

## PRCC GAZETTE

*“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”*

Volume 5, Issue 26

May 2021

### DEP Awards \$2.4 Million in Driving PA Forward Funding to Transportation Projects to Improve Air Quality in Seven Counties



**Harrisburg, PA** – The Pennsylvania Department of Environmental Protection (DEP) today announced \$2,400,969 in [Driving PA Forward](#) grants to cleaner fuel transportation projects that will take 62 older diesel vehicles off the road to help improve air quality in many communities. The grant funding comes from the U.S. Environmental Protection Agency (EPA) and Pennsylvania’s share of the national settlement with Volkswagen Group of America for cheating on EPA emissions tests.

“These Driving PA Forward grants are a fast lane to reducing local air pollution, replacing older vehicles that are routine parts of Pennsylvanians’ daily lives, such as school buses and trash collection trucks, with cleaner

fuel versions to make school grounds and communities healthier places to be,” said DEP Secretary Patrick McDonnell

The nine funded projects will replace older diesel vehicles with new cleaner diesel or compressed natural gas-powered vehicles. Over their lifetimes, the projects are expected to prevent emission of nitrogen oxides, carbon monoxide, fine particulate matter, and hydrocarbon, as well as helping to reduce carbon dioxide.

Five projects are in Environmental Justice areas, where at least 20 percent of residents have incomes below the federal poverty line and/or 30 percent identify as a non-white minority.

Vehicles generate 47 percent of nitrogen oxides in the air statewide, contributing to the formation of ground-level ozone. This affects the health of children, older people, people with lung diseases such as asthma and emphysema, and those who work or are active outdoors. The Pennsylvania Department of Health has found that asthma-related emergency room visits increase when air quality is very poor.

[Driving PA Forward](#) launched in 2018 with the goal of permanently reducing nitrogen oxide air pollution in Pennsylvania 27,700 tons by supporting cleaner fuel transportation projects with funding from the commonwealth’s \$118.5 million settlement with Volkswagen. Driving PA Forward includes eight programs that fund a range of new transportation projects to improve air quality and help slow climate change.

The following projects received grant funding in this round:

#### *Issue Contributors:*

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## CALENDAR OF EVENTS

### BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

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

**Odyssey Day**

**October 1, 2021**

**9:00am – 2:30pm**

**Sustainable Sewickley/DEPA**

**Electric Vehicle Event**

**June 5, 2021**

**9:00am – 1:00pm**

**Sewickley United Methodist Church**

**337 Broad Street**

**Sewickley, PA**

**PRCC Stakeholder Meeting (Virtual)**

**June 30, 2021**

**10:00am**

#### 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)



## **Allegheny County**

- Allegheny Transportation Services: \$174,375 to replace nine older diesel school buses with nine new cleaner diesel ones. Allegheny Transportation Services provides student transportation for East Allegheny School District, Woodland Hills School District, Pittsburgh Public Schools, Elizabeth Forward School District, and Riverview School District.
- Pennsylvania Coach Lines: \$215,250 to replace 10 older diesel school buses with 10 new cleaner diesel ones. Pennsylvania Coach Lines provides daily transportation for over 20,000 children in southwestern Pennsylvania, including in the South Allegheny School District and Clairton City School District.

## **Beaver County**

- Valley Waste Service: \$327,997 to replace four older diesel trash collection trucks with four new compressed natural gas-powered trash trucks and one older diesel wheel loader with a new clean diesel wheel loader. Valley Waste Service operates commercial and residential trash and recycling collection routes from the transfer station and garage facility in Beaver Falls, serving surrounding municipalities.

## **Butler County**

- Seneca Landfill: \$374,556 to replace two older diesel off-road trucks with two new clean diesel off-road trucks and one older diesel bulldozer with a new electric-drive bulldozer.
- Vogel Disposal Service: \$262,600 to replace four older diesel trash collection trucks with four new, compressed natural gas-powered trash trucks. Mars-based Vogel Disposal Service operates multiple commercial and residential trash and recycling collection routes in the northern suburbs of Pittsburgh.

## **Cambria County**

- McIlwain School Bus Lines: \$200,000 to replace 10 older diesel school buses with 10 new clean diesel school buses. Based in Johnstown, McIlwain provides transportation for students in Cambria and Somerset counties.

## **Clearfield County**

- Fullington School Bus: \$219,887 to replace 10 older, diesel school buses with 10 new clean diesel school buses, operating in school districts in the county.

