

PRCC GAZETTE

“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”

Volume 5, Issue 27

July 2021

2021 PA DEP Alternative Fuel Incentive Grant Program Now open.

[Alternative Fuels Incentive Grant \(pa.gov\)](https://www.dep.state.pa.us/elibrary/GetDocument?docId=3790745&DocName=2021%20ALTERNATIVE%20FUELS%20INCENTIVE%20GRANT%20PROGRAM.PDF)

Guidelines are at

[www.dep.state.pa.us/elibrary/GetDocument?docId=3790745&DocName=2021 ALTERNATIVE FUELS INCENTIVE GRANT PROGRAM.PDF](https://www.dep.state.pa.us/elibrary/GetDocument?docId=3790745&DocName=2021%20ALTERNATIVE%20FUELS%20INCENTIVE%20GRANT%20PROGRAM.PDF) %28NEW%29 [6/23/2023](https://www.dep.state.pa.us/elibrary/GetDocument?docId=3790745&DocName=2021%20ALTERNATIVE%20FUELS%20INCENTIVE%20GRANT%20PROGRAM.PDF)

New This Round

The AFIG program will remain open continuously throughout the remainder of calendar year 2021. Submission period end dates are by 4:00 PM on August 27 and December 17, 2021 Priorities for funding for AFIG 2021:

1. Businesses whose headquarters or principal place of business are located in Pennsylvania
2. Zero emission vehicle (ZEV) projects
3. Renewable natural gas (RNG) vehicle and infrastructure projects
4. Projects located in or predominantly serving environmental justice (EJ) areas (<https://www.dep.pa.gov/PublicParticipation/OfficeofEnvironmentalJustice/Pages/PAEnvironmental-Justice-Areas.aspx>)
5. Applicants that are minority, veteran, or woman-owned businesses
6. Publicly accessible alternative fuel refueling infrastructure projects and fleet charging equipment projects. The program changes for the Vehicle Retrofit and Purchase project category are: • No leased vehicles will be eligible under the 2021 solicitation. • Non-profits, including schools, and local government entities may apply jointly

Issue Contributors:

Rick Price, Executive Director/Coordinator, PRCC



PITTSBURGH REGION CLEAN CITIES
C/O Rick Price, Executive Director/Coordinator
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CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

October 6, 2021

Starting at 9:30 AM

Location: TBD

Upcoming Events

Odyssey Day
Community College of Allegheny
County/West Hills Center
1000 McKee Road, Oakdale, PA
October 1, 2021
9:00am – 2:30pm

**National Drive Electric Week - Sustainable
Sewickley/DEPA
Electric Vehicle Event**
September 25, 2021
Time: TBD
Sewickley YMCA
625 Blackburn Road
Sewickley, PA

PRCC/Ingevity Workshop & Ride-n-Drive
August 9-12, 2021
Locations: TBD

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



DEP Celebrates 1,000 Electric Vehicle Chargers Installed Statewide with ‘Driving PA Forward’ Funding

Chargers installed by over 300 companies, organizations, and condo/apartment complexes

Harrisburg, PA – Pennsylvania Department of Environmental Protection (DEP) Secretary Patrick McDonnell announced yesterday that 1,000 Level 2 electric vehicle chargers have been installed statewide with funding from the DEP Driving PA Forward program. McDonnell celebrated the milestone at Neighbors & Smith retail center in Camp Hill, Cumberland County, which installed four chargers with Driving PA Forward funding. See video on [PACast](#).

“Each one of these chargers adds another option for Pennsylvania’s electric vehicle drivers, and more electric vehicles on the road means less tailpipe pollution and healthier air quality in our communities,” said McDonnell. “It also helps Pennsylvania address the pressing challenge of climate change.”

While charging his car in the parking lot, Secretary McDonnell visited One Good Woman coffee/tea shop to talk with Neighbors & Smith property manager David Hutton and shop owner Michele Koch about the benefits of supporting customers’ and employees’ electric vehicle use.

“Smith Land & Improvement Corporation is proud to offer two electric vehicle charging stations at its newest development in Camp Hill—Neighbors & Smith,” Hutton said. “These charging stations not only offer convenience to our tenants, shoppers, and community, but they show Smith Land’s commitment to the evolving auto industry and the environment.”

