PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 28 September 2021

The DRIVE PA FORWARD Truck and Bus Fleet & On-Road Rebate Programs are Open

Truck and Bus Fleet Grant Program - Fleets of Class 4-8 Trucks, Drayage Trucks, School Buses, Shuttle Buses, and Transit Buses

Change in Program Name and Eligibility – This program was called the Class 8 Truck and Transit Bus Grant Program in 2018 and 2019. The name of the program has been revised to reflect significant changes to the program relating to eligibility of different vehicle/engine types and a change to focus on fleets of 6 or more eligible vehicles/engines.

Project Funding – There is $3,000,000 available for reimbursement grants from the Pennsylvania Department of Environmental Protection (DEP) in calendar year (CY) 2021 under the Truck and Bus Fleet Grant Program.

Project Period – The project period will begin upon execution of a grant agreement and end two years later. Extension requests will be evaluated on a case-by-case basis.

Submission Format – The application is available online through the Department of Community and Economic Development's (DCED) Electronic Single Application website, eGrants, at https://www.esa.dced.state.pa.us/Login.aspx. Paper and faxed copies will not be accepted.

Application Submission Period – The Truck and Bus Fleet Grant Program application submission period will begin upon public notice of availability and will remain open until the application submission deadline at **4:00 PM on October 9, 2021**. DEP will review and score applications after the submission period ends

Information and Guidelines can be found at 3_CY21Truck&BusFleetGrantProgramGuidelines.pdf (pa.gov)

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DEPARTMENT OF ENVIRONMENTAL PROTECTION

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: CCAC-West Hills Center

Upcoming Events

Three Rivers EVA Electric Car Show
First Presbyterian Church Parking Lot
3202 North Hills Road
Murrysville, PA
September 18, 2021
10:00am – 4:00pm

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

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

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

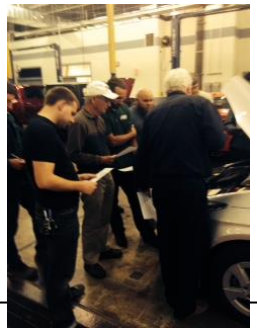
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

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 On-road Rebate Program

Available Funding - The funding available under the calendar year (CY) 2021 Onroad Rebate Program is $6,000,000.

The Application Period for this round of funding will open on July 23, 2021. DEP will close the Application Period following the issue of $6.0 million in vouchers, or **by November 12, 2021**- whichever occurs first. Applications for rebates will be accepted, reviewed, and approved on a first come, first served basis.

The funding available under the calendar year (CY) 2021 Onroad Rebate Program is **$6,000,000.**

The **Application Period** for this round of funding will open on **July 23, 2021**. DEP will close the Application Period following the issue of $6.0 million in vouchers, or by **November 12, 2021**- whichever occurs first. Applications for rebates will be accepted, reviewed, and approved on a first come, first served basis.

Information and Guidelines can be found at 3_CY21_OnroadRebateProgramGuidelines.pdf

2021 PA DEP Alternative Fuel Incentive Grant Program is Still Open

Alternative Fuels Incentive Grant (pa.gov)

Guidelines are at www.depgreenport.state.pa.us/elibrary/GetDocument?docId=3790745&DocName=2021 ALTERNATIVE FUELS INCENTIVE GRANT PROGRAM.PDF <span style%3D"color:green%3b"> <span style%3D"color:blue%3b">%28NEW%29 6/23/2023

New This Round

The AFIG program will remain open continuously throughout the remainder of calendar year 2021. Submission period end date is by 4:00 PM on 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

pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Altoona Metro Adds Seven New CNG Buses

July 16, 2021. A public transportation service in Altoona, Pennsylvania, revealed some major upgrades it has received with a ribbon-cutting ceremony.

At an event recognizing the completion of several capital acquisitions and projects, General Manager Eric Wolf recalled his first meeting with U.S. Rep. John Joyce, R-Altoona.

They shook hands, Joyce expressed his support for transit, and Wolf thought to himself, *"Are you sure you're a Republican?"*

It got a laugh from the approximately 50 guests, but the joke was out-of-date, Wolf admitted afterward. While enthusiasm for transit was a Democratic monopoly 25 years ago, Republicans have since then been supportive — as indicated Friday by Joyce, who spoke appreciatively of riding Amtran buses as a high school and college student.

