

GAZETTE

DRIVING THE WAY TOWARD
ENERGY INDEPENDENCE

MARCH 2023 | VOLUME 5, ISSUE 42



The PRCC car at a Ride-N-Drive Event at Parker Dam State Park last Spring

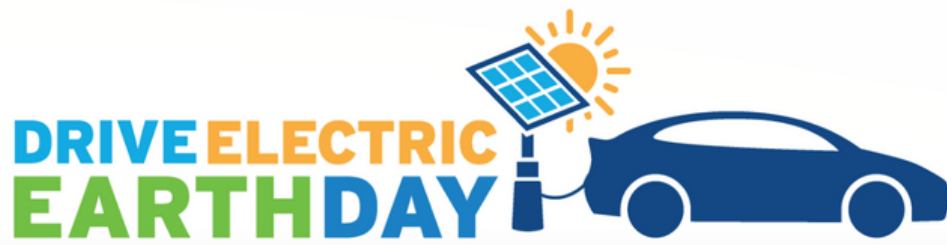
EXPLORE DRIVING ELECTRIC FOR EARTH DAY

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As our cooler weather transitions out and the Spring blooms begin to appear, it's the perfect season to get out and explore Electric Vehicle Ride-N-Drive Events.

Plug In America's fifth annual Drive Electric Earth Day campaign kicks off



on April 1st. This year's initiative features 190 events spanning 40 states, Canada and Mexico. Events, both in person and online, will feature EV test drives, showcases, informative workshops, and other fun activities that highlight EVs' environmental, performance, and cost-saving benefits. Visit <https://driveelectricearthday.org/> to find a Ride-N-Drive Event near you!

Of course, Earth Day is officially celebrated on April 22nd and with it come numerous opportunities to get out and go green. Locally, PRCC has been asked to participate in numerous events. On Friday, April 21st PRCC will host a Ride-N-Drive Event for the University of Pittsburgh's campus community. We also expect the PRCC car to make appearances at Earth Day Pittsburgh Events happening Saturday morning and afternoon at Carnegie Mellon University and downtown in Market Square respectively. The Go Green EV Show at the Storm Harbor Equestrian Center in Slippery Rock will feature a variety of battery electric (BEV) and plug-in electric vehicles (PHEV) available from noon until 4:00

p.m., also on Saturday.

How are EVs faring in Pennsylvania? More than 29,000 EVs are registered in the State currently. Our infrastructure includes nearly 325 DC Fast Chargers and over 1,500 Level 2 Public Chargers. Additionally, 37 State Parks in PA have charging stations; this number is expected to increase to 40 this year. In the City of Pittsburgh, there are over 37 free chargers available in Pittsburgh Parking Authority garages.

With March being a quieter than usual month for PRCC in terms of public events, we took this time to check out some of the new Artificial Intelligence (AI) tools that have become popular in the media in recent weeks. Local startup Copy.AI provides a robotic content generator that delivers premium results in seconds; the tool has been making strides in the technology scene for being able to fast-track answers. We asked Copy.AI to tell us what to expect in terms of growth for EVs in 2023. Here's what it had to say:

The electric vehicle market is growing at a rapid pace. The number of electric vehicles on the road has increased by over 350% since 2010, and this trend is expected to continue into 2023.

The reason for this growth? There are many reasons, but one of them is that more people are beginning to realize that EVs are cheaper than traditional cars in terms of both cost and maintenance. They also offer better performance, better fuel economy (and therefore lower emissions), and lower noise levels than their internal combustion counterparts.

On top of all these benefits comes another one: tax incentives from governments around the world for buying an EV instead of an ICE (internal combustion engine) car or truck. These incentives vary from country-to-country but generally provide some sort of financial benefit when purchasing an eligible electric vehicle - usually through reduced registration fees or lower taxes during registration/licensing processes; sometimes even free parking!

Growing Demand for Electric Vehicles

In the past few years, the demand for electric vehicles has been growing rapidly. In addition to the decreasing price of batteries and increasing range of EVs, there are other factors that have contributed to this growth.

Innovations in technology have made it possible for consumers to charge their vehicles at home or at work without having to wait long times for charging stations. This makes it easier for people who drive less than 100 miles per day (the average distance driven by Americans).

Battery and Charging Technologies

Improved battery performance. Some of the latest electric vehicle batteries can travel up to 400 miles on a single charge, and charging times have been reduced from hours to minutes.

Increased range and charging speed

Battery technology will continue improving in terms of both range and charging speed, allowing drivers to travel farther without having to stop at stations along the way for recharging their EVs' batteries or replacing them with new ones. This will make it easier for people who want to use their cars as part of their daily commute but don't want the hassle of finding an available plug-in station near work or home every day--or even worse: running out of power halfway through their trip!

Expansion of charging infrastructure

As more people buy EVs over time (and especially if they're driven by younger generations), there will be more demand for places where they can park while they recharge their vehicles' batteries so that they don't have any issues getting back on track after stopping somewhere along their route.

