full term of the contract. The average miles per vehicle per quarter is approximately 20,000. Vehicles have been maintained in accordance with Manufacturer's Recommended Maintenance schedules as well as the additional maintenance required by the CNG Conversion Manufacturer. This additional maintenance included the following –

1. Drain High Pressure Filter every 5,000 miles
2. Replace Low Pressure Filter every 12,000 miles
3. Inspect CNG hoses and lines every 12,000 miles
4. Visual Inspection of CNG tank shields every 12,000 miles
5. Replace Coalescent filter element every 24,000 miles
6. Replace spark plugs every 25,000 miles
7. Replace oxygen sensors every 80,000 miles
8. Replace ignition coils every 100,000 miles
9. Federally mandated CNG tank inspections every 36,000 miles

Fuel costs averaged \$2.84 per gallon for CNG, which is about \$1.40 less than gas. We also saw about a 1 mile per gallon increase in efficiency with CNG. In general, with the exception of the additional Preventative Maintenance items listed above, the maintenance costs were similar to those on a gasoline van. Thus far, the CNG vans seem to be holding up to our rigorous work schedule. As we fully intend to

put 500,000 miles on each of these vans, this is very important to us. We are at what would be a half-life on a gasoline van at this point with the CNG vans, and a fairly confident that they will go the distance.

Problems Encountered

The tank inspections are very expensive and can cost \$300 in some cases. For our vans, this is required at least 3 times per year, so our operators are paying almost \$1,000 per year for that alone. For our independent contractors, this added expense was sometimes burdensome.

One recurring issue we have had is that there are not many maintenance shops which are certified to work on CNG vehicles. This meant, for the most part, that we were having to go to a dealership for much of our maintenance. This is more costly and typically results in longer downtime. While we have tried to counter this by having our in-house facility become certified, there are still times when repairs are more than we can handle and the vans have to go to the dealership. The other problem is that the dealership and the conversion company do not always agree on what the issue is and whether or not it is CNG related. This causes delays and misdiagnosis which, again, leads to more downtime.

Emissions Benefits

These vehicles each replaced gasoline vehicles so we have calculated the environmental benefits based on the number of miles operated. As we average about 90,000 miles per year per vehicle, the total number of miles as of 3/31/15 is 4,140,000.

Photographs & Outreach

See Exhibit C for our press release which was sent to media outlets in Southern California in July 2014. The release was also posted to our website – www.supershuttle.com.

See Exhibit D for photos of several of the vans with the MSRC decal.

Summary and Conclusions

The funds from this grant were a tremendous help for the independent contractors SuperShuttle works with to provide shared-ride transportation to the Southern California airports. SuperShuttle is committed to continuing to provide a clean transportation alternative for passengers going to and from the airport in Southern California, as well as around the country. Partners like the SCAQMD and MSRC are instrumental in assisting us with this goal.

Exhibit D









SuperShuttle, the cleanest ride to Southern California Airports this summer just got cleaner

LOS ANGELES, (July 8, 2014) – SuperShuttle has added 23 new compressed natural gas (CNG) eight-passenger vans to its Southern California fleet, furthering its commitment to being the most environmentally sound way to get to and from the airport.

The Clean Transportation Funding from The Mobile Source Air Pollution Reduction Review Committee (MSRC) provided \$225,000 in funding to assist SuperShuttle in converting 23 of its existing vans to run on CNG through the MSRC's Near-Zero Emission Medium- and Medium-Heavy Duty Incentives Program. The program provides funding to purchase the lowest-emitting engine technologies commercially available.

SuperShuttle's newly converted eight-passenger Ford E350 CNG vans emit less carbon than any other fossil fuel, and thus produce lower carbon dioxide (CO₂) emissions per vehicle-mile traveled. These clean fuel vans serve LAX, Long Beach, Ontario and John Wayne Airports.

The vans are operated by independent franchisees and SuperShuttle is always looking for ways to help its small business owners obtain more affordable equipment. "The cost for CNG fuel is significantly less than traditional fuel.

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SuperShuttle International, based in Phoenix, is a division of Veolia Transportation On Demand. [SuperShuttle](#) serves over 40 airports, carrying more than eight million passengers a year. SuperShuttle also provides ExecuCar (sedan service) at all airports served by SuperShuttle including some of the largest in the country: Los Angeles, New York, Dallas/Ft. Worth, Washington, D.C. and San Francisco. SuperShuttle is also available in Paris, France, Cancun and Los Cabos, Mexico. ExecuCar is available in over 70 airports.

Veolia Transportation, Inc.

Veolia Transportation is the leading provider of passenger ground transportation services on the North American continent, operating bus, rail, taxi, shuttle and para-transit systems in over 120 locations in the US and Canada. Veolia Transportation entered the North American market in 2001 and has quickly expanded to a national presence, with over 16,000 employees and annual revenues approaching \$1 billion.

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