The local authority has benefited from bipartisan support for projects like the ones it celebrated Friday: seven new compressed natural gas buses, an auxiliary garage, renovations of the drivers lounge, dispatch office and administrative office and a new software system.

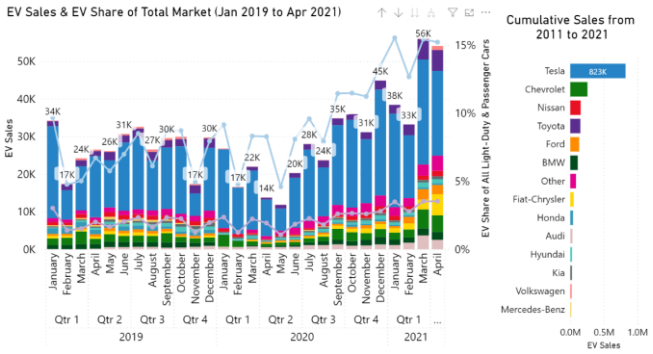
Altoona Metro Transit (Amtran), located at 3301 5th Ave, reveals the addition of seven new compressed natural gas (CNG) powered buses, a renovated driver's lounge and new upgrades to the company's 120-year-old garage. Company officials are very pleased with the upgrades Amtran remained open all throughout the pandemic since public transportation was classified as an essential service. Other renovation projects were also unveiled today such as renovations to the dispatch and administrative offices and some technology upgrades.

In 2018, Amtran received money from PennDOT and the Federal Transit Administration to buy 16 new Compressed Natural Gas buses, as part of a PennDOT initiative to promote the state's natural gas industry. That same year, the FTA authorized an additional grant — contingent on funding from PennDOT — for seven more CNG buses in 2021.

Now, PennDOT is asking Amtran to plan for three additional CNGs in 2024 — with the continuing presumption they'll be fully funded — so by then, Amtran's entire 26-bus fleet should be powered by natural gas.

"In six years, (we'll) go from zero CNGs to all 26," said Amtran General Manager Eric Wolf on Wednesday, after a board meeting at which he explained the acquisition plans. In 2017, the average age of the authority's fleet was 19.3 years — an average inflated by six 40-year old GMC buses that Amtran used for its school tripper service.

APRIL MARKS ANOTHER BANNER MONTH FOR EV SALES



Following the record for quarterly EV sales set in Q1, Q2 is off to a hot start, with April sales up nearly 300 percent year-over-year. The 54,077 electric vehicles sold in April make it the all-time second highest month for U.S. passenger EV sales, falling just short of the 56,257-mark set in March. With back-to-back record months, 2021 is emerging as a breakout year for EVs, as we predicted in January. Through April, EV sales in 2021 were 130 percent higher than last year and exceeded 2019 sales for the same months by 75 percent.

Fueled by a healthy market, manufacturers are doubling down on EV investment. In May, Ford boosted its planned spending on EVs from $22 billion to $30 billion and announced plans to take its Lincoln luxury brand lineup electric. Not to be outdone, rival General Motors raised its investment in electric and autonomous vehicles up to $35 billion from the $27 billion it had announced late last year. General Motors beat out Ford in April, capturing eight percent of the market compared to 4.5 percent for Ford. The Chevy Bolt and Mustang Mach-E were the two bestselling non-Tesla BEVs.

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Volkswagen and its sub-brands saw continued growth in April, with Volkswagen's ID.4 selling just over 1,000 units in its second month on the market, three times as many as it sold in its first month. Volkswagen Group's luxury offerings, the Porsche Taycan and Audi e-tron, also sold over 1,000 units each in April, allowing Volkswagen Group to claim the third, fifth, and sixth bestselling non-Tesla BEVs for the month. In March, Volkswagen announced a significant expansion of its battery manufacturing capacity to keep up with growing demand.

