

PRCC GAZETTE

“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”

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DRIVE PA FORWARD DC FAST CHARGING and HYDROGEN FUELING GRANT PROGRAM

The DC Fast Charging and Hydrogen Fueling Grant Program remains open for applications and **will 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.

Issue Contributors:

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- 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.
- As always, the full program guidelines and application instructions will be posted on [Driving PA Forward](#).



CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

March 2, 2022

May 4, 2022

July 6, 2022

September 7, 2022

November 2, 2022

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

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



Pittsburgh unveils large electric vehicle charging depot for city fleet



City officials on December 30, 2021, unveiled a new electric vehicle fleet charging depot at Pittsburgh's Second Avenue Parking Plaza and announced plans to buy new electric recycling trucks. The charging station, housed in the Pittsburgh Parking Authority's lot in the city's Bluff neighborhood, is the largest in Western Pennsylvania, according to city officials. It will allow the city to charge its electric vehicle fleet, which currently includes 26 fully electric vehicles.

The charging depot includes 15 dual-hose chargers, which can fully charge a vehicle in six to eight hours. The site — which will become the city's main electric fleet charging depot — will be capable of charging 30 electric vehicles simultaneously.

Mayor Bill Peduto has earmarked part of the city's American Rescue Plan dollars for purchasing an additional 70 electric vehicles to add to the city's fleet over the next two years, along with additional charging sites. This moves the city toward its climate goal of converting to a completely electric vehicle fleet by 2030.

"Electric transportation is here," said Emily Phan-Gruber, associate manager of transportation electrification for Duquesne Light. "It is a viable and cost-effective solution." Duquesne Light partnered with the city on the initiative, and the electric charging stations are tied into their power grid.

Converting the city's vehicle fleet to electric vehicles has been a project in the works since 2016, said Rebecca Kiernan, principal resilience planner with the city. "Transportation emissions are the second leading source of greenhouse gas emissions in Pittsburgh, which makes up about 17 to 18% of the city's emissions portfolio," she said.

City officials said the 26 electric vehicles already in the fleet have saved the city more than \$13,000 in fuel costs, making them cost-effective and environmentally friendly.

"It's imperative for our economy and for our health," said Grant Ervin, chief resiliency officer for the city of Pittsburgh.

The new electric charging units will replace five solar charging units the city had previously used for their fleet at the Second Avenue lot. Those charging units will now be placed in sites throughout the city and made available for public use, Kiernan said — though officials have not yet decided where they will put them.

There are currently 37 spaces in Downtown parking garages where the public can charge electric vehicles. Those spots are "highly used on a daily basis," said David Onorato, executive director of the Pittsburgh Parking Authority.

The new electric vehicle charging depot was funded by a \$135,000 Alternative Fuels Incentive Grant from the Pennsylvania Department of Environmental Protection and a \$189,400 Covid-19 Restart Grant from the Pennsylvania Energy Authority. City officials on Thursday also announced that the city received a \$2.8 million grant from the Environmental Protection Agency's Targeted Airshed Grant to purchase five new electric recycling trucks. The grant will also fund the necessary charging infrastructure, which will be installed at the city's environmental services headquarters.

This is in addition to four other electric recycling vehicles that were already proposed, bringing the grand total to nine electric recycling trucks coming to the city's fleet.

Allegheny County Sheriff's Office adds all-electric car to fleet



Allegheny County Sheriff's New Car

November 11, 2021 at 2:59 pm EST By Leah Schoolcraft, WPXI.com

PITTSBURGH — The Allegheny County Sheriff's Office unveiled the newest addition to its fleet, an all-electric 2021 Ford Mustang Mach-E.

The vehicle, which is detailed to the Civil Division, can travel nearly 210 miles off of one charge. Much like the Mustang, the vehicle has a sleek feel to it.

The all-wheel drive version, which was obtained by the sheriff's office, will be able to endure a Pittsburgh winter.

In addition to the vehicle running green, the cost to purchase the Mach-E was considerably cheaper than a typical police vehicle. Furthermore, the upkeep on these vehicles is nearly 90% less per year.

Because the 2021 Ford Mustang Mach-E lacks a typical engine, there is very minor preventative/corrective maintenance to keep an electronic vehicle on the road. The sheriff's office plans to purchase a second Mach-E in 2022.

