



FLEET MANAGER ROUNDTABLE

JUNE 24, 2026

OVERVIEW

- Introduction & Agenda
- Speaker Presentations
- Q&A

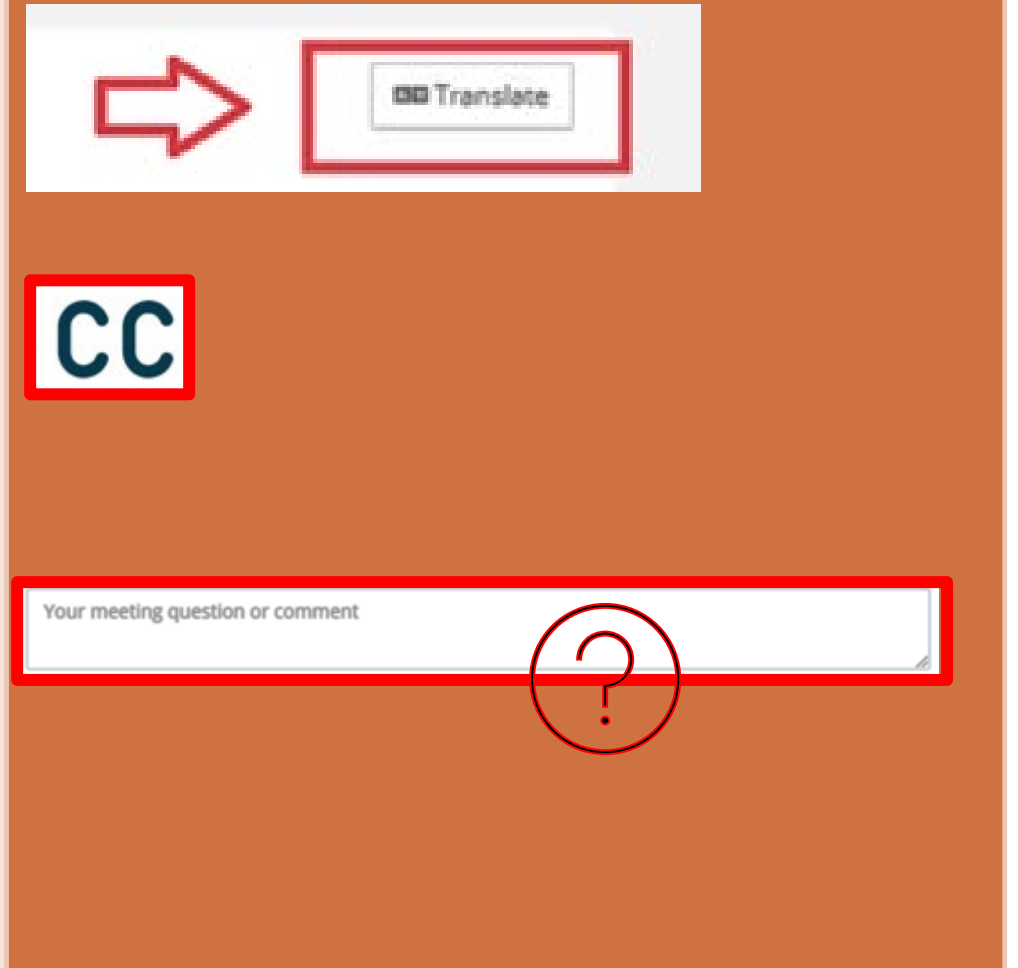


INTRODUCTION



HOW TO PARTICIPATE

- Click **Translate** to view the meeting page and hear audio in another language
- Enable **Closed Captions (CC)** in the top right corner of your screen
- **Submit questions** and comments in the **chat box** during the presentation
 - Questions will be reviewed during the Q&A time at the end.



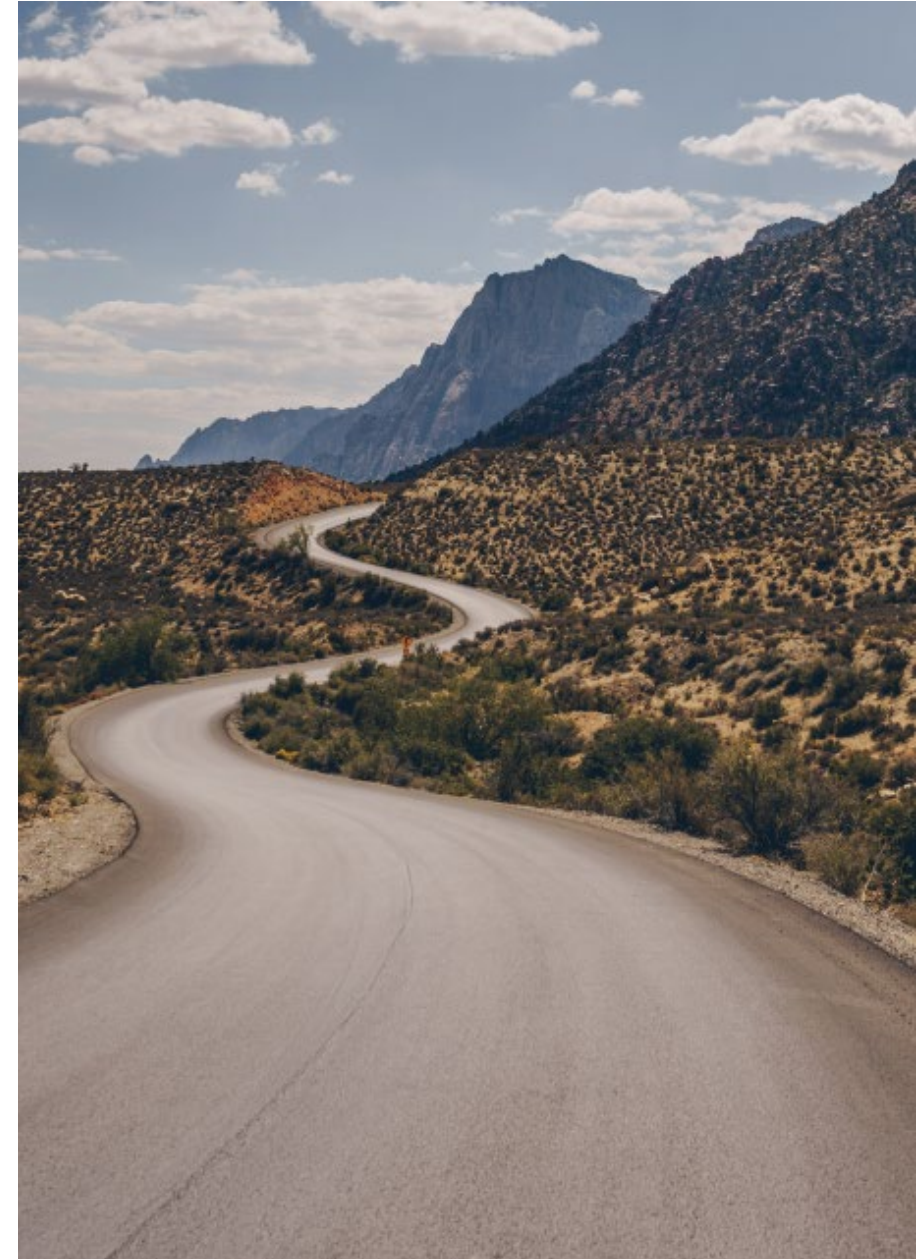
SOUTHERN NEVADA CLEAN CITIES COALITION (SNCCC)

Meeting Goals

- Share relevant information and industry-specific content with fleet managers and professionals.

Best Practices

- Mute your microphone
- Add questions for Q&A in the chat
- Refresh the meeting page if you experience livestream interruptions
- The recording will be available on the DES YouTube page later today.

