PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 24 November 2020

PRCC Webinars

Webinar – December 7, 2020
Time – 10:00am – 11:00 AM
Natural Gas Station Virtual Tour Webinar
Registration Link:
https://us02web.zoom.us/meeting/register/tZwuceitpjoiGNcqyW2zadwhGRRHJZb3-dh-
Webinar – December 9, 2020
Time – 10:00am – 11:00 AM
Natural Gas Vehicle User Webinar
Registration Link:
https://us02web.zoom.us/meeting/register/tZctd-CoqDsjEtd6yEhadRbei5U_qpPxJVW4
Webinar – December 10, 2020
Time – 10:00am – 11:00 AM
Electric Vehicle User Webinar
Registration Link:
https://us02web.zoom.us/meeting/register/tZIsduuorjMtGtGTYROLv5pR0tMmUO_ojOSd

This webinar is open to all, so please share with your stakeholders and include in your own newsletters, websites and communications channels.

Issue Contributors:
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PRCC Odyssey Day was Held Virtual This Year

On October 2, 2020 the 11th Annual Odyssey Day was held virtually via a webinar. This years' theme was the 25th Anniversary of the Pittsburgh Region Clean Cities Coalition. Attendees were able to listen to all four sessions or pick what session they wanted to attend. PRCC and Duquesne Light donated another $2000.00 to the Community College of Allegheny County Educational Foundation going towards the CCAC/PRCC Scholarship Endowment.

The other sessions were Alternative Fuels Vehicle Panel, State Program and Funding, and the Alternative Fuels Panel.

To see the webinar go to http://pgh-cleancities.org/odyssey-day-2020/

Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

January 6, 2021(This meeting maybe virtual)

April 7, 2021

July 7, 2021

October 6, 2021

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

December 5, 2020
Time: 10:00am – 11:00am
Natural Gas Station webinar and virtual Tour
Registration link:
https://us02web.zoom.us/meeting/register/tZwucecitpjoiGNcqyW2zadwhGRRHJZb3-dh-

Natural Gas Vehicle User Webinar
Date: December 9, 2020
Time: 10:00am – 11:00am
Registration Link
https://us02web.zoom.us/meeting/register/tZctd-CoqDsjEtd6yEhadRbei5U_qpPxJVW4
Electric Vehicle Driver Webinar
Date: December 10, 2020
10:00am – 11:00am
Registration Link:
https://us02web.zoom.us/meeting/register/tZIsduuorjMtGtGTYROLv5pR0tMmUO_ojOSd

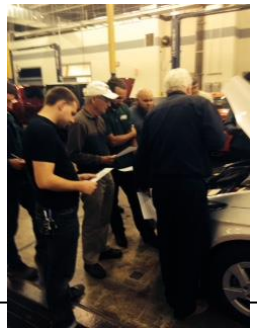
Training Classes
The PRCC is working with the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center to conduct training classes. These classes are **free** to Sustaining Members

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



The Pennsylvania Alternative Fuels Incentive Grant (AFIG) Program Opens for 2020

The AFIG program will remain open continuously throughout the remainder of calendar year 2020.

All applications must be submitted online through DCED's Electronic Single Application (ESA) system. http://www.esa.dced.state.pa.us/
Submission period end date is by 4:00 PM on December 11, 2020

AFIG can fund:

- Incremental costs to purchase and/or retrofit vehicles to operate on alternative fuels.

- Costs to purchase and install the necessary fleet refueling or home-refueling equipment for bi-fuel, dual-fuel, hybrid or dedicated vehicles.

- The cost to perform research, training, development, and demonstration of new applications or next-phase technology related to alternative fuel vehicles.

