

## PRCC GAZETTE

*"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"*

Volume 5, Issue 15

May 2019

### **The 2019 Alternative Fuels Incentive Grant Opened Friday, April 26, 2019**

The application period for the 2019 AFIG Program will open on April 26, 2019. Applications must be submitted via the Electronic Single Application (ESA) System. [Click here to apply.](#)

The AFIG Program will remain open throughout 2019. DEP will collect and review applications received by 4 p.m. on Friday, July 12, 2019, and by 4 p.m. on Friday, December 13, 2019. Hardcopy applications will not be accepted.

#### **New this year:**

For Innovative Technology projects, the maximum grant award has been increased to \$600,000.

**Standard hybrid vehicles are not eligible for an AFIG award, only Plug-in Hybrid Electric Vehicles (PHEV) are eligible.**

For new CNG, LNG, propane, Biodiesel vehicles using a blend greater than B20, Electric Vehicles with a battery system capacity equal to or greater than 30 kWh, and Hydrogen Fuel Cell vehicles, applicants may request 100% of the incremental costs for all vehicle classes but no more than \$7,500 for Class 1 and Class 2 passenger vehicles, and no more than \$40,000 per vehicle for all other vehicle classes.

For Electric Vehicles with a battery system capacity between 10 kWh and 30kWh, applicants may request a maximum of 75% of the incremental costs for all vehicle classes but no more than \$5,000 per vehicle for Class 1 and Class 2 passenger vehicles, and no more than \$30,000 for all other vehicle classes.

For Electric Vehicles with a battery system capacity of less than 10 kWh, applicants may request a maximum of 50% of the incremental costs for all vehicles but no more than \$1,000 for Class 1 and Class 2 passenger vehicles, and no more than \$20,000 per vehicle for all other vehicle classes.

Click here to see the Guidelines

<http://www.depgreenport.state.pa.us/elibrary/GetDocument?docId=1445227&DocName=2019%20ALTERNATIVE%20FUELS%20INCENTIVE%20GRANT%20PROGRAMSOLICITATION.PDF%20%20%3cspan%20style%3D%22color:blue%3b%22%3e%28NEW%29%3c/span%3e>

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## CALENDAR OF EVENTS

### BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

April 3, 2019

July 10, 2019

October 2, 2019

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

### Upcoming Events

**EV Educational & Ride-n-Drive Events –  
Erie, PA August 1, 2019 – Tom Ridge  
Environmental Center**

**EV Educational & Ride-n-Drive Events –  
Bellefonte, PA, August 9, 2019( Fleets &  
Municipalities)**

**EV Educational & Ride-n-Drive Events –  
Bellefonte, PA, August 10, 2019( General  
Public)**

**Odyssey Day October 4, 2019**

### Training Classes

The PRCC is working with the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center to conduct training classes. These classes are **free** to Sustaining Members

### Light Duty Natural Gas Vehicles

ATE-115-WH85

1. CEU

TBD

### Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

TBD

### CNG Tank Inspector Prep for Certification

ATE-601-WH85

TBD

### Servicing Hybrid Electric Vehicles

ATE-137-WH85

TBD



To register for these classes contact Bob Koch at 412-788-7378 or [rkoch@ccac.edu](mailto:rkoch@ccac.edu)



## NEW EV BILL CREDIT

Vehicle electrification is a key component to the Pittsburgh region's energy future and Duquesne Light Company is helping to pave the way. As part of this effort, DLC residential and commercial customers now are eligible for a one-time EV bill credit for plug-in electric vehicles. Receive \$60 per vehicle just for letting us know you own or lease an EV. [Apply now.](#)



### Ultra-low NOx Engine Aligns with California's Climate Goals

**Byline:** Todd Mouw, president

California's drive toward carbon neutrality is a hot button topic in the state. Last fall, former Governor Jerry Brown unveiled an ambitious climate goal to put California on the path to be carbon neutral, including transportation. The [Executive Order](#) lists one specific way is by "Supporting clean transportation to reduce petroleum use 45 percent by 2030."

Propane autogas is a "shovel ready" solution. Now available in all states, it answers both the economic and environmental sustainability goals public and private fleets are craving.