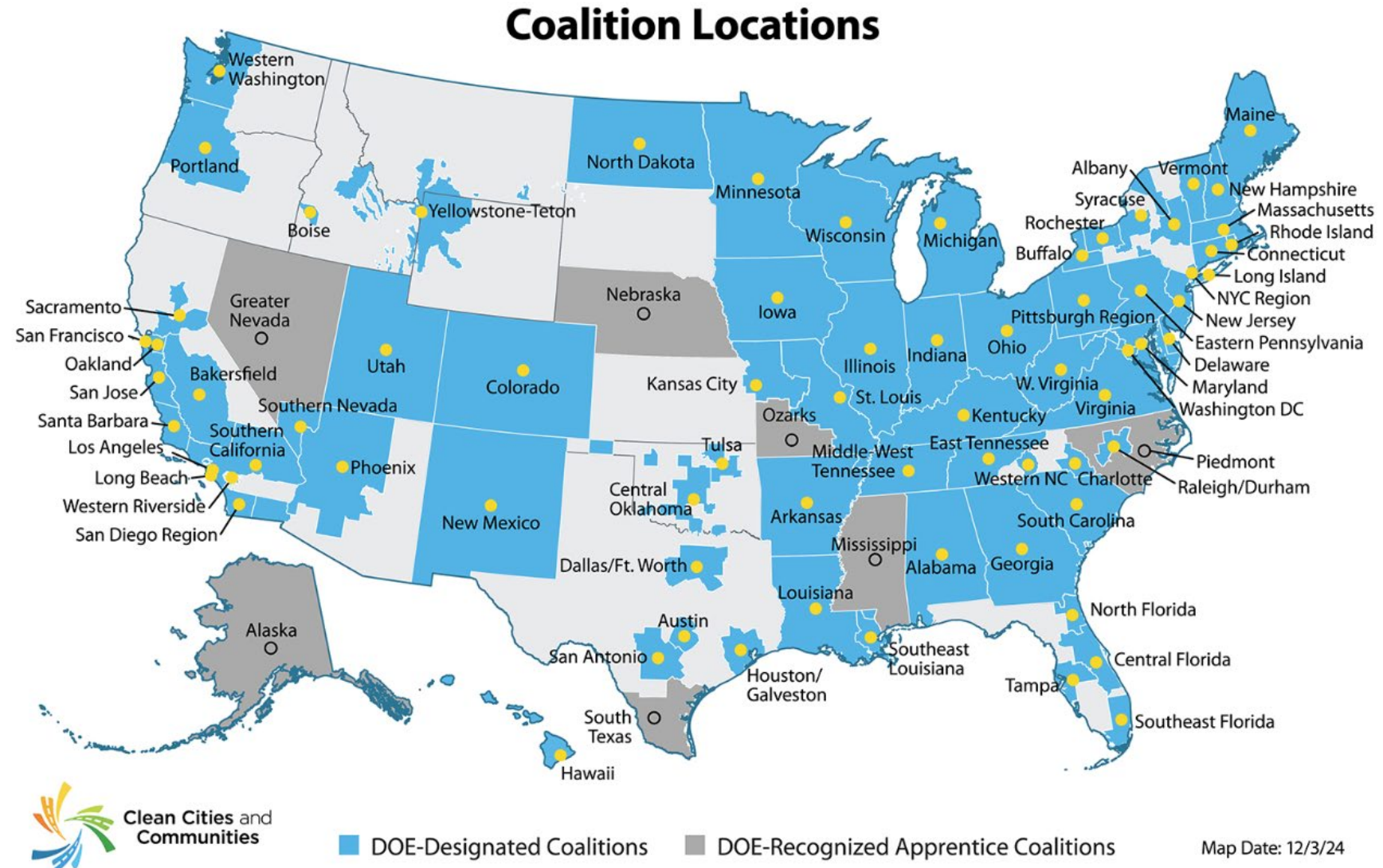


SOUTHERN NEVADA CLEAN CITIES COALITION (SNCCCC)

SNCCCC is a U.S. Department of Energy designated coalition in the Clean Cities and Communities partnership.

Map: The national network of coalitions across the US.

Vision: To create an affordable, reliable, and secure transportation energy future.

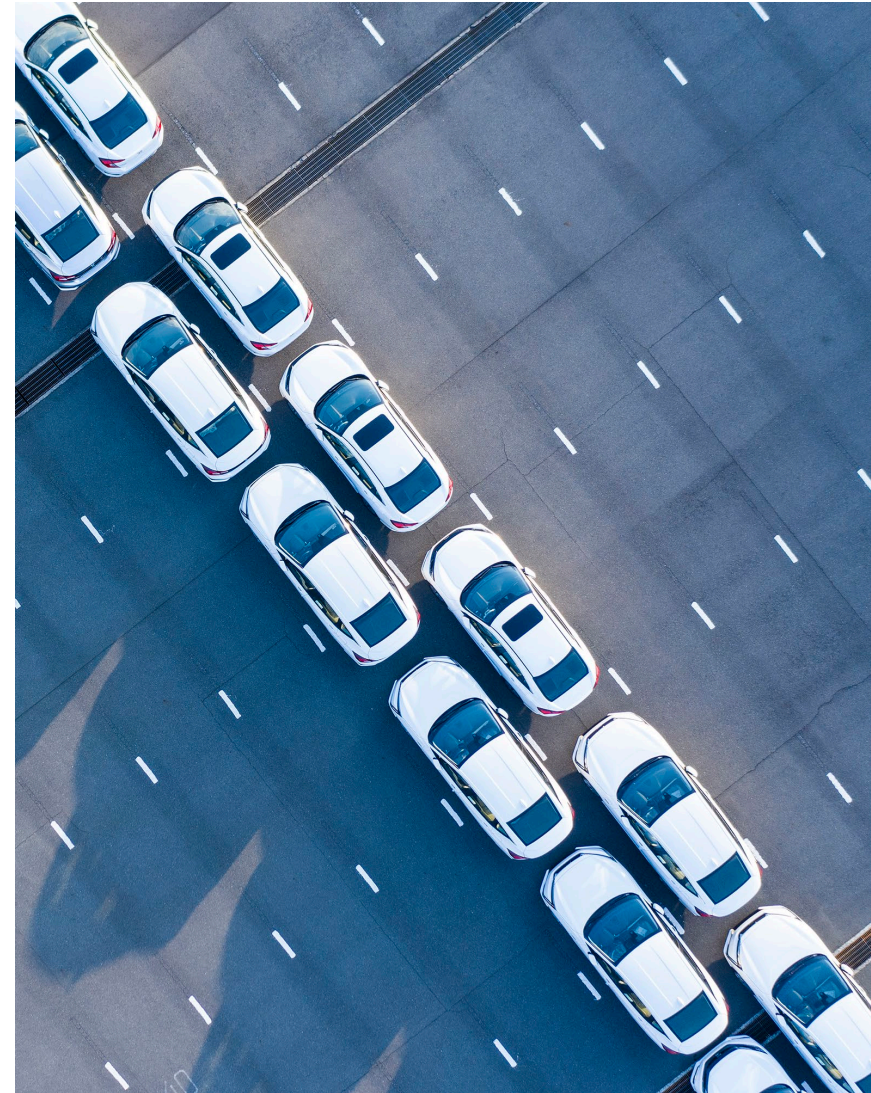


AGENDA

Speakers:

- **Dan Gage** – The Transport Project
 - Renewable Natural Gas: The Right Solution Right Now
- **Jeff Seger** – Propane Education and Resource Council (PERC)
 - Propane Autogas: A Smart Energy Strategy for Fleets
- **Paul Shaffer** – Landi Technologies
 - Clean Technologies for Businesses on the Move

Q&A

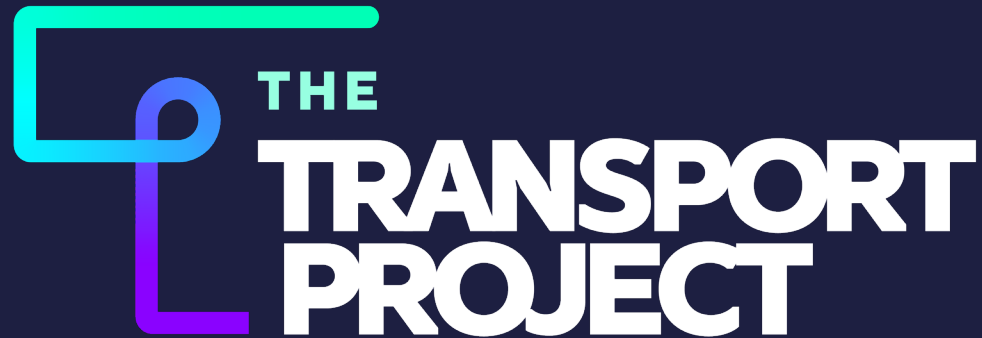


Renewable Natural Gas: The Right Solution Right Now

Four Reasons Why
Southern Nevada Clean Cities Coalition
June 24, 2026



About us...



The Transport Project is a national coalition of roughly 200 fleets, vehicle and engine manufacturers and dealers, servicers and suppliers, and fuel producers and providers dedicated to the decarbonization of North America's transportation sector. Through the increased use of gaseous motor fuels including renewable natural gas and hydrogen, the United States and Canada can help achieve ambitious climate goals and greatly improve air quality safely, reliably, and effectively without delay and without compromising existing commercial business operations. Find out more at: transportproject.org.

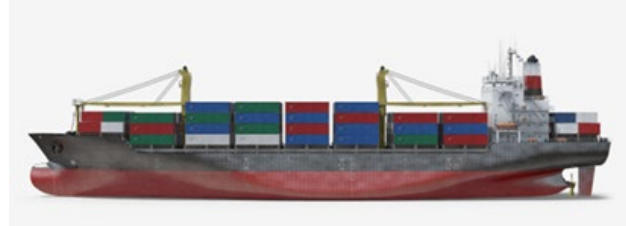
#1 – RNG is a Proven Product

Not a science project... available, scalable, reliable today

Not a disruptive technology; 1:1 replacement for traditional diesel

Mature network of OEMs, suppliers, partners

Every Commercial Vehicle Application



Refuse Investment Continues



Over 17,000 natural gas refuse and recycling trucks operate across the U.S., and about 60% of new collection trucks on order are powered by CNG.