The agency is dedicated to eliminating its carbon footprint and hopes to eventually make the entire fleet electric. The sheriff's office is also seeking to potentially acquire solar powered charging stations for the future.

Sheriffs have said other departments are looking to follow in their tire tracks.

The expectation among the sheriff's office is each electric vehicle will save at least \$26,000 in fuel and maintenance costs.

Sheriffs have said other departments are looking to follow in their tire tracks.

"We're the only ones in the state that have this capability," said Lt. Conor Mullen. "There's a lot of police departments that have already reached out to us interested in knowing and sharing our data of how this vehicle performs."

It is great the Allegheny County Police were at our 2021 Odyssey Day Event wanting to drive the Mach E and now they have one in their fleet and expecting another one in the coming months. Our Allegheny County Executive Rich Fitzgerald stated in their 2022 budget that they plan more electric vehicles stated Rick Price, Pittsburgh Region Clean Cities', Executive Director, . I would suspect that now that the county has purchased one it won't be long before the City of Pittsburgh purchases one.

New Legislation Allocates Billions for Near Zero Emission School Buses



The adoption of propane-powered school buses continues to accelerate across North America. There's been a 960% growth in the number of propane school buses on U.S. roads in the last decade alone. This should only continue to increase with the passage of the Infrastructure Investment and Jobs Act, the new \$1.2 trillion law to improve America's infrastructure.

This new legislation includes over \$9 billion in funding for fueling infrastructure and clean vehicles including electric and propane, which is identified in the legislation as an emerging alternative fuel.

Funding opportunities under the new law include:

- **Section 71101:** This provision is called the Clean School Bus Program, providing \$2.5 billion for the purchase of low- and zero-emission school buses, including propane and electric.
- **Section 11401:** This provision instructs the Secretary of Transportation to create a grant program for the installation of fueling and charging infrastructure for alternatively fueled vehicles along the nation's highway system.

It also includes \$1.6 billion in grants for buses and bus facilities, and \$2.5 billion in grants for emissions reductions at port facilities. At this time, funding is slated to be released beginning in 2022 and continuing through 2026, with project implementation as soon as next year.

The infrastructure bill does not include an update on the alternative fuel excise tax credit. But complementary legislation (the Build Back Better plan likely to pass in early 2022) includes a five-year extension.

The common goal of school districts and school bus contractors is to replace dirty diesel buses as quickly as possible with clean, alternative energy sources. While electric is continuing to mature in the medium-duty market, propane is an emissions-reducing, cost-effective solution that is available right now, making it an integral part of the Infrastructure Investment and Jobs Act.



PennDOT Announces New 511PA Features: EV Charging Stations and Low-Bridge Locations, More Customizable Travel Alerts

Harrisburg, PA – The Pennsylvania Department of Transportation (PennDOT) today announced updates to the 511PA traveler information service including new features and alert customization for passenger vehicle and commercial vehicle drivers.

The department also shared [brief videos outlining the features](#) and how to use them.

“511PA helps travelers plan ahead year-round but can be especially useful in winter,” said PennDOT Secretary Yassmin Gramian. “511PA allows users to view color-coded winter conditions, see plow truck locations, and now receive alerts more tailored to their needs.”

511PA allows motorists to set up [personalized travel alerts](#) for specific roadways, days of the week, and times of the day. New to this feature, users can now select the type of alerts they would like to receive, rather than receiving all alerts. Categories include incidents, roadwork, general travel information, travel restrictions, and weather-related alerts.

Additionally, motorists can now use [just an email or mobile phone number](#) for [speed and vehicle restrictions](#) or full roadway closures without creating a personalized account.

Commercial vehicle drivers can also benefit from two enhancements tailored to their needs. 511PA now includes locations for all bridges under legal height (<13’6”) over state roads to enhance information that drivers may be receiving from third-party navigation systems. This information can be viewed on the web map and is also available as an alert that can be heard in drive mode on the mobile app.

Additionally, the 511PA [mobile app](#) now allows drivers to specify vehicle type – either commercial or passenger vehicle. If commercial vehicle is selected, vehicle restrictions and low-bridge data is turned on in drive mode by default.

To enhance traveler information for the growing number of electric-vehicle (EV) drivers, 511PA now also includes EV charging station locations as an option on its traffic map. Using data from the [U.S. Department of Energy](#), the map shows locations across the state by connector type, including CCS, J1772, CHAdeMO, Tesla, and NEMA.