You can see the 2020 PA AFIG Guidelines at : http://www.depgreenport.state.pa.us/elibrary/GetDocument?docId=3240568&DocName=2020%20ALTERNATIVE%20FUELS%20INCENTIVE%20GRANT%20PROGRAM.PDF%20%20%3cspan%20style%3D%22color:green%3b%22%3e%3c/span%3e%20%3cspan%20style%3D%22color:blue%3b%22%3e%3c/span%3e

DRIVE PA FORWARD DC FAST CHARGER PROGRAM STILL OPEN

On July 2, 2020, the PA Department of Environmental Protections opened up their DC Fast Charger Program. There is up to $1,800,000 available for reimbursement grants from the Pennsylvania Department of Environmental Protection (DEP) under the 2020 DC Fast Charging and Hydrogen Fueling Grant Program. Eligible Project Types

1. Publicly accessible DC Fast Charging projects for light-duty EVs.

2. Publicly accessible DC Fast Charging projects for light-duty EVs combined with Level 2 charging at the same location.

1. Publicly accessible hydrogen fuel cell supply equipment projects for light-duty hydrogen fuel cell vehicles.

The project period will begin upon execution of a grant agreement and end 24 months later. Projects without an executed site host agreement within 12 months of the date of the execution of the grant agreement will be subject to termination by DEP.

Application Submission Periods – The DC Fast Charging and Hydrogen Fueling Grant Program application submission period will begin upon public notice of availability and will remain open continuously through February 26, 2021. DEP will review and score applications after each submission period end date. Submission period end dates are 4:00 PM on:

- February 26, 2021
For more information go to http://www.depgis.state.pa.us/DrivingPAForward/

pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION

The DRIVE Electric Pennsylvania Coalition held a Webinar Series Amped: The Benefits and Basics of Driving Electric Vehicles

The number of electric cars registered in Pennsylvania increased 50 percent in 2018. Although electric vehicles are still a small fraction of registered vehicles, the trend is clear: More Pennsylvanians want to drive electric vehicles for work and personal use. Learn about buying, charging, and driving electric vehicles and incentives available to help you make the electric switch. Webinars were held live September 28 – October 1, 2020, during National Drive Electric Week. To see webinar go to https://www.dep.pa.gov/Business/Energy/OfficeofPollutionPrevention/State-Energy-Plan/Pages/Amped-The-Benefits-And-Basics-Of-Driving-Electric-Vehicles.aspx

Propane's Ease of Adoption Attracts Transit Agencies
By Todd Mouw, president of ROUSH CleanTech

Nearly four years ago, the Volkswagen diesel emissions scandal erupted. It led to a settlement of over $14 billion with $2.9 billion earmarked for the Environmental Mitigation Trust (EMT) to fund projects that reduce nitrogen oxides — harmful emissions regulated under federal air quality standards because they are known to be harmful to human health and to the environment.

Since then, states have slated over $234 million of EMT funds for "clean diesel" projects. In comparison, electric has seen about $284 million of the funding. Propane and natural gas are well behind with only $44 million and $33 million, respectively.

Diesel may have its place as a transportation fuel, but not in heavy idle, start-stop applications, such as school bus, public transit, and food and beverage delivery, to name a few examples. In fact, in stop and go driving conditions, propane buses emit 96% less NOx than diesel buses. And, in a dollar-for-dollar comparison, school buses fueled by propane autogas reduce NOx the most — making them 93% more cost effective than diesel.

That's why propane school buses have presented a strong EMT funding opportunity. Here are some of the success stories:

- Iowa: Almost $8 million is going toward propane autogas school buses. In two rounds of funding, there has been 73 buses fueled by propane allocated — the most of any fuel type in the state, including clean diesel and electric.
- Tennessee: 10 school districts, five of which are new to propane, will receive propane autogas school buses. In total, over $4 million is slated for 65 propane autogas buses.
- New Hampshire: One school district added 14 propane buses with EMT funding, which its governor said will serve as a model for other similar projects in the state.
- Indiana: In phase one of funding, eight school districts were granted over $1.5 million toward the purchase of 60 propane school buses.

There are still EMT funding opportunities available in many states for school districts, school bus contractors and transit agencies, among others, to cover almost the entire cost of a new propane vehicle.

Propane's Ease of Adoption Attracts Transit Agencies

When propane autogas-fueled vehicles operate in our communities, they are producing fewer harmful emissions than their traditionally fueled counterparts. This includes hundreds of propane-fueled paratransit shuttle buses operating in states across the nation.

More propane paratransit buses are hitting the streets as public agencies learn about their ease of adoption. A few years ago, Pennsylvania's Suburban TransNet found implementing compressed natural gas into its paratransit operations to be challenging due to the cost in time and effort it takes to fuel these vehicles. After analyzing other alternative fuels, the agency determined that propane vehicles and stations were the most cost-effective choice. TransNet now operates a growing fleet of propane shuttles and has become one of our greatest advocates on how easy propane autogas is to implement.