A rebounding plug-in hybrid market led by Stellantis (formerly Fiat-Chrysler) and Toyota accounted for nearly a third of the month's EV sales with 17,595 units. Stellantis's new Jeep Wrangler 4xe notched over 3,000 sales in its first month on the market, taking the number two spot for plug-in hybrid models and helping Stellantis surpass Toyota, which had led the plug-in hybrid market for twenty-four straight months. While all-electric sales were down 13 percent from March, plug-in hybrid sales rose by nearly 30 percent.

Tesla continues to lead the all-electric market with 22,500 sales in April but saw its market share slip to 42 percent, down from 54 percent in March. Some contraction was expected as Tesla halted production of the Model S and Model X earlier this year due to a parts shortage. Both models had their lowest selling month on record, selling just 150 units between them in April. Tesla's year-over-year sales were still up by over 18 percent, driven by strong sales from the Model Y and Model 3. Deliveries of the Model S resumed in June with the revamped Model S Plaid, but volume production is not expected to return until Q3.

With 2021's strong start, the United States is rapidly approaching two million total EV sales. At the current rate, the United States will reach two million EVs sold in June, just two and a half years after reaching one million EVs sold.

Track all this information on the EV Hub Automakers Dashboard

As Emissions Reach Record Levels, Propane Autogas is Today's Decarbonization

WASHINGTON, D.C. – The Propane Education & Research Council (PERC) emphasizes the need to accelerate decarbonization today with clean energy sources like propane autogas. A new study from the National Oceanic and Atmospheric Administration (NOAA) found atmospheric levels of carbon dioxide peaked during May 2021 to the highest levels ever recorded at an average of 419 parts per million. "That is a staggering number, and one that should make any fleet owner or transportation director want to take action now to reduce their fleet's emissions," said Steve Whaley, director of autogas business development for PERC. "Propane autogas and renewable propane are ultra-low carbon energy sources that are proven and available today to accelerate decarbonization." According to the EPA, the transportation industry accounts for 29 percent of greenhouse gas emissions in the United States. Fleet owners can do their part to lower these emissions by being well-versed on their energy source selections. Today's propane autogas carbon footprint is smaller than almost any alternative energy source in the transportation industry with a carbon intensity of 79 for conventional propane and renewable propane can have a carbon intensity as low as 20. In comparison, gasoline's carbon intensity is 86, diesel's is 105, and the national average carbon intensity for the electric grid that powers EVs is 165. Currently, medium- and heavy-duty (MD-HD) propane-powered vehicles provide a lower carbon footprint solution in 38 U.S. states when compared to MD-HD electric vehicles charged from the electrical grid. MD-HD vehicles powered by renewable propane provide a lower carbon footprint solution in every U.S. state except Vermont, where electricity is generated by Canadian hydroelectric power plants. Fleet owners interested in how they can lower their vehicle emissions with propane autogas can visit Propane.com/Fleet-Vehicles.

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)

WE ARE LOOKING FOR SPONSORSHIPS FOR THIS YEARS' EVENT

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.

FUEL ECONOMY GUIDE NOE AVAILABLE

The *2021 Fuel Economy Guide* provides detailed fuel economy estimates for MY 2021 light-duty vehicles, along with estimated annual fuel costs and other information for prospective car buyers. The electronic version of the *Guide* is available online at https://fueleconomy.gov/feg/pdfs/guides/FEG2021.pdf

Penske, Roush CleanTech, Proterra Announce F-650 Electric Commercial Trucks

July 20, 2021 • by Work Truck Staff

The three companies are collaborating on fleet electrification strategies, including charging, to support customers.

Photo: ROUSH CleanTech

Roush CleanTech, Penske Truck Leasing and Proterra have announced a new collaboration under which Proterra will supply its battery technology to Roush CleanTech for the development of its next-generation Ford F-650 all-electric commercial truck.

Roush CleanTech will integrate its advanced clean technology and control systems to leverage Ford's medium-duty chassis and Proterra's battery technology to Penske Truck Leasing, which will be the first customer for this next-generation product. In addition, the three companies will collaborate on continued fleet electrification, including charging and an ecosystem of solutions that will make the transition to electric more seamless for fleets.

The all-electric Roush CleanTech Ford F-650 is a Class 6 commercial electric vehicle available in several configurations including utility trucks, shuttle buses, and box trucks.