**Propane autogas is economical.** On average, propane autogas costs 40 to 50 percent less than diesel. Operating on propane removes the complexity and cost of after-treatment measures. Eliminating these measures accelerates return on investment and cuts operating costs. In addition to engine oil benefits, there is no need for exhaust after-treatment or diesel emissions fluids; particulate trap systems; turbochargers and intercoolers; additional filters, fluids, etc. There is also funding available to significantly reduce vehicle acquisition costs.

**Propane autogas is clean.** According to a University of California Riverside study, diesel-fueled medium- and heavy-duty vehicles are the primary source of NOx emissions in almost every single

metropolitan region in the U.S. Medium- and heavy-duty vehicles fueled by propane autogas emit fewer greenhouse gases and smog-producing hydrocarbons than diesel-powered medium- and heavy-duty vehicles.

ROUSH CleanTech's 0.02 ultra-low NOx propane engine combined with renewable propane decreases the carbon intensity that aligns with California's vision of carbon neutrality. And, the new governor seems to be supportive of Brown's climate initiative.

To learn more about ROUSH CleanTech's alternative-fuel vehicle technology that powers school buses and Ford commercial vehicles, please visit [www.roushcleantech.com](http://www.roushcleantech.com).



### LET'S TALK ABOUT SAVINGS & SUSTAINABILITY

**Can your fleet run more cost-effectively and responsibly?**

William Sapon at Peoples is here to have a conversation about how natural gas and bi-fuel vehicles can help you save money and be friendlier to the environment—so you can make a world of difference.

At Peoples, we're ready to have a better conversation about energy.

**Let's Talk**

412.258.4539

[william.sapon@peoples-gas.com](mailto:william.sapon@peoples-gas.com)







### THE FUTURE OF FLEET

Peoples was recently awarded a \$400,000 Alternative Fuels Incentive Grant (AFIG) to purchase 17 bi-fuel Ford F-150 pickup trucks and upgrade CNG fueling stations at Pitt Street and Ginger Hill. The natural gas used to fuel these vehicles represents an estimated annual savings of 6,200 gallons of gas equivalent (GGE) and will reduce carbon emissions by 19.3 metric tons. “Employees are excited to be driving brand new NGVs, and about using our own gas and improving the environment,” said **Nagy Nagiub, Sr. Director of Corporate Services (North Shore)**. “Someone recently texted me, ‘I love my vehicle’.”



Employees received training on how to fuel the vehicles. **Ryan Milko, Process Manager, Fleet (Wilkinsburg)** coordinated the purchase of the vehicles and CNG equipment, and arranged the training.

Team members involved in the construction and installation included **Mechanics Ron Lundy, Ralph Barnhart, and Shawn Williams (all Wilkinsburg)**. **Clean Energy & Transportation Advisor William Sapon (North Shore)** spearheaded the AFIG application.



The department is planning to add another 12 bi-fuel Ford F150s next year, and will be replacing 12 existing CNG cargo vans with new, Ford Transit 350 CNG vans that run on dedicated CNG.

**February 4, 2019.** NGVAmerica provided its input on a report the Department of Energy is preparing for Congress. The FY2019 Energy and Water Development Appropriations law directed DOE to evaluate barriers and opportunities to increasing the use of natural gas in transportation. In November, DOE presented information to NGVAmerica at its Annual Meeting & Industry Summit in Palm Springs, California.

DOE has identified the following as being the primary barriers to increased use of natural gas on-road heavy duty vehicles: production costs associated with onboard fuel storage; fuel operating costs associated with natural gas engine efficiency; and production cost and vehicle costs associated with natural gas engines.



NGVAmerica's letter addressed the association viewpoint regarding barriers to greater natural gas use in transportation focusing on technical, policy and market conditions impacting the market for natural gas.

While largely agreeing with DOE's findings concerning on-road vehicles, NGVAmerica indicated that it believes focusing on research efforts on energy efficiency and expanding the offerings of larger engines should be a primary near-term focus. It also urged DOE to consider expanded opportunities for natural gas use in transportation including in marine and rail, and in the light duty market segment such as in pickup trucks and sport utility vehicles. These other markets offer significant opportunity to expand the use of natural gas in transportation and could be impacted favorably by more research and development, and policies that are more equitable in their treatment of natural gas.

