PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 29 November 2021

PRCC Odyssey Was a Great Success

On October 1, 2021, the Pittsburgh Region Clean Cities held its' 12th Annual Odyssey Day event at the Community College of Allegheny Count – West Hills Center. This event is usually held the first Friday in October each year, but because of COVID-19 last years event was virtual. It was great to have the event back in-person again this year said PRCC Executive Director, Rick Price.

This years' event had less vehicles than in years past as there is shortage of new vehicles available. However, we did have close to 30 vehicles and over 20 vendors.

Our sponsors this year were Duquesne Light and Ingevity. Thank you again to our sponsors!

DUQUESNE LIGHT CO. ingevity

The agenda included speakers from Roush Clean Tech, Ford, and other electric vehicle owners, Speakers from the state included Pennsylvania Department of Transportation and Pennsylvania Department of Environmental Protection.

Presentation can be found at [Odyssey Day 2021 | PRCC (pgh-cleancities.org)]



Infrastructure and Jobs Act Signed Into Law

The Bipartisan Infrastructure Deal will invest $7.5 billion to build out the first-ever national network of EV chargers in the United States.

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:

October 6, 2021

Starting at 9:30 AM

Location: CCAC-West Hills Center

Upcoming Events

Three Rivers EVA Electric Car Show
First Presbyterian Church Laird Hall
3202 North Hills Road
Murrysville, PA
Every Third Saturday
10:00am – 2:00pm

Electric School Bus Webinar/Workshop
December 2, 2021
Time: 1:30pm
Registration Link: Here

Compressed Natural Gas Workshop/Compass CNG
CCA-West Hills Center
1000 McKee Road
Oakdale, PA
December 9, 2021
Time: 10:30AM
Registration Link: Here

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

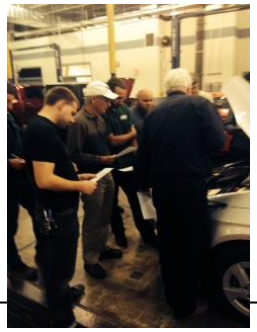
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

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



Provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop.

Funding will have a particular focus on rural, disadvantaged, and hard-to reach communities

- $2.5B for Alternative Fuels (EV, CNG, LNG, LPG, H2) $300,000,000 for FY2022; $400,000,000 for FY2023; $500,000,000 for FY2024; $600,000,000 for FY2025; and $700,000,000 for FY2026

.

$5.0B for EV Corridors

- $1B/year for FY2022-2026

$2.5B for all alternative fuels

- Eligible Fuels: EV, CNG, LNG, LPG, Hydrogen, LPG fueling for MD/HD vehicles only ¬Focus is on Alternative Fuel Corridors and Community Fueling/Charging ¬50% of funding for designated Alt Fuel Corridors ¬50% of funding for Communities

Eligible Entities:

- State, Local Governments, MPOs/Planning Agencies, Transit/Port Authority, Tribal

Corridor Fueling/Charging Requirements:

- Publicly accessible sites along an FHWA designated alternative fuel corridor

Community Fueling/Charging Requirements:

- A project receiving a grant under this paragraph may be located on any public road or in other publicly accessible locations, such as: Parking facilities at public buildings, Public schools ,Public parks, Publicly accessible parking facilities owned or managed by a private entity

Priority will be given to projects in:

- Rural areas, Low & moderate income neighborhoods and Communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes

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

Moving Heavy-Duty Trucking Down the Path to Zero Emissions Cummins Announces Industry-Changing 15-Liter Natural Gas Engine for North America

COLUMBUS, Ind.--(BUSINESS WIRE)-- Cummins Inc. (NYSE: CMI) today announced that it will bring to market a 15-liter natural gas engine for heavy-duty trucks. The 15-liter natural gas engine is an important part of Cummins strategy for its path to zero emissions to go further, faster to reduce the greenhouse gas and air quality impacts of its products in a way that is best for its customers and all stakeholders. The strategy focuses on new powertrains including advanced diesel, natural gas, hydrogen engines, hybrids, battery electric, and fuel cells along with an increased use of low carbon fuels and renewable electricity and related infrastructure. The expanding product lineup will help achieve Cummins' PLANET 2050 environmental goals which include lowering emissions from newly sold products by 30% by 2030 and a goal of carbon neutrality by 2050, aligned with the Paris Climate Accord targets.