Built on the Ford's F-650 chassis, the vehicle will be equipped with Proterra's H Series battery systems. Ideal for packaging between frame rails, the Proterra H Series battery system powering the F-650 can provide 165 kilowatt hours of energy to deliver an estimated 125 miles of vehicle range on a single charge, while supporting an available payload of nearly 8,500 lbs. Roush CleanTech expects to deliver the next-generation Ford F-650 in Q2 of 2023 to Penske Truck Leasing.

"The goal of the Roush CleanTech, Proterra, and Penske collaboration is to remove any and all barriers to help fleets transition to a cleaner future," said Todd Mouw, president of Roush CleanTech, in a press release. "It's clear the market is looking for trusted brands like ours to develop innovative technologies while also supporting the entire lifecycle — from vehicle design and development, to infrastructure assistance, after-sales customer support, and more."

Roush CleanTech's expertise in electrification includes production design, functional performance validation, compliance testing, assembly set up, and vehicle second-stage manufacturing. The company has deployed more than 37,000 advanced clean technology vehicles since 2010 that have accumulated more than 2 billion miles with more than 3,000 commercial, school bus, and public transit fleets, according to the announcement.

"We plan to deploy and operate these vehicles in multiple markets," said Paul Rosa, senior vice president of procurement and fleet planning at Penske Truck Leasing.

Penske has been operating, supporting, and maintaining alternative-fueled vehicle fleets for more than 30 years, including commercial electric vehicles for a decade. In addition to the next-generation F-650, Penske has introduced light-duty, medium-duty, and heavy-duty electric commercial vehicles to its fleet along with its own heavy-duty EV charging networks.

Proterra Powered leverages Proterra's electric vehicle technology and expertise to help commercial vehicle manufacturers electrify their vehicles. Designed and manufactured in the U.S., Proterra battery packs leverage energy density and a customizable design to fit within a variety of vehicles.

Proterra's battery systems have been proven in more than 20 million service miles driven by Proterra transit vehicles and validated through collaborations with commercial vehicle manufacturers to power delivery trucks, electric school buses, coach buses, low-floor cutaway shuttle buses, and construction equipment, according to the company.

Pittsburgh International Airport now creates all of its own energy with first-of-its-kind microgrid

Michael Machosky
July 15, 2021

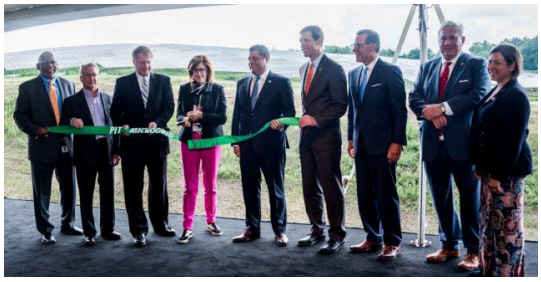
This week, Pittsburgh International Airport (PIT) became the first airport in the world to be completely powered independently by a microgrid, using natural gas and solar power created on PIT property.

The airport was selected by Fast Company as one of 2020's Most Innovative Companies, before the microgrid had even gone live — citing other groundbreaking work, such as Presley's Place for travelers with autism and other sensory issues. The microgrid is something the airport had been studying for several years, but the December 2017 power outage at Hartsfield-Jackson International Airport in Atlanta — among the world's busiest — put the problem of maintaining consistent power in stark relief.

"It caused a whole lot of problems across the East Coast," says Tom Woodrow, vice president of engineering for PIT. "Nobody can ever quantify the actual financial impact of that outage."

So they got to work.

There were 16 initial applicants vying to build the microgrid. In 2019, the project was awarded to Peoples Natural Gas — for a 20-year contract to build, maintain and operate the microgrid at no cost to the airport.



Ribbon Cutting event for the new Microgrid

Not only does the microgrid make the airport immune to problems with the greater power grid, it will also create a savings on electricity for the airport and its tenants, such as the Hyatt Hotel and Sunoco.

"I'm extremely proud that the airport is utilizing nearly 10,000 solar panels as a source of sustainable energy," says Allegheny County Executive Rich Fitzgerald. "It, along with the other mix of energy generated at the airport, continues to position this facility as an industry leader."