Transit Investment Continues

Transit CNG Users

ALABAMA

Birmingham-Jefferson County Transit Authority

ARKANSAS

Rock Region Metropolitan Transit Authority

ARIZONA

City of Phoenix Public Transit Department, dba: Valley Metro
Regional Public Transportation Authority, dba: Valley Metro
City of Tucson, dba: Sun Tran
City of Scottsdale, dba: Scottsdale Trolley

CALIFORNIA

Los Angeles County Metropolitan Transportation Authority, dba: Metro
San Diego Metropolitan Transit System
Orange County Transportation Authority
Foothill Transit (West Covina)
Sacramento Regional Transit District, dba: Sacramento RT
City of Los Angeles
Omnitrans (San Bernardino), dba: OMNI
Riverside Transit Agency
City of Fresno, dba: Fresno Area Express
North County Transit District (Oceanside)
City of Santa Monica, dba: Big Blue Bus
Golden Empire Transit District (Bakersfield)
SunLine Transit Agency (Thousand Palms), dba: SunLine
Long Beach Transit
Victor Valley Transit Authority

Gold Coast Transit District (Oxnard)
City of Santa Clarita, dba: Santa Clarita Transit
City of Culver City, dba: Culver City Municipal Bus Lines
Yolo County Transportation District
City of Visalia, dba: Visalia Transit
City of Torrance, dba: Torrance Transit System
Santa Cruz Metropolitan Transit District
City of Montebello, dba: Montebello Bus Lines
City of Glendale
County of Sonoma, dba: Sonoma County Transit
City of Norwalk, dba: Norwalk Transit System
County of Placer

City of Pasadena, dba: Pasadena Transit
Solano County Transit, dba: SolTrans
Kings County Area Public Transit Agency
City of Gardena, dba: GTrans
University of California, Davis, dba: UniTrans
Stanislaus Regional Transit Authority
City of Redondo Beach, dba: Beach Cities Transit
City of Commerce, dba: City of Commerce Transit
Tulare County Regional Transit Agency
Paratransit, Inc. (Sacramento)
City of Riverside
Access Services (El Monte)
City of Turlock, dba: Turlock Transit
Napa Valley Transportation Authority
Anaheim Transportation Network, dba: Anaheim Regional Transportation
Butte County Association of Governments, dba: Butte Regional
Transit/B-Line
City of La Mirada, dba: La Mirada Transit

COLORADO

City of Fort Collins, dba: Transport
City of Loveland, Colorado, dba: City of Loveland Transit
Via Mobility Services (Boulder)

DISTRICT OF COLUMBIA

Washington Metropolitan Area Transit Authority

FLORIDA

County of Miami-Dade
Central Florida Regional Transportation Authority
Jacksonville Transportation Authority
Hillsborough Area Regional Transit Authority
City of Tallahassee, dba: StarMetro

GEORGIA

Metropolitan Atlanta Rapid Transit Authority
City of Albany, dba: Albany Transit System
Cobb County (Marietta), dba: CobbLinc

IDAHO

Valley Regional Transit (Meridian)

ILLINOIS

Pace - Suburban Bus Division (Arlington Heights)
Rock Island County Metropolitan Mass Transit District (Moline)
Springfield Mass Transit District, dba: Sangamon Mass Transit District

INDIANA

Greater Lafayette Public Transportation Corporation, dba: CityBus
South Bend Public Transportation Corporation

KANSAS

Johnson County Kansas (Olathe), dba: Johnson County Transit

KENTUCKY

Lexington Transit Authority, dba: Lextran

LOUISIANA

City of Shreveport, dba: Shreveport Area Transit System
Lafayette City-Parish Consolidated Govt, dba: Lafayette Transit System

MASSACHUSETTS

Massachusetts Bay Transportation Authority (Boston)
MetroWest Regional Transit Authority (Framingham)

MARYLAND

Montgomery County, Maryland (Rockville), dba: Ride On

MAINE

Greater Portland Transit District

MICHIGAN

Interurban Transit Partnership (Grand Rapids), dba: The Rapid
Mass Transportation Authority (Flint)
Blue Water Area Transp. Comm. (Port Huron), dba: Blue Water Area Transit

MINNESOTA

St. Cloud Metropolitan Transit Commission, dba: Metro Bus

MISSOURI

Kansas City Area Transportation Authority

City of Columbia, dba: Go COMO

NORTH CAROLINA

City of Raleigh, dba: GoRaleigh
Cape Fear Public Transportation Authority (Wilmington), dba: Wave Transit
Buncombe County (Asheville), dba: Mountain Mobility

NEBRASKA

Transit Authority of Omaha
City of Lincoln, dba: StarTran

NEVADA

Regional Transportation Commission of Southern Nevada (Las Vegas)
Regional Transportation Commission of Washoe County (Reno)

NEW HAMPSHIRE

City of Nashua, dba: Nashua Transit System

NEW JERSEY

New Jersey Transit Corporation (Newark)

NEW MEXICO

City of Albuquerque, dba: ABQRIDE
City of Santa Fe, dba: Santa Fe Trails

NEW YORK

MTA New York City Transit (Brooklyn)
County of Nassau, dba: Nassau Inter County Express
MTA Bus Company (New York)
Niagara Frontier Transportation Authority (Buffalo), dba: NFTA
Central New York Regional Transportation Authority (Syracuse), dba: CENTRO

OHIO

Central Ohio Transit Authority (Columbus)
The Greater Cleveland Regional Transit Authority
METRO Regional Transit Authority (Akron)
Stark Area Regional Transit Authority (Canton)
Portage Area Regional Transportation Authority (Kent)

OKLAHOMA

Metropolitan Tulsa Transit Authority
Central Oklahoma Transp. & Parking Authority (Oklahoma City), dba: EMBARK

OREGON

Salem Area Mass Transit District, dba: Salem-Keizer Transit or Cherriots
Rogue Valley Transportation District (Medford)
City of Wilsonville, dba: South Metro Area Regional Transit

PENNSYLVANIA

Lehigh and Northampton Transportation Authority (Allentown)
Centre Area Transportation Authority (State College)
Central Pennsylvania Transportation Authority (York)
Erie Metropolitan Transit Authority, dba: the e

Mid Mon Valley Transit Authority (Charleroi)
River Valley Transit Authority (Williamsport)
Luzerne County Transportation Authority (Kingston)

Cambria County Transit Authority (Johnstown), dba: CamTran
Altoona Metro Transit, dba: AMTRAN

County of Lackawanna Transit System (Scranton)
Westmoreland County Transit Authority (Greensburg)

Beaver County Transit Authority (Rochester)
County of Lebanon Transit Authority, dba: Lebanon Transit

Monroe County Transportation Authority (Swiftwater)
County of Fayette (Uniontown), dba: Fayette Area Coordinated Transportation

TEXAS

Dallas Area Rapid Transit
VIA Metropolitan Transit (San Antonio)

Metropolitan Transit Authority of Harris County, Texas (Houston)
Fort Worth Transportation Authority, dba: Trinity Metro

City of El Paso, dba: Sun Metro
Corpus Christi Regional Transportation Authority, dba: The B

Laredo Transit Management, Inc., dba: El Metro
City of Beaumont, dba: Beaumont Municipal Transit System

UTAH

Utah Transit Authority (Salt Lake City)

VIRGINIA

Greater Richmond Transit Company

Arlington County, Virginia, dba: Arlington Transit

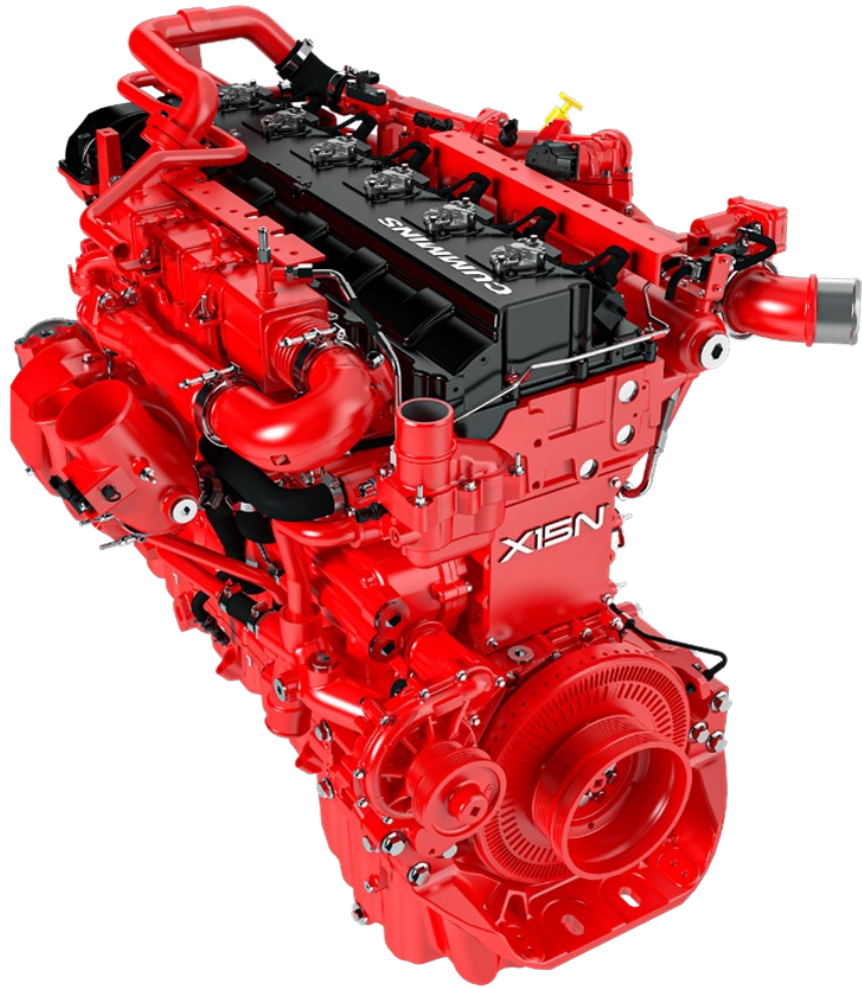
WASHINGTON

Pierce County Transportation Benefit Area Authority (Lakewood)

