PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 31 March 2022

Congressional & Agency Leaders Congress

We heard Oregon Senator Ron Wyden talk about his strategy to enact new tax incentives that will spur growth in the clean transportation industry. DOE, DOT, and USDA leaders shared how they will implement billions in new funding to help transition the nation to clean fuels and vehicles. Industry leaders discussed how they will work with communities to access new school bus funding. The Transportation Energy Partners' Energy Independence Summit. Virtual Summit Roundtables with leaders of the Administration, key Congressional committees, federal agencies and the electric vehicle, natural gas, propane, biofuels and hydrogen industries took place February 23-25.

Issue Contributors:
Rick Price, Executive Director/Coordinator, PRCC

PITTSBURGH REGION CLEAN CITIES
C/O Rick Price, Executive Director/Coordinator
1436 Royal Park Blvd
South Park, PA 15129
www.coordinator@pgh-cleancities.org

Capitol Hill Week Virtual Meetings with more than 300 House and Senate offices were conducted February 28-March 2.
The Pittsburgh Region Clean Cities and its stakeholders participated in 8 virtual visits with congressional staffs. We were able to meet with Senator Toomey, Senator Casey, Representatives Thompson, Kelly, Joyce, Reschenthaler, Lamb and Doyle's staffs.

The TEP talking points were:

Request Energy & Water Appropriations Subcommittee to include $75 million for the DOE Clean Cities Program ($15 M increase).

Request Interior & Environment Appropriations Subcommittee to include $150 million for the EPA DERA Grants program.

Long Term Certainty from EPA

Authorize the DOE Clean Cities Program HR5568

Sponsor Extend & Enhance Federal Clean Transportation Tax Incentives

Renewable Fuel Standard is Working Needs

CAPITOL HILL WEEK SUCCESS

Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

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

Special Earth Day Event with Three Rivers EVA
April 23, 2022
10:00am – 2:00pm

Mount Lebanon Earth Day Event
Mt Lebanon Main Park
Commissioner's Lot & Pavilion 1
April 24, 2022
11:00am- 3:00pm

Allegheny Solar Fest
Mill 19
June 18, 202Time: TBD

Training Classes
The PRCC is working with the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center to conduct training classes. These classes are **free** to Sustaining Members

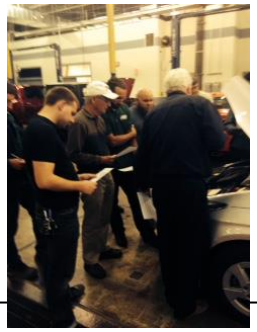
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

Introduction to Hybrid Electric Vehicles Training
ATE-136-WH85
1.0 CEU
TBD

CNG Tank Inspector Prep for Certification
ATE-601-WH85
TBD

Servicing Hybrid Electric Vehicles
ATE-137-WH85
TBD

To register for these classes contact Bob Koch at 412-788-7378 or rkoch@ccac.edu



We continue to build bipartisan support for new funding and incentives that will expand markets for clean fuels, vehicles, and infrastructure. We cannot thank you enough for adding your voice to advance our shared policy priorities and show how clean transportation projects are benefitting communities across the country.

31 groups of clean transportation advocates met with
300 Congressional offices representing
33 states and the District of Columbia

ALT FUEL BLOGS, ALTERNATIVE FUELS, CLEAN TRANSPORTATION, EMISSIONS REDUCTIONS, GREEN FLEETS, NEWS, PRESS RELEASES

US DOT Issues Guidance for State DOTS to Implement the National EV Formula Program

Originally posted via Joint Office of Energy and Transportation

NEWS ALERT: US DOT ISSUES GUIDANCE FOR STATE DOTS TO IMPLEMENT THE NATIONAL EV FORMULA PROGRAM

DOT Issues Guidance for States

Joint Office of Energy and Transportation

The U.S. Department of Transportation (DOT) released guidance for state departments of transportation related to implementation of the National Electric Vehicle Infrastructure (NEVI) Formula Program. The NEVI Formula Program will provide dedicated funding to states to strategically deploy EV charging infrastructure and establish an interconnected network to DOT also published the Request for Nominations for the 6th round of alternative fuel corridor designations facilitate data collection, access, and reliability.