### **Natural gas helped Pennsylvania reach clean power plan goals**



**February 27, 2019.** Department of Environmental Protection (DEP) Secretary Patrick McDonnell said during a recent state hearing that natural gas has helped Pennsylvania to meet its Clean Power Plan goals.

"We were already well on our way in large part – and have actually since met what were proposed Clean Power Plan goals – primarily because of the shift toward cleaner natural gas," McDonnell said.

The Appalachian Basin, which includes Ohio, Pennsylvania, and West Virginia, accounted for 18 percent of total U.S. carbon emissions reductions and 21.5 percent of total U.S. carbon emissions reductions for electricity generation from 2005 to 2015,

according to the most recent Energy Information Administration (EIA) data. Pennsylvania's overall carbon emissions fell by more than 17 percent and carbon emissions from electricity generation decrease by approximately 30 percent from 2005 to 2015.

Pennsylvania is the nation's second largest producer of natural gas. EIA projects that the state will produce approximately 31.6 billion cubic feet of natural gas daily in February.

McDonnell also discussed how encouraging more compressed natural gas vehicles could further reduce emissions. The DEP recently announced more than \$2.6 million in funding for natural gas vehicle programs

### **PowerUP by Trillium**

Trillium, a provider of alternative fuels systems and renewable fuels and member of the, recently announced PowerUP by Trillium, a program designed to serve electric vehicle (EV) fleets with safe, reliable, predictable and cost-effective electricity pricing for [EV charging](#). PowerUP by Trillium uses a mix of power supply technology ranging from solar panels and on-site generation using renewable natural gas (RNG), to energy storage and power supplied from the local electric utility when necessary.

According to Trillium, this puts fleets in control of their power supply and gives them the option to choose which sources of power to draw from, adding certainty to electric costs while enhancing the reliability and sustainability of their power supply over the long term.

PowerUP by Trillium is the first integrated EV charging solution of its kind in the US and is now available to all centrally [fueled EV fleets](#). Trillium begins the evaluation process with a customized consultation designed to fully understand the customer's long-term electric power needs before customizing a solution with the right mix of technology to deliver desired results. Trillium designs, builds, operates and maintains its PowerUP by Trillium solutions and provides project financing to customers. The average PowerUP by Trillium solution takes about nine months to install.



## **Wolf Administration Awards Grants to Support Clean Energy Vehicle Projects in Pennsylvania**

The Pennsylvania Department of Environmental Protection (DEP) today awarded over \$367,000 in grants to three clean energy vehicle projects in northcentral Pennsylvania that will help improve air quality and public health.

The projects in northcentral Pennsylvania are expected to reduce annual greenhouse gas emissions by more than 83 metric tons.

### **Centre County**

- Ferguson Township: \$7,500 for an electric vehicle.
- Penn State University: \$60,000 for five electric vehicles and three hybrid electric vehicles to replace eight gasoline powered vehicles.

### **Lycoming County**

- Williamsport Bureau of Transportation: \$300,000 for 10 compressed natural gas (CNG) powered buses that, combined with 14 CNG buses purchased earlier, gets over 80 percent of their fleet to clean energy.

The Pennsylvania Department of Environmental Protection (DEP) today awarded over \$187,000 in grants to three clean energy vehicle projects in northwest Pennsylvania that will help improve air quality and public health.

The projects in northwest Pennsylvania are expected to reduce annual greenhouse gas emissions by more than 104 metric tons.

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### **Armstrong County**

- Armstrong Conservation District: \$7,500 to purchase and convert a vehicle to run on compressed natural gas (CNG)/gasoline bi-fuel as part of their mobile environmental education program.

### **Indiana County**

- VEC Energy, LLC: \$165,000 for 22 CNG powered vehicles.
- White Township: \$15,000 to convert two trucks to run on CNG/gasoline bi-fuel.

The Pennsylvania Department of Environmental Protection (DEP) today awarded over \$1 million in grants for nine clean energy vehicle projects in southwest Pennsylvania that will help improve air quality and public health.