Central Puget Sound Regional Transit Authority (Seattle), dba: Sound Transit

Transit CNG Users





X15N™

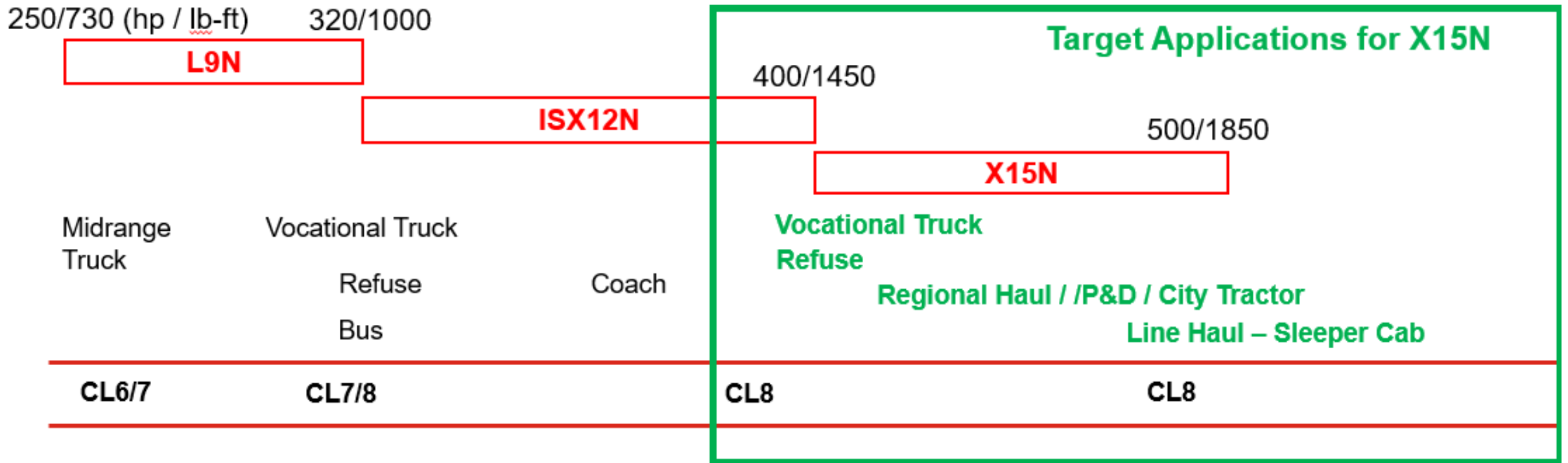
The X15N is an EPA and CARB 2024 compliant solution without using credits.

- 10 years research & development
- 13.4 million miles of on road testing
- NOx levels **75% below** current EPA standard
- Particulate matter (PM) **90% below** current EPA standard
- CO₂ equivalent is **16% below** current EPA standard with fossil natural gas
- Using RNG enables GHG emissions reduction to near or at **sub-zero levels**
 - Up to **97% reduction** in CO₂
 - Up to **80% reduction** in GHGs