## **Delaware County**

- Eastern Concrete Materials: \$443,601 to replace eight older diesel cement mixer trucks with eight new clean diesel ones. The cement trucks operate primarily in the Delaware County area, delivering cement and other building materials to job sites.

## **Mercer County**

- Tri-County Industries: \$192,702 to replace four older diesel trash collection trucks with four new compressed natural gas-powered ones. TCI operates commercial and residential trash and recycling collection routes from its transfer station and garage facility in Grove City, serving surrounding municipalities.

The projects in Allegheny, Cambria, Clearfield, and Delaware counties serve Environmental Justice areas.

The clean diesel funding program has now awarded over \$5.6 million in Driving PA Forward grants to replace 135 older diesel vehicles, including school buses, trash hauling trucks, trash compactor vehicles, dump trucks, cement mixers, street sweepers, and bulldozers, with new clean diesel or alternative fuel vehicles. Grants have also helped install idle reduction technology on six train locomotives.

Businesses, nonprofits, and government agencies in Pennsylvania can currently apply to the level 2 electric vehicle charging funding program. Applications for other types of clean transportation projects will be accepted in the coming months. Find information at [Driving PA Forward](#).

## City of Pittsburgh Installs Their First DC Fast Charger



The City finished installation of our first DC Fast Charger. The City of Pittsburgh has the largest fleet of electric vehicles in the region that are all powered by renewable electricity



## Reaching the Clean Mobility Tipping Point



If you're hiking up to a summit, the journey back down is much easier. Imagine a day when school districts and companies are not as intent on lowering emissions in their communities or in meeting budgets while battling rising fuel costs. A day when people are breathing easier (literally) as well.

As we transition more vehicles to advanced, clean transportation solutions, such as propane autogas and electric vehicles, reaching the summit, or tipping point, becomes more attainable. Using domestic energy sources that offer environmental and financial sustainability while creating new jobs really sweetens the deal.

While the benefits should speak for themselves, think of a day where instead of explaining these "new" fuel technologies, we are reminiscing about the yesteryears of dirty soot coming out of tailpipes. After all, there are already 20,000+ clean-operating propane school buses in over 1,000 districts in the U.S. — hopefully one day, sooner than later, schoolkids will be accustomed to the quieter, cleaner rides of these vehicles, rather than today's oil-based options.

Organizations across the U.S. are doing their part in getting us closer to that tipping point. Eatran, a Michigan-based transit agency, plans to get their entire fleet running on propane. TransNet, a community transportation service in Pennsylvania, has cut millions of pounds of CO<sub>2</sub>, while corporations are also adopting more and more clean mobility solutions.

There are more than 37,000 vehicles equipped with ROUSH CleanTech technology on the road today, with well over 1 billion miles of data backing up their viability and reliability.

However, to make a more significant impact, we need to ask what more can we do, and what advanced clean fuel solutions can work in our fleets. Alternative fuels can also save money over conventional fuels, which should help to reach the tipping point. Let's consider that cutting emissions, a cleaner and quieter ride, and saving money will make for a more leisurely stroll back down the mountain.

**ROUSH<sup>®</sup>**  
**CLEANTECH**



## **DEP Awards More Than \$3.4 Million to Cleaner Fuel Transportation Projects Statewide to Improve Air Quality, Reduce Greenhouse Gas Emissions**

**Harrisburg, PA** – The Pennsylvania Department of Environmental Protection (DEP) today awarded more than \$3.4 million in 2020 Alternative Fuel Incentive Grants (AFIGs) to 20 cleaner fuel transportation projects statewide that will help improve air quality and public health and reduce greenhouse gas emissions to address climate change. “These grants help cities, counties, school districts, colleges, as well as delivery, trash hauling, and other companies across Pennsylvania that want to be proactive in reducing air pollution from transportation,” said DEP Secretary Patrick McDonnell. “Their projects will help Pennsylvanians breathe cleaner air at school, in their communities, and at their workplaces.”

The [AFIG Program](#) funds projects that replace older gasoline- or diesel-fueled vehicles with cleaner fuel vehicles to reduce emissions of carbon monoxide, particulate matter, volatile organic compounds, nitrogen oxides, and carbon dioxide, a principal greenhouse gas. The program supports electric, ethanol, biodiesel, compressed natural gas (CNG), propane gas, and other cleaner fuel vehicles. It also supports installation of fueling stations for these vehicles.

