PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 35 May 2022

2022 Clean School Bus Rebates Now Open

With funding from the Bipartisan Infrastructure Law, EPA's new Clean School Bus Program provides $5 billion over the next five years (FY 2022-2026) to replace existing school buses with zero-emission and low-emission models. EPA is offering $500 million through the 2022 Clean School Bus Rebates for zero-emission and low-emission school bus rebates as the first funding opportunity.

EPA will continue to update this page with additional Clean School Bus Program funding information and educational resources.

Clean School Bus Benefits

- **Cleaner air**. Electric and alternatively-fueled buses eliminate or reduce school bus exhaust, which is linked to asthma.
- **Reduced health risks**, especially for children whose lungs are still developing.
- **Reduced greenhouse gas emissions**, which contribute to climate change.
- **Grid resilience**. Using bidirectional chargers, school buses can store energy for distribution to the grid when needed.

Available Funding for Buses and EV Charging Infrastructure School Bus Rebates: Clean School Bus Program | US EPA

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PITTSBURGH REGION CLEAN CITIES
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Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2021

The PRCC Board of Directors meeting schedule is as follows:

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

Allegheny Solar Fest
Mill 19
June 18, 2022 Time: 12:00pm – 6:00pm

PRCC Annual Stakeholder Meeting
Community College of Allegheny County – West Hills Center, 1000 McKee Rd, Oakdale, PA 15071
10:00am – 12:00pm
June 22, 2022

PRCC 13th Odyssey Day Event
Community College of Allegheny County – West Hills Center, 1000 McKee Rd, Oakdale, PA 15071
9:00am – 2:30pm
October 7, 2022

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

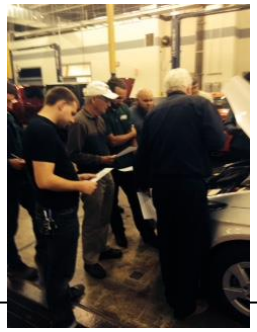
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

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



ALLEGHENY SOLARFEST

PRESENTED BY

MONROEVILLE KIA

Join Pittsburgh Region Clean Cities, Three Rivers EVA, Duquesne Light and Drive Electric Pennsylvania for an Electric Vehicle Car Show at the Mill 19 on June 18, 2022 from 12:00pm – 6:00pm.

Show Your EV Car at this year's Allegheny SolarFest.

In addition to dealerships that will be on-site showing their latest models of EV, we invite you, the public to come show off your ride!

We will have a private lot for EV car owners with priority access to all the event activities. Signup and show your EV and/or just come and see all the different electric vehicles and talk with the owners.

EV Car Show — Allegheny SolarFest

THREE RIVERS EVA

DLC DUQUESNE LIGHT CO.

DRIVE ELECTRIC PA

NATIONAL CARCHARGING EV Charging Infrastructure Experts

PITTSBURGH REGION CLEAN CITIES

Join us at the Pittsburgh Region Clean Cities Annual Stakeholder Meeting on June 22, 2022 at CCAC-West Hills Center.

The Pittsburgh Region Clean Cities will hold its Annual Stakeholder Meeting at the Community College of Allegheny County – West Hills Center, 1000 McKee Road, Oakdale, PA 15071 at 10:00am – 12:00pm on June 22, 2022.

The annual event will give attendees updates on what projects they are working on and committee updates.

The agenda will include updates from the Pennsylvania Department of Environmental Protection and others about what programs and funding will be available this year.

To register for this event https://docs.google.com/forms/d/1Q_URqPjTC3GhtAfy_9MRXqfsdqUCgE_b2wEyTldTkic/edit

PITTSBURGH REGION CLEAN CITIES

Pittsburgh Region Clean Cities Holds Electric Vehicle Charging Workshop and Tour at Adam Solar Rides

On March 11th, 2022, Adam Solar Rides hosted PRCC, local municipalities, and the local community for an event to explain electric vehicle charge stations and the current funding to available to help install them.

It was a beautiful day to talk "Electric Vehicle Charging" at ASR. Pittsburgh Region Clean Cities Executive Director Rick Price was on hand to explain all the benefits of driving EVs along with the logistics of charging them.