"Cummins continues to expand our portfolio of power solutions options so customers can meet their business goals and operational objectives, while also meeting emissions standards and achieving their sustainability goals," said Srikanth Padmanabhan, President, Engine Business, Cummins. "We believe this natural gas option is a game changer as a cost-competitive power option to existing diesel powertrains in heavy-duty trucking, making it a great complement to reduce CO2 emissions. The launch of our universal 15-liter platform for heavy-duty ensures a full range of natural gas powertrains that are available to meet the emission reduction goals of all customers and end markets. Equally exciting is that this engine is also the basis for the recently announced hydrogen internal combustion engine currently being tested that we are developing. Cummins continues to broaden our range of power solutions to help our customers succeed and help them transition seamlessly to the cleanest and most efficient options."

The 15-liter natural gas engine can be paired with a Cummins Eaton Automated Transmission Technologies Endurant HD Transmission and Cummins Fuel Delivery System, ensuring a purpose-built and fully integrated natural gas powertrain. Other transmission pairings will be available at launch for specialized applications. The 15-liter engine will offer ratings up to 500hp and 1,850 ft-lbs of torque and is expected to weigh 500 lbs less than comparable 15-liter diesel engines currently available on the market while not requiring Selective Catalytic Reduction (SCR) to meet 2024 California or Environmental Protection Agency emission standards. "Cummins is committed to providing customers the right powertrain for their application," said Brett Merritt, Vice-President, On-Highway Engine Business, Cummins. "We are bringing this to our customers who have been asking for a natural gas option for long-haul trucking and we are bringing them a very cost-effective and efficient option. This engine will not only deliver the excellent performance characteristics that customers expect from Cummins, but also a compelling total cost of ownership experience, coupled with a potential carbon negative powertrain option when powered with renewable natural gas." "Initial interest in the 15-liter Natural gas powertrain has far exceeded our expectations," said Puneet S. Jhawar, General Manager, Natural Gas, Cummins Inc. "Heavy duty customers are excited about a new pathway to lower their fleet emissions at a competitive cost with a mature, proven technology." When powered with renewable natural gas (RNG), using methane collected from organic waste as the primary fuel source, the system can be credited with a neutral to negative carbon index, resulting in net greenhouse gas (GHG) emissions at or below zero. For the first time last year, the energy weighted carbon intensity (CI) value of California's natural gas vehicle fuel portfolio in the Low Carbon Fuel Standard (LCFS) program was below zero—at -0.85 gCO2e/MJ.

PROTECT AND GROW

The future of natural gas is renewable

By Robert Friedman, managing director of adsorbed natural gas (ANG) at Ingevity

As the focus on achieving environmental and sustainability goals tightens across the globe, natural gas is uniquely suited to add value. Known as a low-cost, reliable, cleaner energy alternative for commercial, residential, and transportation industries, renewable natural gas is a readily available solution to drive long-term growth for the natural gas industry.

The evolution of public policy to mitigate the effects of greenhouse gas (GHG) emissions has posed significant challenges to the traditional natural gas utility infrastructure, impacting transportation and non-transportation industries served by municipally owned natural gas utilities. As cities such as Berkeley, California, and Seattle, Washington, impose increasing restrictions on the installation of natural gas in new commercial and apartment buildings in an effort to transition away from gas, the industry has an opportunity to reposition itself as a viable player in the sustainable energy market.1 Significant opportunity exists to respond to changes in public policy by embracing a "protect and grow" orientation with renewables, especially with renewable natural gas (RNG). RNG has one of the most impactful sustainability profiles by capturing and processing naturally occurring methane rom agricultural, wastewater, and landfill facilities. RNG is one of the few viable zero- or negative-carbon intensity fuels that is cost effective, and its use is well suited to be leveraged by the distribution of the natural gas utility infrastructure. RNG is relevant for transportation and non-transportation sectors. As a transportation fuel, RNG can reduce GHG emissions by 85 percent to 130 percent compared to gasoline, which outperforms other technologies, offering fleets a pathway to carbon neutrality with natural gas vehicles (NGVs). Both fleets and natural gas utilities can easily implement RNG as an alternative fuel by working together to source RNG from providers or third-party marketers. Businesses, institutions and organizations – and potentially residences – can reduce their carbon footprint by purchasing directly from RNG suppliers. For example, Duke University recently announced they they are purchasing RNG through a voluntary offtake agreement. Over the longer term, these initiatives can provide the industry with an opportunity to support the inclusion of RNG within the rate base. Today, RNG provides fleets with a cost-effective and impactful alternative and accounts for over 50 percent of the fuel consumed by NGVs in the U.S. in 2020.2 This opportunity is relevant to compressed natural gas (CNG) vehicles, as well as even lower-pressure NGVs equipped with adsorbed natural gas (ANG) technology. These CNG and ANG vehicle platforms can seamlessly use RNG. The use of RNG within CNG fueling facilities is well-suited for fleets with a larger number of vehicles and fuel consumption (e.g., heavy-duty vehicles) to help offset the capital costs of the fueling infrastructure. Opportunities for light-duty truck fleets (e.g., pickup trucks and vans) to use RNG as a transportation fuel have historically been limited due to fleet size and configuration and the resulting lower consumption of fuel. The introduction of ANG to the light duty fleet market has created new opportunities to use RNG on a cost effective basis. ANG technology allows fleets of any size to utilize ultra-clean RNG at almost no incremental cost: by using a low-cost private fueling appliance, ANG fleet vehicles can use low-cost fuel sourced directly from their utility line.