Autonomous Driving Technologies

Autonomous driving technologies will also continue to improve in the next five years. These improvements will lead to safer roads and greater convenience for drivers, but they could also increase efficiency by reducing fuel consumption.

Smart Mobility Services

Car-sharing and ride-hailing services are growing in popularity, with electric vehicles becoming more prevalent in these services. This trend can increase efficiency of both car-sharing and ride-hailing services by reducing the number of vehicles needed to meet demand.

Impact on the Environment

The impact of electric vehicles on the environment is significant. In fact, there are several ways in which EVs can help reduce emissions and improve efficiency:

Reducing carbon dioxide (CO₂) emissions by up to 80% compared with gasoline-powered cars--this is because EVs don't burn fossil fuels, so they don't produce CO₂ or other greenhouse gases like methane and nitrous oxide.

Potential for increased efficiency--the average EV uses about one-third less energy than a comparable gas-powered vehicle to travel the same distance on a gallon of fuel. This means that fewer resources will be consumed overall

during production, use and disposal of an EV versus its non-electric counterpart.

Impact on the Automotive Industry

The automotive industry is in for some big changes. The shift to electric vehicles will have a major impact on the way cars are manufactured, and it could also create opportunities for new players to enter the market. Here are some of the key trends we're seeing:

Changes in manufacturing processes--With fewer parts and fewer steps required to assemble them, electric vehicle production should be more efficient than that of traditional vehicles. This could mean lower costs and higher profits for manufacturers who can successfully adapt their operations before their competitors do so first--or even better yet, create new products that take advantage of these efficiencies (like Tesla's Model 3).

Increased competition from new players--The rise of electric cars has opened up opportunities for companies outside traditional auto manufacturers like Ford or GM; e-commerce giants like Amazon may soon be selling cars directly through their websites without needing dealerships at all! It's also possible that established carmakers will find themselves competing against tech giants such as Apple or Google (who already have experience building self-

driving technology) if those companies decide they want a piece of this lucrative pie too.

Want to learn more or follow-up on recent trends in the EV space? Be sure to visit the Drive Electric PA website at www.driveelectricpa.org and like, follow or share DEPA on Facebook and Instagram.

CONNECT CELEBRATES WEST MIFFLIN BOROUGH AS LEADER IN EV ADOPTION:

As the first municipality in our region to complete DLC's Fleet Charging Program, West Mifflin Borough joins a growing list of communities in Pennsylvania adding EVs to their fleet and installing EV charging infrastructure on municipal-owned property! West Mifflin added three electric vehicles, including police and code enforcement, and six charging stations for public use. The Borough plans to convert additional fleet vehicles, resulting in reduced carbon emissions and projected total vehicle ownership savings of more than one million over the coming years.



West Mifflin Borough is the first CONNECT municipality to adopt EVs

BIDEN-HARRIS ADMINISTRATION ANNOUNCES LATEST STEPS TO DELIVER A NATIONAL NETWORK OF CONVENIENT, RELIABLE, MADE-IN-AMERICA ELECTRIC VEHICLE CHARGERS:

WASHINGTON, D.C. — The Biden-Harris Administration has announced its latest actions to advance the President's vision of building 500,000 EV chargers by 2030 and delivering a convenient, reliable, and Made-in-America electric vehicle (EV) charging network. These next steps include publishing minimum standards for federally funded EV infrastructure, finalizing the Build America, Buy America implementation plan for EV charging equipment, and announcing that cities, towns, Tribes, and states will soon be able to apply for the first round of \$2.5B in competitive grants to build EV charging stations in communities across the country. Additionally, the new Charging and Fuel

-ing Infrastructure (CFI) Discretionary Grant Program established by the Bipartisan Infrastructure Law will provide \$2.5 billion over five years to a full range of applicants, including cities, counties, local governments, and Tribes. This round of funding will open soon, making \$700 million from Fiscal Years 2022 and 2023 funding available to strategically deploy EV charging infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, particularly in underserved and disadvantaged communities.

[Read the White House Fact Sheet](#)

FHWA ISSUES STANDARDS FOR PUBLICLY ACCESSIBLE ELECTRIC VEHICLE CHARGERS:

The Federal Highway Administration issued a final rule establishing regulations setting minimum standards for all National Electric Vehicle Infrastructure (NEVI) Formula Program projects as well as projects for the construction of publicly accessible electric vehicle (EV) chargers that are funded with funds made available under Title 23, United States Code,

including any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway. The NEVI Program provides dedicated funding to States to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. The standards apply to various aspects

of EV charging infrastructure including installation, operation, maintenance, interoperability, traffic control device or on-premises signage, data, network connectivity, publicly available

information, pricing, real-time availability, and accessibility through mapping applications. A [recording](#) of the EV Minimum Standards Final Rule Public Webinar is available.