This is just one of the many transit agency adopters of propane in the last decade. Dozens of agencies have deployed nearly 2,000 propane autogas paratransit vehicles. DART in Delaware, San Diego Metropolitan Transit System, West Palm Beach Transit and SMART in Michigan are among the agencies reducing emissions and saving money with propane autogas.

ROUSH CLEANTECH

DEP Provides Grants to Add Five Electric Vehicle Fast-Charging Locations in Western Pennsylvania

Harrisburg, PA – The Department of Environmental Protection (DEP) today announced $523,216 in FAST Act Corridor Infrastructure Grants funding for projects that will add five electric vehicle (EV) fast-charging locations in western Pennsylvania, helping to expand drivers' route options for these zero emission vehicles.

"The number of electric vehicles in Pennsylvania increased nearly 50 percent in 2018, indicating that businesses, organizations, and residents are increasingly interested in electric vehicles and the healthier air quality, climate change mitigation, and lifetime cost savings they provide," said DEP Secretary Patrick McDonnell. "DEP is committed to helping build out the charging network to support these consumer choices and advance state goals to reduce air pollution and slow climate change and its impacts and costs."

Through its Alternative Fuels Incentive Grants Program, DEP awarded the corridor infrastructure grant funding to **American Natural** to install EV fast chargers for public use in five locations:

- 2 Rich Hill Road in Cheswick
- 4100 Grandview Drive in Gibsonia
- 940 Sheraton Drive and 201 Scharberry Lane in Mars
- 2619 Wexford Bayne Road in Sewickley

Every location will have two plugs, at least one of them a fast-charging plug. Thirty minutes on a fast charger will give most EVs 100-250 miles of driving range. A standard, Level 2 charger typically provides 10-25 miles of driving range in an hour.

Combined, the five new charging stations are expected to eliminate approximately 48 metric tons of carbon dioxide emissions annually.

The stations will increase drivers' options for EV fast-charging along sections of Interstate 79 and Interstate 76, for which DEP and PennDOT have secured federal designation as "EV charging corridors." Under the Fixing America's Surface Transportation Act of 2015, the Federal Highway Administration permits states to designate highway sections as EV charging corridors once they have fast-charging stations every 50 miles. The stations must be located within 5 miles of the highway.

Corridor designation allows states to place additional signage on these highways indicating that fast-charging stations (or other alternative fuel stations) are available. PennDOT is developing a signage package.

More than 18,200 passenger EVs were registered in Pennsylvania as of December 2018. While EVs are still a small fraction of all vehicles in the state, it's a nearly 50 percent increase from December 2017.

Businesses and organizations are encouraged to learn more about the DEP FAST Act Corridor Infrastructure Grants and other grants that support installation of EV charging for fleet or public use. Find information at Alternative Fuels Incentive Grants and Driving PA Forward.

Free NAFTC online courses help towing and salvage operators learn to safely handle alternative fuel vehicles

Morgantown, W.Va. -- The National Alternative Fuels Training Consortium at West Virginia University is offering two online trainings targeting towing and salvage operators about how to safely handle alternative fuel vehicles, or AFVs. As the number of AFVs—especially electric vehicles, or EVs—increases on today's roadways, so does the chance that they will require the services of towing operators or be sent to salvage facilities.
While AFVs are not inherently more dangerous than traditional vehicles, they do have different characteristics. Improper handling can lead to injuries. The trainings, which were created with funding from the U.S. Department of Energy Vehicle Technologies Office, are free for a limited time. Each course offers 2.0 hours of online training. "Towing and Roadside Assistance Training for Alternative Fuel Vehicles" is a self-paced training that includes 10 chapters and one comprehensive test. After completing the course, trainees will be able to identify potential hazards of working with an EV or AFV; describe correct personal protective equipment to be used in dealing with an EV or AFV; and follow proper towing and roadside assistance procedures for EVs and AFVs. Recycling Safety Training for Alternative Fuel Vehicles" is a self-paced training with seven chapters and one comprehensive test. The course teaches personnel to identify the potential hazards of working with an EV or AFV; recognize fuel storage and system components of EVs and AFVs; and follow proper procedures for dismantling, recycling, and crushing EVs and AFVs.