Driving PA Forward-funded chargers have been installed by companies, organizations, and condo/apartment complex owners at more than 300 locations in 39 counties in a variety of communities across the state, including in Philadelphia, Pittsburgh, Allentown, Braddock, Harrisburg, Oil City, Pottsville, Tunkhannock, and many other communities.

“The charging station in Oil City provides residents and visitors alike a much-needed public space to charge their vehicle,”

said Emily Lewis, executive director of the Venango County Economic Development Authority. “Being one of just a few public charging stations in the area, it draws travelers to downtown Oil City and provides a necessary link for electric vehicle users making long trips in the region.”

“Offering electric vehicle chargers is part of Epic Metals’ mission to address climate change. We’ve now installed seven SemaConnect EV chargers,” said David Landis, president of Epic Metals, located in Braddock, Allegheny County. “So far their use by employees and guests has displaced the burning of over 8,000 gallons of gasoline, reducing about 154,000 pounds of carbon dioxide emissions.”

“The Allentown Parking Authority understands electric vehicles are part of the future. We’ve had some large corporations moving their companies downtown, bringing contract parkers. They were thrilled at the installation of our charging stations,” said Janet Canevari, management specialist at the Allentown Parking Authority, Lehigh County. “Our goal is to provide the best parking experience to Allentown’s residents, workforce, and visitors as we play a part in reducing the carbon footprint.”

“Electric vehicles are the biggest thing to happen to transportation since the Model T. We’re honored to be on the leading edge of bringing this revolutionary technological change to rural areas,” said Matthew J. Austin, president and CEO of Austin-Corps, located in Tunkhannock, Wyoming County. “Making charging stations available at public locations is key to overcoming perceived battery anxiety on the way to environmentally sustainable transportation.”

More than half the chargers were installed at public places, about one-third at workplaces, and the remainder at multi-unit residential properties. The Pennsylvania Department of Conservation and Natural Resources (DCNR) has completed 12 charging projects at state parks with Driving PA Forward funding.

An additional 140 funded charging station projects are in process. They’ll add at least 500 more plugs and bring the number of counties to 45 with at least one charger funded by Driving PA Forward.

“We know Pennsylvanians are increasingly interested in electric vehicles for their health and environmental benefits, as well as lower fueling and maintenance costs,” said Secretary McDonnell. “Many people are asking, is the charging infrastructure in place to let me go where I want to go? Companies, local governments, and organizations are stepping up to fill this need.”

According to the most recent data available from the Pennsylvania Department of Transportation (PennDOT), 28,460 electric vehicles (battery and plug-in hybrid) were registered in Pennsylvania as of February. This is significantly more than about three years ago, when 11,347 electric vehicles were registered in December 2017.

There are now more than 1,600 public Level 2 chargers that can be used by any vehicle at more than 800 locations throughout the state.

Information on how to apply for funding to install a Level 2 charger may be found at [Driving PA Forward](#) and in this [brochure](#). The Level 2 program is one of eight Driving PA Forward programs that are using Pennsylvania’s \$118.5 million settlement from the Volkswagen emissions cheating scandal to drive the transition toward zero- and low-emission vehicles and equipment and accelerate installation of related infrastructure. Driving PA Forward is investing the maximum amount allowed by the settlement to support charging infrastructure: nearly \$17 million.

DEP also supports increased electric vehicle use through the [Alternative Fuels Incentive Grants](#) program, which supports electric vehicle adoption by companies, government offices, and organizations and targets funding to develop [fast-charging corridors around the state](#) in a joint effort with PennDOT.

The DEP [Alternative Fuel Vehicle Rebate](#) program provides rebates to consumers for electric vehicle purchases, and DEP provides public education tools to answer common questions about electric vehicles, such as the [Pennsylvania Electric Vehicle Roadmap 2021 Update](#).

Vehicles generate 47% 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.

Vehicles release 21% of carbon dioxide in the air statewide, contributing to climate change.



Ingevity’s Adsorbed Natural Gas and Renewable Natural Gas (ANG-RNG) solution enables light-duty trucks such as pickups the use of a low cost fueling appliance (<\$5K) and low cost fuel at the commercial rate accessed directly from the commercial utility line servicing a fleet or company facility.