“511PA is a valuable tool that helps motorists plan safe travel by providing them with as much information as possible,” said Gramian. “These new features are just another way we put our data to work for all motorists, including those driving passenger or commercial vehicles, and now electric vehicles, too.”

While PennDOT recommends not traveling during winter storms, motorists can check conditions on more than 40,000 roadway miles, including color-coded winter conditions on 2,900 miles, by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 1,000 traffic cameras.

511PA is also available through a smartphone application for iPhone and Android devices, by calling 5-1-1, or by [following regional Twitter alerts](#).

SJI and REV LNG break ground on four RNG facilities in Michigan

December 24, 2021. SJI and development partner, REV LNG, LLC broke ground on renewable natural gas (RNG) facilities at four Michigan-based dairy farms, marking the partners' first series of renewable energy projects to break ground outside of the Northeast region. The projects will include constructing 2 million gallon anaerobic digesters and related RNG facilities to capture methane produced by cow manure at each of the four farms: Double Eagle, Roto-Z, Goma and Z-Star.

The projects will also entail implementing equipment that cleans the digester-produced biogas, transforming it into commercial-grade pipeline-quality renewable natural gas.

REV LNG, a leader in developing RNG projects throughout North America, has led early-stage development for SJI and will preside over the construction of the RNG facilities, expected to be operational by late 2022.

"REV LNG is committed to implementing creative energy solutions that help our company and the clients we serve to reduce our carbon footprints," said David Kailbourne, CEO, REV LNG. "

I am thrilled to see these projects break ground and look forward to REV LNG and SJI's continued partnership in this area of interest

. In addition, I'd like to thank the families at Double Eagle, Roto-Z, Goma and Z-Star farms for bringing these projects to life."

Together, the four sustainable, family-owned farms will help to produce nearly 3 million therms of RNG per year. To put this into perspective, 3 million therms of RNG is enough to offset the negative environmental impact of 1.8 million gallons of gasoline consumed per year within the United States.

These projects fall on the heels of SJI and REV LNG's recent announcement to begin construction on an RNG facility at Oakridge Dairy, Connecticut's largest dairy farm. Because of SJI and REV LNG's continued partnership in this area of strategic importance, SJI is positioned well to become a national leader in waste-to-energy projects by 2025.

"SJI recognizes that in order to achieve our goal of 100 percent carbon reduction by 2040, working collaboratively with organizations that share our same mission is critical," said Mike Renna, President and CEO, SJI. "With that, SJI is proud to partner with REV LNG and dairy farms across the nation on these innovative clean energy projects that I am confident will result in positive environmental outcomes for the regions we serve and beyond."

Can you explain AFDC Station Locator EV charger terminology for ports, connectors, and stations?

The Alternative Fuels Data Center (AFDC) Station Locator uses the following electric vehicle (EV) charging infrastructure terminology (https://afdc.energy.gov/stations/#/analyze?fuel=ELEC&show_ev_terms=true):

- **Station Location:** A station location is a site with one or more electric vehicle supply equipment (EVSE) ports at the same address. Examples include a parking garage or a mall parking lot.

- **EVSE Port:** An EVSE port provides power to charge only one vehicle at a time even though it may have multiple connectors. The unit that houses EVSE ports is sometimes called a charging post, which can have one or more EVSE ports.
- **Connector:** A connector is what is plugged into a vehicle to charge it. Multiple connectors and connector types (such as CHAdeMO and CCS) can be available on one EVSE port, but only one vehicle will charge at a time. Connectors are sometimes called plugs.
- For a visual representation of the terms, select the link above or visit the AFDC Developing Infrastructure to Charge Plug-In Electric Vehicles page (https://afdc.energy.gov/fuels/electricity_infrastructure.html).
- It may be helpful to use an analogy to a traditional gas station for understanding the difference between an EVSE port and connector: a gas pump (i.e., port in this example) may have several different nozzles (i.e., connectors) with different blends of fuel, but you can only pump from one nozzle (i.e., connector) at a time.
- Did we miss the mark? Let us know so that we can course correct and get you what you need. Also, please do not hesitate to follow up if you have additional questions.
- Need additional technical assistance? Tiger Teams Technical Assistance can help overcome obstacles to deploying alternative fuels and advanced vehicles and make informed choices to reduce fuel consumption. For more information on eligible projects, visit cleancities.energy.gov/technical-assistance/tiger-teams/.