11 billion+ miles logged by production engines globally

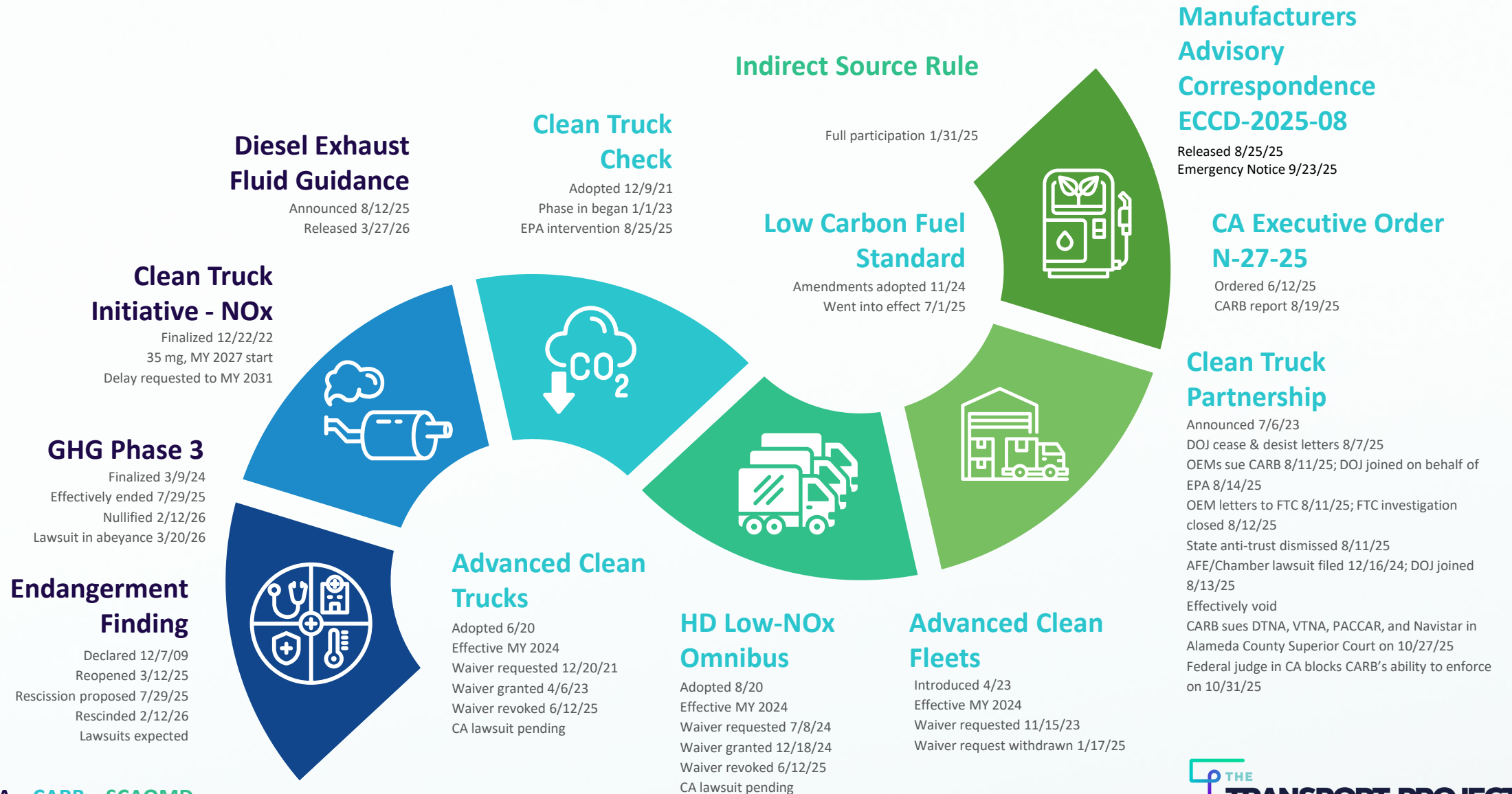
X15N Application Type

The Natural Gas Power Landscape



#2 – Regulatory Roadblocks Removed

Regulatory Pathway



#3 – Growing Fleet Interest

Sustainability still alive

Deployment challenges of competing alternatives understood

Stable fuel pricing / savings sought

RNG: Better Than Zero

The only motor fuel with negative carbon intensity



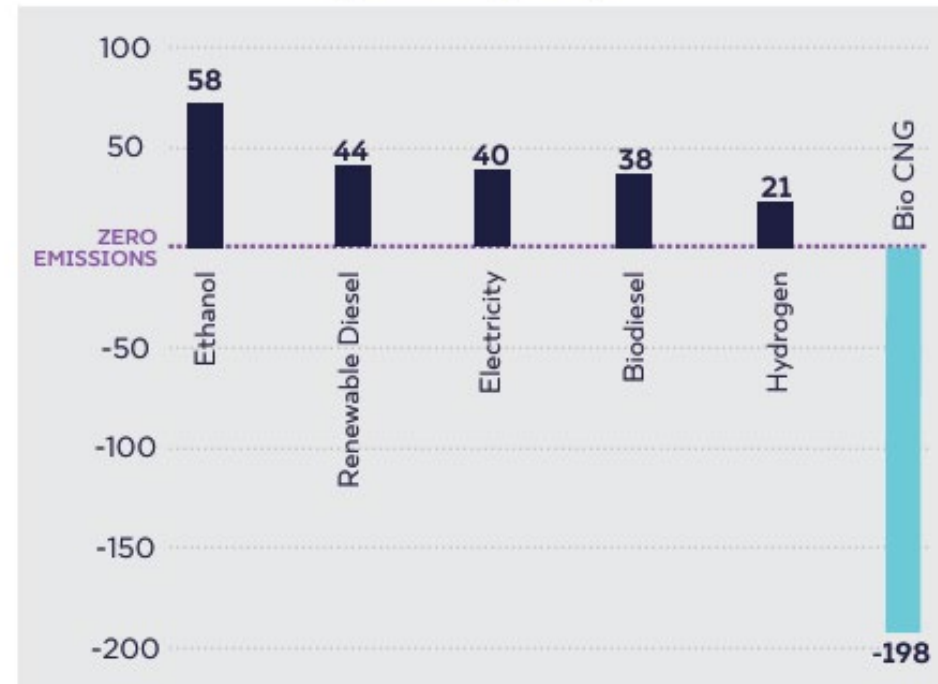
Fuel Up on Fact:

At -198, bio-CNG holds the lowest average carbon intensity of any clean fuel option on California's roadways today and is the only fuel with a negative carbon intensity

Note: Data from CARB LCFS Reporting Tool Quarterly Summaries (calculated weighted average)

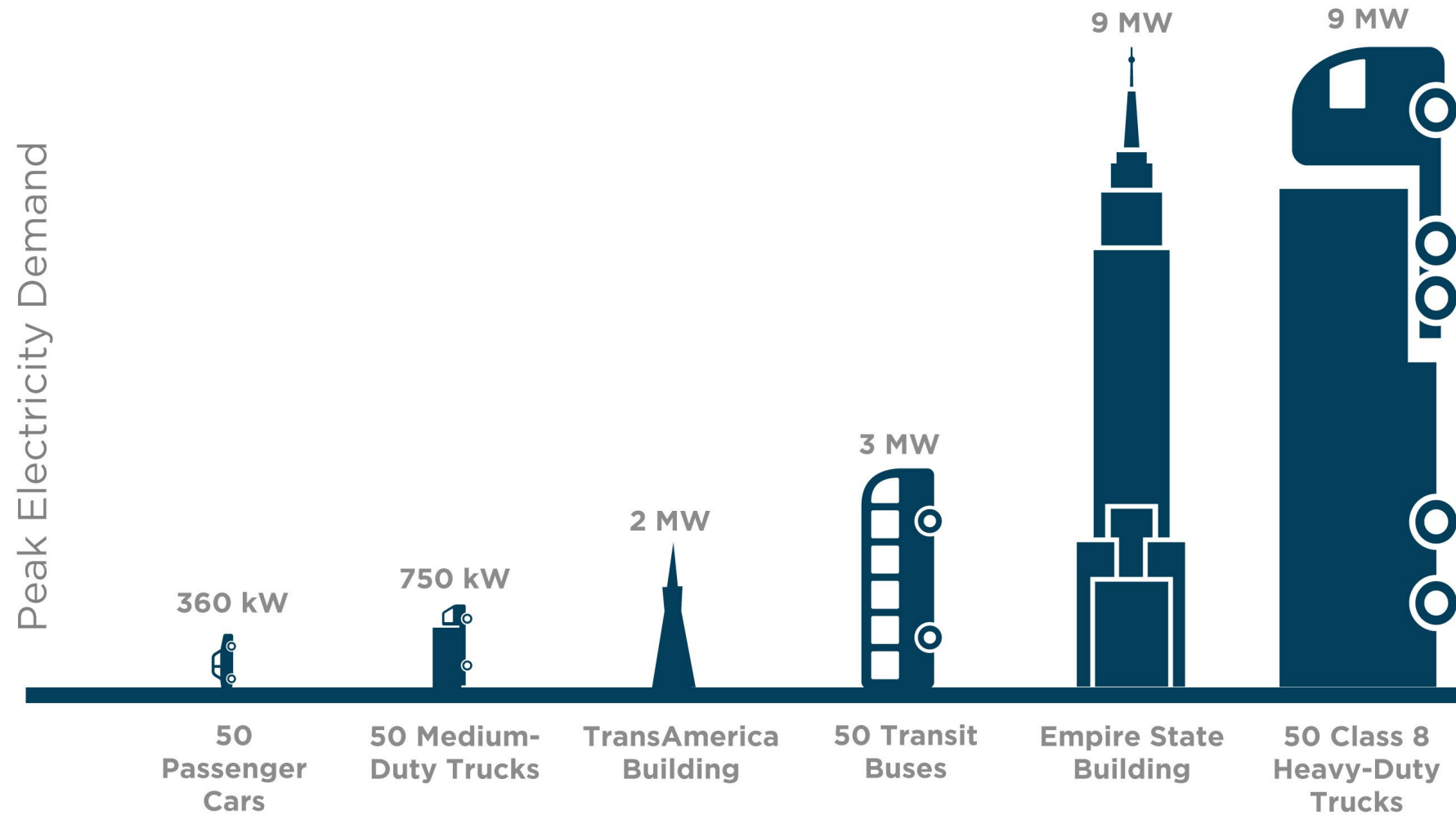


CA LCFS 2025 Renewable Fuels
Average CI Score
(gCO₂e/MJ)

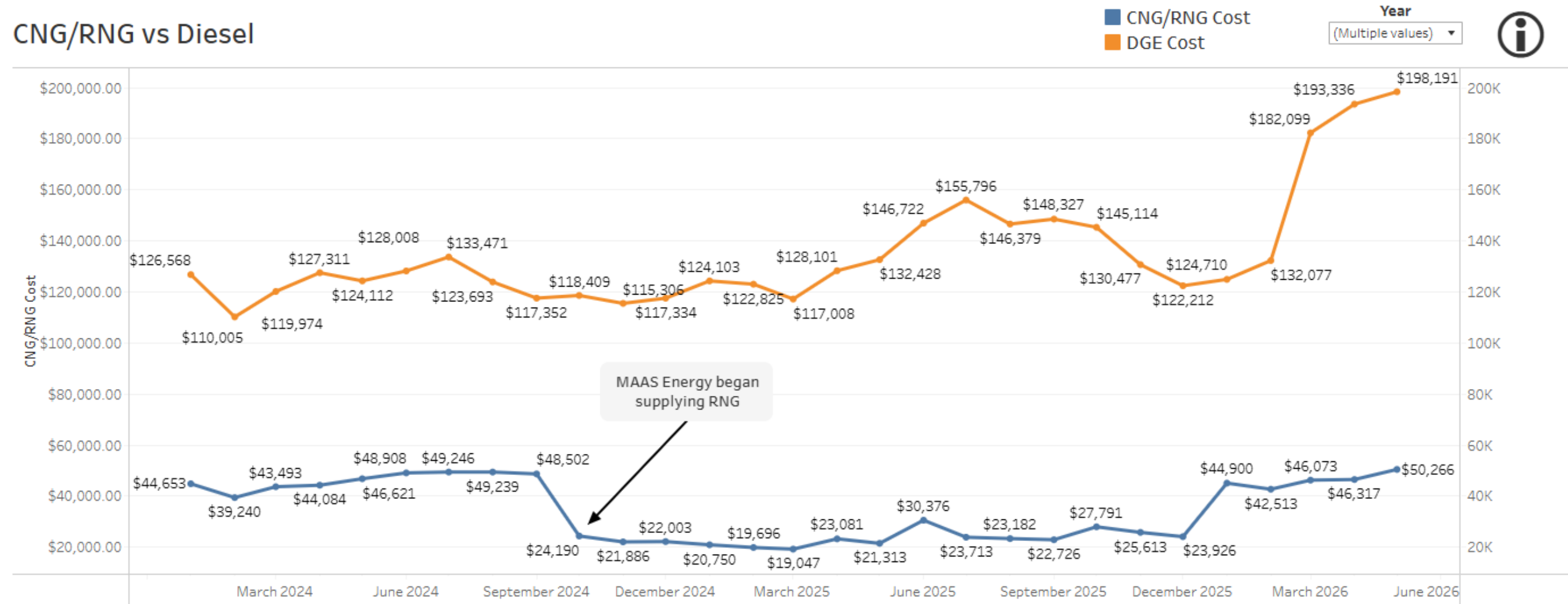


Note: Baseline conventional diesel carbon intensity = 100.45.
Data from CARB's LCFS Reporting Tool Quarterly Summaries
Bio-LNG not listed above as bio-CNG accounts for more than 95 percent of all RNG used in on-road vehicles

Large EV Fleet Requirements in Perspective



CNG/RNG vs. Diesel



Source: City of Tacoma Solid Waste Services, June 2026

#4 – Favorable Tax Treatment

45Z – final rule expected

AFTC / RNG Incentive Act – not complicated for end user

RNG Incentive Act

S. 1252/H.R. 2596

Renewable Natural Gas Incentive Act

Renewable Natural Gas (RNG) is a clean, affordable, reliable, waste-derived fuel, powering heavy-duty vehicles with carbon-neutral or carbon-negative footprints, depending on the feedstock. Natural gas vehicles (NGVs) have ultra-low emissions* and fueling NGVs with RNG provides countless benefits.