Transportation generates 47 percent of nitrogen oxides emissions in Pennsylvania, contributing to the formation of ground-level ozone. This affects the health of children; older people; people with lung diseases, such as asthma and emphysema; and those who work or are active outdoors. The state Department of Health has found that asthma-related emergency room visits increase when air quality is very poor

Vehicles release 21 percent of carbon dioxide emissions in the state, contributing to climate change. The 2020 AFIG funded projects will put 209 cleaner fuel school buses, garbage trucks, package delivery trucks, and other vehicles in use, including the first electric tractor-trailer to receive AFIG funding.

Four projects will install a propane fueling station and 10 electric vehicle (EV) chargers, including two that will be solar powered.

More than half the projects will help improve air quality in Environmental Justice communities, or census tracts where 20 percent or more individuals live at or below the federal poverty line and/or 30 percent or more individuals identify as a non-white minority, according to federal data. Collectively the projects are anticipated to reduce carbon dioxide emissions by over 900 metric tons per year.

Grouped by county, the 2020 funded projects are as follows:

### **Multicounty**

- **Ingevity Corporation:** \$256,745 to equip 28 vehicles in eight Pennsylvania-based fleets with its adsorbed natural gas technology and install refueling infrastructure at each fleet’s location to study the environmental and economic impacts of using this renewable natural gas technology. Fleets are based in Allegheny, Erie, Lancaster, Philadelphia, and Washington counties.

- **Tri-County Transportation:** \$313,500 for the purchase of 33 propane school buses that serve schools in Indiana and Jefferson counties.

- **Waste Management of Pennsylvania:** \$200,000 to purchase eight CNG garbage trucks that serve Bucks, Lackawanna, and Montgomery counties.

### **Allegheny**

- **Allegheny County:** \$30,000 to purchase four EVs.

- **City of Pittsburgh:** \$160,000 for the purchase of eight EVs and one electric bucket truck that will be used for tree maintenance in the city. The vehicles are part of a project that also includes charging stations supported by a DEP [Pennsylvania Energy Development Authority](#) COVID-19 Restart Grant.

- **TARS Trucking:** \$52,500 for the purchase of a Tesla electric tractor-trailer to haul metal freight to and from steel manufacturers, suppliers, and end-users in the Pittsburgh region.

## Berks

- **Albright College:** \$96,708 to install two solar-powered Level 2 EV chargers and \$27,305 to lease five EVs.
- **Wilson School District:** \$197,500 to install a propane fueling station for school buses.

## Dauphin

- **Derry Township School District:** \$34,000 to purchase four propane school buses.

## Delaware

- **Delaware County:** \$112,500 to purchase 15 EVs and \$35,740 to install six Level 2 charging stations.

## Erie

- **Northwestern Rural Electric Cooperative Association:** \$149,849 to install two direct current fast chargers for EVs for public use at a Country Fair service station in Edinboro.

## Lancaster

- **Lancaster Solid Waste Management Authority:** \$240,000 to purchase six CNG waste transfer trucks.

## Lehigh

- **Lehigh University:** \$24,412 to purchase three EVs and one electric all-terrain vehicle as part of transitioning the university police department to EVs.

## Montgomery

- **Lower Merion School District:** \$289,590 to purchase 10 CNG school buses.
- **United Parcel Service:** \$300,000 to purchase 35 CNG delivery vehicles based at the Horsham facility.

## Westmoreland

- **DMJ Transportation:** \$300,000 for the purchase of 34 propane school buses serving Greater Latrobe School District.
- **Shank Waste Service:** \$300,000 for the purchase of eight CNG garbage trucks.
- **United Parcel Service:** \$300,000 to purchase 35 CNG delivery vehicles based at the New Stanton facility.



## Erie Metropolitan Transit Authority Purchases 9 New CNG Buses

**May 5, 2021.** Nine new Gillig compressed natural gas (CNG) buses will be joining the Erie Metropolitan Transit Authority (EMTA) fleet, EMTA officials announced CNG buses release less emissions, which will reduce EMTA's carbon footprint, according to EMTA CEO Jeremy Peterson. Eight more fixed-route Gillig CNG buses are proposed for purchase in 2021. Gillig is a privately owned American designer and manufacturer of transit buses. Additionally, EMTA's LIFT program is in the process of purchasing 15 new paratransit vehicles that will be added to their fleet this year.