NGVs are popular throughout the world with approximately 30 million in use today and growing.3 While there are only about 200,000 NGVs in the United States, there is a significant opportunity for NGV growth particularly when coupled with RNG use. Depending on fleet size, both CNG and ANG vehicles provide sustainable and commercially viable options for fleets today. Leveraging the use of RNG as a sustainable fuel source as part of CNG and ANG platforms, the natural gas community can take a leading role in positively impacting the world's shift to lower GHG emissions, while also fostering long-term growth in natural gas as a transportation fuel. Both fleets and natural gas utilities can easily implement RNG as an alternative fuel by working together to source RNG from providers or third-party marketers

Transit Industry Leads in Propane Adoption

It's been a long time coming, but two major transit events were back in person this November — American Public Transportation Association (APTA) TRANSform Conference & Expo in Orlando and Community Transportation Association of America (CTAA) Expo in Richmond.

The transit industry has been a progressive voice in leading the adoption of propane vehicles, especially for paratransit usage. Over a decade ago, Flint Mass Transportation Authority unveiled its first propane autogas paratransit bus (now its propane fleet is over 170). More than five years ago, the Delaware Transit Corporation celebrated its new propane fuel station along with the its plans to increase its fleet of propane-powered paratransit buses to 130. DTC now operates over 265 propane vehicles.

A recent case study highlights the adoption of propane autogas by two transit agencies in Washington State. With a goal to lower their emissions and total operating costs, Kitsap Transit and Whatcom Transportation Authority sought paratransit vehicles with cleaner emissions that would help lower their fuel cost. They found their solution with ROUSH CleanTech's Ford E-450 propane autogas paratransit buses.
Kitsap operates 49 propane-powered paratransit buses that average 25 cents less per mile than its comparable diesel vehicles. Whatcom has 22 propane paratransit buses that don't have cold-start issues and warm up quickly, saving the agency both time and money. Download the complete case study here.

From coast to coast, more than 1,500 transit buses currently operate with the backing of ROUSH CleanTech engineering expertise.

ROUSH CLEANTECH

DRIVE PA FORWARD DC FAST CHARGING and HYDROGEN FUELING GRANT PROGRAM

The DC Fast Charging and Hydrogen Fueling Grant Program will open for applications on 10/29/2021 and close on 1/31/2022. There will only be one application due date this round, and with a higher available funding amount, so we should be able to fund a larger percentage of the applications. Please see below for a summary of the major program changes this year.

- The program will have a new maximum award amount of $750,000 per organization per funding round. This will ensure that a larger number of organizations receive funding. The funding cap per project remains at $250,000 for DC fast charging projects.
- The program will offer a maximum of 60% funding.
- Projects that qualify as "corridor expansion" by being located along an interstate highway charging gap of greater than 50 miles will be eligible for the following benefits:
    - Increased maximum funding amount of 65%
    - Lower peak power requirement of 120 kW
    - Scoring advantages
- Project scoring will place a greater emphasis on reducing highway corridor gaps, being located in areas without nearby DC fast charging, and exceeding minimum power output requirements. Other scoring components such as site amenities, future proofing, cost effectiveness, innovative technology, and being located in an Environmental Justice community will remain.
- You are welcome to submit an application to this program and the Alternative Fuel Incentive Grant program (closes December 17th) for the same project.

- If you apply to both, please indicate which program you would prefer if selected for funding by both.
- As always, the full program guidelines and application instructions will be posted on Driving PA Forward.