View the complete announcement here.

Memorandum of Understanding Creates Joint Office

Dec. 14, 2021

U.S. Secretary of Energy Jennifer M. Granholm and U.S. Secretary of Transportation Pete Buttigieg signed a memorandum of understanding to create the Joint Office of Energy and Transportation to support the deployment of $7.5 billion from President Biden'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.

ALT FUEL BLOGS, ALTERNATIVE FUELS, CLEAN TRANSPORTATION, EMISSIONS REDUCTIONS, GREEN FLEETS, NEWS

Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

Originally published through U.S. Department of Transportation

President Biden, U.S. Department of Transportation Releases Toolkit to Help Rural Communities Build Out Electric Vehicle Charging Infrastructure

Wednesday, February 2, 2022

Bipartisan Infrastructure Law to Provide $7.5 Billion for EV Charging Network Across America

WASHINGTON – The U.S. Department of Transportation today released a new, free resource to help rural communities across the country take full advantage of federal funding for electric vehicle (EV) charging stations.

The guide, titled *Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure*,, can help connect community members, towns, businesses, planning agencies, and others with partners needed for these projects. President Biden's Bipartisan Infrastructure Law includes a total of $7.5 billion to build out a nationwide network of 500,000 electric vehicle chargers.

The toolkit contains best practices for planning EV charging networks and tips to navigate federal funding and financing to help make these projects a reality. DOT will also be holding workshops with rural communities to utilize the toolkit most effectively.

This toolkit is being released in anticipation of the distribution of $7 billion in funds to accelerate the deployment of a national electric vehicle charging network from the President's Bipartisan Infrastructure Law. Of these funds, $4.75 billion will be distributed by formula to states, and an additional $2.5 billion will be distributed through a competitive grant program that will support innovative approaches and ensure that charger deployment meets Administration priorities such as supporting rural charging, improving local air quality and increasing EV charging access in disadvantaged communities. Together, this is the largest-ever U.S. investment in EV charging and will be a transformative down payment on the transition to a zero-emission future.

Drivers in rural areas often have the longest commutes and spend the most money on gas, which means big benefits from having access to electric cars and pickup trucks if they are affordable and easy to charge where they live and drive," said Secretary Pete Buttigieg.

"The investments in the President's Bipartisan Infrastructure Law for a national EV charging network are an important step toward ensuring that EVs aren't a luxury item and that everyone in America can benefit from clean transportation."

The Department of Transportation, along with the Department of Energy and the White House are conducting outreach and providing resources including this new toolkit to help ensure all Americans, including those in rural, disadvantaged, and hard-to-reach locations, benefit from EV technology. This toolkit follows other examples of recent progress towards expansion of EV infrastructure including a memorandum of understanding signed by Secretary Buttigieg and U.S. Secretary of Energy Jennifer M. Granholm, which sets the stage for the two agencies to collaborate on implementation of the Bipartisan Infrastructure Law's electric vehicle provisions.

Further, today's announcement follows progress on the Biden-Harris Administration delivering the benefits of the Bipartisan Infrastructure Law to rural communities. Last week, DOT announced more than $1.2 billion for the Appalachian Development Highway System. Yesterday, the Department of Interior announced $1.15 billion to help 26 states cap and remediate orphan oil and gas wells that will help many rural areas. Last month, DOT also announced a historic investment in bridges, including off system bridges that greatly benefit rural communities

The toolkit was developed as part of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative at USDOT, which coordinates rural infrastructure policy at the Department. The ROUTES Initiative was first created in 2019 and codified in the Bipartisan Infrastructure Law.

ROUTES provides technical assistance and easy-to-access resources for rural transportation stakeholders, including this toolkit. More information on the ROUTES Initiative can be found at www.transportation.gov/rural.