Natural gas wells drilled on airport ground — and five natural gas-fueled generators — along with the solar panels, will give PIT more than enough power needed, even as the giant multibillion-dollar terminal modernization project proceeds. Peak demand is currently 14 megawatts; the microgrid delivers 20 megawatts of electricity.

'We have 100% right of first refusal on any electricity that we would ever need," says Woodrow. "In the event that you have any growth within the campus — which we are expecting with a new terminal in the next three, four years — we have some breathing room, in terms of capacity."

People's Gas is permitted to generate excess electricity, notes Woodrow, and "send it to the grid and get paid for that at wholesale rates."

Other airports are working on microgrids and related technologies, especially solar power. They are mostly smaller regional airports in the West. This is the only one that can meet 100% of its own electrical demand.

"We can, we can do that, and then some," says Woodrow. "And we can disconnect from the grid completely. "We certainly believe that gives us some competitive advantage."

Tesla To Open Superchargers To Other Electric Vehicles Later This Year

By
Johnna Crider

Tesla plans to make its Supercharger network open to other EVs later this year, Elon Musk just shared on Twitter.

He was replying to Raphael (aka @TesLatino) who shared his thoughts on how others are wondering why Tesla even created its own charging connector. Many think that it's not fair to other EVs, and he pointed out that Elon Musk didn't receive any support while he was advancing the technology. "His team created a reliable way to charge the fleet," he said. "Deal with it!"

Elon explained that the reason why Tesla created its own connector was that there wasn't a standard in those early days. In fact, back then, Tesla was the only maker of long-range EVs. No other vehicles could even make use of superfast charging if it was available to them. The Tesla connector is quite slim and works for both low and high-power charging.

This update from Elon Musk follows previous news that Tesla is opening two public Superchargers in Norway and 6 in Sweden. However, those are slated to be opened by Q3 of next year. For the case in Sweden, Tesla applied for 6 of the public stations from TM Sweden AB. Since funding is available for public charging — not private — that makes sense. *Elbilen* noted that these will most likely be public Superchargers as a result.

One thing many Americans may not realize is that the Superchargers in Europe include CCS connectors already, and in China they have CHAdeMO 3.0, as our own Maarten Vinkhuyzen pointed out privately. That means that the hardware is already ready for charging from other EVs, and there are at least a couple of places where it was opened up in 2020 (Maarten charged his ZOE at one). So, in those markets, all that's needed is for Tesla to open up permission to non-Teslas and also have an app ready to charge them (money-wise) for using the chargers. In the U.S., it seems that it will be a bit trickier. We'll see.

Tesla's mission is to accelerate the transition to sustainability, and by opening up its Supercharging network to other EVs, it's doing just that. Of course, I'm sure Tesla will make extra money from the service, but that is unlikely to be the aim here. With Tesla's Superchargers soon to be open to other EVs, this brings an entire network of charging stations online for EV owners whose cars aren't Teslas. This helps ease range anxiety, which is a common reason why some are reluctant to switch to EVs. It's another way Tesla will be advancing EV sales.

Presidential Order Sets Goal of 50 Percent EVs by 2030

Highways across the United States should be filled with significantly more electric vehicles (EVs) by the end of the decade, according to President Biden's recent executive order.

Last week, Biden signed EO 14037: Strengthening American Leadership in Clean Cars and Trucks, a major piece of his Build Back Better Agenda. The three-page order sets the tone for the future of transportation in America, including increased emissions regulations to combat climate change, and sets the goal of increasing EV production to account for half of all new vehicles sold by 2030. Detroit's "Big 3" auto manufacturers, along with the United Auto Workers union, attended the event in support, while some organizations criticized the effectiveness of the order. Telsa, the best-selling electric vehicle manufacturer in the United States for 2020, but has a non-union workforce, was not invited to the event.

The President's emissions reduction plan is largely modeled after California's Framework Agreement, which set tougher emission standards in the state through an agreement with five major auto manufacturers. One part of the proposed rules would make emissions standards 10 percent stricter for new vehicles beginning with the 2023 model year.

For EVs, the President's order called for major investment to make the 50 percent by 2030 plan viable for consumers, calling for $174 billion in spending and incentives. According to a fact sheet published by the White House, these investments include:

· "Installing the first-ever national network of electric vehicle charging stations;

· Delivering point-of-sale consumer incentives to spur U.S. manufacturing and union jobs;

· Financing the retooling and expansion of the full domestic manufacturing supply chain; and,

· Innovating the next generation of clean technologies to maintain our competitive edge."