For more information and to access the training modules, go to the NAFTC courses and workshops webpage at: naftc.wvu.edu/courses-and-workshops.

» In-bed tank options:
• 23 GGE (gasoline gallon equivalent)
• 17 GGE
» 3-year warranty on the natural gas system.
» Parts and service available through Westport
MAKE THE CALL
For more information or an in-person demo, call Paul Osbourn direct at 214-231-1468 or on mobile 214-317-1220

Trash To Gas? It's Happening In Westmoreland County

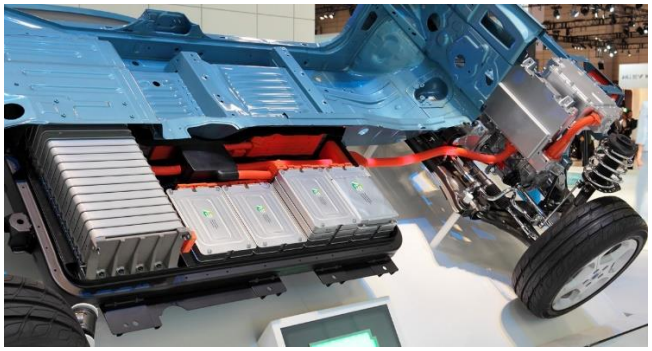
October 22, 2020 at 11:02 am
Most people would only expect to see one thing at a landfill: trash. But the slogan on the side of a County Hauling garbage trucks prove there's a lot more going on at Westmoreland Sanitary Landfill in Belle Vernon. The slogan reads "Your trash is our gas."

The innovative process of converting trash to gas is why about a dozen members of the Joint Legislative Air and Water Conservation Committee visited the site last month, to hear from the founders of parent company Noble Environmental. They learned that the $10 million dollar investment will greatly improve emissions. Noble Environmental starts by collecting landfill gas and then converts it into valuable natural gas that powers natural gas vehicles for its subsidiary County Hauling.

"We have gas collection with a vacuum that all ties into a major vacuum compressor. The compressor ties into main headers and moves the gas into a big pipe that goes into the gas plant," said Rich Walton, CEO of Noble Environmental. During the tour, committee members got to see the wells that collect gas from trash. Noble Environmental co-founder Alex Sulkowski explained that every molecule of methane that is recovered from landfill gas can be injected into pipelines as natural gas.

"Right here is the heart of our new investment, this is where we take the landfill gas and process it into fuel," said Sulkowski during the tour. Inside the gas plant, Noble officials explained that the same technology used in Boeing Aircrafts is used here. It's called gas separation membrane technology. That same membrane technology is now being used to separate methane from the gases emitted at landfills across the country. "This is a massive beneficial re-use and good for the environment," said Walton.

Outside the plant, visitors saw an onsite fueling station for County Hauling trucks. The same landfill gas that was collected and cleaned is now being pumped into the natural gas vehicles. Those garbage trucks pick up trash all over Western Pa.
"One of the primary missions of the committee it to educate the general assembly. We bring issues such as this landfill and it's methane capture technology to the attention of representatives and senators," said Tony Guerrieri, Executive Director of the visiting committee.
"You may not hear about this now, but in a year, three years, five years, this is going to be something you'll want to know about because it's trending, it's the future, just to give them a heads up."
Noble Environmental is transitioning to all-natural gas-powered vehicles and plans to increase the number of nearby fueling stations soon.



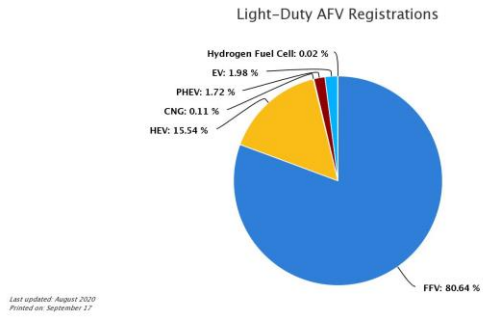
Webinar recording – EV Batteries: An Overview of the Impacts and Solutions
Plug in America held a webinar with leading battery experts, to discuss the overall impact of lithium-ion batteries. Watch recording now >>