The purchases are being made possible by the Pennsylvania Department of Transportation (PennDOT) and the Federal Transit Administration. The \$10 million investment is allowing EMTA to acquire new paratransit vehicles from the Gillig Company. EMTA will make a formal announcement regarding the new buses on May 11.

## Ford F-150 Lightning — One Big Shocker!

**\$39,974!** Yes, that's just the base MSRP and is for a version of the truck with 230 miles of range (rather than 300 miles of range), but that's a shockingly low price for the entry Ford F-150 Lightning. No one was expecting that. I did not see a single person predicting the F-150 Lightning would come in at such a low price. On the contrary, most people who commented on it were expecting it would be \$20,000–40,000 more expensive.

Furthermore, while 230 miles is not the highest range figure on the market, it is right around the range of the Tesla Model 3 Standard Range Plus I bought in 2019 for approximately the same price (pre-FSD price). That's a massive win for Ford's electric vehicle team, Ford, the United States, and the world. This is a genuinely competitive, seriously competitive electric pickup truck.

Then we've got the fact that its quicker version is quicker than the Ford F-150 Raptor, making the Lightning the quickest Ford F-150 in history (~4.4 seconds from 0–60 mph, according to Joe Biden).

Ford CEO Jim Farley has announced (via Twitter of course) that Ford pulled in more than **44,500 reservations for the F-150 Lightning in fewer than 48 hours!**



## Allegheny County Looking Towards Green Future

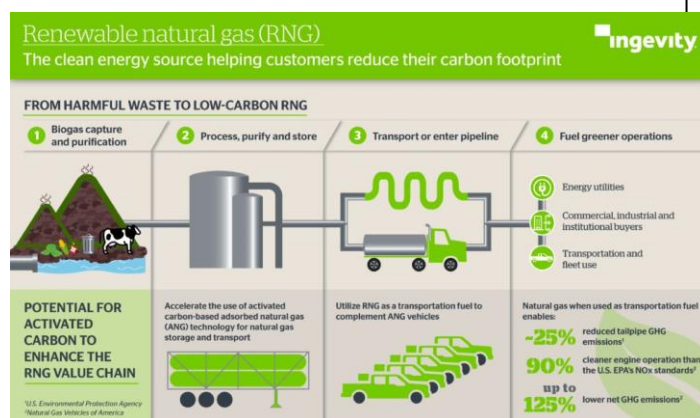
Allegheny County Executive Rich Fitzgerald said We are looking to shift the entire energy landscape over time. The county has been an active part of the Green Building Alliance, a green building movement that continues to strengthen our collective ecosystem. The program engages changemakers across diverse sectors, connecting government, design, and construction to transform the market forces driving building decisions. For example, PNC Bank (headquartered in Pittsburgh) was an early adopter of LEED certification for both branch and office environments, and they continue to design and retrofit buildings to maximize energy efficiency.

They have more “green” square footage than any bank in the country, and they continue to improve the carbon footprint in their facilities. The University of Pittsburgh and Carnegie Mellon – universities in our county – are also working to improve the environmental impact of the city. We recently moved into Net-Zero emissions in two out of our nine county parks, and have invested in sustainable initiatives in the other parks, such as providing solar lighting to light one of our most frequented jogging paths that also allows for residents to use it for longer periods of time.

Additionally, we transitioned county fleet vehicles to more alternative fuels, such as compressed natural gas (CNG), dual fuel propane, and both hybrid-electric and all-electric plug-in vehicles. Hybrid electric vehicles used by Public Works produce 72% less CO2 than conventional vehicles. In early 2020, the county purchased four all-electric Chevy Bolts, using grant funding through the state's Alternative Fuels Incentive Grant. These electric vehicles have no tailpipe emissions, and so do not release CO2 into the atmosphere like traditional gasoline vehicles.

## Ingevity invests in biomethane, will use it in its ANG vehicle platform

April 30, 2021



Ingevity Corporation announced a strategic partnership with and investment in GreenGasUSA Holdings, an integrated renewable natural gas solutions provider helping customers reduce their environmental impact. South Carolina-based GreenGas contracts with agricultural farms,



landfills and industrial and municipal wastewater treatment facilities to collect and treat biogas from the organic waste of their operations that it then sells as pipeline-quality, low-carbon biomethane. GreenGas also provides compression, transportation and delivery of natural gas directly to customers through its wholly owned pipeline injection point or as part of its virtual pipeline services. With this investment, Ingevity now holds a less than 50% ownership in GreenGas.