Rick Price talks at workshop in Bridgeville, PA

Types of EV charger stations along with best installation practices and the funding available to install them were all discussed to an engaged crowd. The informational speaking sessions were followed up with free ride and drives with a choice of multiple electric vehicles including, Teslas, eBikes, Onewheels, and even an electric tractor! Often simply experiencing an EV for the first time changes many peoples perspectives as to what they are all about. And did you check out that re-purposed Tesla battery module and custom battery box from Amp Revolt sitting on the solar bar?! Thank you everyone for coming. For more information on government funding check out AFIG.

Executive Director Rick Price stands beside and electric lawn tractor


Adam Rossi stands beside his Tesla

ADAM SOLAR RIDES

American CNG and Ingevity: Partnering to Bridge the Fuel Technology Gap

As one of the largest U.S. public transportation systems, school buses provide an essential service for our children. In fact, according to the American School Bus Council, the school bus system transports over 26 million students to school[1], averaging four billion miles each year[2]. Approximately 480,000 school buses are in use today[1], with more than 90 percent of these fleets running solely on diesel fuel. While the school bus service provides benefits for the entire community, they contribute disproportionately to poor ambient air quality.

Grouped in the Environmental Protection Agency's (EPA) transportation sector, school buses played a sizable role in accounting for 29 percent of the anthropogenic (human-made) U.S. Greenhouse Gas Emissions (GHG)[3]. These carbon emissions are getting trapped in our atmosphere and are undermining our earth's climate. This in turn impacts extreme weather events, disrupts food systems, and increases incidence of disease[4].

On top of the school bus's adverse environmental carbon contribution, research is currently evaluating the negative side effects of school bus self-pollution as their emissions migrate to the inside of the passenger compartment and are inhaled by our children[5]. These emissions are wreaking havoc on our most vulnerable populations and our children's respiratory systems while they are still developing by exposing them to destructive pollutants. With carbon dioxide being at a record high, we have to do better for our kids.

With a worldwide intensified focus on the long-term effects of greenhouse gasses and dependence on foreign oil, we at American CNG see our obligation in finding a path to mitigate school bus carbon emissions and increase their fleet sustainability profiles. We are proud to say that we have the solution!

As a solution-based company, American CNG is excited to announce our partnership with Ingevity. This partnership is commitment to bridge the gap between today's problems and tomorrow's technology. With the goal to breathe better air and utilize domestic resources, we have developed our diesel displacement solution in tandem with Ingevity's adsorbed natural gas (ANG) technology that will revolutionize the industry and this essential transportation system. This simple and affordable turnkey solution will allow existing school bus fleets to utilize renewable natural gas. This is a cost-effective and environmentally impactful solution to significantly reduce their carbon footprint and achieve near-zero emissions.

This never-before-achieved technology is ready now! And we look forward to sharing more in the near future and showing the world how American CNG and Ingevity are leaders in creating sustainable solutions for our communities.

DEP Announces $2.1 Million to Municipalities and Businesses for Electric Vehicles and More Clean Fuel Transportation Projects

Harrisburg, PA – The Wolf Administration today announced $2.1 million in Alternative Fuels Incentive Grants to municipalities and businesses for 99 electric vehicles and more clean fuel transportation projects to improve air quality in their communities.

"Transportation is one of the biggest sources of air pollution in Pennsylvania. That's why investing in zero- and low-emission transportation pays off big: It helps us breathe healthier air and slow down climate change," said Department of Environmental Protection (DEP) Executive Deputy Secretary Ramez Ziadeh. "Through Alternative Fuels Incentive Grants, DEP assists businesses and organizations of all sizes in pursuing their clean fuel transportation goals. With this round of grants, we're excited to support 99 electric vehicles, charger installations, and more transportation upgrades that will drive better air quality in Pennsylvania."

The Alternative Fuels Incentive Grant (AFIG) program provides funding to help municipalities, businesses, and nonprofit organizations in Pennsylvania replace older gasoline- or diesel-fueled vehicles with electric, renewable natural gas, compressed natural gas (CNG), ethanol, biodiesel, or propane gas fueled vehicles. It also funds installation of fueling equipment for these vehicles.

Switching to these zero- and low-emission fuels helps lower levels of many air pollutants, including nitrogen oxides, carbon monoxide, particulate matter, volatile organic compounds, and carbon dioxide, one of the greenhouse gases heating up our climate.