The Department will also host a webinar to present the toolkit in more detail on February 9 at 1:30 PM ET. The webinar is free to attend, register here.
Over the coming weeks and months, USDOT will hold additional workshops with rural communities and stakeholders to obtain feedback on the toolkit and provide information to help rural communities get started with electric vehicle charging projects.

An updated toolkit will be available this summer that incorporates feedback from these workshops, expanded information on new programs, and new information on topics such as transit and school bus electrification.
Updates on the revised toolkit and other rural EV resources will be provided at www.transportation.gov/rural/ev.
The toolkit is available here: www.transportation.gov/rural/ev/toolkit

INFORMATION ON DC FAST CHARGERS

Below for a resource on DC fast charger equipment selection and important considerations in choosing an electric vehicle (EV) charger.

DC Fast Charger Manufacturer List
For information on currently available EV charging infrastructure models, see the Electric Drive Transportation Association's GoElectricDrive website (https://www.goelectricdrive.org/charging-ev/charging-equipment-showroom). At the top of the page, you can filter the manufacturers and service providers by CHAdeMO or CHAdeMO/Combo connectors to see companies that support DC fast charging.

Considerations for Choosing an EV Charger
What may be top of mind in selecting a charger is requirements under the National Electric Vehicle Infrastructure (NEVI) Formula Program. Note that the Joint Office of Energy and Transportation (https://driveelectric.gov/) is currently developing the 180 Day Minimum Standards and Requirements that will include proposed regulations for minimum standards and requirements applicable to EV chargers under the NEVI Formula Program

(https://driveelectric.gov/technical-assistance/). The 180 Day Minimum Standards and Requirements is scheduled to be released on May 13, 2022. These standards and requirements will be important to keep in mind in choosing an EV charger.

Additionally, in light of the $7.5 billion investment from the Bipartisan Infrastructure Law (Public Law 117-58) to build out a national EV charging network, due diligence may be necessary to confirm the legitimacy and experience of companies that enter the market.

If you haven't already, we recommend reviewing the Alternative Fuels Data Center's Charging Infrastructure Procurement and Installation page (https://afdc.energy.gov/fuels/electricity_infrastructure_development.html), which covers important considerations in choosing and installing EV infrastructure, such as cost, regulations, safety, and type of equipment. Please see more considerations for choosing EV charging infrastructure below.

Equipment costs may vary based on factors such as application, location, charging level, and type. Single connector unit costs range from $10,000 to $40,000 for DC fast charging. For more information on DC fast charger cost estimates, see Table 1. Median Capital Costs of Electric Vehicle Supply Equipment from Collected Billing Data (page 14) of the following National Renewable Energy Laboratory and Idaho National Laboratory report: https://reader.elsevier.com/reader/sd/pii/S2542435120302312?token=04370A337EF2B839A116AEBEB4856FC34C11B578BF2144A75A748CE89B68CDBA14E93134135188F616174E31381719C4&originRegion=us-east-1&originCreation=20220216163343. When choosing charging infrastructure, buyers should consider available features such as networking capabilities, theft deterrence options, output power rating (in kilowatts), number and type of connectors, number of vehicles that can simultaneously charge, and operation and maintenance considerations (e.g., payment and data collection capabilities), and ensure that the features chosen also align with anticipated needs, budget, and funding program requirements.

Further, it's important to ensure that the EV charging manufacturer has complied with certification requirements, including testing the product with a certified testing body. Also, check for other optional certifications that may be of interest, such as the U.S. Environmental Protection Agency's (EPA) ENERGY STAR program (https://www.energystar.gov/products/other/ev_chargers). ENERGY STAR certified EV chargers have the highest energy efficiency standards,

which helps EV drivers and charging station hosts reduce energy waste and electricity costs, in addition to the benefit of using a product that is safety certified according to national standards. In 2021, the scope of ENERGY STAR expanded to include DC fast chargers when EPA released Version 1.1 of the ENERGY STAR EV charger specification; see the EV Charging Version 1.1 (https://www.energystar.gov/products/spec/electric_vehicle_supply_equipment_version_1_1_pd). EPA anticipates manufacturers to test and certify their DC fast charging products to ENERGY STAR requirements and for the program to grow substantially in 2022.