Gov. Wolf Awards $9.5 Million to Reduce Pollutants and Increase Clean Transportation

November 01, 2021

Submission Period Open for Next Funding Round of Fast Charging and Hydrogen Fueling Grant Program

Governor Tom Wolf today awarded $9.5 million to reduce diesel emissions, improve air quality, and promote clean transportation technologies.

This latest Driving PA Forward funding is for two grant programs: the Fast Charging and Hydrogen Fueling Grant Program and the Marine and Rail Freight Movers Grant Program. Funding for the grant program comes from the Environmental Mitigation Trust Fund as a result of a settlement against Volkswagen.

charging and accelerating adoption of battery electric, plug-in hybrid electric, and hydrogen fuel cell light-duty vehicles.

"Reducing greenhouse gas emissions is key to addressing climate change and to reaching our commonwealth's Climate Action Plan goals," Gov. Wolf said. "Supporting projects that reduce emissions and pollution is a step in the right direction to ensure a better quality of life for our communities and the environment."

Five programs were awarded $899,447 in funding from the Fast Charging and Hydrogen Fueling Grant Program, which improves Pennsylvania's air quality by expanding the availability of electric vehicle.

Three programs were awarded $8,689,104 in funding from the Marine and Rail Freight Movers Grant Program, which aims to improve the commonwealth's air quality by reducing NOx emissions produced by nonroad equipment like freight switcher locomotives, ferries, and tugboats, and descriptions were evaluated for being in a priority area, such as an Environmental Justice area, an Act 47 Financially Distressed Municipality, designated high-traffic and high-population density areas, and high-pollution areas.

The Driving PA Forward Program aims to permanently reduce lifetime NOx emissions from mobile sources by as much as 27,700 tons.

A new funding round for the Fast Charging and Hydrogen Fueling grants is now open.

For information and instructions on how to apply for the next round of grants, visit the Driving PA Forward website. *The application period will close on Monday, January 31, 2022 at 4:00 PM.*

Funds from the Fast Charging and Hydrogen Fueling Grant Program were awarded to:

Allegheny County

EVgo Services, LLC – Sheetz Freeport #619, $121,000 for the installation of four DC Fast Charge electric vehicle charging stations at a Sheetz convenience store and re-fueling station in Pittsburgh. This proposed DC Fast Charging site is designed to be able to provide 100 kW – 350 kW of charging capacity. EVgo plans to install, own, and operate the chargers. The chargers will occupy four parking spaces at this location and will be publicly accessible for use.

Lackawanna County

Raceway Management Company, Inc. – Onvo Travel Plaza – Mt.Cobb, $222,263 for the installation of two DC Fast Charge electric vehicle charging stations at the Onvo Travel Plaza in Lake Ariel. Onvo Travel Plaza – Mount Cobb,

is a gas station property that is set to be redeveloped this year into a travel plaza with re-fueling services, convenience store shopping, and food offerings, such as a Burger King restaurant. This site is situated right off of Exit 8, on Interstate 84, approximately 0.1 miles from the exit.

Luzerne County

Liberty Truck Center, Inc. – Onvo Travel Plaza – Dorrance, $202,184 for the installation of two DC Fast Charge electric vehicle charging stations at the Onvo Travel Plaza in Mountain Top. Onvo Travel Plaza – Dorrance, currently known as Onvo Express – Dorrance, is a gas station property that is set to be redeveloped this year into a travel plaza with re-fueling services, convenience store shopping, and food offerings, such as a Burger King restaurant. This site is situated right off of Exit 155, on Interstate 81, approximately 0.1 miles from the exit.

Montgomery County

EVgo Services, LLC – Wawa Wyncote #8080, $177,000 for the installation of four DC Fast Charge electric vehicle charging stations at a Wawa convenience store and re-fueling station. This proposed DC Fast Charging site is designed to be able to provide 100 kW – 350 kW of charging capacity. EVgo plans to install, own, and operate the chargers. The chargers will occupy four parking spaces at this location and will be publicly accessible for use.

Philadelphia County

EVgo Services, LLC – Wawa Philadelphia #8065, $177,000 for the installation of four DC Fast Charge electric vehicle charging stations at a shopping center. This proposed DC Fast Charging site is designed to be able to provide 100 kW – 350 kW of charging capacity. EVgo plans to install, own, and operate the chargers. The chargers will occupy four parking spaces at this location and will be publicly accessible for use.

Funds from the Marine and Rail Freight Movers Grant Program were awarded to:

Allegheny County

U.S. Steel Corp – United States Steel Battery Powered Locomotives, $4,529,104 to improve air quality and reduce emissions from mobile sources by scrapping two, older, diesel-powered freight-switcher locomotives and replacing them with new, lithium-ion, battery-electric locomotives.