New grant funding went to 13 municipalities and businesses for 15 projects. Collectively the funded projects are anticipated to reduce gasoline use by 478,000 gallons per year over their lifetimes. They're anticipated to reduce nitrogen oxide emissions by 6,429 kilograms and carbon dioxide emissions by 2,642 metric tons per year.

Eleven projects are located in or serve Environmental Justice areas, or census tracts where 20 percent or more residents live at or below the federal poverty line or 30 percent or more residents identify as a non-white minority, according to federal data.

The funded projects are as follows:

Allegheny County

- Allegheny County: $45,000 for four electric pickup trucks and two electric cars for use by county police, park rangers, and facilities management staff.
- Pittsburgh Water and Sewer Authority: $7,500 for an electric car.

Bucks County

- Middletown Township: $215,000 to install four DC fast chargers for the public to use to charge electric cars.

Centre County

- MJ Transport Logistics: $300,000 for eight CNG tractor trailers to haul waste from transfer stations to the landfill.

Clarion County

- Francis J. Palo, Inc.: $30,000 to convert four F-150 pickup trucks to run on CNG.

Delaware County

- Aqua Pennsylvania: $36,135 for five electric cars for customer service use.
- Delaware County (two grants): $300,000 for 69 electric cars for use by county departments, with 29 dedicated to the new health department for health care visits around the county; $300,000 to install 22 Level 2 dual-plug charging stations, for a total of 44 chargers.

Fayette County

- Chestnut Valley Landfill: $300,000 for eight CNG trash collection trucks.

Lackawanna County

- City of Scranton (two grants): $75,000 for 10 electric cars for use by code enforcement officers in performing inspections, responding to citizen complaints, and evaluating construction and renovation projects; $45,642 to install 10 Level 2 chargers.

Luzerne County

- Amazon Logistics: $300,000 for 10 renewable natural gas tractor trailers to move goods from a factory or warehouse to its Hazleton Fulfillment Center.

Lycoming County

Loyalsock Township: $7,500 for one electric car.

Perry County

- HE Rohrer: $100,000 to purchase an electric school bus.

Philadelphia County

- AAA Club Alliance: $45,000 for six electric cars.

Scranton Mayor Paige Cognetti, Delaware County Chief Sustainability Officer Francine Locke, and Allegheny County Sustainability Manager Brittany Prischak joined DEP in the announcement, highlighting their municipalities' funded electrification projects.

"Scranton is known as the Electric City, and we strive to earn that name again over the coming years. We're grateful for these DEP funds, which will help us build toward our goal of a more sustainable energy future," said Mayor Cognetti.

This is the first AFIG funding provided to the City of Scranton for electric vehicles and chargers.

"Delaware County is reducing its greenhouse gas emissions through the development of a holistic sustainability and climate action plan. Investing in electric vehicles and charging infrastructure is a critical part of this plan," said Locke.

The grant to Delaware County is for the largest fleet electrification project the AFIG program has supported to date.

"Allegheny County has been converting our vehicle fleet to electric since early 2020 to reduce tailpipe emissions and air pollution and reduce our carbon footprint," said Prischak. "We've been fortunate to have received multiple AFIG awards that have supported our efforts, and look forward to continuing to partner with the Department of Environmental Protection, and joining so many other entities to continue with our transition to cleaner vehicles."

. Transportation generates 47 percent of nitrogen oxides emissions in Pennsylvania, contributing to formation of ground-level ozone.

This affects the health of children, older people, people who work or are active outdoors, and people with asthma, emphysema, or other lung conditions. The Pennsylvania Department of Health has found that asthma-related emergency room visits increase when air quality is very poor.

Vehicles release 21 percent of carbon dioxide emissions statewide, contributing to climate change. Pennsylvania's average temperature has risen nearly 2° F since 1900. Pennsylvania Climate Action Plan 2021 projects that unless we lower greenhouse gas emissions, Pennsylvania will be on average 5.9° F hotter by the middle decades of this century The AFIG program, which is administered by the DEP Energy Programs Office, was established under Act 166 of 1992 and is funded by a portion of the state utilities gross receipt tax.

Renewable Propane: An Even Cleaner Propane

As the number of propane trucks and buses increases, a "new" yet similar fuel that reaches near-zero emissions is coming into play — renewable propane. While propane has been utilized for transportation around the world for over 100 years there is growing interest in renewable propane due to its near-zero emissions levels, reduced greenhouse gases, and ability to help meet growing demand for cleaner products.