Wolf Administration Announces Over $2.7 Million For Alternative Fuel Transportation Projects To Improve Air Quality And Public Health

01/21/2022

Harrisburg, PA – The Pennsylvania Department of Environmental Protection (DEP) announced today funding for more than $2.7 million in Alternative Fuel Incentive Grants (AFIGs) to 18 cleaner fuel transportation projects statewide that will reduce greenhouse gas emissions and other air pollutants.

"These projects will help every single Pennsylvanian breathe cleaner air at school, in their communities, and at their workplaces," said DEP Executive Deputy Secretary Ramez Ziadeh. "The impact of these grants is not limited to a specific city block or bound by a municipal property line."

The AFIG Program funds projects that replace older gasoline- or diesel-fueled vehicles with cleaner fuel vehicles that helps reduce emissions of carbon monoxide, particulate matter, volatile organic compounds, nitrogen oxides, and carbon dioxide, a principal greenhouse gas.

The program supports electric, ethanol, biodiesel, compressed natural gas (CNG), propane gas, and other cleaner fuel vehicles. It also supports the installation of fueling stations for these vehicles.

Transportation generates 47 percent of nitrogen oxide emissions in Pennsylvania, contributing to the formation of ground-level ozone. Vehicles alone release 21 percent of carbon dioxide emissions in the state, a known greenhouse gas and direct contributor to climate chance. This affects the health of children; older people; people with lung diseases, such as asthma and emphysema; and those who work or are active outdoors. The state Department of Health has found that asthma-related emergency room visits increase when air quality is very poor.

AFIG grants are awarded for projects in three categories: Vehicle Retrofit and/or Purchasing; Refueling Infrastructure; and Innovative Technology. The 2021 AFIG funded projects will put 87 cleaner fuel school buses, package delivery trucks, and other vehicles in use, and save an estimated 262,798 gasoline equivalents (GGE) from the atmosphere. Four new refueling stations – 3 electric and 1 propane – have the potential to displace the equivalent of an additional 220,000 gallons of gasoline (GGE).

The projects are collectively anticipated to reduce carbon dioxide emissions by nearly 600 metric tons per year.

Over two-thirds of this year's funding will go towards projects either in or serving Environmental Justice areas. These communities are defined by DEP as any census tract where 20 percent or more of residents live at or below the federal poverty line, and/or 30 percent or more of the population identifies as a non-white minority. Low income and minorities are especially vulnerable to the negative impacts of pollution and focusing resources in these areas is an essential step in mitigating these disproportionate effects.

Local governments, schools, businesses, and organizations may apply for AFIG funding. DEP administers the AFIG Program under the Pennsylvania Alternative Fuels Incentive Act of 2004, originally established under Act 166 of 1992.

More information about the program can be found at www.dep.pa.gov/AFIG

Grouped by category and county, the 2021 funded projects are as follows:

Vehicle Retrofit and/or Purchasing Awards

Berks

Wilson School District: $76,000 in AFIG funding for the purchase of nine (9) propane school buses to continue District's fleet conversion. Estimated GGE saved per year: 14,817

Lackawanna

LT Verrastro, Inc: $300,000 in AFIG for the purchase of eight (8) CNG tractor trailers. Estimated GGE saved per year: 28,571

Montgomery

Mitzvah Circle Foundation: $7,500 in AFIG funding for the purchase of an electric Ford Transit van. Estimated GGE saved per year: 3,538

Northampton

Fresh Hills Market: $22,500 in AFIG funding for the purchase of three Tesla electric vehicles. Estimated GGE saved per year: 10,794

Bethlehem Parking Authority: $24,500 in AFIG funding for the purchase of four (4) Chevy Bolt EVs. Estimated GGE saved per year: 1,040

