PITTSBURGH REGION CLEAN CITIES

GAZETTE

DRIVING THE WAY TOWARD ENERGY INDEPENDENCE

DECEMBER 2022 | VOLUME 5, ISSUE 40

CONNECT's Eric Raabe leading a discussion of current barriers faced by municipalities.

PRCC PARTNERS WITH THE CONGRESS OF NEIGHBORING COMMUNITIES (CONNECT) TO OFFER EV PREPAREDNESS SUPPORT TO LOCAL MUNICIPALITIES

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On December 9th, Pittsburgh Region Clean Cities (PRCC) joined the Congress of Neighboring Communities (CONNECT) for the third event in its Infrastructure & Resilience Activator Series. Held at the Ross Municipal Center in the North Hills, the "Putting

Plans Into Action" Working Session was focused on bringing local municipalities and organizations together for a discussion of how to make existing sustainability opportunities a reality in their communities. The event served as the official launch of a new Memorandum of Agreement (MOA) between PRCC and CONNECT aimed at supporting local municipalities' clean fuel transition project needs.

CONNECT is a nonpartisan initiative that convenes neighboring municipalities--including the City of Pittsburgh--that share borders, challenges, and opportunities in Allegheny County, PA. Its network serves as both a policy think tank and membership organization, currently housed in the University of Pittsburgh's nationally-ranked policy school, the Graduate School of Public and International Affairs.

CONNECT's focus is to provide resources, research, relationships, and opportunities for participating municipalities to work together. One such effort undertaken by the organization is the CONNECT Climate Action Plan (CAP).

Developed in partnership with the Pennsylvania Department of Environmental Protection (PA-DEP) and ICLEI-Local Governments for Sustainability, the CAP aims to help Allegheny County's local governments address climate change.

The report includes vulnerability assessments and shows local communities where their greenhouse gas emissions are coming from. It also describes the co-benefits of climate action and outlines steps that local municipalities can take to help reduce their carbon footprint. Thirty-five communities are covered in the report, which was officially adopted in May 2022.

Considering the Region's long-standing issues with poor air quality, "We don't need a bunch of small little initiatives in a one-square-mile town," said CONNECT Executive Director, Lydia Morin, "We need big ideas."

Collectively, the participating CONNECT municipalities are aiming to reduce their emissions by 30% by the year 2030, ideally reaching net-zero by 2050, compared to 2018 levels.

To do this, four primary goals are outlined: reducing energy use in our local governments & communities; replacing current energy sources with renewables; strengthening our resilience through local land, water, & materials management; and motivating cleaner and more accessible modes of transportation by residents and in our fleets.

"In order to reduce greenhouse gas emissions, it is very helpful to understand their sources," said Eric Raabe, Community Projects Manager

for CONNECT. "By working together on the CONNECT Climate Action Plan, participating communities were able to more quickly and easily understand what they are working with."

For example, while the Clairton and West Mifflin communities showed the highest sources of emissions—in large part due to the industrial sites located in and around those communities—the report also shows that nearly half of all the emissions for Pittsburgh's neighboring communities also come from industrial sources. Other sources of emissions included energy use in the Residential, Commercial, and Industrial Sectors.

Transportation and Mobile Sources of emissions were also highlighted: in its 2018 inventory of GHGs in the City of Pittsburgh, emissions from transportation and mobile sources counted for about 7%– or 314,443 tons of CO2e.

The CONNECT CAP further details best practices and recommendations for greenhouse gas reduction efforts recommended by communities that are already doing the work—among them, Mt. Lebanon, Swissvale, and Millvale. For example, more than 60 actions are recommended to help motivate clean and accessible modes of transport.

The focus of PRCC's new MOA with CONNECT falls here with the shared goal of collaborating together on providing better access to the opportunities, training, resources and technical assistance necessary for municipalities, neighborhoods, businesses, community organizations and other partners to meet their transportation, mobility and alternative fuel transition goals.

Consider that one of the primary actions recommended in the CAP is for municipalities to make the switch to electric or hybrid vehicles. Other recommendations span issues like passing new idling policies and creating alternate modes of transportation.

"PRCC can offer support to municipalities with many of the things we already do best," said Rick Price, Executive Director for PRCC. "Some examples of opportunities we can readily create are Ride-n-Drive events, educational workshops, virtual self-paced learning courses, and tours of existing infrastructure projects throughout the Region."