Initially, Ingevity's funding will enable GreenGas to further develop biogas capture and cleanup systems at facilities where harmful methane-producing organic waste can be converted to renewable natural gas instead of being flared off or escaping into the atmosphere.

Ingevity will now play an active role in exploring and accelerating the application of its activated carbon-based, low-pressure adsorbed natural gas (ANG) technology for the storage and transport of natural gas as part of the GreenGas model.

The collaboration will also be integral in facilitating biomethane use within Ingevity's ANG vehicle platform by offering fleet customers broader access to the benefits of this biofuel. Looking to the future, Ingevity is uniquely positioned to leverage its expertise as an operating and technology partner for GreenGas, while the investment also helps Ingevity gain a foothold in the rapidly expanding biomethane industry.

"Our partnership with GreenGas is yet another step forward as we advance 'Ingevity 2.0' and explore value-added applications for our activated carbon in growing markets like renewable natural gas," said John Fortson, president and CEO at Ingevity. "We are excited to work with this team to understand where our technology and expertise can help broaden the reach of renewable natural gas as an environmentally and economically viable energy solution and enhance the innovative offerings of GreenGas."

"Ingevity stood out as the perfect strategic partner as we continue to provide customers with a growing variety of decarbonization and waste-to-value solutions," said Marc Fetten, GreenGas founder. "Ingevity's strong commitment to executing strategies that create measurable environmental impacts will serve as a strong foundation for our partnership. The company's proven track record as a collaborative partner with operational experience in leveraging its activated carbon technology to drive the commercialization of its market-leading ANG platform will help to accelerate our mission to reduce GHG emissions."

*Source: Ingevity*



### **New Castle Area Transit Authority Expands Fleet of CNG Buses**

**May 12, 2021.** The New Castle Area Transit Authority, Pennsylvania, is continuing to expand its fleet of buses powered by compressed natural gas (CNG).



New Castle Transit Authority's General Manager, David Richards told New Castle City Council on Tuesday that the authority received two new CNG buses in October, and is expected to take possession of four more in November. That will swell the size of the authority's CNG fleet to 17 buses, the oldest of which dates back only to 2018.



Best of all, Richards said, “All 17 of those total about \$10.5 million and they are all paid for with federal and state grants — zero local money involved.”

Richard believes that the environment is the top beneficiary of the authority’s CNG fleet, “but we have noticed some savings in fuel with that. The other big thing is, being part of the CNG program with the state, we have been able to receive 17 buses with zero local monies. That’s a huge benefit to New Castle. We do our best to go out and get as much as we can federal and statewide to limit the local dollars.”

**FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure**  
APRIL 22, 2021 • **STATEMENTS AND RELEASES**

Department of Transportation, Department of Energy, and General Services Administration Announce New Actions to Accelerate Deployment of Electric Vehicles and Chargers

Today, the White House announced new progress on the Administration’s goal to accelerate and deploy electric vehicles and charging stations, create good-paying, union jobs, and enable a clean transportation future. This includes actions by federal agencies:

The Department of Transportation announced guidance on how grants can be used to deploy charging infrastructure and newly designated alternative fuel corridors;

The Department of Energy announced new funding and partnerships for charger-related research and development; and The General Services Administration announced progress on the goal to transition the federal fleet to zero-emission vehicles. In March, the United States passed the milestone of 100,000 public chargers (as recorded by the Department of Energy’s Alternative Fuel Data Center) and these new actions will accelerate deployment to make driving an electric vehicle convenient in every part of the country.

To discuss today’s announcements, National Climate Advisor Gina McCarthy and Transportation Secretary Pete Buttigieg visited new, fast-charging facility near Union Station in Washington, DC. The charging stations were installed by an American-based company EVGo and enable EV users to recharge rapidly when away from home.

Most electric vehicle drivers will charge at home and work. One of the perks of driving an electric vehicle is never needing to go to the gas station. But public charging infrastructure will provide a key role for people without off-street parking and for longer trips. A robust, convenient, and affordable network of public chargers will increase confidence for drivers that they will always have a charging option when they need it.

President Biden’s American Jobs Plan includes a transformational \$15 billion investment to fund this vision and build a national network of 500,000 charging stations. Through a combination of grant and incentive programs for state and local governments and the private sector, it will support a transformational acceleration in deployment of a mix of chargers in apartment buildings, in public parking, throughout communities, and as a robust fast charging along our nation’s roadways.