U.S. Steel Corp. operates the Clairton Steel Works and coke plant, where metallurgical coke is produced from coal. U.S. Steel also operates the Edgar Thompson Plant, where high-carbon steel is produced. The Clairton Plant currently operates a freight-switcher fleet of two, diesel-powered locomotives, and the Edgar Thompson Plant operates a freight-switcher fleet of eight, diesel-powered locomotives. The two project locomotives being replaced under this award were built in 1964 and 1974.

Mercer County

Bessimer & Lake Erie Railroad Co. (B&LER) – Replacing diesel freight switcher locomotive by an electric model, $2,900,000 to improve air quality and reduce emissions from mobile sources by scrapping an older, diesel-powered, freight-switcher locomotive and replacing it with a new, lithium-ion, battery-electric locomotive. B&LER operates a fleet of six long-haul locomotives and four freight-switcher locomotives. The project locomotive being replaced under this award was built in 1973.

Philadelphia County

Southeastern Pennsylvania Transportation Authority (SEPTA) – SEPTA Work Train Locomotive Replacement, $1,260,000 to improve air quality and reduce emissions from mobile sources by scrapping an older, diesel-electric-powered work locomotive and replacing it with a new, EPA Tier 4 certified diesel-electric locomotive with idle-reduction technology. SEPTA's non-revenue work locomotives perform switcher activities including yard switching, dead train rescues, and movement of maintenance of way equipment. The project locomotive being replaced under this award was built in 2008.

Where can I learn more about how renewable identification numbers (RINs) work and renewable natural gas (RNG) under the Renewable Fuel Standard (RFS) program?

The U.S. Environmental Protection Agency (EPA) uses RINs to track renewable transportation fuels. The RIN system allows EPA to monitor compliance with the RFS (https://www.afdc.energy.gov/laws/RFS), a federal program that requires transportation fuels sold in the United States to contain minimum volumes of renewable fuels.

For an overview of the RIN system, how RINs are assigned, and selling RINs, visit the Alternative Fuels Data Center's RINs page (https://afdc.energy.gov/laws/RIN.html). You may also go to the EPA RFS Program website (https://www.epa.gov/renewable-fuel-standard-program). Specifically, it may be helpful to review:

- Overview for RFS (https://www.epa.gov/renewable-fuel-standard-program/overview-renewable-fuel-standard)
- RINs under the RFS Program page (https://www.epa.gov/renewable-fuel-standard-program/renewable-identification-numbers-rins-under-renewable-fuel-standard)

Note that RINs are broken into the categories below, which are primarily separated by the greenhouse gas (GHG) emissions reduction. Note that RNG – either renewable compressed natural gas (CNG) or renewable liquefied natural gas (LNG) – qualifies as an advanced biofuel under the RFS.

- Conventional Biofuel: Any fuel derived from starch feedstocks (e.g., corn and grain sorghum). Conventional biofuels produced in plants built after 2007 must demonstrate a 20% reduction in life cycle GHG emissions.

Advanced Biofuel: Any fuel derived from cellulosic or advanced feedstocks. This may include sugarcane or sugar beet-based fuels; biodiesel made from vegetable oil or waste grease; renewable diesel co-processed with petroleum; and other biofuels that may exist in the future.

- Nested within advanced biofuels are two sub-categories: cellulosic biofuel and biomass-based diesel. Both biomass-based diesel and cellulosic biofuel that exceed volumes in their respective categories may be used to meet this category. Fuels in this category must demonstrate a life cycle GHG emissions reduction of 50%.
    - Biomass-Based Diesel: A diesel fuel substitute made from renewable feedstocks, including biodiesel and non-ester renewable diesel. Fuels in this category must demonstrate a life cycle GHG emissions reduction of 50%.
    - **Cellulosic Biofuel:** Any fuel derived from cellulose, hemicellulose, or lignin—nonfood-based renewable feedstocks. Fuels in this category must demonstrate a life cycle GHG emissions reduction of at least 60%.