The ANG-RNG platform can help fleets reduce GHG emissions 85%-130%. Ingevity was recently awarded a 28-vehicle AFIG grant from the Commonwealth of Pennsylvania Dept of Environmental Protection which included almost every natural gas utility in the state as well as multiple other major fleets.

Current fleet participants include SoCal Gas, Washington Gas & Light, Atlanta Gas & Light, City of Orlando, Ozinga Brothers and others. Given the market receptivity to the ANG-RNG platform,

Ingevity is providing a 50/50 cost-share program for the vehicle upfit and fueling appliance with a possible further 30% reduction for the appliance. Ingevity team members plan to be in Western PA with the ANG-RNG vehicle the week of August 9th in collaboration with PRCC, Peoples Gas and others for group and one-on-one meetings.

As background, Ingevity is a \$3 bn publicly traded Tier 1 & 2 supplier to the US and global auto industry with its evaporative emissions solution, which is on the majority of gasoline vehicles in the US. To participate in our group event or to schedule a 1-on-1, please reach out to either Rick Price, rprice5705@aol.com or William Sapon, william.sapon@peoples-gas.com for more information.



Declaring Our Independence from Foreign Oil

This year's July 4th marked the 245th commemoration of the adoption of the Declaration of Independence. During that time, our country has grown from 13 colonies to 50 states and 14 territories and has built over 4 million miles of roads. Our nation has also grown its propane autogas infrastructure to include fueling stations in nearly every state. And, tens of thousands of ROUSH CleanTech vehicles operate from coast to coast.

Our roads are becoming more traveled by commercial vehicles and Blue Bird school buses that run on cleaner fuels that are made right here in the U.S.A. These alternative fuels include propane autogas, compressed natural gas and battery electric vehicles, to name a few. They fuel vehicles that deliver baked goods to our local grocery stores, transport our children to school every day and provide paratransit rides to those in need of mobility options.



WANTED

**East Coast
Electric Vehicle
Round up**



Have an Alternative Energy Vehicle like an Electric Hybrid, Bio-Diesel, Steam, Propane, Wood-Gas, pure battery Electric Vehicle or even a hamster powered vehicle? Come and display your vehicle at this annual event ~
the East Coast Electric Vehicle Round Up and Alternative Energy Car Show, held during the Mother Earth News Fair at Seven Springs Mountain Resort.

Call to register: 724-387-8210 or email:
info@threeverseva.org

www.threeverseva.org/ecevrroundup.html

SAVE THIS DATE! ODYESSY DAY



Pittsburgh Region Clean Cities is hosting a Odyssey Day event at the **Community College of Allegheny County – West Hills Center, Oakdale, PA**, and we would like to invite you to attend.

When: October 1, 2021

Where: Community College of Allegheny County – West Hills Center

1000 McKee Road, Oakdale, PA

9:00 AM – 2:30 PM Presentations, Speakers, Alternative Fueled Vehicles and more!

Odyssey Day is an outreach and education event dedicated to promoting the use of alternative fuel and advanced technology vehicles. It is coordinated by the National Alternative Fuels Training Consortium (NAFTC) headquartered at West Virginia University in Morgantown, West Virginia, in partnership with the U.S. Department of Energy (DOE). The first event was held in 2002.

To see videos from 2018 Odyssey Day go to:
<https://www.youtube.com/watch?v=Hn5p8ZJOZMs>
and
<https://www.youtube.com/watch?v=too22oPtJTA>

2019 video [Odyssey Day 2019 HD 2 - YouTube](#)

PURPOSE

Odyssey Day offers unique activities designed to educate the public about cleaner transportation technologies and is customized to the wants and needs of the local host. Examples of such activities include:

- ride-and-drives
- vehicle displays
- workshops
- demonstrations



To register click here: [2021 Odyssey Day \(google.com\)](#)

To register as a vendor click here: [2021 Vendor Registration Form \(google.com\)](#)

To register to become a sponsor click here: [2021 Odyssey Day Sponsorship Registration \(google.com\)](#)

Look for the Agenda in the near future. For more information, please contact Rick Price at (412) 735-4114.

Electric Vehicle Tax Credit Bill From US Senate Finance Committee Looks Great

The US Senate Finance Committee has put forth a bill to extend and strongly improve the US federal EV tax credit.