Charger installation and maintenance creates good-paying, union jobs right here in America that cannot be outsourced, and the American Jobs Plan also includes incentives to bring more charging equipment manufacturing to the United States. Every element of the plan will promote strong labor, training, and installation standards. The Biden Administration is committed to promoting high quality jobs, fair wages, and safe working conditions through its investments. This means holding both public and private recipients of federal funding accountable to create and support good middle-class jobs.

Industry, unions, state, and local governments, higher education institutions like community colleges, and nonprofits will need to work together to prepare workers for the job opportunities these investments will create.

Supporting a Nationwide Charging Network Today Department of Transportation announced the 5th round of “Alternative Fuel Corridors” designations. This program, created by the FAST Act in 2015, recognizes highway segments that have infrastructure plans to allow travel on alternative fuels, including electricity. The first four rounds of designations included portions of 119 Interstates and 100 US highways and state roads. Round 5 includes nominations from 25 states for 51 interstates and 50 US highways and state roads.

The cumulative designations (Rounds 1-5) for all fuel types (electric, hydrogen, propane, natural gas) include 134 Interstates and 125 US highways/State roads, covering almost 166,000 miles of the NHS in 49 States plus DC. Of that total, the FHWA has designated EV corridors on approximately 59,000 miles of the NHS in 48 States plus DC. South Dakota and Mississippi are the only two states without an EV corridor designation

The DOT also issued a new report clarifying how its programs can be used for EV charging infrastructure. Many existing programs have this as an eligible use and this guidance can expand how many funded entities take advantage of that. This could increase the use for EV charging infrastructure of \$41.9 billion in federal grant funding in 15 specific programs.

































































**Technology and Business Model Innovation**

The Department of Energy announced new research funding opportunities on three EV charging related topics:

\$10 million to research, develop, and demonstrate innovative technologies and designs to significantly reduce the cost of electric vehicle supply equipment for DC Fast Charging that will be needed in large number to support high volumes of EVs.

\$20 million to accelerate the adoption of commercially-available plug-in electric vehicles (PEVs) and supporting infrastructure through community-based public-private partnerships that demonstrate PEV technologies (for cars, buses, school buses, trucks) and infrastructure in various

DOT Funding and Financing Programs with EV Eligibilities\*

LEGEND						
						
Construction and installation of EV charging infrastructure including parking facilities and utilities.	Workforce development and training related to EV infrastructure.	EV operations and engine conversions - cars or trucks.	Planning for EV charging infrastructure and related projects.	Construction and installation of EV charging infrastructure to support operational, military, national energy security environmental, and community goals for freight transportation.	Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.	
	FY 2021 AMOUNT					
FORMULA PROGRAMS						
National Highway Performance Program (NHPP)	\$23.1 B					
Surface Transportation Block Grant Program (STBGP)	\$10.2 B					
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$2.4 B					
National Highway Freight Program (NHFP)	\$1.5 B					
State Planning and Research (SPR)	\$641.5 M					
Metropolitan Planning (PL)	\$357.9 M					
DISCRETIONARY PROGRAMS						
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	\$1.0 B					
Infrastructure for Rebuilding America (INFRA) Grant Program	\$889.0 M					
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)	\$53.3 M					
OTHER ALLOCATED PROGRAMS						
Federal Lands and Tribal Transportation Program (FLTTP)	\$1.0 B					
Highway Infrastructure Program (HIP) (other than for bridges)	\$644.0 M					
Puerto Rico Highway Program (PRHP)	\$74.9 M					
Territorial Highway Program (THP)	\$37.3 M					
INNOVATIVE FINANCE PROGRAMS						
State Infrastructure Banks (SIBs)	Varies					
Transportation Infrastructure Financing and Innovation Act (TIFIA)	Varies					

Disclaimer: Many of these programs are oversubscribed, and EV charging infrastructure competes with many other types of eligible projects. \* All eligibility determinations are fact specific. Limitations may apply. Additional low and zero-emission fuel types also may be eligible under these programs. Note: Total in millions and billions, rounded to one decimal place.

innovative applications and share resulting data, lessons learned and best practices with a broader audience. Projects that demonstrate the ability to accelerate clean energy jobs or provide new electric transportation solutions to under-served communities are of interest.