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### **Allegheny County**

- City of Pittsburgh: \$135,160 to add eight two-plug electric vehicle charging stations to a city fleet lot and \$67,500 for nine electric vehicles for the fleet.
- Scoobi, Inc.: \$150,000 for 150 electric scooters for a rideshare fleet.
- UPMC: \$61,950 for six compressed natural gas powered buses to replace diesel buses in the UPMC Employee Transit program.
- McCandless Township Sanitary Authority: \$31,200 for five propane/gasoline bi-fuel vehicles.

### **Butler County**

- Lego-V: \$352,800 for an innovative technology project to build a virtual pipeline system to transport renewable compressed natural gas to markets in Pennsylvania.
- Classy Cab Company: \$67,500 for nine electric vehicles.



#### Westmoreland County

- DMJ Transportation: \$151,555 for 17 liquid propane gas powered school buses to service the Mt. Pleasant Area School District.
- Note to Health, LLC: \$4,729 for a plug-in hybrid for a touring nutrition education program.

The Pennsylvania Department of Environmental Protection (DEP) today awarded over \$727,000 in grants to four clean energy vehicle projects in northeast Pennsylvania that will help improve air quality and public health.

The projects in northeast Pennsylvania are expected to reduce annual greenhouse gas emissions by more than 798 metric tons.

#### Lackawanna County

- LT Verrastro, Inc.: \$300,000 for four compressed natural gas (CNG) powered trucks and 11 CNG powered cargo vans.

#### Lehigh County

- Hanover Township: \$7,500 for an electric vehicle.

#### Luzerne County

- Penske Truck Leasing Company: \$120,000 for three heavy-duty CNG powered vehicles.

#### Monroe County

- East Stroudsburg Area School District: \$300,000 for 49 propane powered school buses as the school district works to convert its entire fleet.

The Pennsylvania Department of Environmental Protection (DEP) today awarded over \$628,000 in grants to four clean energy vehicle projects in southeast Pennsylvania that will help improve air quality and public health.

The projects in southeast Pennsylvania are expected to reduce annual greenhouse gas emissions by more than 471 metric tons.

#### Bucks County

- Centennial School District: \$48,000 for six propane powered school buses.

#### Montgomery County

- Bimbo Bakeries USA, Inc: \$300,000 for 20 propane powered delivery vehicles.
- Lower Merion School District: \$205,604 for eight compressed natural gas (CNG) powered school buses.

#### Philadelphia County

- AAA Club Alliance: \$74,995 for a CNG fueling station.



**TRANSPORTATION - Alternative Fuel Vehicles & Natural Gas Vehicles (NGV):** In recent years, there has been an increasing interest in alternative fuel vehicles (AFVs), such as electric vehicles (EVs), hydrogen fuel cell vehicles (FCVs) and compressed natural gas (NGVs) vehicles, as a promising option for mitigating greenhouse gas emissions (GHG) and reducing energy consumption. Road transport produces significant amounts of CO<sub>2</sub>, the most important greenhouse gas (GHG), by using oil-based fuels as primary energy source. A reduction of CO<sub>2</sub> emissions can be achieved by implementing alternative vehicle fuel (AVF) chains. Natural gas has been a long recognized alternative transportation fuel due to the fact that it is domestic, one of the cleanest burning and most affordable alternative transportation fuel available – directly addressing three key issues of the country: national security, GHG emissions & air quality and the economy. Peoples is very well positioned to promote AVF to its customers. Peoples has a significant Customer base within its gas distribution service territory and has a strategic mission to expand the use of AVFs and leverage the Marcellus and Utica shale production in proximity to its service territory. As such, Peoples is actively working with its commercial & industrial (C&I) customer base in the Travel, Transport, Logistic and similar vertical

vertical markets to expand the consumption of natural gas and electricity as an alternative vehicle fuel and delivery infrastructure.