Don't Let Medium-Duty EVs Catch Your Fleet by Surprise

Medium duty electric trucks aren't just a concept sketch anymore. They are very real, and vocational fleet managers need to start brushing up on the best and most practical ways to incorporate them into their operation. Adam Wilkum, director of e-Mobility for Roush CleanTech, spoke to *Work Truck* about how medium-duty EVs are changing the game and what fleets can do to ensure they get the best return on investment.

Medium-Duty EV Fleet Effects

It's no secret medium- and heavy-duty truck technology tends to lag behind that of light-duty vehicles. Therefore, it makes sense the same would go for electric vehicle (EV) technology.

Wilkum said when it comes to the medium-duty segment, he's currently seeing direct-drive propulsion motors being replaced by electric motors that are integrated into the rear axle and more efficient high voltage battery packaging.

"We will begin to see traditional HVAC systems replaced with more efficient heat pump-style systems in the near future," he stated

By integrating an "eAxle" into a vehicle design, the need for a driveshaft is eliminated. This can make the vehicle more efficient and offer a slight increase in miles that can be driven per kilowatt-hour of energy consumed, according to Wilkum.

"Any time you can remove a moving part, you are reducing the need for future **maintenance** needs. Battery packaging for medium- and heavy-duty trucks has proven to be a challenge because of the sheer volume of batteries needed to power these vehicles to a useable range," he explained. By working with its battery partner Proterra, Roush CleanTech has been able to design its chassis to package heavy-duty batteries between the vehicle frame rails, greatly improving safety and ground clearance.

HVAC loads are most frequently the highest accessory drain on an electric vehicle, and reversible heat pump-style heating and cooling can drastically reduce the power needed.

. Becoming Mainstream

It appears news reports of the emergence of medium- and heavy-duty EVs are becoming more frequent, but it begs the question: will anyone be able to crack the code to make running an electric-powered truck viable?

Wilkum believes the answer comes in two parts: regulation and [total cost of ownership](#).

Regulations abound when it comes to the adoption of zero-emission vehicles. California and the state's Air Resources Board (CARB) come out on top with the Advanced Clean Trucks regulation passed in early 2021, and the follow-up Advanced Clean Fleets legislation projected to be law by the end of 2022.

“In a nutshell, these mandates will require vehicle manufacturers to begin selling electric vehicles, and fleet owners to begin purchasing electric vehicles starting in 2024,” he explained. “The requirements steadily increase year over year to 2035 depending on vehicle class, 2b through 8. While this mandate currently only applies in California, it's important to note 15 other states have partnered with CARB and signed a memorandum of understanding stating all medium- and heavy-duty new vehicle sales will be 30% by 2030, and 100% by 2050.”

To ease total cost of ownership, discovering funding grants to offset the initial purchase price will help to level the playing field between internal-combustion engine vehicles and medium- and heavy-duty electric trucks.

“Economies of scale have historically shown the price of these vehicles will continue to decrease as more of them are built, which will be accelerated by legislative mandates,” he said. “High-voltage batteries are by far the most expensive part of an EV, and a 2018 study by CARB predicted [battery](#) pricing will decrease by about 9% year over year in medium and heavy-duty vehicles. In other words, EVs save time and money over the vehicle lifespan.”



Rough CleanTech's all-electric Ford F-650 adheres to the California Zero Emissions Powertrain certification program, meets all U.S. Department of Transportation regulations, and complies with all applicable Federal Motor Vehicle Safety Specifications requirements.

Photo: Roush CleanTech

What Fleet Managers Need to Know

According to Wilkum, the first step in pursuing electric trucks for your fleet is to determine if those currently available for purchase will meet your [duty cycle](#) requirements.

“As of 2021, vehicles in the Class 6-7 space offer ranges anywhere from 80 to 230 miles on a single charge. It's important to note the price of the truck increases considerably with the amount of capable range,” he said.

The second step is to determine where you will charge the vehicle, and how quickly you will need to replenish the battery to ensure you have enough available power at your facility. The next step would be to obtain funding for the purchase, and there are several tools available on the internet to search for available EV funding.

“Partnering with your OEM of choice can make the entire process much easier and increase your chances of being awarded funding if you don't have experience applying for grant funding,” he elaborated.