Philadelphia

School District of Philadelphia: $300,000 in AFIG funding for the purchase of three (3) electric school buses at the District's Passyunk location. Estimated GGE saved per year: 4,573

School District of Philadelphia: $300,000 in AFIG funding for the purchase of three (3) electric school buses at the District's Broad Street location. Estimated GGE saved per year: 4,573

Venango

R N Goss Gas Products Co: $19,624 in AFIG funding for the purchase of two (2) propane delivery trucks. Estimated GGE saved per year: 8,334

Washington

East Washington Borough: $7,500 in AFIG funding for the purchase of one (1) Tesla Model 3 EV for the Borough's police force. Estimated GGE saved per year: 789

Multicounty

Driven2Drive LLC: $30,000 in AFIG for the purchase of 4 Tesla Model 3 electric vehicles to upgrade the driver's education fleet in Chester and Montgomery counties. Estimated GGE saved per year: 4,706

Iron Mountain Information Management Services, Inc: $90,000 in AFIG funding for the purchase of 12 electric vans for fleets in Allegheny, Beaver, Chester, Delaware, Erie. Estimated GGE saved per year: 13,500

Nuvve of Pennsylvania: $300,000 in AFIG funding for the purchase of ten (10) electric school buses to be used in Washington, Mercer, and Allegheny counties. Estimated GGE saved per year: 18,462

Thompson Gas LLC: $280,125 in AFIG funding for the purchase of 27 class 3+ propane delivery vehicles at the LKQ locations in York and Bethlehem. Estimated GGE saved per year: 141,600

Refueling Infrastructure Awards

Allegheny

EVgo Services LLC: $197,042 in AFIG funds for the installation of a 4-unit DC Fast Charger with full public access in Homestead, PA. Estimated GGE saved per year: 18,214

EVgo Services LLC: $156,000 in AFIG funds for the installation of a 4-unit DC Fast Charger with full public access in Pleasant Hills, PA. Estimated GGE saved per year: 18,214

Multicounty

Iron Mountain Information Management Services Inc: $42,000 in AFIG funding for the installation of Level 2 chargers at 5 locations in Erie, Allegheny, Beaver, Chester, and Delaware counties. Estimated GGE saved per year: 1,100

Thompson Gas LLC: $159,000 in AFIG funding to installing two propane autogas refueling infrastructures to fuel LKQ's retrofitted fleet vehicles at their respective branch locations in York and Bethlehem, Pennsylvania. Estimated GGE saved per year: 128,304

Innovative Technology Projects

Centre

EC Power Group, Inc: $418,300 in AFIG funding for the development of the design for a thermally modulated lithium iron phosphate (TM-LFP) battery that offers both high performance and low cost that will offer a manufacturing cost of $90/kWh, potentially as low as $50/kWh, whereas current prices of automotive batteries today are ~$135/kWh, will have an 11 minute recharge time, and an expected battery life over 20 years and 1 million miles.

Join Three Rivers EVA/Drive Electric Pennsylvania and Pittsburgh Region Clean Cities at the Earth Day Electric Vehicle Even ton April 24, 2022

To register click on link below:

Drive Electric Earth Day • Drive Electric Earth Day Pittsburgh • Murrysville, PA • Apr 23, 2022

THREE RIVERS EVA

DRIVE ELECTRIC PA

PITTSBURGH REGION CLEAN CITIES

Electric Trucks Have Arrived: The Use Case For Terminal Tractors

The Run on Less – Electric demonstration focused on the terminal tractor segment of the trucking industry in addition to vans and step vans, medium-duty box trucks and heavy-duty regional haul tractors.