Conventional and renewable propane both reduce emissions, cut costs and provide fleets with the same vehicle performance and reliability. And, simply put, the chemical structure and physical properties of the two types are the same — they just come from different sources.

To fuel with renewable propane, propane vehicles don't need to be retrofit, as it can be used as a "drop-in" replacement fuel because it's chemically nearly identical to conventional propane. Since it's produced from raw and renewable materials, renewable propane, also known as bio-propane has an even lower carbon intensity than conventional propane and is far cleaner than other energy sources. At the point of combustion, renewable propane is carbon neutral.

And the supply is coming. According to the Propane Education & Research Council, U.S. fuel processors are making renewable propane today, and the push for cleaner liquid fuels will lead to a sharp increase in renewable propane production. Propane supply in general is abundant, in fact, we produce around 30 billion gallons of propane each year and we only have demand for about one third of that.

As new technologies and new fuels reach the market, renewable propane adds to our nation's energy portfolio and further solidifies propane as an important energy source.

ROUSH® CLEANTECH

Go Green at Market Square Celebrates Earth Day with Live Music, Electric Cars

by Michael Machosky

On the surface, driving isn't much different than it's been for a hundred years. However, beneath the hood, a revolution is going on that's bigger than anything since the development of internal combustion engines. It arrived quietly — not with the roar of revving engines, but the quiet, subtle power of electric batteries. Fluctuations in gas prices don't matter at all when your vehicle runs on electricity.

If you're curious about what this new technology is like, you can check it out up close at "Go Green at Market Square" this Friday (April 22).

Members of the Drive Electric PA advocacy nonprofit will be there, to show off a plug-in hybrid and a 100% electric vehicle.

"I'll have a 2019 Ford Fusion," says Rick Price, Executive director of Pittsburgh Region Clean Cities. "I get about 26 miles all-electric. I can hook up at over 37 free chargers in Pittsburgh Parking Authority garages in Western PA, and over 300 in PA. A Tesla from National Charge Car will be there, and a tabletop Level 2 charger, literature and information about electric vehicles."

At the moment, the state has more than 29,000 registered electric vehicles, 1,596 Level 2 public chargers, and 324 fast chargers. Drive Electric PA wants to double those numbers.

Transportation creates the largest amount of emissions of any single sector in the American economy. Electric vehicles have the potential to cut this down significantly.

To see the video from the event click below
https://youtu.be/O64DlEFS6lQ

National Biodiesel Board is Now Clean Fuels Alliance America

Industry association rebrands to reflect diversity of fuels, modern approach

LAS VEGAS - January 18, 2022 - The National Biodiesel Board today unveiled its new name and new brand, Clean Fuels Alliance America, during the opening session of the 2022 National Biodiesel Conference & Expo. The transformation to Clean Fuels helps further the organization's position as a proven, innovative part of America's clean energy mix and helps the industry represent all its industry members: biodiesel, renewable diesel and sustainable aviation fuels.

"Our industry has seen and will continue to see significant growth as the world around us focuses on clean energy," said Donnell Rehagen, CEO of Clean Fuels. "We are an integral part of the solution for sustainable energy that's not only affordable but also scalable and available now. Further, our new name and brand represents the connected energies of our members and positions our industry for a clean fuels future."

The National Biodiesel Conference & Expo's theme for 2022 is "All In" and represents the momentum being carried by all players in the biodiesel, renewable diesel, and sustainable aviation fuel industry. This year, more than 600 attendees are hearing from experts on supply and decarbonization and the opportunities ahead for the industry as a whole.

Trans Edge Trucks Hold Electric Vehicle Expo

Trans Edge Truck Center in Pittsburgh held an Electric Vehicle Expo to selected fleets and guests on April 6, 2022, to announce the first two Volvo VNR Class 7 Electric trucks belonging to Pitt Ohio. These are the first two Class 7 electric trucks in western Pennsylvania to my knowledge, said Rick Price, Executive Director of Pittsburgh Region Clean Cities.

Also on display at the expo were two other electric vehicles, a Mack electric trash Hauler and a Battle Motors flatbed.

Pitt Ohio has been a leader in sustainability for years and these electric powered bob trucks will save about 2500 gallons of diesel fuel a year or 24 metric tons of carbon dioxide (CO2). Pitt Ohio believes this is part of their sustainability strategy in trying to achieve environmental and social responsibility Price said.