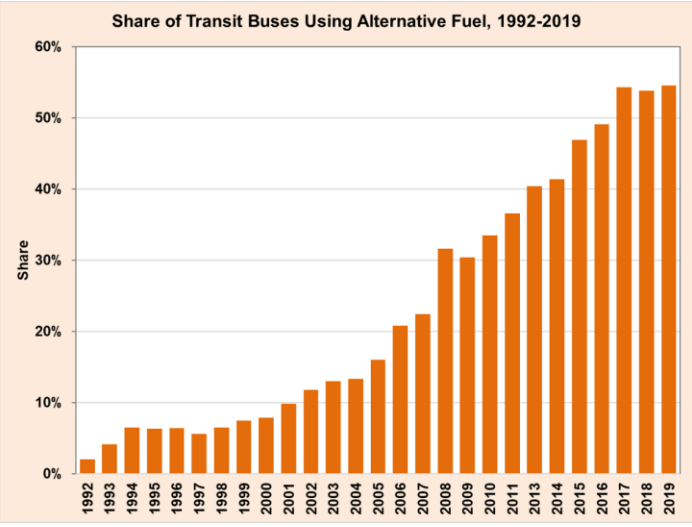
Light-Duty AFV Registrations

Source: NREL-derived data from IHS Markit light-duty vehicle registrations

Notes: CNG: Compressed natural gas

This figure illustrates the population breakdown of alternative fuel vehicles (AFVs) registered in the United States as of Dec. 31, 2018. Most of the vehicles are flexible fuel vehicles (FFVs), but those generally operate primarily on conventional gasoline. FFVs were produced and sold as a way for vehicle manufacturers to meet their fuel economy requirements. Hybrid electric vehicles (HEVs) are the second largest population by fuel type, accounting for 80% of the AFV population when excluding FFVs. Plug-in electric vehicles (PEVs) include all-electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs), and account for about 20% of the AFV population when excluding FFVs. To view more details, notes, and acronyms, please download the Excel spreadsheet.





More than half (54.5%) of all transit buses in the United States use alternative fuel, up from just 2% in 1992.

See Table 6.3 of the Transportation Energy Data Book: Edition 38.2

Which electric vehicles have the longest range?

There are currently nearly 50 models of electric vehicles (EVs) available, including all-electric vehicles with a range over 200 miles and plug-in hybrid vehicles with an electric range over 30 miles. Below are a few all-electric and plug-in hybrid vehicles with the longest ranges. To compare all available EV models, visit PlugStar.com.
There will be even more long-range EVs in the next year or two. To get an inside scoop into some of the upcoming EVs, watch our recent virtual event, New EVs – First Look.

https://pluginamerica.org/which-electric-vehicles-have-the-longest-range/?eType=EmailBlastContent&eId=ab32d38b-7622-4cf2-ba66-f7727d919b8f

To date the **DEP Driving PA Forward program** has awarded more than $13.2 million to 34 grant awardees and approved $13.7 million for 487 redeemed rebates for clean energy projects!

Over their lifetimes these projects will eliminate tons of pollutants from the air in Pennsylvania: 17,195 tons of carbon dioxide, 746 tons of nitrogen oxides, 136 tons of carbon monoxide, 66 tons of volatile organic compounds, 46 tons of fine particulate matter, and 3.4 tons of coarse particulate matter.

Additional information about specific projects can be found on the Driving PA Forward Grants and Awards page.

What is the median and average driving range for model year (MY) 2020 all-electric vehicles (EVs)? Generally, FuelEconomy.gov estimates that most EVs can travel more than 100 miles on a charge, and some can travel in excess of 200 or 300 miles depending on the model (https://www.fueleconomy.gov/feg/evtech.shtml).

To review the range for all EV models, please navigate over to FuelEconomy.gov's Download Fuel Economy Data page (https://www.fueleconomy.gov/feg/download.shtml). Specifically, you can download EV data from the MY 2020 Fuel Economy Guide (https://www.fueleconomy.gov/feg/epadata/20data.zip) and then estimate the median and average driving range for MY 2020 EVs using the download file. Attached is the data download for reference, please see the "20 EV" tab.