Why RNG for Transportation?

- RNG holds the **lowest carbon intensity** of any on-road vehicle fuel, including fully renewable electric!
- NGVs fueled with RNG reduce smog-causing NOx emissions by up to **97%**, diesel particulate matter by up to **94%**, and GHG emissions by as much as **80%** compared with the diesel vehicles they replace.
- **47%** of trucks on road don't meet EPA's 2010 standards and there exists a significant gap between real-world and engine certified emissions.

Implement a \$1.00 credit for use of RNG in transportation

- RNG for fueling can cost two to three times more than CNG per MMBtu.
- The dirtier the feedstock and lower CI RNG fuel is, the more production costs per gallon.*
- Comparable fuels receive **\$1.00/gallon** despite worse carbon intensity and emissions.
- NG trucks save drivers and fleets money each year they are in use compared to diesel trucks, but they cost approx. \$65,000 more per vehicle.
- This fuel credit helps to offset the cost of investing in new, clean vehicles and ensure the oldest, dirtiest diesel trucks are taken off of our roads.

RNG: Jobs Creation & Rural America



- RNG is poised to be an economic driver and job creator across the country, unlocking millions of dollars of investment in local economies and supporting hundreds of thousands of clean energy-sector jobs in construction, operations, maintenance, manufacturing, and engineering.
- RNG production results in increased gas collection at landfills, wastewater treatment plants, and agricultural waste streams while simultaneously benefiting communities that are disproportionately impacted by air, water, and odor pollution.
- RNG production creates approximately **550 additional jobs** per 100 million Ethanol Gallon Equivalents (EGEs) of RNG when compared to other fuel production.*
- Incremental jobs were estimated to provide income per worker of **\$68,960**.

For these reasons, we ask Congress to implement a **\$1.00/gallon tax credit on the sale or use of RNG as a transportation fuel.**



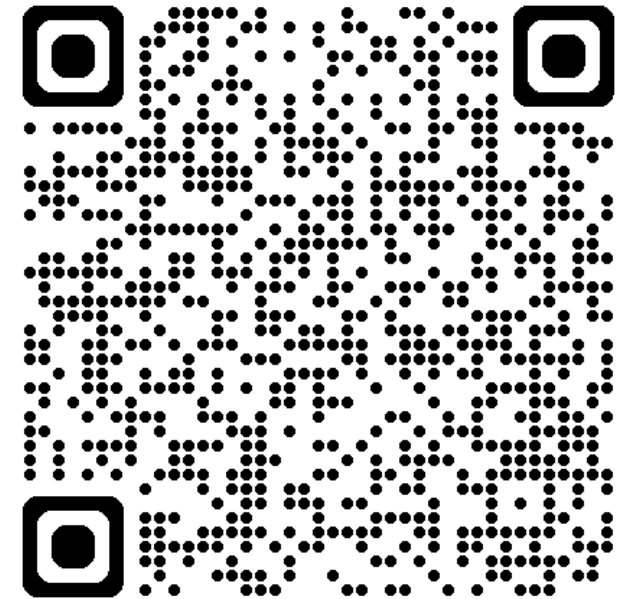
[1] <https://transportproject.org/rng-is-home/>
[2] <https://www.epa.gov/engines/engines-certified-and-governed>
[3] <https://www.epa.gov/engines/engines-certified-and-governed>
[4] <https://www.epa.gov/engines/engines-certified-and-governed>

Investing in commercially available vehicles fueled by RNG is among the most cost-effective and immediate climate positive change policymakers can affect.

Learn more at TransportProject.org

THE
TRANSPORT PROJECT

- S. 1252/H.R. 2596
- Introduced by Sens. Tillis (R-NC) and Warner (D-VA) and Reps. Fitzpatrick (R-PA) and Sanchez (D-CA)
- Expands AFTC to \$1.00/gallon for NG motor fuel made from renewable feedstock



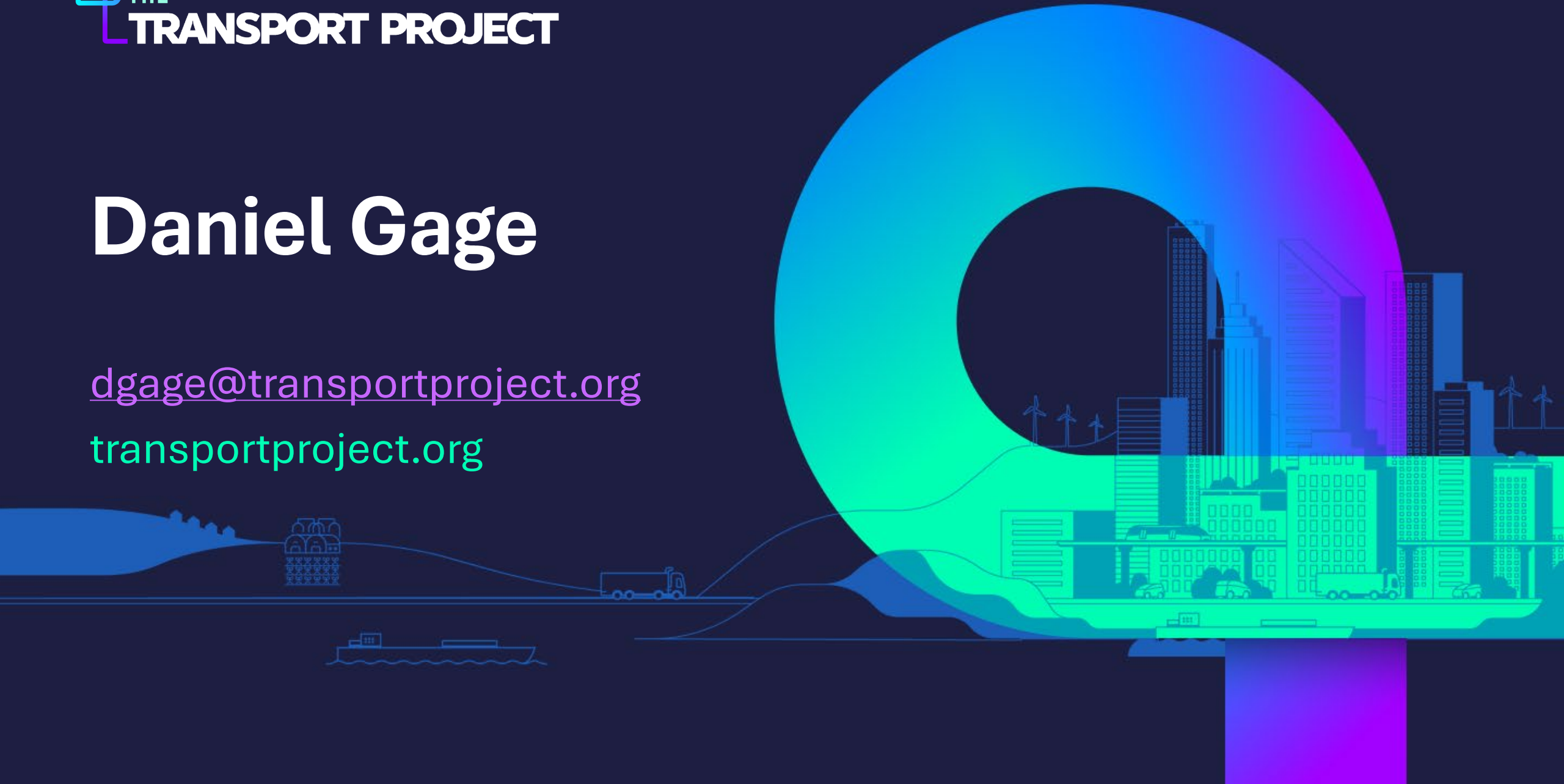
Accessible at: <https://transportproject.org/wp-content/uploads/2023/01/TTP-Renewable-Natural-Gas-Incentive-Act.pdf>



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Propane Autogas: A Smarter Energy Strategy for Fleets