Leveraging its relationship with the Drive Electric PA Coalition (DEPA) and the State's partners on the PA National Electric Vehicles Infrastructure (NEVI) Plan, PRCC will help educate local communities about how to navigate EV adoption issues while building awareness to federal, state and local EV and charging infrastructure funding opportunities.

"One specific opportunity we are

considering is offering an EV Preparedness Workshop with other Clean Cities partners," said Price. Developed by the National Fire Protection Association (NFPA), with coordination assistance from Central Florida Clean Cities, East Tennessee Clean Fuels, and Virginia Clean Cities, these workshops bring local leaders together to develop their plans for accelerating EV adoption. Participants plan and outline a timeline that reflects the current state of their community and choose the action steps they can take now to support EV adoption for the coming years, leveraging newly created connections from the session and new knowledge provided by NFPA and Clean Cities experts.

Participating municipalities will benefit from the CONNECT-PRCC MOA with free project consulting guidance and grant writing support. The agreement also makes the Department of Energy's (DOE's) technical support tools and resources more readily available to municipalities in need.

Said Price, "We hope these offerings will help municipalities, their community members, businesses and local school districts plan and implement projects like fleet transitions and EVSE installations in parking garages, lots, parks, workplaces and other public venues."

A good starting point is PRCC's FREE mini-workshop on Electric Vehicles being offered on January 17, 2023 at the CCAC-West Hills campus from 10 a.m. - 12 p.m. Those interested in attending are asked to register online at: **https://bit.ly/3gTpJf8**

With many municipalities in the Pittsburgh Region classed as disadvantaged communities (DACs) under the Justice40 Initiative, the agreement may also support efforts towards making the region an Environmental Justice (EJ) hub. PRCC is currently working to understand the perspectives and needs of local DACs better so that it can offer more support in the years ahead.

"Working together, we can plan to build better solutions that serve us all more equitably for the next forty years or longer," said Price.

The Green Building Alliance and the PA Solar Center also presented collaborative opportunities at the CONNECT Working Session. The event included an interactive session on present barriers and challenges for municipalities in meeting their CAP goals. The group brainstormed potential solutions for many of these challenges together.

Municipalities working through the CONNECT CAP can earn points toward Sustainable Pennsylvania certification. Towns that pass climate action plans are also eligible for additional state money. For more information, please visit the **CONNECT website** or email **coordinator@pgh-cleancities.org**.

METRO 21 SAFE MOBILITY PROJECT: HOLISTIC AND ENERGY-EFFICIENT RURAL COUNTY MOBILITY PLATFORM (RAMP)

PRCC joins Carnegie Mellon University (CMU), Waynesburg University (WU), Greene County (GC) and the Metro21 Smart Cities Institute in a research study to design a hybrid rural mobility platform with both fixed-route shuttle service and complementary volunteer-based trips. The “Rural County Mobility Platform” -- or RAMP -- will collect data, maintain a volunteer program, and be established on a data-driven, system-level framework enabled and validated by large-scale data.

The study, led by CMU Professor of Civil and Environmental Engineering, Sean Qian, was proposed a few years ago, but had to be put on hold due to the pandemic.

The goal of the RAMP project is to improve mobility in rural Southwestern Pennsylvania, with the potential to advance the fundamental knowledge of how energy-efficient, affordable mobility services can work in rural America, enabling them to be systematically planned, operated, monitored, and inherently merged with system-level modeling. The team anticipates that following the study, elements of RAMP can be replicated in other rural areas across the United States.

Like many rural counties in the country, Greene County struggles with expensive, long, single-purpose, energy inefficient trips while providing transportation services for its residents.

As the team's proposal notes, “Mobility services to rural areas are insufficient, inefficient, unaffordable, and inaccessible,” while rural driving trips are “likely to be expensive, long, with a single trip purpose, and thus, energy inefficient.”

RAMP proposes two approaches to address these issues. First, a fixed-route shuttle system operating among hubs at a fixed time-headway. Routes are fixed in terms of schedules and planned routes/zones, but are flexible in terms of making actual stops at selected hubs. Second, a volunteer-based first-mile/last-mile connector (or occasionally complementary end-to-end) service for people and goods.