By
[Zachary Shahan](#)
Published

Briefly, let's look at a summary of the current federal electric vehicle (EV) tax credit in the United States. The maximum credit is \$7,500. However, the EV buyer has to have \$7,500 of tax liability to take full advantage of that. If a buyer would owe only \$4,000 in taxes, they would get only \$4,000. Clearly, that system offers less benefit to someone who makes less money and thus owes less in taxes. Once a 200,000 vehicle milestone is reached — once an automaker sells 200,000 plugin vehicles in the US — the tax credit starts to phase out for people who buy plugin vehicles from that automaker. It's a somewhat complicated phaseout that takes several quarters, but two automakers passed the milestone so long ago that buyers of their EVs no longer get any tax credit from the federal government at all. Those two automakers are Tesla and GM. Across the board, the tax credit is also set to be eliminated if Congress doesn't extend it. Now let's look at how the bill that has moved through the US Senate Finance Committee updates things. (Hat tip to @Not an Analyst.)

First of all, yes, the bill extends the tax credit. In fact, the tax credit is extended not just for a year or two, but until electric vehicles hit significant market share in the United States. The tax credit doesn't start to phase out until the country reaches 50% plugin vehicle market share. Also, there is no manufacturer cap at all*. The phaseout is for all electric vehicles once plugin share of the overall market reaches 50%.

Also, the credit finally solves for the problem of favoring wealthier people with more income. It is a refundable tax credit — if you only owe \$3,000 in taxes in the tax year you buy a plugin vehicle, for example, you will then owe \$0 in taxes and get a \$4,500 refund. However, the max refund is no longer \$7,500 either.

In addition to the base \$7,500 credit, and extra \$2,500 would be available if the vehicle is manufactured in the United States, and another \$2,500 is available if the vehicle is union made.

One limiting factor is added as well — the plugin vehicle must have an MSRP of \$80,000 or less.

Local Climate Action Program



The DEP Energy Programs Office offered the first Local Climate Action Program (LCAP) July 2019 – June 2020, helping 20 municipalities across Pennsylvania that wanted to reduce their greenhouse gas (GHG) emissions. Currently, 21 additional local governments are participating in LCAP 2020-2021.

Having state and local governments lead by example on climate action in practices and assets is one of the 19 strategies recommended in the [Pennsylvania Climate Action Plan](#).

PADEP is currently recruiting local governments to participate in LCAP year 3, which will begin in August 2021 and continue through June 2022.

Local governments should [complete this survey](#) by June 30, 2021 to confirm their commitment to participate in year 3. If you are interested but still have questions about the program, please contact Heidi Kunka at hkunka@pa.gov or 717-214-4243.

LCAP is funded by the U.S. Department of Energy's State Energy Program (SEP).



3.1

Million Pounds of CO2 Removed with Propane Paratransit Fleet

TransNet's long-term sustainability plan to reduce its impact on the planet is evident in its paratransit fleet. In 2019, the community transportation service started operating shuttles on propane autogas, a clean and low-carbon fuel.

By running propane fleet vehicles, TransNet is eliminating more than 3.1 million pounds of carbon dioxide over the shuttles' lifetime. Plus, the organization will emit fewer greenhouse gases, smog-producing hydrocarbons, and virtually eliminate particulate emissions versus comparable gasoline-fueled models.

“We take major strides to reduce TransNet’s carbon footprint and lessen harmful emissions, and our clean-operating propane paratransit shuttles are a big part of that effort,” said Susan Kopysteck, executive director of TransNet. “We all have an obligation to protect our planet, on Earth Day and every day.” TransNet has won a number of awards for its sustainability efforts, including the Air Quality Partnership Excellence Award from the Delaware Valley Regional Planning Commission (known as DVRPC).

To understand its alternative fuel choices, TransNet joined Eastern Pennsylvania Alliance for Clean Transportation as part of its sustainability plan. “We compiled a detailed fleet analysis for TransNet that established propane as the most cost-effective option to reduce their carbon footprint,” said Tony Bandiero, executive director of EP-ACT, which assisted in securing \$300,000 in funding from Department of Environmental Protection’s Alternative Fuels Technical Assistance Program.