The three fleet-OEM pairs in the terminal tractor market segment were:

1. NFI with a Kalmar Ottawa terminal tractor
2. Ruan with an Orange EV terminal tractor
3. Ryder with a Lonestar Specialty Vehicles terminal tractor

The Use Case for Terminal Tractors on Vimeo

How It Worked

This report's conclusions were generated through the data collection and calculations from the three terminal tractors that participated in Run on Less – Electric, interviews conducted with representatives from the participating fleets and tractor builders and input from other industry experts. Of these three vehicles, two were instrumented with a Geotab telematics device, and one had its data collected via the manufacturer's own telematics device.

The telematics devices tracked daily range, speed profiles, state of charge, charging events, amount of regenerative braking energy recovery, weather and number of deliveries.

Results

Run on Less – Electric demonstrated that in the terminal tractor market segment the technology is mature enough for fleets to be making investments in production battery electric terminal tractors.

Additional Findings Include:

1. NACFE considers terminal tractors one of the best, if not THE best, paths for a heavy-duty tractor fleets to learn about and implement a BEV in a fleet operation.

2. The drivers in Run on Less – Electric all rave about their vehicles' quieter operation and improved performance. All the drivers mentioned that they liked the responsiveness of the battery electric terminal tractor, and they also liked the regenerative braking feature once they got used to it.

3. The maintenance cost of a battery electric terminal tractor compared to the most recent diesel-powered terminal tractors (2017 and later with DPF and SCR aftertreatment systems) is dramatically reduced (approximately 60% to 75%).

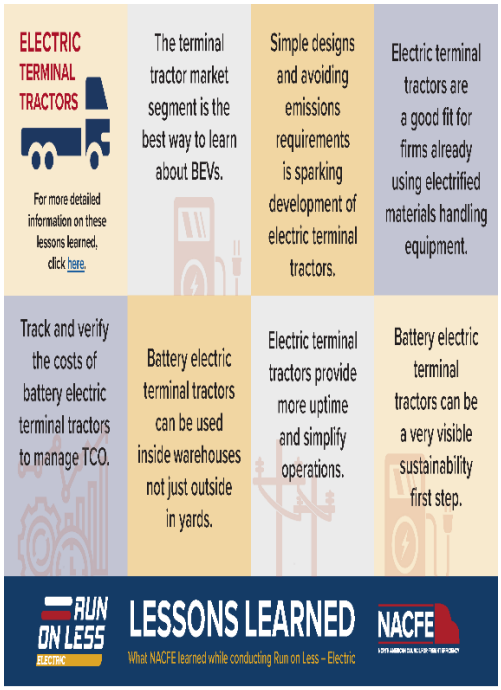
4. Battery electric terminal tractors have a positive environmental impact and will contribute to overall business sustainability goals.

5. Payback times for a battery electric terminal tractor compared to diesel-powered units are currently long for most applications (eight or more years) without incentives and other factors to help the TCO calculation.

6. Tracking the vehicle to verify the cost benefits can be very difficult without significant prior planning.

Lessons Learned

NACFE learned a number of lessons during the three weeks of the Run specific to terminal tractors



CNG Tank Inspection Requirements Revised for Vehicles with GVWR Over 10,000 Pounds

The National Highway Traffic Safety Administration revised its rule regarding the inspection interval for compressed natural gas fuel tank inspections. With this revision, vehicles with a gross vehicle weight (GVWR) rating greater than 10,000 pounds (4,536 kg) must have tanks inspected by a certified or qualified CNG fuel system inspector at least every 12 months.

The inspection interval for vehicles with a GVWR less than or equal to 10,000 remains unchanged—inspections should take place every three years (36 months) or every 36,000 miles, whichever comes first.

For more information, read the Federal Register notice and an announcement by NGVAmerica

For more information, please read the Federal Register notice (https://public-inspection.federalregister.gov/2022-02588.pdf) and an announcement by Natural Gas Vehicles for America

(https://ngvamerica.org/2022/02/16/ngvamerica-applauds-u-s-dot-on-new-heavy-duty-cng-fuel-container-inspection-labeling-rule/).