The order is legally nonbinding, a fact that some argue nullifies the action entirely. In a statement, Dan Becker, the director of the Safe Climate Transport Campaign likened the "voluntary pledges" of these auto manufacturers to be akin to "a New Year's resolution."
According to Pew Research Center, as of 2020, there were 1.8 million electric vehicles registered in the United States. The total number of charging stations as of February 2021 is just shy of 100,000 nationwide. A 2017 report by the National Renewable Energy Laboratory discusses the number of chargers necessary to have 35 million electric vehicles on the road by 2030. The report states that to meet these needs, the nation will need to create and install an additional 50,000 DCFC (fast-charging) and 1.2 million additional Level 2 charging stations.

ROUSH CLEANTECH

Public Transit Agencies Lower Emissions and Costs with Paratransit Propane Autogas Shuttles

Washington's Kitsap Transit and Whatcom Transportation Authority began looking for paratransit vehicles with cleaner emissions that would help lower their fuel cost; they found a solution with ROUSH CleanTech's Ford E-450 propane autogas paratransit shuttles.

Since 2015, Kitsap Transit has added 49 paratransit propane shuttles to its ACCESS fleet, replacing aging diesel models. Whatcom Transportation Authority has purchased 22 propane buses since 2019, replacing aging gasoline models. The Washington agencies are among dozens of transit agencies operating propane vehicles. Currently, there are more than 1,500 ROUSH CleanTech propane transit shuttles across the U.S.

When compared with gasoline or diesel vehicles, fleet vehicles that run on propane autogas, including the ROUSH CleanTech Ford E-450 cutaway chassis, emit fewer greenhouse gases, smog-producing hydrocarbons, and virtually eliminate particulate emissions.

"Propane has reduced our maintenance costs and wear and tear on the engine and components," said Dennis Griffey, maintenance director for Kitsap Transit. "We don't need to do as much serving for fluids, coolants and filters." He adds that the agency's propane autogas transit buses average 25 cents less per mile than its comparable diesel vehicles.

"Being in the Pacific Northwest, we endure some rough winter conditions. Whatcom Transportation Authority's propane shuttles don't have any cold-start issues and warm up quickly. That saves our team time and money," said Ron Mountain, fleet manager for Whatcom Transportation Authority.

The two agencies experience additional savings with their propane shuttles by locking in an annual per-gallon fuel cost for propane to ensure price and supply remain consistent. "Our employees fill up onsite. That, plus the facts that propane is produced domestically and has an abundant supply, allows us to budget better," said Mountain.

Drivers have noticed many improvements while operating the propane shuttles. Vehicles fueled by propane autogas reduce noise levels by about 50% compared to a diesel engine, allowing drivers to better focus on passengers and the road. "Our operators really appreciate the power and the pep the propane vehicles have. They are quieter and don't have that diesel smell," said Griffey.

ROUSH CleanTech's Ford E-450 cutaway has completed the Federal Transit Administration's New Model Bus Testing Program ("Altoona Testing"), which allows transit agencies to access federal funds that cover 85% of an entire alternative fuel vehicle cost with a 15% local match. Completion of "Altoona Testing" means all compatible paratransit body configurations are eligible for FTA funding.

Both Kitsap Transit and Whatcom Transportation Authority plan to add more propane vehicles to their fleets. According to Mountain, every future paratransit order for Whatcom Transportation Authority will be propane-fueled. And, Griffey says that Kitsap Transit will replace all of its remaining 6.6-liter diesels with the 7.3-liter low nitrogen oxide Ford E-450 propane cutaway vehicles.

Harmerville Area to Get New DC Fast Chargers

THREE RIVERS EVA

Western Pennsylvania Chapter of the Electric Auto Association

ELECTRIC CAR SHOW
September 18, 2021
10:00am – 4:00pm
3202 North Hills Road, Murrysville, PA
First Presbyterian Church Parking Lot

DRIVE ELECTRIC PA

PITTSBURGH REGION CLEAN CITIES

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