The result will enable a hybrid service consisting of two complementary components: a volunteer-based ridesharing system and a structured shuttle service, both designed and optimized using available data. Feedback from county residents

will shape the “human-centered design” process, while an online platform and phone-based system will support trip reservations, volunteer-request matching, and information dissemination.

The project further envisions a holistic approach, centered around user access to health care, community-based services, their place of work, and food. 412 Food Rescue and the National Renewable Energy Laboratory (NREL) are additional partners in the project.

"Mobility services in rural counties have been overlooked for decades, but they are critical to social welfare, energy usage, and the local population’s quality of life,” says Qian. "This project has the potential to advance the fundamental knowledge of how energy-efficient, affordable mobility services can work in rural America."

The resulting research will inform data-driven design and performance assessment of the hybrid rural mobility system. RAMP can also evaluate energy efficiency and mobility gains of the provided mobility services.

The project is funded by the U.S. Department of Energy.

CAN HEAVY-DUTY DIESEL VEHICLES AFFORD THE SWITCH TO ALTERNATIVE FUELS?

PRCC stakeholders are participating with West Virginia University in a study that will help develop a tool to estimate the vocation dependent variations in maintenance cost (MC) of heavy- and medium-duty vehicles fueled by alternative fuels, including natural gas, propane, and electric.

While personal vehicles that use electricity, propane or natural gas have gained popularity thanks to availability and affordability, heavy-duty vehicles like 18-wheelers and buses have been slow to change gears because of maintenance costs. But those vehicles, while only 5 percent of the traffic on the road, are responsible for 20 percent of transportation emissions.

West Virginia University engineer Arvind Thiruvengadam, an assistant professor of mechanical and aerospace engineering in the Statler College of Engineering and Mineral Resources, said the uncertainty in maintenance and labor costs prevents fleets from considering changing

Arvind Thiruvengadam (left) and Saroj Pradhan (right) check for leaks in the natural gas fuel system of a refuse truck in 2018. (Photo credit: WVU Today.)

gears to alternative fuels.

"Maintenance cost varies depending on how vehicles are operated, and a fleet specific estimation of maintenance cost is important to weigh the benefits of an alternative fuel vehicle compared to conventional diesel vehicles," Thiruvengadam said. "This research directly helps in improving the energy security of the United States and reducing its dependence on fossil fuels."

The 2-year study kicked off in 2021 and has been extended. The work involves a comprehensive data collection from vehicle fleets around the country to document vehicle maintenance cost as a function of their operation type. An in-house developed telemetry-based data logger is used to remotely transmit vehicle operational data from the fleets to researchers at WVU.

Several PRCC Member Companies and Stakeholders have signed on to participate in the study. PRCC Executive Director Rick Price said he welcomes other interested parties to join on.

"Not all applications of heavy-duty vehicles are the same, and some applications are better suited for alternative fuel technology than others," Thiruvengadam said. "Illustrating this difference will help manufacturers identify and address areas for technology improvement in alternative fuel vehicles."

Thiruvengadam is leading the $1 million research project funded by the Department of Energy's Vehicle Technologies Office through the Center for Alternative Fuels Engines and Emissions at WVU.

In addition to West Virginia University and PRCC, the project is jointly partnered with the West Virginia Office of Energy, Western Riverside Council of Governors, Wale Associates Corp., Coachella Valley Clean Cities and the Propane Education and Research Council.

UPCOMING EVENTS:

BOARD OF DIRECTORS MEETING SCHEDULE FOR 2023:

The PRCC Board of Directors meeting schedule is as follows:

January 4, 2023 - Rothman Gordon PC
March 1, 2023 - Duquesne Light Co (tentative)
May 3, 2023
July 5, 2023
September 6, 2023
November 1, 2023

10:00 a.m. - 11:30 a.m.

OTHER UPCOMING EVENTS:

Drive Electric PA Coalition Meeting
January 19, 2023
10:00 a.m. - 12:00 p.m.

Energy Independence Summit & Meetings on Capitol Hill
February 13-15, 2023
The Westin, Georgetown

TRAINING COURSES:

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 and the public.