EV FAQs

At both the federal and state level, an increase in regulations that will help mitigate greenhouse gas emissions has brought interest in medium- and heavy-duty EV options to a fever pitch. Most of the questions Roush CleanTech receives on the matter revolve around usable range, vehicle specifications, and charging infrastructure.

As with any new technology, fleet managers are educating themselves on these topics to determine what will work for them.

“We also get a lot of questions on topics like second life of batteries, useful life of high voltage batteries, safety, and serviceability. We try to educate fleet owners on the coming mandates and rapidly changing emission laws that will apply to their fleet. The transportation landscape is changing rapidly, and I would encourage any fleet owner to educate themselves now, instead of possibly being forced into a purchasing decision on short notice to meet compliance,” warned Wilkum.



Roush CleanTech provided Penske Truck Leasing with all-new Ford F-650 battery electric vehicles for deployment across Southern California.

Photo: Roush CleanTech

Preparing for the Tipping Point

Wilkum predicts the tipping point for fleet operators to make significant moves into electric trucks will be caused by a variety of factors over the next decade. It is apparent the industry is now realizing the momentum behind electrification shows no signs of stopping or being left in the dust as a “fad.”

“Technology is improving rapidly, and the consensus from the industry is once battery pricing reaches \$100 per kilowatt-hour, the total cost of ownership will equal that of internal combustion vehicles. There are varying projections as to when this will happen, but some studies predict this will happen as soon as 2024,” he said.

All in all, it’s vital to keep in mind medium- and heavy-duty fleets have a wide range of operating conditions and requirements. Wilkum believes it will take a range of strategies to meet the needs of a variety of fleets.

“We’re fortunate to have choices available but researching what fits your particular needs the best will require some homework.”

Is there a Kelley Blue Book for commercial trucks?

In general, the resale value of commercial vehicles is hard to pin down and we’re not aware of a comparable resource for commercial vehicles or trucks. We’ve seen Price Digests (<https://pricedigests.com/>) commonly cited for trucks and they publish a lot of trends data, but can’t verify whether the company certifies quotes the way that Kelley Blue Book has certified pre-owned standards. A few sources that you could reference to find the resale or trade-in value for commercial vehicles are listed below. Note that some of the resources require subscription or payment to access.

For some context on why it’s difficult to pin down the resale value, it’s our understanding that the secondary market for commercial vehicles is likely as fragmented as the primary market and there may not be a single reference that covers all commercial vehicles. A lot of dealers specialize in one type of vehicle or equipment category like trucks, buses, off-road equipment, etc. so you typically have to look at a variety of sources to get a sense of trade-in values by vehicle type or get direct quotes from a local dealer if you’re dealing with a specific fleet. It may be helpful to note that many original equipment manufacturers have qualified used vehicle dealers.

- Price Digests
 - Truck Blue Book (<https://pricedigests.com/resource-library/product-guides/commercial-trucks/> and <https://app.pricedigests.com/>)
 - Publish resale value information for commercial trucks (<https://pricedigests.com/blog/2021-commercial-truck-resale-values/>)

- Taylor & Martin, Inc.
 - Auctioneers that auction trucks and trailers.
 - May be helpful to reference the True Value Guide (<https://www.taylorandmartin.com/true-value-guide>)
- [TruckPaper.com](https://www.truckpaper.com/) (<https://www.truckpaper.com/>)
 - A free, public website that lists used commercial vehicles for sale.
- [CommercialTruckTrader.com](https://www.commercialtrucktrader.com/) (<https://www.commercialtrucktrader.com/>)
 - Another free, public website that lists used commercial vehicles for sale.

As you may know, Argonne National Laboratory’s Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool (<https://afleet.es.anl.gov/home/>) evaluates the total cost of ownership of vehicles. That said, it’s our understanding that the “value” is limited to depreciation

Zoning ordinance updated to include business signage, charging stations

The City of Latrobe has updated its zoning ordinance to include limitations for business signs in windows and on sidewalks, and newly created guidelines for electric vehicle charging stations as their popularity rises throughout the region.

The zoning update, approved last month by city council, was the result of a review of the current zoning ordinance with input from consultants with Scenic Pittsburgh, a nonprofit organization that protects, enhances and promotes the scenic beauty — both natural and built — of southwestern Pennsylvania, according to the organization’s website.