June 24, 2026

Propane Autogas Fleets



Affordable



Available



Reliable



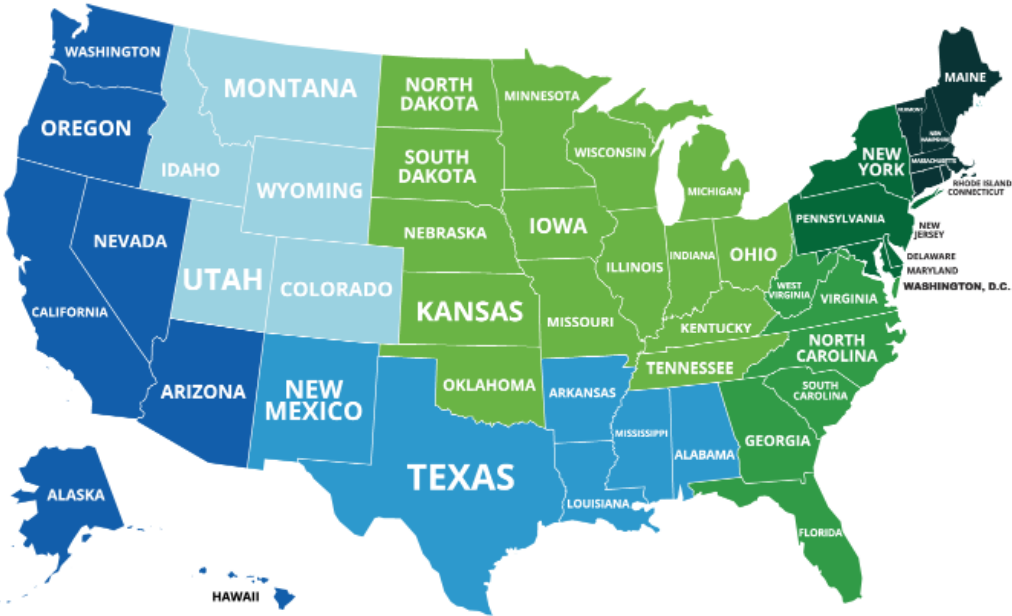
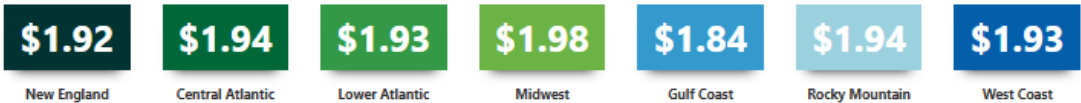
Sustainable

Up to 55% Lower Fuel Cost Than Diesel

(40% less on a Diesel Gallon Equivalent (DGE) basis)

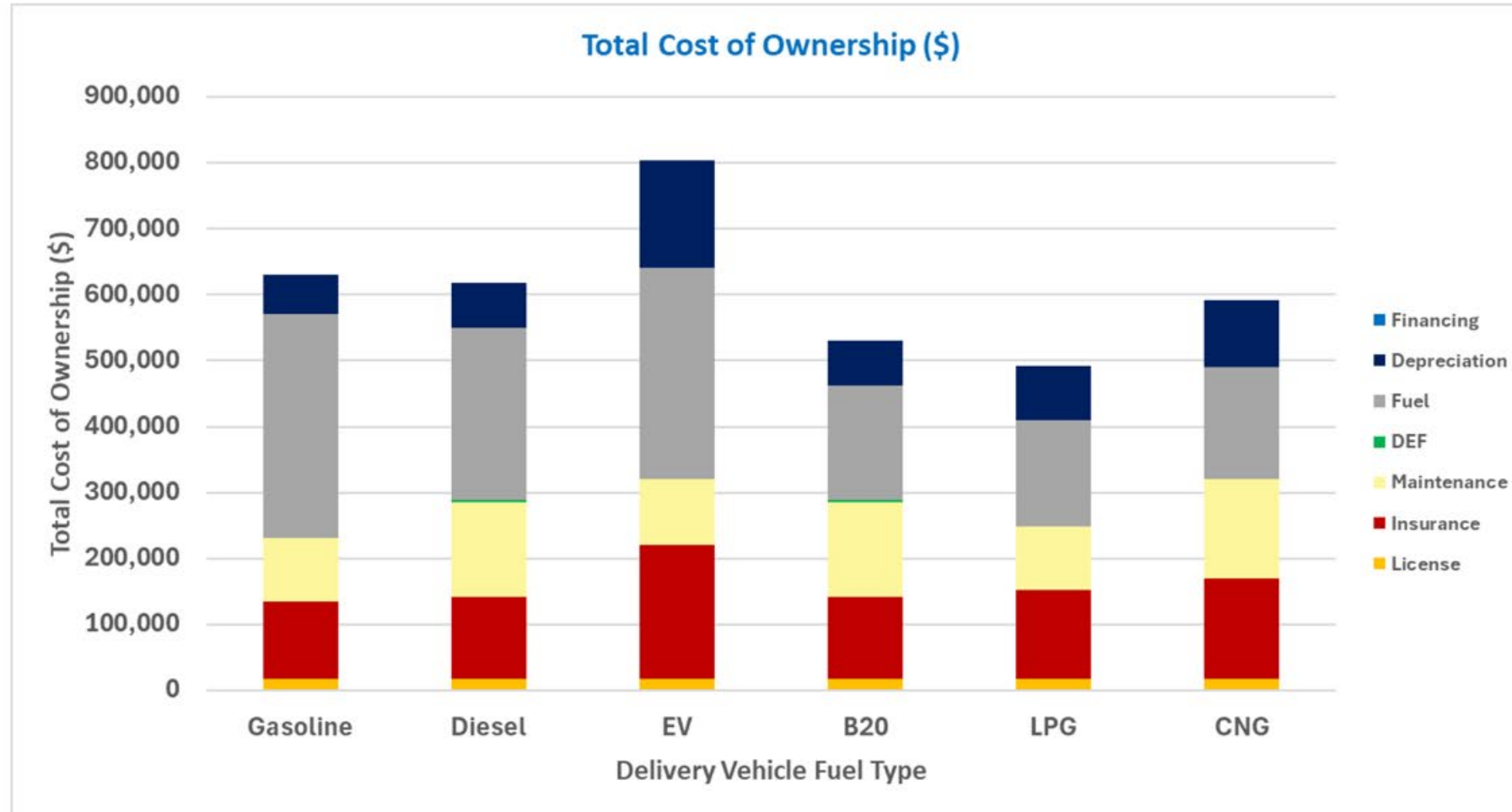
Average Price Per Gallon for the week of June 12, 2026

These prices are based on National averages. To receive a custom quote with your local autogas pricing, contact us today.
Learn more about the savings and stability of autogas.
*Autogas price estimates do not reflect the current federal tax credit.



Fuel	\$/gallon	\$/DGE
Regular gasoline	\$4.04	\$4.97
Diesel	\$5.18	\$5.18
E85/E100	\$3.13	\$4.90
Propane (on-road)	\$1.93	\$2.94