Electric Vehicles Workshop
ATE-136-WH85
January 17, 2023

CNG Tank Inspector Prep for Certification
ATE-601-WH85
February 27-28, 2023

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

2023 EV DRIVER SURVEY:

Complete this 10-minute survey and you could win a $250 Visa gift card!

http://bit.ly/3Ywz4KC

GOING GREEN WITH GASOLINE: HOW INGEVITY IS FUELING THE TRANSPORTATION INDUSTRY WITH ITS RENEWABLE GAS SOLUTIONS

by Mel Amago, Ingevity's first Pitt Center for Sustainable Business (CSB) Fellow

Note: This story first appeared in March 2022 and was recently selected as one of the Top 10 Big Idea Posts of 2022 by The University of Pittsburgh's Big Idea Center

Over the spring break, I had the chance to visit Charleston, South Carolina – a city along the Carolinian coast that anyone who visits can easily fall in love with. The town is almost like a perfect melting pot of history, industry, art, and tourist attractions! Along its coastlines, starting from the historic district, are beautiful walks and parks, rows of colorful mansions, and a myriad of restaurants and resto-bars. Go further north and you'll see ports and their tall container cranes, as well as tall steam stacks of huge industrial plants. All these are a testament to Charleston's thriving economy.

Also in this lovely city is where one can find the headquarters of INGEVITY, a company whose business stands on the principle of waste-to-value and whose purpose is to create value for its stakeholders by purifying, protecting, and enhancing the world. True to its waste-to-value business model, Ingevity developed an adsorption technology called Nuchar® that reduces vapor emissions in gasoline and diesel engines. Nuchar® technology uses activated carbon made from excess wood chips (i.e. sawdust) from paper and furniture manufacturing. This breakthrough technology is present in many vehicles worldwide and helps curb thousands of gallons of vapor emissions annually – thus saving not only the car owners some extra dollars on gas, but also our atmosphere from fossil fuel vapor pollutants.

Leveraging on its expertise in activated carbon, Ingevity began to manufacture FuelSorbTM which is applied in natural gas vehicles (NGVs). FuelSorbTM contains monoliths of activated carbon that allows storage of natural gas at a lower pressure from 3600 psi (typical pressure requirement for compressed natural gas or CNG) to 900 psi (adsorbed natural gas or ANG), and therefore helps eliminates the need for bulky and expensive equipment to refuel NGVs. With this technology, Ingevity gives fleet operators of light and medium duty vehicles the opportunity to transition to cleaner fuel

and achieve their greenhouse gas (GHG) emission reduction targets at a lower cost and without worrying about proximity of a CNG station.

The company also has a partnership with Ford who produces F-150s, F-250s, and Transit Vans with gaseous prep package which are easily convertible to ANG. Through Ingevity's partner upfitters Altech-Eco in Arden, NC and Lias Contracting LLC in Dayton, PA, owners of these Ford vehicle models (2016 or newer) may have their trucks and vans upfitted to an ANG-Gasoline bi-fuel set-up. The upfitting costs around $10,000.00 per vehicle which includes installation of the 6 GGE (gasoline gallon equivalent) ANG tank, a protective box, a fuel level indicator, and a refueling receptacle. The refueling appliance costs around $7,000.00 including installation, and comes with a regulator, a dryer, and a proprietary refueling nozzle. With the savings in fuel cost, i.e., natural gas sells at $1.50 per GGE on average while gasoline sells at $4.00 per gallon The payback period per vehicle is estimated at five years and can go down to four years if government incentives are applied.

Furthering their waste-to-value mission and business model, Ingevity partnered with GreenGasUSA to support the production of renewable natural gas or RNG. RNG comes from methane, also called biomethane, that evolves off the degradation of agricultural, landfill, and industrial wastes, which methane would have been otherwise released to the atmosphere. Methane is a greenhouse gas that is about 25 times more potent than carbon dioxide. Thus, the production of RNG helps in significantly reducing methane emissions by converting methane into usable fuel and eventually to carbon dioxide which is safer to be released into the atmosphere.

Ingevity's ANG vehicles are commercially available and are now being used by corporations and institutions such as Ozinga Energy, Atlanta Gas and Light, City of Orlando, and SoCalGas. Ingevity also owns a fleet of ANG trucks and vans, 100% of which are running on renewable natural gas. Through its partnership with GreenGasUSA, Ingevity offsets the fossil natural gas usage of its own ANG fleet with RNG and can also do so for the users of the ANG vehicles who choose to participate. In essence, therefore, users of the ANG vehicle could support the replacement of fossil natural gas with its renewable counterpart in the pipelines.

