

are also important. Funding from public or private organizations can make the difference between a project being financially viable or not. On the policy side, biogas-electricity projects can help utilities satisfy state renewable portfolio standards. RNG transportation projects can help satisfy state low-carbon fuel standards and the federal Renewable Fuel Standard.

Today, only a handful of U.S. landfills, dairy farms, and wastewater treatment plants produce RNG for transportation, and fewer than 500 natural gas vehicles currently use it. In contrast, Sweden, which has the world's most aggressive RNG program, fuels thousands of natural gas vehicles with RNG. Clean Cities is working to expand RNG use in transportation. Projects in Georgia and Washington received funding through Clean Cities as part of the American Recovery and Reinvestment Act of 2009. Clean Cities has also supported RNG research and development. "RNG projects are usually large and take time to put together, so support and patience are important," says Mintz.

Using RNG as a vehicle fuel provides important benefits. A recent ANL study found that landfill-derived RNG can reduce vehicular fossil fuel consumption and greenhouse gas emissions by more than 70% compared with petroleum gasoline and diesel and conventional natural gas.

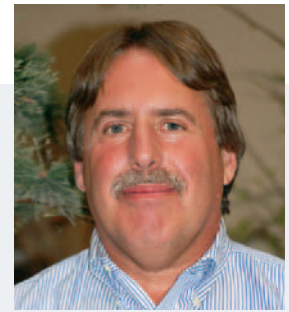
The potential supply of RNG has not been well established. However, it is clear that the United States—with many untapped sources of organic waste—has just scratched the surface of this renewable resource.

For more information, visit the EPA's LMOP (www.epa.gov/lmop) and AgStar Program (www.epa.gov/agstar) and the Clean Cities Waste-to-Wheels workshop (www.eere.energy.gov/cleancities/waste_to_wheels.html).

Each Technology Spotlight details an alternative fuel or technology and companies that offer or use it. *Clean Cities does not endorse the technologies or companies featured.*

Coordinator Profile

Chuck Feinberg Builds Momentum for Alternative Fuels in New Jersey



Chuck Feinberg. Photo from Melissa Howell

"You're from New Jersey? What exit?" That old joke annoys some New Jersey residents, but it suggests how central vehicles and highways are to life in the Garden State. For New Jersey Clean Cities Coalition (NJCCC) Coordinator Chuck Feinberg, that very car culture makes New Jersey the perfect proving ground for alternative fuels and advanced vehicles.

Feinberg first became involved with NJCCC in 2009 as an environmental consultant, having worked on everything from Superfund cleanups to renewable energy to biofuels development. "I took a real interest in the biofuels side of things and learned that there really are viable alternatives to petroleum," Feinberg says. "I became aware of Clean Cities, saw its potential, and got involved. One thing led to another, and now I'm the coordinator."

Shortly after Feinberg took the coalition's helm, he rounded up several stakeholders to develop a proposal for a statewide natural gas vehicle and infrastructure project. Feinberg applied for funding through the American Recovery and Reinvestment Act, and Clean Cities awarded NJCCC \$15 million to deploy almost 300 natural gas garbage trucks and shuttle buses and six new fast-fill compressed natural gas (CNG) fueling stations throughout Atlantic and Morris Counties and the cities of Newark, Camden, and Trenton. The project established New Jersey's first and only statewide network of alternative fuel infrastructure and is projected to displace at least 1.8 million gallons of petroleum each year.

Since the project's inception, Feinberg's phone has been ringing off the hook with inquiries from public and private fleets interested in incorporating natural gas into their own operations. "We've become a well-known entity in New Jersey. We've been able to establish ourselves as the go-to organization in the state on alternative fuel technologies and funding opportunities," he says.

Natural gas isn't the only thing on NJCCC's agenda under Feinberg's leadership: The coalition is also busy laying the groundwork for electric vehicle (EV) deployment. NJCCC has a contract with the New Jersey Department of Environmental Protection to advise the state on policy issues regarding EVs. Under the contract, NJCCC wrote a report recommending a package of measures that would encourage the EV market. Feinberg also serves as the facilitator for a statewide interagency task force for EVs.

Feinberg recently helped form a renewable natural gas working group that includes 20 representatives from industry and academia. The group is working to find ways to develop renewable natural gas, or biomethane, as a transportation fuel in New Jersey, since most existing state incentives apply to the fuel's use in electricity generation.

Feinberg's tireless efforts and impressive progress have not gone unnoticed. He was one of eight nominees for the 2010 Clean Cities Coordinator of the Year Award. And he shows no signs of slowing as he looks to the future.

"For the people who live here and those who are just passing through, we need to make sure that New Jersey has the infrastructure to make petroleum the fuel of the past," Feinberg says.