**DISTRIBUTED ENERGY RESOURCES (DER) - Combined Heat and Power (CHP), Microgrids, and Fuel Cells:** CHP is an efficient, reliable way to generate heat and electricity from a single fuel source. A CHP system generates power in the same way as traditional gas power plants but it also capture and supply heat, making it more efficient and less carbon intensive. Some run on renewable natural gas such as biogas which makes it a sustainable source of power. Microgrids and particularly microgrids with CHP are being considered more often to increase the resilience of critical infrastructure, such as hospitals, wastewater and water treatment plants, police and fire stations, data centers, emergency centers, etc. Peoples has progressive programs that support the development of CHP. We believe these programs will reduce barriers to such CHP deployment within our service territory. Peoples is very well positioned to promote CHP to its customers. We provide competitive distribution services and competitive commodity partners, so that customers can see real savings. Peoples is also interested in supporting the development of projects in this area for two reasons one (1) adding CHP to our energy portfolio will be key to meeting our sustainability goals of significantly reducing our carbon footprint and two (2) customers considering on-site power generation through a CHP solution are also interested in utilizing renewable natural gas (RNG) as their primary fuel for cogeneration. CHP and RNG will both continue contribute to Pennsylvania's goal of reducing statewide GHG emissions 26% by 2025 and 80% by 2050.

### **PRCC Attends an PA Envirothon Event at Windber Park**

On May 22<sup>nd</sup> the National Energy Foundation along with funding from PA DEP to hold an Envirothon Event at Windber Recreational Park in Windber, PA. This event is held each year with schools participating in a county event and then the winners come to the PA Envirothon from almost every county in the state. This year's event had an EV Energy Station that over 300 students and 64 teachers visited and learned about the types of electric vehicles and charging

infrastructure. Executive Director gave an EV "101" overview and then the attendees had a chance to hear from Mike Kirven from National Car Charging about infrastructure and then OEM's from Tesla and Nissan were able to tell them about their vehicles.



PRCC Executive Directors speaking to attendees



Mike Kirven National Car Charging



Attendees Learning EV "101"



Tesla Explains Some of Their Features of Automation

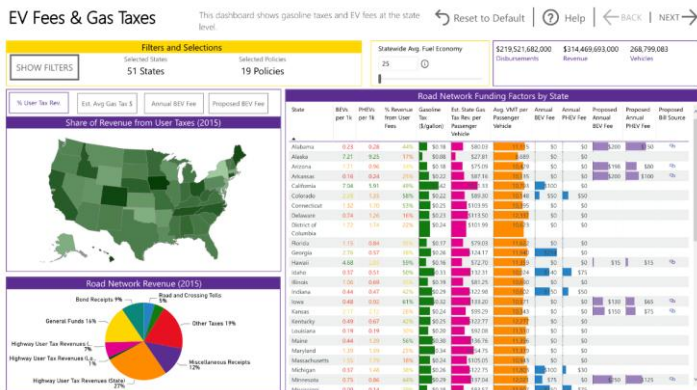


### **Butler Transit Has Grand Opening of Their CNG Station**

On April 11, 2019 the Butler Transit Authority had a grand opening of their CNG station. This station was built under the PA Department of Transportation's P3 Program with Trillium. The Butler Transit Authority began its conversion from diesel to natural gas vehicles in 2017. They presently have 11 CNG buses (six Gillig and five MCI commuter buses).







## Clean, Renewable Biodiesel Industry Adding Jobs, Reducing Pollution Across U.S.

If only Rudolf Diesel could see highways across America today. The inventor of the Diesel engine, which ran perfectly on peanut oil not long after its debut around the turn of the 20th century, would certainly be amazed to see that biodiesel has grown into an industry that supports more than 64,000 jobs, \$2.5 billion in wages paid and more than \$11 billion in total economic impact in the United States

It is amazing that consumers in the U.S. saw nearly 2.7 billion gallons of biodiesel and renewable diesel produced in 2018. Biodiesel is the first and only EPA-designated Advanced Biofuel with commercial-scale production nationwide.

Biodiesel is made, after two decades of research and improvements, from an increasingly diverse mix of resources and is one of the most sustainable fuels on the planet. That biodiesel-powered vehicle that passes you on the highway may be running on a mixture of recycled cooking oil, plant oils, animal fats, soybean oil, or even algae. We do not sacrifice food for fuel to create biodiesel. Oils and fats for biodiesel are a minor byproduct of producing high-protein feeds, like soybean meal, and quality cuts of meat.

Additionally, biodiesel production adds 11 cents per pound of value to soybean oil, equal to 63 cents per bushel or \$36 per acre of additional value. Because of that added value to farmers, the protein from soybean crops can be made more affordable for foods for families or feed for livestock.