What was once a battle of only a few is now a global movement. The fight against climate change is not at only a fight against greenhouse gases and other pollutants, but more so in rallying the people, senior and rising generations alike, away from the disposable mindset and towards circular economies, and corporations

An ANG Ford F-150 and Ford Transit Van parked at Ingevity's ANG refueling site. In between the two vehicles is the refueling appliance. The appliance directly taps into a natural gas access point, therefore eliminating the need for bulky storage tanks and compressors for dispensing.

like Ingevity who invests in creating value from anthropogenic wastes play very vital roles in this, our journey. Through their innovations, we are given sustainable alternatives without having to lose much – if any – of the convenience we currently enjoy. It is only up to us whether to embrace them or not, and in a decade or probably less, my hope is for each of us to say, "I'm glad I did."

CLEAN ENERGY RENEWABLE NATURAL GAS TO FUEL TRUCKS FOR PENNSYLVANIA REFUSE AUTHORITY, WM AND OTHERS

Clean Energy's Centre County Recycling and Refuse Authority station will provide RNG to reduce truck carbon emissions, help fleets achieve sustainability goals

Clean Energy Fuels Corp. (NASDAQ: CLNE), the largest provider of the cleanest fuel for the transportation market, announced it is has begun providing renewable natural gas (RNG) for the Centre County Recycling and Refuse Authority (CCRRA) in Bellefonte, PA, supporting a transition to a cleaner, low-carbon fuel produced from organic waste.

"The recycling and refuse industry has long embraced natural gas to mitigate the impact of greenhouse gas emissions," said Chad Lindholm, senior vice president, Clean Energy. "Our CCRRA station is one of the first on the East Coast to transition to RNG, and will further our sustainability goal of providing RNG at all of our stations by 2025."

Clean Energy constructed the station, located at 100 Transfer Road, which will provide fuel for both CCRRA vehicles and other fleets, and is expected to dispense an estimated 500,000 gallons of RNG annually. Switching the station from conventional natural gas to RNG will reduce carbon emissions by 3,696 metric tons each year – the equivalent of removing 803 passenger cars from the road, recycling 1,484 tons of waste instead of landfilled, and planting 61,601 trees.

"As a refuse and recycling authority, we are constantly promoting the benefits of a circular economy by purchasing products generated from the materials we handle daily," said CCRRA Executive Director Ted Onufrak. "Migrating to RNG is just another example of how closing the loop can be beneficial economically and environmentally.

CCRRA also collaborated with the local WM affiliate to provide RNG as fuel for eight new CNG tractor-trailer units hauling over 4,300 loads of waste annually. This will support WM in meeting its goals of fleet conversion from diesel to RNG.

"WM is proud to work with the Centre County Recycling and Refuse Authority and commends their transition to a cleaner, renewable fleet with renewable natural gas," said Christopher Pilzer, director of sustainable growth, WM Capitol Area. "WM is committed to the growth of our natural gas fleet and investing in renewable energy through RNG. The Centre County RRA's investment in an RNG fueling station will help support our efforts locally."

"The Borough of State College has a longstanding commitment to sustainability, and we are continually seeking ways to reduce our carbon footprint and to make our systems and operations more efficient and sustainable. We commend sustainability efforts made by our partners, and CCRRA's conversion to fleet fuels with lower carbon emissions is an important step forward," said State College Borough Mayor Ezra Nanes.