\$4 million to encourage strong partnerships and new programs to increase workplace charging regionally or nationally which will help increase the feasibility of PEV ownership for consumers in underserved communities (e.g., demographics that currently have minimal access to home charging). DOE and the Electric Power Research Institute (EPRI) also announced a national EV charging technical blueprint including fast charging and grid interaction. This blueprint will assess needs in terms of connectivity, communication, protocols from utility down to vehicle, to support electrification of the full

vehicle fleet.

DOE announced that Idaho National Laboratory (INL) is partnering with global and domestic Automakers to analyze anonymous vehicle charging data that describe market-level trends of operation and charging behavior for a large sample of U.S. consumer EVs. To guide this work, DOE, INL, and Automakers formed a working group to provide feedback on INL analysis and modeling efforts.

#### Progress on Federal Leadership

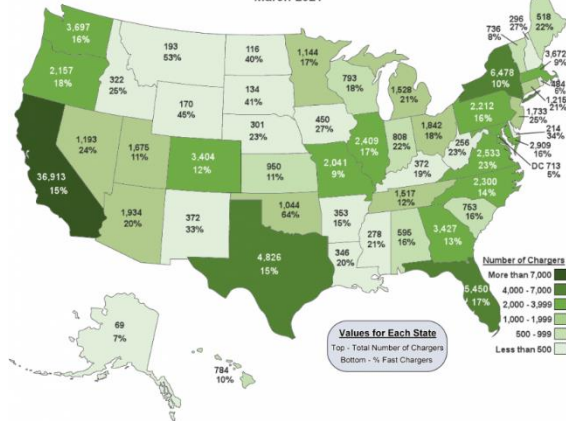
The Council on Environmental Quality and the General Services Administration are announcing early progress in response to the Executive Order directing the federal government to transition to a zero-emission vehicle (ZEV) fleet. Since inauguration day, the administration has acquired more ZEVs than in the whole previous fiscal year. Additionally, we are on track to triple the number of total ZEVs added to the fleet this year compared to last. Installing EV charging infrastructure at federal facilities is a key component of the transition to a zero-emission fleet.

These actions are a set of initial steps on the path the President's goal of a national network of 500,000 chargers to support convenient and affordable travel by drivers of zero emission vehicles across the whole country.

#### FUEL FACT OF THE WEEK

**Fact #1184:** Half of all States Now Have at Least 1,000 Non-residential Electric Vehicle Charging Units

Total Number of Level 2 & Fast Charging Units per State with Share of Fast Charging Units  
March 2021



As of March 2021, there are 25 states that have at least 1,000 non-residential electric vehicle (EV) charging units (public and private). California has by far the greatest number of non-residential EV chargers with nearly 37,000 units. New York, Florida, and Texas had well over 4,000 each, while 11 other states had more than 2,000. Oklahoma had the highest share of DC fast chargers, accounting for 64% of the 1,044 non-residential chargers in the state.

#### Want to know more?

#### Past Fuel Facts of the Week.

#### **Senators introduce bipartisan bill to expand electric vehicle charging tax credit**

**BY ZACK BUDRYK - 03/25/21 11:38 AM EDT**

The bill, called the Securing America's Clean Fuels Infrastructure Act, would expand the 30C tax credit to clearly establish that it can be applied to individual units such as chargers rather than per recharging location. It would also broaden the 30C ITC maximum for business activists from \$30,000 to \$200,000 per item and lengthen it for a further eight years. Under this expansion, it would apply to any property that enters service by the end of 2029.

The measure is co-sponsored by Senate Environment and Public Works Committee Chairman Tom Carper (D-Del.) and Sens. Richard Burr (R-N.C.), Catherine Cortez Masto (D-Nev.) and Debbie Stabenow (D-Mich.). "For our automakers to be globally competitive and to meet our climate goals, we need millions more electric and fuel cell vehicles on our roads in the next decade. By bringing down investment costs, our bill will ensure our nation starts building the necessary charging and clean vehicle refueling stations today," Carper said in a statement. "Many of our nation's largest automakers are already pledging to electrify and clean up their fleets, but Americans must have far greater access in their communities to electric charging and fuel cell stations. We can't have clean vehicles without clean vehicle fueling infrastructure—we must invest in both." The Biden administration has set a goal of reaching net-zero greenhouse gas emissions by 2050 and 500,000 electric charging stations nationwide by 2030.



# PRCC Sustainable Members

## Platinum Members



## Gold Members



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## 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.

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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)