Propane Puts \$250 Million Back into School Budgets



Earlier this summer, our founder Jack Roush contributed \$1 million to support Eastern Michigan University’s mathematics and automotive programs. As an alum of EMU, Jack is a lifelong learner (and teacher) who has come full circle, from receiving his master’s degree in scientific mathematics to founding and chairing our company that is so heavily committed to technical excellence.

Jack’s passion and vision is our inspiration. We have assisted over 1,000 school districts deploy more than 17,000 Blue Bird Vision Propane school buses equipped with ROUSH CleanTech propane technology. Our advanced clean technology helps fleet managers meet their primary goal of achieving the lowest possible total cost of ownership in an environmentally friendly manner.

By switching to propane, these school districts have saved over **\$250 million** that has been redistributed to hire more teachers, pay for books and computers, and even fund some sport and after-school activities that would have been cut due to budget constraints.

Here are a few examples of real cost savings:

- **Fulton County School System** in Georgia saves about \$3,000 in fuel and maintenance costs per propane bus per year compared with its diesel buses.
- **Kansas City Public Schools** in Missouri is saving \$500,000 a year in fuel and another \$55,000 in maintenance each year with its propane buses.

- **Newport News Public Schools** in Virginia is saving \$800 annually on oil changes alone with each of its propane school buses.
- **Northside Independent School District** in Texas saves \$1.3 million in fuel each year with 193 propane buses.

Low-emission school buses fueled by propane autogas are made in the U.S.A. and offer a sustainable transportation solution that provides a smart return on investment. Your school district can save money and put that savings where it belongs — to enhance our children’s education.

US DOE & DOT Launch Joint Effort To Build Out Nationwide Electric Vehicle Charging Network

Two Cabinet Secretaries to Establish Joint Office to Support National Network of 500,000 Electric Vehicle Chargers

By
[U.S. Department of Energy](#)

Published

WASHINGTON, D.C. – U.S. Secretary of Energy Jennifer M. Granholm and U.S. Secretary of Transportation Pete Buttigieg today signed a memorandum of understanding to create a Joint Office of Energy and Transportation to support the deployment of \$7.5 billion from the President’s Bipartisan Infrastructure Law to build out a national electric vehicle charging network that can build public confidence, with a focus on filling gaps in rural, disadvantaged, and hard-to-reach locations. This is a critical component of the President’s plan to accelerate the adoption of electric vehicles, address the climate crisis and support domestic manufacturing jobs. President Biden’s Bipartisan Infrastructure Law directs both agencies to collaborate on new programs and initiatives, including the new joint office, that will support the transition of the nation’s transportation systems, which currently accounts for 29% of all U.S. carbon pollution, to electric vehicles and other zero-carbon technologies.

“We are embarking on transformative path to modernize the way we get to around in this country, making sure all Americans have the option to choose electric vehicles and spend less at the pump while making our air healthier,” said **Secretary Granholm**.

“Our two agencies will work together to deliver on President Biden’s historic investments in the Bipartisan Infrastructure Law, starting today with a joint project to build hundreds of thousands of electric vehicle charging stations, to tackle the climate crisis and create manufacturing and construction jobs at the same time.”

“Transportation is responsible for the most greenhouse gas emissions of any sector in our economy – so it can and must be a big part of the solution to the climate crisis,” said **Secretary Buttigieg**. “With this announcement by DOT and DOE, we are taking a big step forward on climate by helping make the benefits of EVs more accessible for all Americans.”

The Joint Office will help to accelerate effective deployment of a convenient, reliable, affordable, and equitable national network of charging stations. The Office will provide technical assistance to States and localities so that they can strategically build electric vehicle charging stations and other infrastructure.

This assistance will include helping states develop comprehensive plans for charging station networks to guide the implementation of the \$7.5 billion program.

Both agencies are tasked with implementing investments in zero-emission vehicle passenger, transit and heavy-duty vehicles that create cleaner and more affordable transportation options for all Americans. These investments support President Biden’s executive order in August setting a national goal of half of all new vehicles sold in the United States being electric by 2030. The early work of the Joint Office of Energy and Transportation will be largely centered on EV charging provisions of the Bipartisan Infrastructure Law, including:

- Supporting the development of guidance and standards for the Bipartisan Infrastructure Law’s electric vehicle charging programs.
- Providing technical assistance to State and localities to strategically deploy EV charging infrastructure and provide the data and tools needed to help develop State EV charging plans. Providing technical expertise and assistance to other transportation electrification programs.

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