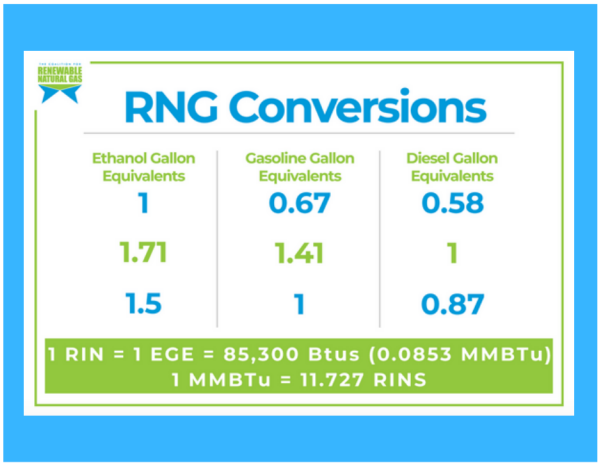
Forward-Looking Statements

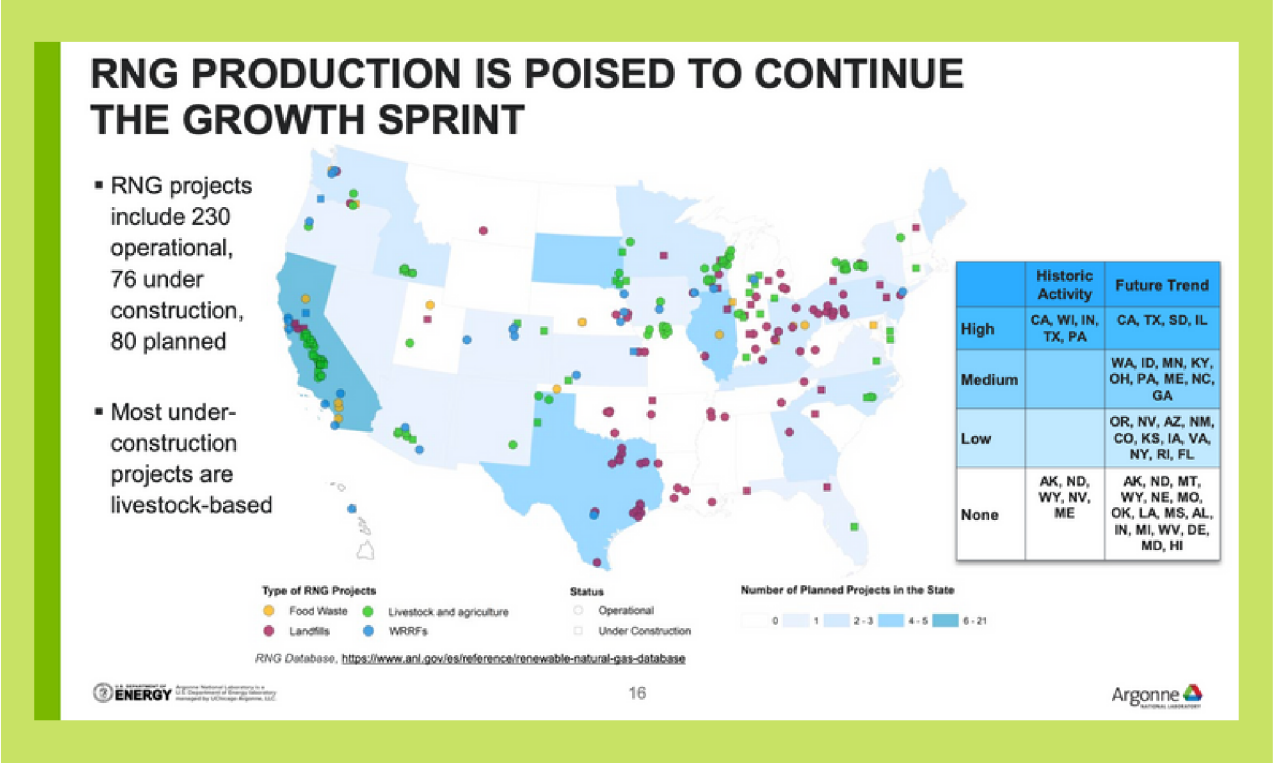
This news release contains forward-looking statements within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934 that involve risks, uncertainties and assumptions, including without limitation statements about the provision of RNG at the CCRRA station; the amount of fuel anticipated to be dispensed and the associated reduction in carbon emissions; and CCRRA's partnership with WM for RNG tractor-trailer units. Actual results and the timing of events could differ materially from those anticipated in these forward-looking statements. The forward-looking statements made herein speak only as of the date of this press release and, unless otherwise required by law, Clean Energy undertakes no obligation to

publicly update such forward-looking statements to reflect subsequent events or circumstances. Additionally, the reports and other documents Clean Energy files with the SEC (available at www.sec.gov) contain risk factors, which may cause actual results to differ materially from the forward-looking statements contained in this news release.