Additionally, you may refer to the Alternative Fuels Data Center's CNG Fuel System and Tank Maintenance page (https://afdc.energy.gov/vehicles/natural_gas_cylinder.html) for information on CNG storage tank inspection (https://afdc.energy.gov/vehicles/natural_gas_cylinder.html#inspection).

Did we answer your question? If not, we encourage you to follow up so that we can provide the right information. Also, please do not hesitate to follow up if you have additional questions.

Need more in-depth 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/

PERC: Propane can ensure equity, reduce emissions under Infrastructure Act

Dec. 8, 2021

'Emerging alternative fuel' uniquely positioned to deliver on promises of national initiative, according to Propane Education & Research Council

A new $1.2 trillion law to improve America's infrastructure creates an unprecedented opportunity for propane and other low-emission fuels to power on-road and off-road fleets that have historically operated on diesel and gasoline, according to the Propane Education & Research Council (PERC).

The Infrastructure Investment and Jobs Act includes more than $9 billion in funding for refueling infrastructure and clean vehicles, including propane, which is identified in the Act as an emerging alternative fuel. Today, about 70,000 on-road vehicles run on propane. Propane autogas reduces more emissions per dollar than any other fuel and is a cost-effective solution compared with electric vehicles, PERC said.

"The inclusion of propane is a major win for communities across the country, as fleet owners will have multiple alternative fuel options for reducing emissions and transforming their fleets for the better," said Tucker Perkins, president and CEO of PERC. "With propane, fleets can accelerate decarbonization quickly and affordably."

Propane's simple, affordable, ready-now equipment ensures energy equity by cutting carbon emissions without the trillions of dollars that will be required to modernize an aging electrical grid and retrofit millions of homes and businesses. The burden for those upgrades would inevitably fall on those who can least afford it, PERC maintained. Propane produces 43% fewer greenhouse gas emissions compared to electricity.

Propane-fueled vehicles and refueling infrastructure are eligible to compete for the following funding opportunities under the new law:

- $2.5 billion in grants for charging and refueling infrastructure
- $2.5 billion in funding for the Clean School Bus Program
- $1.6 billion in grants for buses and bus facilities
- $2.5 billion in grants for emissions reduction at port facilities
- PERC says propane offers significant benefits in the following product categories:

- **Transit:** Propane is often used for medium-duty paratransit vehicles like airport shuttles, vehicles associated with city or county regional transit, and delivery trucks. For this type of vehicle, propane has the lowest cost of ownership due to low fuel and maintenance costs. Additionally, there is a 97% reduction in NOx and a 10% reduction in CO2 compared with diesel-powered medium-duty vehicles.

- **Port equipment:** Propane helps improve air quality at our nation's ports while reliably supporting global trade logistics. It fuels resilient, low-NOx generators for backup and prime power for cold ironing, charging, and other large industrial applications. Propane-fueled port tractors produce fewer emissions and cost approximately $200,000 less than electric models, meaning ports can afford to replace more of their fleet and achieve carbon reduction goals faster.

  Other propane-fueled port equipment includes reach stackers, empty container handlers, and rubber-tired gantry cranes.

- **Propane dispensers:** Propane refueling infrastructure is affordable, scalable, and readily available for the nation's alternative fuel corridors. Propane-fueled generators even provide for EV recharging.

Funding is expected to become available in January 2022. Visit propane.com/fleet-vehicles to learn more.

Pittsburgh Auto Show a Great Success

ATTENDANCE-Nearly 50,000 attendees over the 4-day show

See videos below:

Auto Show 2022 Wrap - YouTube

Pittsburgh Auto Show 2022: Featured Electric Vehicles (Including 1st FORD LIGHTNING!) - YouTube

New & Returning Members

ASR ADAM SOLAR RIDES

PROUD MEMBER THE COALITION FOR RENEWABLE NATURAL GAS RNG COALITION

TESLA OWNERS PENNSYLVANIA

PITTOHIO SUPPLY CHAIN • GROUND • LTL • TL

PENNA TURN-PIKE

DLC DUQUESNE LIGHT CO.

PEOPLES

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