PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 20 March 2020

Federal tax credit on EV charging equipment extended

While Congress failed to extend the federal EV tax credit in December, there is one piece of good news out of Washington, D.C.
A federal tax credit of 30% of the cost of installing EV charging equipment, which had expired December 31, 2016, has been retroactively extended through December 31, 2020. If you installed charging equipment after January 1, 2017 or if you install equipment before the end of this year, you are eligible to claim this credit, up to $1,000.
To claim this credit, see **IRS Form 8911**. (Please note that, as of this posting, the IRS is still finalizing this form.) Please contact your tax adviser with any questions.

EVs highlighted in Super Bowl ads

It's not a surprise that climate change is becoming a top priority for many Americans and automakers are taking notice. This past weekend. Audi, Ford, General Motors, and Porsche all promoted their electric models during Super Bowl LIV, the biggest advertising platform in the U.S. These couldn't have come at a better time, dispelling the myth that electric vehicles (EVs) are similar to golf carts. The ads proved the opposite: EVs are fast, sporty and technologically advanced. Overall, these ads are helping to further push the adoption of EVs and cleaner transportation.

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Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2020

The PRCC Board of Directors meeting schedule is as follows:

April 1, 2020

July 1, 2020

October 7, 2020

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

Odyssey Day October 2, 2020

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

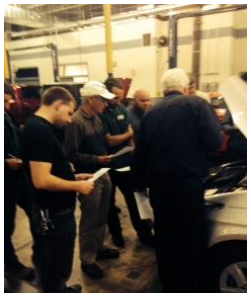
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

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

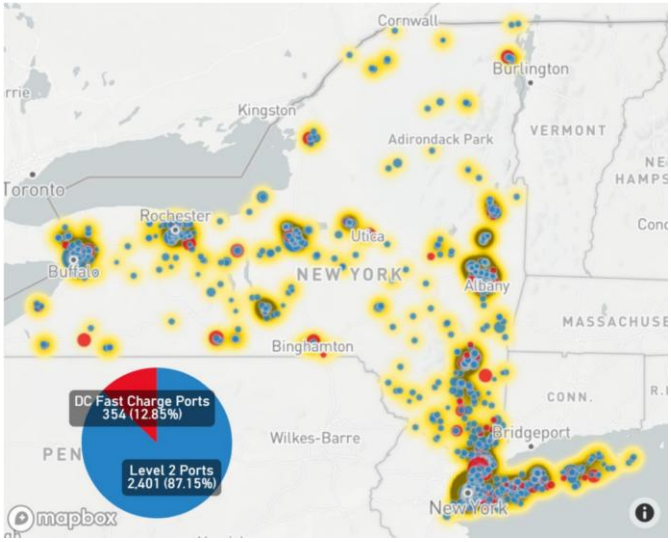


CNG Trash Hauler Available

2018 Autocar Heil Front Loader
Make Autocar
Model ACX Xpeditor
Year 2018
VIN 5VCACLLE9JH225110
Engine Cummins ISL-G
Fuel Compressed Natural Gas
Engine HP 320
Mileage 220
Engine Hours 28
Transmission Allison Automatic 3000 RDS 6 Speed
Front tires 315/80R22.5
Rear tires 315/80R22.5
Front axle 20,000
Rear axle GVW 46,000
Rear axles Tandem
Packer Heil
Model V-554 Odyssey HPF
Capacity 40 yards. 28 yd packer/ 12 yard hopper
Camera System Yes
Scale System Yes, Air Weigh
2018 Autocar ACX Xpeditor with a Heil V-554 Odyssey HPF front load packer and CnRG Tailgate. This truck has only 220 miles on it! Cummins ISL-G CNG engine with 320 HP. It has the Allison 3000 RDS transmission, 6 speed automatic and 20/46 GVW axles. The Heil packers are top in the industry and the V-554 Odyssey HPF 28 yard is one of the best. This unit has a clean title. Asking $209,900

Call or Text Curtis at 989-387-6216

Analysis of Charging Use in New York Reveals Pathways to Profitability



Several state agencies, electric utilities, and other organizations in New York are working to accelerate transportation electrification throughout the state. In collaboration with the New York State Energy Research and Development Authority (NYSERDA), Atlas has published a new report assessing the business case for hosting Level 2 charging stations in New York. In addition to concluding that user fees and station use of at least one session per day are essential to cover costs, the report found that stations located at workplaces had the highest utilization and that public funding significantly increased station profitability.