“PennDOT also played a key role in assisting TransNet through the process of adopting propane vehicles and will continue to be a factor with future conversions of new grant vehicles,” Kopysteck adds. “Its dedication to promoting alternative fuel and sustainability throughout the state is commendable.”

TransNet’s paratransit shuttles are used as demand-responsive transportation for its community. In an average (pre-COVID-19) year, each of TransNet’s paratransit shuttles travel almost 25,000 miles to transport aging community members, persons with disabilities, persons on medical assistance, school children and commuters. The organization has a paratransit fleet of 22 Ford E-450 propane vehicles and soon takes delivery of 12 more, all equipped with ROUSH CleanTech propane autogas fuel systems.

“Our [Gen 5 propane system](#) integrates the new powerhouse Ford 7.3L engine that is leaner, meaner and greener — making it more compact, more powerful and easier to maintain,” said Ryan Zic, vice president of sales of ROUSH CleanTech. “Plus, ROUSH CleanTech’s E-450 is certified to California Air Resources Board’s optional low nitrogen oxide emissions standard, drastically reducing tailpipe emissions and making it 75% cleaner than the federal standard.”

ROUSH CleanTech Ford E-450 vehicles are undergoing Federal Transit Administration’s New Model Bus Testing Program (“Altoona Testing”), which allows its transit customers to apply for and receive FTA funds to help cover vehicle costs.

Propane autogas is a safe, domestically produced fuel with a robust infrastructure. TransNet partnered with [Sharp Energy](#), a subsidiary of Chesapeake Utilities Corporation, to fuel its fleet.

“Safe and clean propane autogas is the leading alternative fuel for paratransit applications across the nation,” said Steve Whaley, director of autogas business development for the Propane Education & Research Council. “In addition to the environmental benefits, agencies operating propane buses save big on fuel and maintenance — savings that stretch tight budgets and taxpayer dollars.” On average, propane costs about 40% less than gasoline and 50% less than diesel.

ROUSH CleanTech has deployed over [37,000 advanced clean transportation vehicles](#) to fleets across North America. Of those, more than 1,500 operate in the transit industry.

To learn more about ROUSH CleanTech’s advanced clean transportation fleet solutions, visit [ROUSHcleantech.com](https://www.roushcleantech.com).





PRCC Welcomes New Board of Director

Chris Sandvig - Mobilify Southwestern Pennsylvania

Founder & Executive Director 2021 Mobilify Southwestern Pennsylvania (Mobilify) Pittsburgh, PA Founded a new regional organization whose mission is to engage all communities in collaboration towards securing greater multimodal transportation choices, equitable transportation access and economic opportunity across Southwestern Pennsylvania. Organization provides a dedicated, singularly focused home for policy, advocacy, technical assistance, and stewardship of initiatives and projects that place people that benefit them the most at the top of the transportation hierarchy and

Garnered regional support for launching Mobilify from regional leaders including Allegheny County Executive, Mayor of Pittsburgh, Port Authority of Allegheny County CEO, Southwestern Pennsylvania Commission Executive Director, Carnegie Mellon University's Metro and Traffic21, and University of Pittsburgh's Congress of Neighboring Communities directors, and local community development corporations.

Raised \$300,000 to date to start and establish Mobilify.

Convene and manage the PA Statewide Clean Transportation Table; an Energy Foundation funded focused on reducing PA transportation's carbon footprint via vehicle electrification and mode shift away from single occupancy vehicles.

Other initiatives underway include: o Working to establish a zero-emission microtransit pilot in EPA nonattainment communities that are also transit deserts;

Procuring resources to reconnect Manchester and Chateau in Pittsburgh's Northside through converting Rt. 65 from limited-access freeway to at-grade urban boulevard enhanced with rapid transit; o Ensuring state-level public transit funding remains at current levels at a bare minimum and new tools are created to raise additional funds for local priorities



Welcome New PRCC Intern Nadia Cenci

Nadia Cenci is a summer intern with Pittsburgh Region Clean Cities, gaining hands on experience and learning more about the alternative fuel and energy system. She is attending Chatham University to pursue a BS in Sustainable Energy and Urban Systems with a Minor in Food Studies.



It's Official: US Government Says Electric Vehicles Cost 40% Less To Maintain

The latest information from the US government shows battery electric cars cost less to maintain than conventional cars, hybrids, and plug-in hybrids.