About Clean Energy

Clean Energy Fuels Corp. is the country's largest provider of the cleanest fuel for the transportation market. Our mission is to decarbonize transportation through the development and delivery of renewable natural gas (RNG), a sustainable fuel derived from organic waste. Clean Energy allows thousands of vehicles, from airport shuttles to city buses to waste and heavy-duty trucks, to reduce their amount of climate-harming greenhouse gas. We operate a vast network of fueling stations across the U.S. and Canada. Visit www.cleanenergyfuels.com and follow @ce_renewables on Twitter.





Decarbonize Transportation

with Renewable Natural Gas

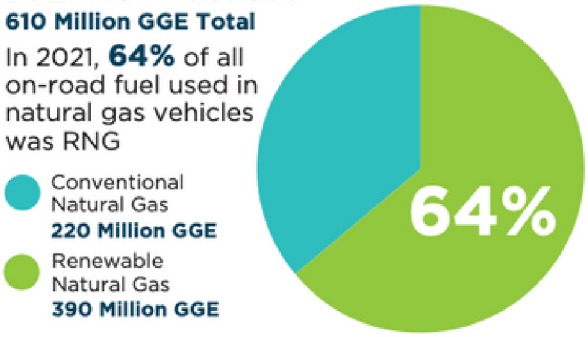
Affordable and proven natural gas vehicle technology fueled with biomethane (RNG) collected at local landfills, wastewater treatment plants, commercial food waste facilities, and agricultural digesters can yield a carbon-negative lifecycle emissions result.

Note: California Air Resources Board (CARB). LCFS Pathway Certified Carbon Intensities.

2021 NGV Fuel Use

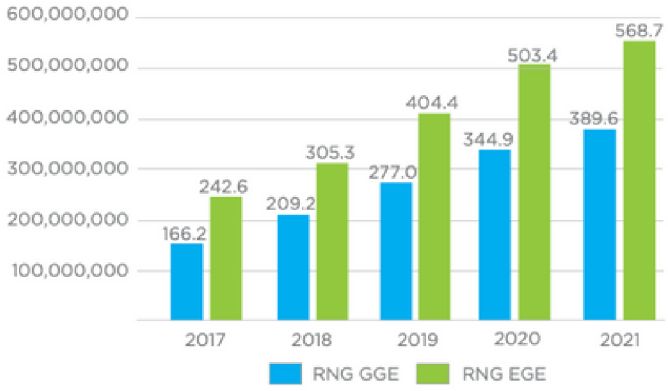
610 Million GGE Total

In 2021, **64%** of all on-road fuel used in natural gas vehicles was RNG



- Conventional Natural Gas **220 Million GGE**
- Renewable Natural Gas **390 Million GGE**

RNG Growth



RNG Production Facilities

250 in operation

112 under construction

125 in development

Note: in U.S. and Canada as of 4/15/22, U.S. DOE Argonne National Laboratory

RNG use as a transportation fuel grew **13% over 2020** volumes, increasing **234%** over the last five years. RNG offset a total of **3.8 million tons** of CO_2e in 2021.

Note: GGE = gasoline gallon equivalent. EGE = ethanol gallon equivalent. EGE units are converted to GGE using a 0.69 multiplier (77,000 Btu/112,400 Btu). Total Natural Gas in Transportation Figure derived from U.S. EIA's Annual Energy Outlook (2022) and RNG numbers derived from U.S. EPA RFS Reporting with adjustments made based on fueler member reporting. Total greenhouse gas emissions and associated carbon dioxide equivalent (CO_2e) metric tons identified using average carbon intensity (CI) scores of RNG sold in California and fuel sold nationally. Based on data available at the time of publication, California volumes accounted for 51.31 percent of all RNG use with the remainder sold outside of California.

CARB LCFS program data confirms that the annual average CI value of California's bio-CNG vehicle fuel portfolio for 2021 was carbon-negative and below zero at -44.41 gCO_2e/MJ.

Note: California Air Resources Board Low Carbon Fuel Standard Program Certified Fuel Pathways

Put into Perspective, Last Year RNG as a Transportation Fuel ...