Drawing on real-world charging use and cost data from 2013 through 2018, the report assessed scenarios that varied the revenue source and amount of charging use for stations at a range of locations to determine the impact of different characteristics on profitability. The analysis relied on data provided by NYSERDA's initial Level 2 incentive program for 185 charging stations at 136 sites, more than 70 percent of which offered free charging to EV drivers. Only 38 percent of these stations were fully accessible to the public and the remainder were located at workplaces, parking garages, university campuses and other locations with more limited access. Charging station use grew 30 percent on average over the course of the study for stations of the same location type.

Increasing charging station use over this time period coincide with increasing public investment in transportation electrification throughout the state. NYSERDA administers the Charge NYinitiative, which has a goal of deploying 800,000 zero emission vehicles by 2025 and 10,000 EV charging stations by 2021. The initiative is backed by considerable public funding and programs related to Charge NY are worth over $300 million. This makes New York second only to California in terms of states with the highest public funding investment for transportation electrification. Out of all 50 states and Washington D.C., New York ranks 31st in terms of DC fast charging stations per person and 18th in terms of Level 2 charging stations per person. The state ranks 17th overall in terms of EVs per person.

Electric utility funding is also a core component of New York's transportation electrification efforts. To date, six New York electric utilities have been approved to invest nearly $43 million in programs supporting more than 1,070 DC fast charging stations. California, Massachusetts, and Maryland are the only states to have higher utility investment approval compared to New York and pending investment could bring in another $30 million if approved.

Public and utility funding increases the profitability of charging stations. The report found that the rebates offered by NYSERDA, ranging between $5,000 and $20,000 per site, had a significant impact on profitability. When these rebates were removed, the proportion of stations reaching profitability declined from 56 percent to 36 percent. Despite consistent growth in charging station use, stations with less than one charging session per day struggled to reach profitability in the scenario analysis. Overall, 41 percent of all charging station scenarios studied achieved profitability.

The report found that station profitability can be significantly increased when the additional time spent by EV drivers at retail locations while charging is considered. A majority of these station types saw profitability increase by more than 100 percent when accounting for the additional revenue EV drivers bring into retail locations that host charging stations.

Station hosts in New York have a range of reasons to invest in the charging network as public and utility investment looks positioned to increase as the state expands its commitments to transportation electrification.

2018 DOE Annual Report

https://afdc.energy.gov/files/u/publication/2018_coalition_activity_report.pdf

The 2019 usages were just collected and being verified. Thank you to those who reported their data.

ROUSH® CLEANTECH

Three Reasons to Choose Propane in 2020

Let's ring in the new decade with some great news: alternative fuel tax credits are back! Although propane vehicle technology makes good economic sense without subsidy, these added incentives on the fuel and infrastructure are like the proverbial icing on the cake!

Here's the background. The alternative fuel excise credit, which expired in 2017, has been extended. The update has been extended through December 31, 2020, providing a retroactive credit for all of 2018 and 2019.

With the energy adjustment calculation, propane credits are covered at 36 cents per U.S. gallon. For the alternative fuel infrastructure tax credit, the fueling equipment for propane is eligible for a tax credit of up to 30 percent of the cost, not to exceed $30,000 per property.

You can find further details at the Alternative Fuels Data Center website. If you have any other questions, the AFDC website lists the contact information as: Excise Tax Branch/IRS at 202.317.6855 or IRS.gov.

When you couple these incentives with the uncertainty in the Middle East and the negative impact that will have on oil prices, it makes it a much easier decision to transition to a domestically produced option like propane autogas. This should help insulate your fleet from the pricing volatility that comes with diesel.

Significant fuel and maintenance savings, an abundant and domestically produced clean fuel and over 1 billion miles of end user data are three reasons why you should choose propane autogas in 2020.

To learn more about ROUSH CleanTech's alternative-fuel vehicle technology that powers school buses and Ford commercial vehicles, please visit ROUSHcleantech.com.