In “well to wheels” analysis 100% biodiesel reduces lifecycle carbon emissions more than 50 percent compared to petroleum-based diesel, making it the best carbon reduction tool of any liquid fuel commercially available, according to the National Biodiesel Board. As a result, biodiesel is the first commercially available “Advanced Biofuel” – as designated by the EPA – on the market.

Biodiesel is biodegradable, non-toxic and burns much cleaner than petroleum-diesel. Compared to petroleum-diesel, biodiesel reduces black smoke (particulates), carbon monoxide and harmful unburned hydrocarbons that cause smog. U.S. biodiesel is an advanced biofuel that has the highest energy balance of any commercially available fuel. B20 biodiesel (20% biodiesel/80% petroleum-based diesel) returns 5.54 units of renewable energy for every one unit of fossil energy needed to produce it.

Clean-burning biodiesel can be used in existing diesel engines without any modification. Production of biodiesel is guided by stringent international (ASTM) fuel specifications,

developed through years of testing. The industry also has an excellent fuel quality program that ensures that only the highest quality biodiesel is delivered to your fuel tanks.

While biodiesel is a perfect fuel for regular passenger vehicles, its use for fleet vehicles – trucks and buses, for example – is a great money-saver for industries that are increasingly running on thin profit margins. Using biodiesel also helps our overall economy by reducing our dependence on foreign oil from unstable parts of the globe, while expanding and diversifying our domestic refining capacity. Biodiesel also improves the balance of trade as using this fuel creates added outlets for farm-based products and creates high paying manufacturing jobs in rural America.

Among U.S. heavy-duty truck segments, which account for more than 87 percent of actual diesel fuel usage, every major engine manufacturer supports B20 (a blend of 20 percent biodiesel to 80 percent petroleum diesel) in their new engines except for Daimler's Detroit Diesel (which remains at B5). There have been more than 45 million miles recorded of successful, problem-free, real-world operation with B20 biodiesel blends in a wide variety of engines, climates and applications.

#### **The Community College of Allegheny County – West Hills Center Installs Solar Arc**



Solar Arc EV Charging Station at CCAC-West Hills Center in Oakdale, PA

#### **Do states have to implement NGV weight exemptions?**

The federal Fixing America's Surface Transportation (FAST) Act (<https://www.fhwa.dot.gov/fastact/>) allows natural gas vehicles (NGVs) to exceed (<https://afdc.energy.gov/laws/11682>) the federal maximum gross vehicle weight limit for comparable conventional fuel vehicles by up to 2,000 pounds (lbs.). As such, states must allow NGVs this exemption on interstate roads. That said, over half of the states, including Pennsylvania (<https://afdc.energy.gov/laws/6612>), have also enacted the 2,000 lb. NGV weight exemption on state roads to align with this federal interstate highway exemption.

For guidance on the regulation at the federal and state levels, see the U.S. Department of Transportation Federal Highway Administration's memorandum on FAST Act Truck Size and Weight Provisions ([https://ops.fhwa.dot.gov/freight/pol\\_plng\\_finance/policy/fastact/tswprovisions/](https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/tswprovisions/)). In particular:

**“Question 14 [revised April 6, 2018]:** Must a State allow the additional weight (for a GVW of up to 82,000 pounds) for any legal Natural Gas Vehicle operating on the Interstate or within reasonable access to the Interstate?

**Answer 14 [revised April 6, 2018]:** Yes, every State must allow up to 2,000 additional pounds for any legal Natural Gas Vehicle traveling on the Interstate Highway System and within reasonable access to the Interstate. The additional weight allowance is the difference between (1) the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle, and (2) the weight of a comparable diesel tank and fueling system, up to a maximum GVW of 82,000 pounds.

**Question 15:** Are there any other programs impacted by the weight provisions of this section?

**Answer 15:** The FAST Act's truck size and weight provisions may impact highway bridge and tunnel safety. Of particular importance are the potential impacts on bridge and tunnel load rating and posting. A portion of the national bridge inventory, especially those bridges originally designed for vehicular live



loading lower than AASHTO HS-20, and those bridges with capacity reduced by deterioration or structural modifications, may require load posting for the additional loads allowed by the FAST Act.