Lowered GHG emissions equivalent to **9,426,002,333** miles driven by the average passenger car

Reduced CO_2 emissions equal to **427,301,698** gallons of gasoline consumed

Sequestered carbon equal to growing **62,790,835** tree seedlings for ten years

or **4,494,013** acres of U.S. forests for one year

Note: Assumes 3,797,430 metric tons of CO_2e eliminated in 2021 through RNG usage calculated using CARB's LCFS carbon intensity numbers. GHG equivalency calculated using the U.S. EPA's calculator.

THE COALITION FOR RENEWABLE NATURAL GAS

This 2021 on-road RNG use report was issued by NGVAmerica and the Coalition for Renewable Natural Gas, May 2022. Find out more at RNGCoalition.com or NGVAmerica.org.

NGVAMERICA
Natural Gas Vehicles for America

ALTERNATIVE FUEL TAX CREDIT RETROACTIVELY EXTENDED FOR PROPANE AUTOGAS VEHICLES

The Propane Education & Research Council (PERC) is encouraging propane autogas fleet operators to take advantage of the Alternative Fuel Tax Credit, which was recently passed by the U.S. Congress as part of the Inflation Reduction Act, 2022.

Propane autogas fleet operators who apply for the tax credit will be able to claim a credit for every gasoline gallon equivalent of propane autogas purchased, or about 37 cents per gallon. The bill not only extends the credits through Dec. 31, 2024, but fleet owners can also apply for credits retroactively for any fuel purchases made in 2022. Tax exempt entities that use propane autogas from an on-site fueling station for a vehicle fleet also qualify for the incentive.

“Thousands of fleets across the country rely on propane autogas every day for environmental sustainability, and these credits provide another opportunity for fleets to ensure they’re also realizing financial sustainability,” said Steve Whaley, director of autogas business development at PERC. “Even without the credits, propane autogas provides the lowest total cost-of-ownership. As an abundant and available energy source, propane autogas can make a difference in communities around the nation today.”

The new law also extends the Alternative Fuel Vehicle Refueling Property Credit, which allows operators to claim up to 6%, or $100,000, of the cost of installing qualified alternative fuel vehicle refueling property, including propane autogas refueling equipment.

All fleets should consult their tax advisers regarding any claims for credits or refunds.

For more information about propane autogas vehicles, visit **propane.com**.

WELCOME TO OUR NEW COALITION MEMBER:

CONNECT

CONGRESS OF NEIGHBORING COMMUNITIES

CONNECT

SUSTAINING MEMBERS

PLATINUM LEVEL MEMBERS:

GIANT EAGLE

PEOPLES NATURAL GAS

PITT OHIO
SUPPLY CHAIN • GROUND • LTL • TL

ups

GOLD LEVEL MEMBERS:

CCAC

CONNECT
CONGRESS OF NEIGHBORING COMMUNITIES

DLC
DUQUESNE LIGHT CO.

ingevity

IRT
THE VALUE OF ZERO

PIONEER
POWER SOLUTIONS

RANGE RESOURCES

RENEWABLE NATURAL GAS

UPMC LIFE CHANGING MEDICINE

SILVER LEVEL MEMBERS:

BLUE BIRD BUS SALES OF PITTSBURGH, INC.

Bruce & Merrilees
Going beyond the expected, since 1948

THE CITY OF PITTSBURGH

Columbia Gas of Pennsylvania
A NiSource Company

Lego-V
RENEWABLE ENERGY

National Fue

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PIOGA
Pennsylvania Independent Oil & Gas Association

ProGas

REVLNG

SENECA RESOURCES

STR
TRANSPORTATION GROUP

GREATER PITTSBURGH AUTOMOBILE DEALERS ASSOCIATION

PITTSBURGH
REGION CLEAN CITIES

THANK YOU FOR YOUR SUPPORT!

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:

Individual -- $150
Nonprofit -- $300
Bronze -- $500
Silver -- $1000
Gold -- $2000
Platinum -- $4000+

Learn more about membership at:
www.pgh-cleancities.org/membership/

Clean Cities

CONTRIBUTE YOUR NEWS:

Help us share success stories about the projects in our region!

Please feel free to contact:
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Executive Director/Coordinator
412-735-4114
coordinator@pgh-cleancities.org

LEARN MORE:

Learn more about Clean Cities at:
www.cleancities.energy.gov

Or get involved with the Pittsburgh Region Clean Cities coalition at:
www.pgh-cleancities.org

UNITED WE STAND:
REMEMBERING SEPTEMBER 11, 2001