Driving Down Emissions

Four new electric-powered box trucks are moving Pitt closer to its Sustainability Plan goal of reducing greenhouse gas emissions. Pitt's Central Receiving Office has replaced four diesel vehicles with Mitsubishi Fuso eCanters that run silently and emit no air pollutants or greenhouse gases. These blue-and-gold — and green — trucks are being used for deliveries campuswide. (Aimee Obidzinski/University of Pittsburgh

Pitt is driving toward its greenhouse gas reduction goals with the addition of new zero-emission electric vehicles to its fleet.

Four diesel box trucks used by Pitt's Central Receiving Office for campus moving and delivery services have been replaced with Mitsubishi Fuso vehicles that can travel 60-80 miles on a single charge.

These trucks are not only cleaner, they're also quieter than their predecessors. And they're among just a handful of their kind in North America. Launched in 2017, the Mitsubishi Fuso eCanter is billed as the world's first all-electric light-duty truck in series production.

The University's vehicles are among the first wave of 500 trucks delivered worldwide, according to a company spokesperson. While most of the initial deliveries in the U.S. went to New York or California, five were delivered to the Pittsburgh area — four to Pitt and the fifth to UPS.

These vehicles will further Pitt's progress toward energy and emissions reductions specified in the 2018 Pitt Sustainability Plan.

"One of the Pitt Sustainability Plan's goals is to reduce greenhouse gas emissions 50% from University vehicles by 2030," said Pitt Sustainability Director Aurora Sharrard. "Parking, Transportation and Services has shown great leadership in procuring four electric box trucks, which immediately eliminate both localized air pollutants and greenhouse gas emissions."

Combusting diesel fuel creates greenhouse gas emissions as well as other air pollutants, Sharrard said. "Localized sulfur dioxide, nitrogen oxides, particulate matter, ozone and other pollutants contribute to the Pittsburgh region's poor outdoor air quality."Converting to electric vehicles — and using renewable energy for charging them — eliminates these pollutants at their source.

The trucks are recharged at Central Receiving using a pair of energy-efficient chargers that can provide 25 miles of travel for each hour of charging time, or 25 RPH (range per hour.) A $7,000 grant from The New American Road Trip, a nationwide electric vehicle tour across America, helped support the installation of the charging stations.

Currently, about 14% of Pitt's electricity comes from renewable sources, Sharrard said. The goal under Pitt's sustainability plan is to produce or procure 50 percent of its electricity from renewable sources by 2030.Jeff Woodall and Oscar Schneider are among the drivers from Central Receiving who are behind the wheel of these new vehicles. They typically drive more than 40 miles in the course of a day, transporting mail, lab supplies, surplus property, library books or whatever needs moving around Pitt's urban campus.

Aside from the quiet operation — the trucks roll silently with no engine noise — they've noticed little difference between these and conventional trucks.

"There's zero difference in power, even up the steep hills," said Woodall.

"I was amazed," said Schneider, who initially was skeptical about the battery-powered vehicles' ability to handle heavy loads, such as 1,000-pound tanks of gases they transport to University labs.

It's been no problem. At the end of the day, he typically has one-half to one-quarter of a charge remaining, he said.

Only after the trucks were emblazoned with "Pitt going green," "100% electric," and "Reducing our carbon pawprint one delivery at a time," and wrapped in bright blue with a panther outlined in gold did they spark curiosity on campus.

Now, answering questions is all part of the day's work for the drivers: "How do they run?" "How long do the batteries last?" "Where do they plug in?"

Theirs is one more contribution to the culture of sustainability that's continuing to grow campus-wide.

Said Kevin Sheehy, assistant vice chancellor of auxiliary operations and finance, "Parking, Transportation and Services prides itself on the many ways we can engage with the community and align the University's commitment to follow core sustainability principles to lessen our environmental impact, ensure a healthy community and contribute to global solutions.

"The department is focused on creating an environment through our wide array of services and programs to best serve the university community, while also making it sustainable."

FUSO Charging Port

Pitt FUSO Trucks

Electric FUSO Class 4 Trucks

Comparing the total cost of ownership for EVs and gas cars

A common misconception around electric vehicles is that they're too expensive for average Americans. Here, we compare the true costs of driving an EV compared to gas cars.