**Question 16: What actions must a State take to implement these provisions?**

**Answer 16: States may need to update their statutes, regulations, and procedures to implement these provisions regarding vehicle weights, as appropriate.** In addition, the rating vehicles a State uses for load rating and posting calculations may need to be updated, and agencies responsible for vehicle weight enforcement and posted bridge enforcement may need to update their procedures and enforcement practices.”

For a list of states that have adopted a state road weight exemption for NGVs, please refer to the Alternative Fuels Data Center Laws and Incentives database (<https://afdc.energy.gov/laws>). The Advanced Search options (<http://www.afdc.energy.gov/laws/search>) allow you to identify specific incentives by jurisdiction, technology/fuel type (e.g., natural gas), incentive type (e.g., exemptions), and user type (e.g., vehicle owner or driver, fleet purchaser or manager). Alternatively, you may enter “Natural gas vehicle weight exemption” into the Keyword search function. Note that you may download a spreadsheet of the search results by selecting “Download CSV.” You may also view federal and state incentives at [http://www.afdc.energy.gov/laws/fed\\_summary](http://www.afdc.energy.gov/laws/fed_summary) and <http://www.afdc.energy.gov/laws/state>, respectively.

**PRCC Participates in Earth Day Event at Slippery Rock University**

The Pittsburgh Region Clean Cities participated in an Earth Day Event at the Slippery Rock University on April 27 along with 10 other EV owners to show many of the electric vehicles available to the public and the environmental benefits of driving them



**Governor Wolf Recognizes DEP Energy Program Specialist for Leadership in Preparing PA for Wave of Electric Vehicle Use**

DEP Energy Program Specialist Mark Hand Honored.

**Harrisburg, PA** – Governor Tom Wolf has honored Pennsylvania Department of Environmental Protection (DEP) Energy Program Specialist Mark Hand with a Governor’s Award for Excellence for his leadership in preparing the commonwealth for broader use of electric vehicles (EVs).

Hand developed, managed, and chaired the Drive Electric PA Coalition of more than 100 federal, state, and local stakeholders to help prepare state agencies, governments, businesses, and residents for an expected wave of electric vehicles and charging infrastructure. “This coalition was a first of its kind for DEP’s Energy Programs Office and directly resulted in valuable input that will undoubtedly guide state agencies, utility programs and local governments that are developing electric vehicle strategies. Pennsylvania is more prepared to support EV technology, which will combat climate change and make the air in our commonwealth cleaner,” said DEP Secretary Patrick McDonnell. “I’m extremely proud of Mark’s leadership and his contributions to our department, and I want to congratulate him for receiving this prestigious and much-deserved award.”

Hand oversaw the creation and delivery of a “Pennsylvania Electric Vehicle Roadmap.”



# PRCC Sustainable Members

## PLATINUM MEMBERS



## GOLD MEMBERS



## SILVER MEMBERS



## PRCC Membership Levels Information

Membership Options: Individual- \$150 Nonprofit- \$300 Bronze- \$500 Silver- \$1000 Gold- \$2000 Platinum/Sponsor- \$4000+

To find out more on membership levels go to:

<http://www.pgh-cleancities.org/membership/>



The Pittsburgh Region Clean Cities Board of Directors would like to thank all of our members and stakeholders for supporting our coalition and mission!



UNITED WE STAND – SEPTEMBER 11, 2001

Our deepest sympathy and heartfelt thoughts go out to our fellow Americans during this time of crises. We will continue to stand strong and united in our support of the men and women protecting our country's interests.

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*Please come visit our PRCC Web Site:*

*[www.pgh-cleancities.org](http://www.pgh-cleancities.org)*

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### **. Contribute Your News!**

In trying to get the news of successes we have in our area. Please feel free to contact Rick Price, Executive Director/Coordinator at 412-735-4114 or at [coordinator@pgh-cleancities.org](mailto:coordinator@pgh-cleancities.org).

Learn more about Clean Cities at [cleancities.energy.gov](http://cleancities.energy.gov), and learn how to get involved with the Pittsburgh Region Clean Cities coalition at [www.pgh-cleancities.org](http://www.pgh-cleancities.org)