Pitt Ohio Class Volvo VNR Electric Truck

Trans Edge Trucks has been the main providing of the medium and heavy-duty alternative fuel vehicles for years here in western Pennsylvania for years and now are providing choices for electric trucks.

To see videos of the event and the Pitt Ohio electric truck click on links below:

https://fb.watch/d24MY53czQ/ Pitt Ohio Volvo VNR Class 7 electric truck

https://youtu.be/v5r9CQNmGtU PRCC Video Trans Edge Trucks Electric Vehicle Event

Sustainability at Trucking Company PITT OHIO - Bing video

PITT OHIO
SUPPLY CHAIN • GROUND • LTL • TL

Penske Orders 750 Ford E-Transit Vans For Rental Fleet

The first Ford E-Transit electric vans will be delivered to Penske in a few weeks.

A lot of people are still undecided about owning an electric vehicle, but in the commercial world, the battle is over and EVs have won.

Penske, one of the world's largest rental and leasing companies for commercial vehicles, has just placed an order for 750 Ford E-Transit battery-electric vans.

According to *CarScoops*, Penske made the decision to buy the E-Transit vans after a successful pilot test in Reading, Pennsylvania, that started last November. The vehicles will be available first to leasing and rental customers in Southern California, with other US locations being phased in throughout this year

"We're excited to help bring these new vehicles to market as both a rental and full-service lease option for our customers," said Art Vallely, president of Penske Truck Leasing. "We continue to expand and diversify our fleet of electric vehicles and to offer new options for customers seeking more sustainable choices when it comes to transportation."

Ford Pro CEO Ted Cannis said that when the testing program began last fall, "Our customers are telling us that they have ambitious corporate sustainability goals to reduce their fleet's carbon emissions through the integration of all-electric vehicles. E-Transit and supporting Ford Pro ecosystem, especially end-to-end charging, play a critical role in achieving those goals and maintaining their business operations without disruption."

The Ford E-Transit has an estimated range of 126 miles. Although BrightDrop also sells an electric delivery vehicle, it is not yet in full production. Penske says it chose the Ford product because of its partnership with Ford over many years. The first of the electric vans are expected to arrive at Penske locations in the next few weeks.

"Penske and Ford have a longstanding and valued relationship," said Vallely in November. "We expect to see strong utilization and interest from customers making final-mile deliveries, regional deliveries, and eventually consumer use for smaller household moves." It's good news for the EV revolution that battery-electric commercial vehicles are being accepted by large companies like Penske.

The more people see battery-electric vehicles on the road and the more drivers tell others about the advantages of driving an electric vehicle, the sooner the word will trickle down to the general public that the torch has been passed and that driving an EV is the future of transportation.

Which states allow electric utilities to own electric vehicle (EV) charging equipment? What is the role of electric utilities in owning EV charging equipment?

Below, we have provided examples of states that allow utility-owned EV charging stations, as well as some information on the role of electric utilities in the development of EV charging infrastructure.

Please see the Alternative Fuels Data Center (AFDC) Examples of Utility-Related Laws and Incentives webpage (https://afdc.energy.gov/laws/utility-examples) for a summary of utility programs that promote and incentivize EVs and EV charging infrastructure and for multiple examples of utility EV programs. Some state legislatures pass mandates that require utilities to begin incentive or pilot programs. Similarly, state governors may issue executive orders that require utilities or commissions to begin a program. Typically, these mandates support a state goal related to zero emission vehicle deployment, EV charging infrastructure, or greenhouse gas emissions reductions. Utilities must still get commission approval for new rates, rebates, grants, and programs even though the state legislature or governor mandated the program(s).

For example, Utah (https://afdc.energy.gov/laws/12390) is one state that has directed programs with utility-owned EV charging stations:

> House Bill 296, 2020, and Utah Code 54-4-41 authorize the Utah Public Service Commission (PSC) to establish a large-scale EVSE program with utility-owned EVSE, EVSE rate structures, and public education. This bill stimulates utility filings with the Utah PSC, but the bill alone does not require that utilities submit filings. program or not.