Sticker price

According to Kelley Blue Book, the average price of a new car in the United States in September 2019 was $37,590. As outlined in Plug In America's Electric Vehicle Guide, 19 of the 40 electric vehicles on the market today have an MSRP less than $37,590. Of those, nine are all-electric and 10 are plug-in hybrids, so there are many cost-effective EV models available.

Incentives

These sticker prices don't include the many tax credits, rebates, and other incentives that are available for electric vehicles. The federal EV tax credit of up to $7,500 can bring the price of many of those vehicles under $30,000, a significant savings for families. Additionally, many state and local governments and utilities offer additional incentives. Visit PlugStar.com and Plug In America's incentives map to find incentives in your area.

Fuel costs

Generally, electricity rates are much lower and more stable than gas prices. Many EV drivers report that their fueling costs with electricity are just 1/4 to 1/3 of what their gas costs were. According to fueleconomy.gov, most all-electric vehicles have a fuel cost of approximately $50/month and most plug-in hybrids have a fuel cost of approximately $80/month. This compares to gas vehicles, which often have a fuel cost of $160 to $250/month. Switching from a gas car to an EV could save up to $200/month in fuel alone!

Examples

On PlugStar.com, our online EV shopping tool, you can compare the estimated total costs of driving an EV compared to a similar gas vehicle in your area, including net depreciation, fuel costs, maintenance, and insurance. We used these tools to show some comparisons.

Leasing an all-electric SUV in Portland, OR
Hyundai Kona Electric: $505/month
Hyundai Kona gas only: $580/month
Savings: **$75/month**

New NFPA 58 guidelines change autogas refueling process
December 27, 2019 By Joe McCarthy

Changes to the autogas refueling process are on the horizon due to new NFPA 58 2020 guidelines.

NFPA 58 2020 guidelines specify the propane industry adopt the K15 connection for all future autogas vehicles after Jan. 1, 2020. Photo courtesy of Alliance AutoGas

The guidelines for the new year specify the propane industry adopt the K15 connection for all future autogas vehicles reinstated into service, purchased or converted after Jan. 1, 2020.

Unlike the outgoing ACME valve, which requires a threaded connection to the vehicle, the K15 allows for a much easier quick-connect to a vehicle for refueling. This type of connection reduces fugitive emissions during the autogas refueling process, making it more environmentally friendly and increasing driver safety, **Alliance AutoGas** (AAG) explains.

. Fugitive emissions – or gases or vapors that are released due to leaks and other irregular releases of gases – often escape during the autogas refueling process. AAG says the average quick-connect K15 releases 76 percent less fugitive emissions when compared to the ACME connecter.

"We have seen a significant increase in autogas gallons used for fleets that have switched from the ACME to the quick-connect," says Jessica Johnson, partner and projects liaison for AAG. "It creates a fueling experience that they are used to and is less intimidating because they don't have to put on the protective equipment. Our customers are much more confident in their refueling, and can go about business as usual."

The **NFPA 58 code** change is not retroactive to vehicles produced before Jan. 1, 2020, AAG explains. However, when a fleet receives a new propane vehicle or performs a conversion after Jan. 1, 2020, the K15 is a requirement for that vehicle.

To help fleets through this transition, adaptors are available, though adaptors are not considered a long-term solution. Any existing ACME equipped propane vehicle can quickly and easily be retrofitted to the new K15 refueling valve, which is the preferred solution for fleets because it allows them to benefit from the advancements in propane vehicle refueling, increasing their ease of operation and safety, AAG says.

"The quick-connect K15 is an exciting advancement in the autogas industry," says David Kennedy, director of autogas design at AAG. "It provides an easier process compared to what was being used previously and is more environmentally friendly. We have had elderly drivers from our Alliance AutoGas customers struggle with lining the ACME connecter and getting it to thread in the past. Having the K15 allows drivers to refuel with greater ease."

Fleets that are currently operating autogas vehicles, AAG says, should contact their fuel provider to better understand how these new regulations could affect them. Vehicles without the K15 connecter risk losing access to public propane refueling stations designed for the 2020 regulation.