To estimate the median electric driving range, we suggest using the combined miles per gallon (MPG), as shown on Fuel Economy Labels (https://www.fueleconomy.gov/feg/label/learn-more-electric-label.shtml), rather than the city or highway MPG. The combined MPG for each vehicle make and model is provided in Column AF of the attached spreadsheet.

Based on the MY 2020 Fuel Economy Guide data, the median range for MY 2020 EVs is approximately 259 miles and the average range is 258 miles.

For additional details on EV driving range, see the following Alternative Fuels Data Center page: https://afdc.energy.gov/vehicles/electric_basics_ev.html.

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Pennsylvania State Clean Diesel Grant Program

Fiscal year 2017: $589,734 awarded to six recipients, funding 16 replacements and six retrofits: 11 diesel-to-diesel school bus replacements, one diesel-to-diesel crawler tractor replacement, two diesel-to-diesel street sweeper replacements, two diesel-to-CNG refuse truck replacements, and installation of idle reduction technology on six locomotives.

Fiscal year 2018: $2,669,949 awarded to seven recipients, funding 58 replacements: 28 diesel-to-diesel school buses, 15 diesel-to-CNG refuse trucks, 12 diesel-to-diesel refuse trucks, one diesel-to-diesel trash compactor vehicles, and one diesel-to-diesel bulldozer replacement.

Fiscal year 2019 awards: pending.

Truck and Bus Fleet Grant Program/ Class 8 Truck and Transit Bus Grant Program

2018-2019: $6,862,089.75 awarded to nine recipients, funding 89 replacements: 70 diesel-to-diesel Class 8 trucks; seven diesel-to-electric Class 8 yard hostler trucks; two diesel-to-diesel bulk collection trucks; five diesel-to-CNG refuse trucks; and five diesel-to-diesel Class 8 service vehicles, including one bulk fuel delivery truck with hybrid battery idle mitigation.

DC Fast Charge and Hydrogen Fueling Grant Program

2018-2019: $2,729,643 awarded to 11 recipients, funding the installation of 26 DC fast chargers.

Electric Cargo Handling Grant Program

2019-2020: $435,960 awarded to one recipient, funding two diesel-to-electric terminal tractor replacements

Marine and Rail Freight Movers Grant Program

2020-2021: $1.26 million to one project that will scrap an older, diesel-powered work locomotive for a new

EPA Tier 4 certified diesel locomotive with idle-reduction technology.

Onroad Rebate Program

2018-2019: 269 rebates redeemed for $10,724,333, funding 259 school bus replacements (new diesel, propane, and CNG), one shuttle bus replacement, and nine Class 4-7 truck replacements.

Level 2 EV Charging Rebate Program

Version 1 (2018-2019)

193 rebates redeemed for $2,724,988 to install 656 Level 2 EV charging plugs

44 rebates pending for $529,230 to install 129 Level 2 EV charging plugs

25 rebates redeemed for $289,500 to install 86 Level 2 EV charging plugs

106 rebates pending for $1,288,371 to install 343 Level 2 EV charging plugs

Electric Cargo Handling Grant Program, CY2020 Round 2: $2.5 Million Available

This program will reimburse you a percentage of the total cost of repowering or replacing older diesel-powered forklifts, airport ground support equipment, and port cargo handling equipment with all-electric equipment.

The following equipment types are included: diesel-powered forklifts with greater than 8,000-pound lift capacity; Tier 0, Tier 1, or Tier 2 diesel-powered airport GSE; and diesel-powered port cargo handling equipment limited to rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports. **Open:** October/November 2020.

Application period expected to open: October/November 2020

Anticipated application deadline: January/February 2021

Project Duration: Grant agreements will be from the date of execution to three years later. Extensions are considered case by case.

Funding: Successful applicants will enter a grant agreement with DEP and receive a reimbursement for the grant amount (up to the maximum allowed) once project work is complete. Partial and multiple project funding may be available.

Details, instructions, and link to online application: Driving PA Forward

. Marine and Rail Freight Movers Grant Program, CY2020 Round 2: $8.7 Million Available

This program will reimburse you a percentage of the total cost of repowering or replacing eligible pre-Tier 4 freight switchers that operate at least 1,000 hours per year with any new EPA or CARB-certified diesel, alternative fuel, or all-electric engine, including Generator Sets.