EPA provides the following background on RFS for landfill gas energy projects (https://www.epa.gov/lmop/information-about-renewable-fuel-standard-landfill-gas-energy-projects):

> *"The RFS created four categories of renewable fuel: cellulosic biofuel, biomass-based diesel, advanced biofuel, and total renewable fuel. The program sets minimum life cycle GHG reduction thresholds for each category. To generate RINs, the fuel must meet one of the EPA-approved pathways. RINs generated from qualified pathways are allowed to be blended into transportation fuel, heating oil and jet fuel.*

· *The RFS allowed producers of biogas to generate advanced biofuel (D5) RINs when the biogas was derived from landfills, sewage treatment plants, and manure digesters.*

In July 2014, EPA modified the existing pathway to specify that CNG or LNG is the fuel and the biogas is the feedstock. Further, EPA allowed fuels derived from landfill biogas to qualify for cellulosic biofuel (D3) RINs, rather than just D5 RINs."

For information specific to RNG and monetizing RINs, we suggest referring to EPA's RNG from Agricultural-Based AD/Biogas Systems page (https://www.epa.gov/agstar/renewable-natural-gas-agricultural-based-adbiogas-systems#how-does-rng-become-monetized).

For additional information on approved fuel pathways, see the following EPA pages:

- Fuel Pathways under RFS (https://www.epa.gov/renewable-fuel-standard-program/fuel-pathways-under-renewable-fuel-standard)
- What is a Fuel Pathway? (https://www.epa.gov/renewable-fuel-standard-program/what-fuel-pathway)
- Approved Pathways for Renewable Fuel (https://www.epa.gov/renewable-fuel-standard-program/approved-pathways-renewable-fuel)

Leading by Example: Duquesne Light Company Expands Electric Vehicle Fleet and Workplace Charging

As electricity continues to fuel a new era of mobility in the Pittsburgh region, Duquesne Light Company (DLC) continues to expand its electric vehicle (EV) fleet and offer more charging stations at company locations to both support employees who drive EVs and work toward a more sustainable, cleaner future.

"We have the opportunity to influence the community by demonstrating our commitment to the future of the city," said Matt Yanosky, property services supervisor at DLC. "We can show that we care about using green energy and reducing our carbon footprint."

New Plug-In Hybrid Pickup Trucks

Sporting a new, colorful design and the slogan "Powered by Electricity," DLC recently added four new Ford F-150 XLs to its fleet, upfitted with XL's plug-in hybrid electric system.

"Our goal is to provide a safe and reliable fleet to Duquesne Light's Operations team in an affordable and realizable manner, especially as we continue searching for fleet improvements and enhancements through strategic and data-driven decision making," said Chuck O'Neill, transportation services manager at DLC.

The plug-in hybrid electric system, including its 15-kWh battery and regenerative braking, increases fuel economy by up to 50 percent. It also significantly decreases carbon dioxide emissions compared to fully gas-powered Ford F-150s, leading to cost savings and a cleaner environment.

"With more than 200 pickups in the fleet of different sizes, we're hoping emerging technology allows us to replace them with electric solutions over the short and long term," added O'Neill. DLC plans to electrify 100 percent of its light-duty vehicles by 2030. The company is also working to find electric solutions for 25 percent of its medium-duty vehicles, 20 percent of heavy-duty vehicles and five percent of forklifts.

Currently, DLC has:

- Nine plug-in hybrid sedans
- Six plug-in hybrid bucket trucks
- Four electric forklifts
- Four plug-in hybrid pickup trucks

More Charging Stations, More Convenience

To support DLC's growing electric fleet, the company is expanding charging availability at its locations, with recent installations at the Penn Hills and Preble Service Centers. Employees who drive EVs can enroll in DLC's Workplace Charging Program, which allows them to charge their personal vehicle at any of the company's charging stations. Currently, there are 24 dual-port Level 2 charging stations at various DLC sites, including Woods Run (20 ports), Edison (8 ports), Seymour (4 ports), Preble (8 ports) and Penn Hills (8 ports) for a total of 48 ports.

The first charging stations were installed at Woods Run in November 2019, where rooftop solar panels and a solar tree now help power the stations with up to 70,000 kWh of clean, renewable energy per year. Since the solar installation last August, more than 358,000 pounds of carbon dioxide have already been eliminated. That's the equivalent of planting nearly 3,000 trees.

DUQUESNE LIGHT CO.

THREE RIVERS EVA

Western Pennsylvania Chapter of the Electric Auto Association

ELECTRIC CAR SHOW

Every Third Saturday
10:00am – 2:00pm
3202 North Hills Road, Murrysville, PA
First Presbyterian Church Laird Hall

DRIVE ELECTRIC PA

PITTSBURGH REGION CLEAN CITIES

MotorWeek

Aging Hybrid Vehicles Charge Forward with New Batteries

Find out how GreenTec Auto supports the aging fleet of first- and second-generation hybrid electric vehicles by installing new and refurbished battery packs.

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