Propane Autogas Geared for the Future

By Todd Mouw, president of ROUSH CleanTech
I recently attended the World Propane Gas Association's Innovation for Growth Summit in Washington, D.C. The meeting gathered industry leaders from around the globe to exchange ideas and discuss investment to drive innovation that will expand the use of this clean and versatile energy source.
Across the world, more than 27 million vehicles travel with propane autogas in their fuel tank. Yet, the impact of propane reaches everyone. In the United States, about 50 million households use propane for hot water, clothes dryers, back-up power generation and other energy needs. Businesses use propane forklifts and propane mowers. More than 1 million kids will ride on a propane school bus tomorrow morning.

Worldwide, several billions of people depend on propane. In China, more than 50 percent of the country's urban population cook with it daily. And, according to the WLPGA, the propane industry employs millions of people around the globe.
The impact of propane is wide-reaching. It was clear from my discussions at the summit that the propane industry is poised for the future and not resting on its successes over the past 100 years. Innovations in transportation fuels, such as renewable propane and DME / propane blends, will bring the carbon intensity value close to carbon neutral and ensure propane has a place in the new "low carbon" economy.

That's been the motivation behind our company since its inception — to take harmful emissions to new lows in order to foster healthier communities. When fueled with renewable propane, our vehicles equipped with .02g NOx propane engines bring emission levels to near zero. And, we will continue to innovate and push the limits.

A continued focus on the decarbonization of our transportation system is a must, but we have to do it in a way that is fiscally responsible. Sustainable energy solutions, like renewable propane, provide the environmental and economic results while emerging tech, like battery electric and hydrogen, continue to mature.

Greenlots & Volvo team up for installation of first EV charging hub

Greenlots, a member of Shell Group, has reportedly announced that it has partnered with Volvo as part of its LIGHTS electric trucking project to install the first of four installations of heavy-duty fleet charging stations.

Both Greenlots and Volvo announced plans for installing the new infrastructure for fleet charging under a partnership with Volvo Trucks. The heavy-duty fleet electric vehicle (EV) charging installation is the first installation out of four pre-planned installations by the company for warehouses throughout Southern California. The new charging stations are specifically designed to be used by fleets to facilitate the use of heavy-duty electric trucks, such as those manufactured by Volvo Trucks, across Southern California.
Harmeet Singh, Chief Technology Officer, Greenlots, stated that heavy-duty fleets have distinct charging needs and characteristics. The SKY platform of Greenlots is created for scale and designed to deliver a charging solution to meet unique requirements of Volvo's fleet and is enhanced for power and cost.

The very first installation in Fontana comprises of two fully operational 50kW DC fast charging stations along with plans to install an additional 150kW station in the coming weeks. Greenlots' SKY Electric Vehicle Charging Network Software would manage the stations as well as permit centralized visibility of the electric trucks and charging stations. They have the capability to handle the demand these stations put on the local grid since it relates the use of the attached facility of warehouse as well as the requirements of the fleet.

The new installations are part of the larger Volvo LIGHTS (Low Impact Green Heavy Transport Solutions) project, which focuses on leveraging a mix of both private and public funding to level up charging of fleet for heavy vehicles in the upcoming years.

Initially the program was proposed to CARB (California Air Resources Board) as a possible solution to the emissions caused from the overload of heavy trucks flowing in and out of the Ports of Long Beach and Los Angeles to warehouses throughout the Los Angeles basin.

CARB in response to the proposal by Volvo, granted $44.8 million to the Volvo LIGHTS project to match the amount of funds, approximately $45.9 million, that Volvo would invest in the project.

Source credit:
https://cleantechnica.com/2020/02/12/shell-greenlots-install-first-heavy-duty-ev-charging-hub-in-fontana/

GM touts battery cost, range breakthroughs

GM President Mark Reuss: "Thousands of GM scientists, engineers and designers are working to execute an historic reinvention of the company."

DETROIT — General Motors **on Wednesday said** it plans to spend $20 billion on electric and autonomous vehicle programs in the next five years and expects its battery costs to fall below the level that analysts say would make EVs competitive with internal-combustion vehicles.

GM's proprietary Ultium batteries will cost less than $100 per kilowatt-hour and allow for a driving range of up to 400 miles on a full charge, GM said. That's about 50 percent more than the 259-mile range for the 2020 Chevrolet Bolt.