Best-In-Class Total Cost of Ownership

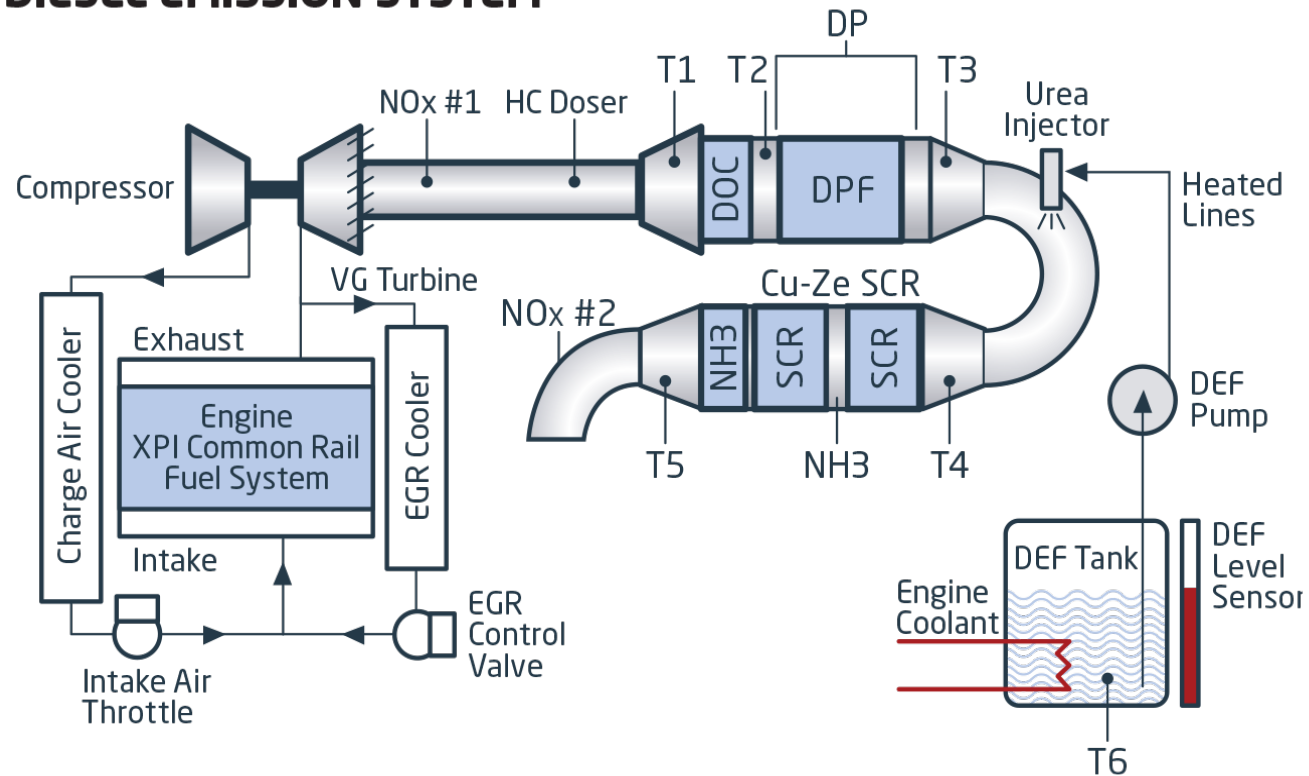


Real-World Savings At Scale

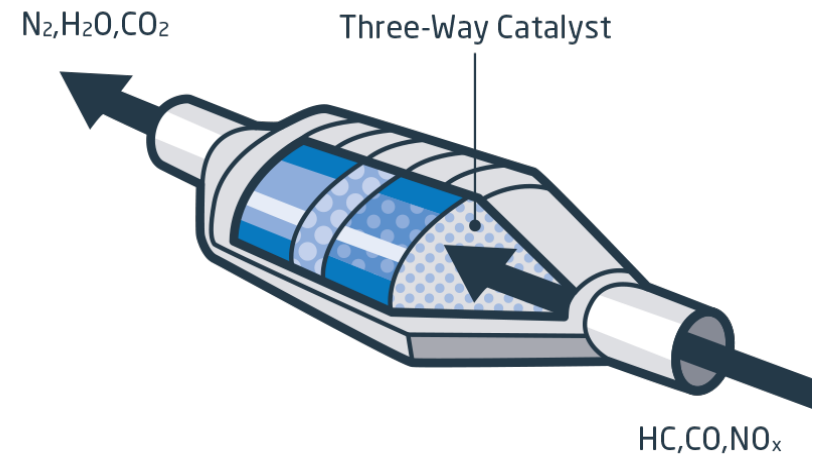
Fleet Size	Miles Per Year	5yr Cumulative Cash Savings
10	26,500	\$424,000
10	50,000	\$800,000
25	26,500	\$1,060,000

Diesel Emissions Complexity

DIESEL EMISSION SYSTEM



CURRENT PROPANE AUTOGAS EMISSION SYSTEM



Cost-Effective Infrastructure That Scales



Vehicle Availability Across Fleet Applications



Alliance AutoGas Vehicle Platforms

- Multiple options available.
- Bi-fuel systems.
- Vehicle applications:
 - Pick up and delivery
 - Tow
 - Utility
 - Beverage
 - Refuse
 - Bobtail
 - Mail



TOYOTA

ISUZU



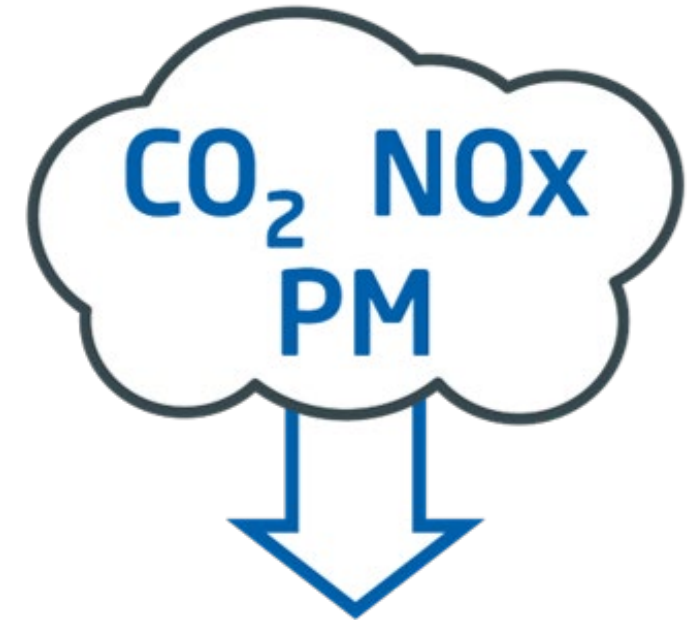
Path to Near-Zero Emissions

Ultra Low Nox

- Engines certified to 0.02 g/bhp-hr
- Already below EPA27 threshold of 0.035
- No changes needed to meet EPA27

Virtually zero PM

Reduction in greenhouse gas emissions





Thank you!

Joel Stutheit

Senior Manager, Autogas Business Development

Propane Education & Research Council

joel.stutheit@propane.com



Clean Technologies for Businesses on the Move

Southern Nevada Clean Cities – June 2026

LANDITECHNOLOGIES.COM

- CNG = Compressed Natural Gas and RNG = Renewable Natural Gas.
- CNG/RNG Systems System Development:
 - **Class 8.** Typically designed as a natural gas engine from the outset.
 - **Class 2B-7.** Produced as a gasoline engine and later optimized to either bi-fuel or dedicated operation.



Similarities

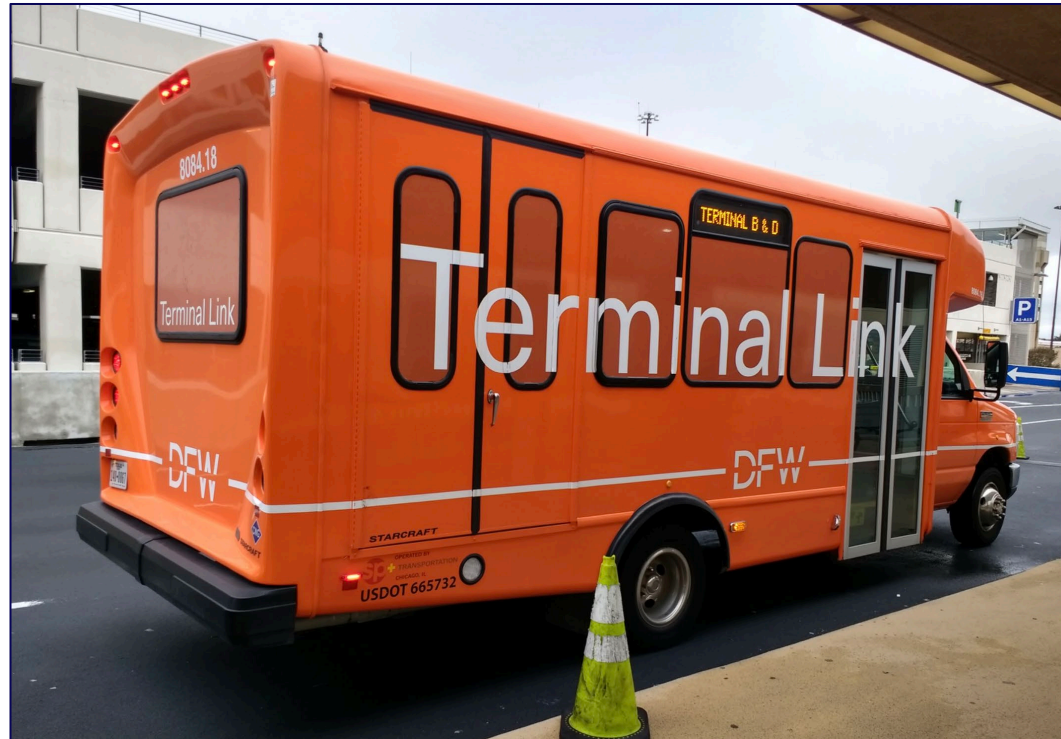
- Driver Experience
- Fueling Times
- Payload (Goods/People)
- Range
- Maintenance (Bi-Fuel)

Differences

- Infrastructure
- Upfront Costs
- Fueling Costs
- Maintenance
- Emissions
- Certifications
- OEM Testing



- There are 175,000-200,000 RNG/CNG vehicles that operate in the United States. That number continues to grow – primarily for commercial fleets. Further, RNG makes up nearly all the natural gas usage in the transportation sector.
- By comparison, there are approximately 23 million RNG/CNG vehicles that operate worldwide.
 - More Infrastructure
 - Lower System Costs
 - Higher Traditional Fuel Costs
- Major Segments:
 - Class 8 (Long Haul)
 - Public Transit
 - Last Mile Delivery
 - Waste Collection
 - Airports
 - Gas Utilities
 - State and Local Governments



Safe

- Extremely safe (e.g., storage tanks).
- Gas is lighter than air. Gas dissipates upward when released. It doesn't pool.
- Strong safety standards. FMVSS, NFPA 52 etc.

Reliable

- Millions operate worldwide.
- Major fleets trust RNG/CNG daily.
- Proven technology.





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Q&A





THANK YOU!

Rosalie Miletich & Dominic Folkes, SNCCC Co-Directors

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