Instead, Utah's legislature requires that the commission make funding available for EVSE programs. Whether utilities will be required to submit a filing rests on whether the PSC requires utilities in its jurisdiction to file for the

Colorado (https://afdc.energy.gov/laws/12250) has also authorized utility-owned EV charging stations:

> **Public Electric Utility Services Authorization**
> Public electric utilities may provide electricity to charge EVs as unregulated or regulated services and may recover the costs of distribution system and infrastructure investments to accommodate EV charging. The Colorado Public Utilities Commission (Commission) should consider revenues from charging EVs in the utilities service territory in evaluating the retail rate impact from the development of EVSE, which cannot exceed 0.005% of the total annual revenue requirements of the utility.
>
> Public electric utilities are required to file an application with the Commission for widespread transportation electrification programs every three years. Programs may include investments or incentives to facilitate the deployment of customer- or utility-owned EVSE and associated electrical equipment, facilitate electrification of public transit and other vehicle fleets, rate designs or programs that encourage EV charging, and customer education, outreach, and incentive programs that increase awareness of transportation electrification.
>
> (Reference Colorado Revised Statutes 40-1-103.3, 40-3-116, and 40-5-107)

Other states that allow utility-owned EV charging stations include Nevada, Kentucky, Florida, and Arizona (https://www.utilitydive.com/news/as-utility-collaboration-with-charging-companies-rises-emerging-difference/581877/).

The U.S. Department of Transportation's Rural EV Toolkit (https://www.transportation.gov/rural/ev/toolkit/ev-partnership-opportunities/electric-utilities)

provides an overview of the importance of electric utilities in developing EVSE:

> "Electric utilities are responsible for the delivery of electricity to homes and businesses, including metering, billing, and customer service. Accordingly, utilities play an essential part in the rollout of EV charging infrastructure, and **they are among the first partners that should be considered for EVSE installations**.
> …
> Utilities have a strong interest in the deployment of EVSE, and they have been investing heavily in both the deployment of EVs and the rollout of charging infrastructure. In the first seven months of 2020, State regulators approved more than $760 million (https://us13.campaign-archive.com/?u=26abb7b630884ef648822201c&id=f452ed1321) in proposed utility investments in transportation electrification. The majority of these programs involve either direct utility ownership of EVSE installations or "make-ready" programs in which utilities pay for necessary site upgrades."

Further, see the Rural EV Toolkit webpage on Project Development and Scoping, which provides an overview of different ownership models and the different levels of ownership a utility may have of an EV charging site (https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-planning/project-planning-checklist#project-development-and-scoping). In particular, see the section and graphic underneath the Decide on Ownership Model. The EVSE Only and Full Ownership models are two models where the utility owns the EVSE. The Rural Toolkit also acknowledges that state regulations may impact how utilities own and manage EV charging infrastructure. These regulations vary widely and therefore pose different considerations for potential business models and arrangements among site hosts, electric utilities, and charging station network operators Regarding full ownership models, the following excerpt from the Avista *Transportation Electrification Plan* (https://myavista.com/-/media/myavista/content-documents/energy-savings/avistatransportationelectrificationplandraft.pdf?la=en) describes why the electric utility chose the ownership models in their EVSE pilot program:

> "Avista chose the "EVSE only" and "full ownership" models for the EVSE pilot as an alternative to other, more common utility EVSE rebate and "make-ready" programs. It was felt that by utilizing existing supply panels and other supply infrastructure owned by the customer in residential and commercial locations in the "EVSE only" model, costs could be much lower than comparable "make ready" installations with new dedicated services and infrastructure. Further, it seemed possible that utility EVSE ownership and maintenance might be an effective way to provide the most value and satisfaction for customers in terms of reducing the costs, risks and difficulties of installing EVSE, while providing a means for effective load management, without the need for further incentives or a time-of-use (TOU) rate to shift peak loads. Due to the more substantial investments and effort to implement DC fast charging sites and maintain them, the full utility ownership model was chosen to ensure long-term DC fast charging operability and public access."

Finally, electric utilities are highly engaged in the development of EV charging. More than 60 electric utilities make up the National Electric Highway Coalition (NEHC, https://www.eei.org/issues-and-policy/national-electric-highway-coalition),

New & Returning Members

PRCC Sustainable Members

Platinum Members

Gold Members

Silver Members

The Pittsburgh Region Clean Cities Board of Directors would like to thank all our members and stakeholders for supporting our coalition and mission!

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/

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