By
[Steve Hanley](#)

Published
June 22, 2021

We have heard it over and over again — electric vehicles cost less to own. The reasons are fairly obvious. A vehicle with an internal combustion engine and transmission has about 10,000 parts whirling around in order to make it go. A battery electric car has less than 10. Fewer parts means fewer things that require servicing which in turn means paying less money to technicians to keep our transportation devices running.

While we understand intuitively that electric vehicles should be less expensive to maintain, now there's proof. The US government operates the largest vehicle fleet in the world, so it stands to reason it should know a thing or two about how much it costs to keep them all running.

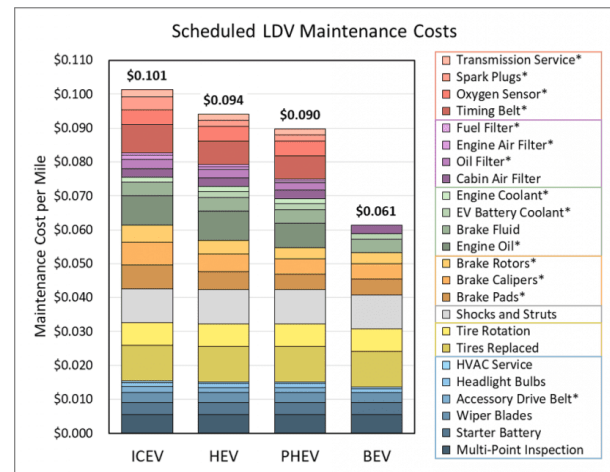
In its latest study, the Office of Energy Efficiency and Renewable Energy says,

"The estimated scheduled maintenance cost for a light-duty battery-electric vehicle (BEV) totals 6.1 cents per mile, while a conventional internal combustion engine vehicle (ICEV) totals 10.1 cents per mile. A BEV lacks an ICEV's engine oil, timing belt, oxygen sensor, spark plugs and more, and the maintenance costs associated with them."

The government did what the government does best. It drilled down into all the details of vehicle maintenance and came up with the following chart. Notice that hybrids and plug-in hybrids also had lower maintenance costs than conventional cars but only slightly so.

Big deal, you say? Who cares about a difference of a measly 4 cents? Consider this. The light duty vehicles — sedans, SUVs, passenger vans and the like — owned and operated by the federal government traveled nearly 2 billion miles in 2019, according to the General Services Administration. That difference of 4 little cents translates into savings of about \$78 million a year, according to *Motor Trend*.

The one thing that the EERE study doesn't show is the reduction in fuel costs for those government owned vehicles, which allows us to do a little speculating.



Let's assume the average fuel economy for all of them is 20 miles per gallon. That means it would take about 100 million gallons of gasoline to drive 2 billion miles. Now let's assume that gas costs an average of \$3.00 a gallon (I am math challenged so I like to use round numbers). 100 million gallons at 3 bucks a gallon equals \$300 million, does it not?

Now let's assume further that the cost of electricity is roughly half the cost of gasoline. The end result is that a fleet of electric vehicles would save Uncle Sam about \$150 million in fuel costs every year. Add in the \$78 million in lower maintenance costs and the total annual savings from switching the entire US government fleet to electric vehicles could be \$228 million every year from here to eternity or \$2.28 billion over the next decade.

You would think that saving hundreds of millions of dollars a year is the kind of thing Republicans — who beat their breasts constantly about what fiscal conservatives they are — would embrace. That they have not done so rather gives the lie to all their claims. So the next time someone tells you that electric cars are too expensive, ask them if they would like the government to save \$228 million in fuel and maintenance costs every year. If their answer is yes, the way to make that happen is to convert the US light duty vehicle fleet (not including the post office, which is a separate entity) to battery electric vehicles.

Now imagine what doing that would do to the cost of those vehicles. Knowing what we do about economies of scale, the conversion would lower the purchase price of electric vehicles in America for everyone. It's a no-brainer, which means it should appeal strongly to conservatives.

PRCC Sustainable Members

Platinum Members



Gold Members



Silver Members



PRCC Membership Levels Information

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

To find out more on membership levels go to:

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



The Pittsburgh Region Clean Cities Board of Directors would like to thank all 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