The GMC Hummer EV, expected to go into production in fall 2021, will be the first vehicle to use the new battery technology, GM said. The automaker gave previews of 10 other upcoming EVs to analysts and reporters Wednesday, including a Hummer SUV, a midsize Chevy SUV, a Buick SUV and crossover and three Cadillacs.

"Our team accepted the challenge to transform product development at GM and position our company for an all-electric future," GM CEO Mary Barra said in a statement. "What we have done is build a multibrand, multisegment EV strategy with economies of scale that rival our full-size truck business with much less complexity and even more flexibility."

Tesla and other automakers have been working to **reduce battery costs** to less than $100 per kilowatt-hour, which is widely considered the point at which EVs can have price parity with combustion vehicles.

GM says its first generation of a full EV portfolio will be profitable and can be scaled to meet customer demand even if sales significantly top its forecasts. The automaker projects its annual EV sales will reach 1 million in North America and China combined by mid-decade.

"Thousands of GM scientists, engineers and designers are working to execute an historic reinvention of the company," GM President Mark Reuss said in the company's statement. "They are on the cusp of delivering a profitable EV business that can satisfy millions of customers."

EP-ACT and PRCC Attends the Transportation Energy Partnerships Annual Energy Independence Summit in Washington

EP-ACT and PRCC went to the capital on February 11, meeting with over 10 federal policymakers to educate them on the value of maintaining support for the Clean Cities program, the EPA Clean Diesel Grants, Renewable Fuel Standard and the various tax incentives for alternative fuels, vehicles and infrastructure. Over 250 meetings were held by coalitions and transportation leaders, sharing the need for incentives, tools and resources to overcome barriers to the widespread adoption of cleaner vehicles and fuels.

Pennsylvania Delegation at Capitol

Greg Baker (FUSO), Rick Price (PRCC), William Sapon (Peoples Gas) and Representative Mike Doyle in his office on Hill Day

Global Executive Forum Learning Experience for Pitt Executive MBA Students

The University of Pittsburgh Joseph M. Katz Graduate School of Business hosted a Global Executive Forum Learning Experience for their Executive MBA("EMBA") students on Tuesday, March 10, 2020. One of the key aspects of this Global Executive Forum learning experience is to provide EMBA students the opportunity to gain regional and international exposure, and work with the top talent from around the world. For this meeting, discussion centered around the theme: "Sustainable Business." The forum served as a collaborative environment for students and guest lecturers to network and knowledge-share on best practices, challenges and experiences in implementing more sustainable business strategies.

The meeting featured keynote presentations from William A. Sapon, Sr. Clean Energy & Transportation Advisor at Peoples Natural Gas and from Rick Price, Executive Director at the Pittsburgh Region Clean Cities. Through these lectures, EMBA students learned about sustainable strategies in a variety of contexts, including how alternative vehicle fuels and biofuels can help mitigate climate change. 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 CO2, the most important greenhouse gas (GHG), by using petroleum-based fuels as primary energy source. A reduction of CO2 emissions can be achieved by implementing alternative vehicle fuel (AVF) chains.

The adoption of alternative fuel vehicles (AFVs) has been regarded as one of the most important strategies to address the issues of energy dependence, air quality, and, more recently, climate change. Despite decades of effort, we still face daunting challenges to promote wider acceptance of AFVs by the general public.

Both Peoples and PRCC continue to promote the use of alternative vehicle fuels and technologies and through our efforts in our region, in 2018, we displaced8,534,039 gallons of petroleum-based fuels and reduced GHG emissions by 10,599 tons.

"Renewable natural gas, a biofuel, takes waste streams that produce emissions and puts them to use as clean energy, dramatically reducing greenhouse gasses that contribute to climate change," said William A. Sapon, Sr. Clean Energy & Transportation Advisor at Peoples."The good news is that we already interconnected to five landfill gas plants that inject RNG into our pipeline system, with a sixth one coming online by the end of 2020."


PRCC Executive Director Rick Price speaks to Executive MBA students


William Sapon talks about the benefits of using natural gas

PRCC Sustainable 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.

Please come visit our PRCC Web Site:

www.pgh-cleancities.org

. 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.

Learn more about Clean Cities at *cleancities.energy.gov*, and learn how to get involved with the Pittsburgh Region Clean Cities coalition at www.pgh-cleancities.org