You may also be reimbursed a percentage of the total cost of repowering eligible unregulated, Tier 1, or Tier 2 ferries or tugboats with a Tier 3 or Tier 4 diesel engine, alternative fuel engine, or with all-electric engines or upgrading them with an EPA Certified Remanufacturer System or an EPA Verified Engine Upgrade.

Application period expected to open: November 2020

Anticipated application deadline: March/April 2021

Project duration: Grant agreements will be from the date of execution to three years later. Extensions are considered case by case.
Funding: Successful applicants will enter a grant agreement with DEP and receive a reimbursement for the grant amount (up to the maximum allowed) once project work is complete. Partial and multiple project funding may be available

Details, instructions, and link to online application: Driving PA Forward

Pennsylvania State Clean Diesel Grant Program, FY2020: $2.9 Million Available

This program will reimburse you a percentage of the total cost of a wide variety of diesel emission reduction projects, including but not limited to exhaust controls, engine upgrades, engine and vehicle replacements, idle reduction technologies, and aerodynamic technologies.
Eligible vehicles, engines, and equipment include school buses, transit buses, Class 5-8 trucks, marine engines, locomotives, and nonroad/ onroad engines, equipment, or vehicles used in construction, cargo handling, agriculture, mining and energy production.
Application period expected to open: October/November 2020

Anticipated application deadline: December 2020

Project duration: Grant agreements will be from the date of execution to September 30, 2021. Extensions may be considered case by case.

Funding: Successful applicants will enter a grant agreement with DEP and receive a reimbursement for the grant amount (up to the maximum allowed) once project work is complete. Partial and multiple project funding may be available.

Details, instructions, and link to online application: Driving PA Forward

Questions of the week
States across the country have enacted laws and made other commitments related to the deployment of ZEVs, including electric vehicles (EVs) and fuel cell electric vehicles. The Alternative Fuels Data Center's (AFDC) Federal and State Laws and Incentives tool (https://afdc.energy.gov/laws) summarizes these actions. One way states have facilitated the production and adoption of ZEVs is by joining together on multi-state requirements, initiatives, and commitments. Below (and attached), we provided a brief summary of ZEV multi-state actions, highlighting which states have signed on common names, and where you may find a summary of each. Note that your state may have its own ZEV action or initiative; this summary is intended to cover the following multi-state initiatives:

ZEV Deployment Support (https://afdc.energy.gov/laws/11484)
States: California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, and Vermont
What your stakeholders may call it: "ZEV MOU" or "ZEV Task Force **"Summary**: These states signed a memorandum of understanding (MOU) (http://www.nescaum.org/documents/zev-mou-9-governors-signed-20180503.pdf/) to support the deployment of ZEVs, including the goal to deploy at least 3.3 million ZEVs and adequate fueling infrastructure within the signatory states by 2025.
ZEV Production and Sales Requirements (https://afdc.energy.gov/laws/4249)
States: California, Colorado, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, Vermont, and Washington
What your stakeholders may call it: "California Sven**smark**: In these states, certain original equipment manufacturers have been required to offer for sale a specific percentage of ZEVs that increases over time. **Regional Electric Vehicle West Plan** (https://afdc.energy.gov/laws/11869) **States**: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming **What your stakeholders may call it**: "REV West
Summary: The signatory states support actions to create an Intermountain West Electric Vehicle Corridor(https://www.naseo.org/Data/Sites/1/revwest_mou.pdf) that will make it possible to seamlessly drive an EV across the states' major transportation corridors. **Medium- and Heavy-Duty ZEV DeploymentSupport** (https://afdc.energy.gov/laws/12457)**States:** California, Colorado, Connecticut, District of Columbia, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington **What your stakeholders may call it: "**Medium- and heavy-duty MOU" or "Medium- and heavy-duty ZEV Task Force"
Summary: In the latest featured multi-state action, signatory states signed an MOU (https://www.nescaum.org/documents/multistate-truck-zev-governors-mou-20200714.pdf) in July 2020 to support the deployment of medium- and heavy-duty ZEVs, including the goal to limit all new medium- and heavy-duty vehicles sales to ZEVs by 2050.

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 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