BIDEN-HARRIS ADMINISTRATION ANNOUNCES AVAILABILITY OF NEARLY \$1.7 BILLION TO MODERNIZE FLEETS AND DEPLOY CLEAN TRANSIT BUSES ACROSS AMERICA:

The U.S. Department of Transportation's Federal Transit Administration (FTA) has announced the availability of nearly \$1.7 billion to support state and local efforts to modernize aging transit fleets with low- and no-emission buses, renovate and construct bus facilities, and support workforce development. The funding opportunity, which covers FTA's Low or No Emission (Low-No) Program and Grants for Buses and Bus Facilities Program, is structured to advance key national priorities. FTA's Low or No Emission (Low-No) Program helps trans-

-it agencies buy or lease U.S.-built zero-emission and low-emission transit buses along with charging equipment and supporting facilities. FTA's Grants for Buses and Bus Facilities Program supports transit agencies in buying and rehabilitating buses, vans, and related equipment and building bus facilities. The NOFOs can be found [here](#) and additional information for both programs can be found [here](#). Complete proposals must be submitted electronically through GRANTS.GOV by April 13, 2023.

[Read the DOT Press Release](#)

UPDATED TOOL SHOWS HOW STATE ELECTRICITY SOURCES AFFECT LIFE CYCLE EMISSIONS FOR EVs:

NREL revamped the [Electricity Sources and Emissions Tool](#) on the Alternative Fuels Data Center to provide a quick look at the electric grid mix by state and at the national level with an estimate of how that affects the well-to-wheels

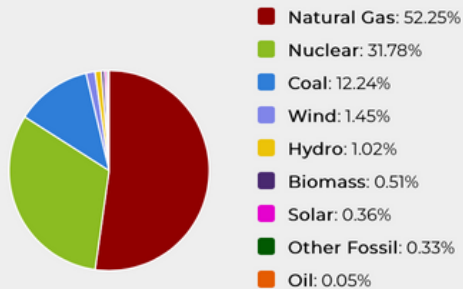
emissions of EVs compared to conventional vehicles. Rather than making a national assumption for vehicle emissions, the tool now uses data from the U.S. Energy Information Administration.

The source of your electricity has an effect on the emissions of your electric vehicle.

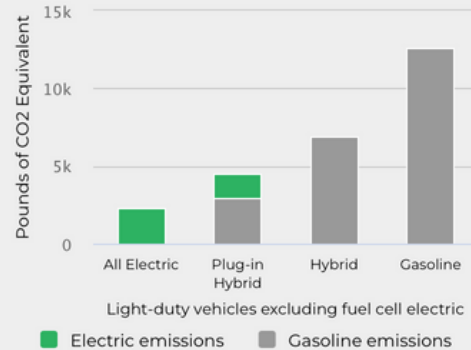


State Averages for Pennsylvania

Electricity Sources



Annual Emissions per Vehicle



NREL's updated Electricity Sources and Emissions Tool calculates emissions based on a weighted average of energy consumed by State.

EXECUTIVE ORDER COMMITS FEDERAL GOVERNMENT TO EQUITY FOR UNDERSERVED COMMUNITIES:

The President signed Executive Order (EO) 14091, [Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government](#). The Executive Order builds on the Administration's commitment to advancing equity and reducing barriers and challenges to underserved communities by strengthening equity-advancing requirements for Federal agencies. The EO requires the establishment of Agency Equity Teams within several Federal agencies including

the U.S. Department of Transportation; the establishment of the White House Steering Committee on Equity; and development of policies, programs, and activities to advance delivery of equitable outcomes, among other provisions. In addition to the EO announcement, the White House released a [fact sheet](#), compilation of agency [equity accomplishments](#), and updated the [equity site](#). A recording of the [National Briefing on Equity](#) is available on the White House YouTube channel.

QUESTION OF THE MONTH:

Can you provide information on existing curriculum and training programs for electric vehicle (EV) mechanics and EV charging equipment installers?

With new investments in deploying EV charging stations nationwide, it's important that the EV workforce is prepared to safely work on EVs and install EV charging equipment. Below are example training programs for EV mechanics and EV charging equipment installers. Note that we don't endorse these trainings over others.

Examples of Existing Certifications Programs for EV Maintenance

- [National Alternative Fuels Training Consortium \(NAFTC\)](#) - NAFTC's EV Automotive Technician Training covers powertrains for different types of EVs. It explains motor-generator operation, testing, and diagnostic equipment. It details EV direct current and alternating current converters in the various high and low voltage electrical systems in EVs.



- [AFV Educate](#) - AFV Educate is a global technology and training organization specialized in alternative fuel vehicle training for first responders, second responders, and automotive technicians and offer a course specific to EV and hybrid electric vehicles. Notably, AFV Educate launched a program to support the needs of the Clean Cities network. They are looking to support Clean Cities with applying for funding opportunities and can provide requested materials and offer a cost-share percentage.
- [Cerritos College](#) - Jannet Malig, Long Beach Clean Cities, supports a workforce training program through her host organization, Cerritos College. You can see automotive training courses on this page, including their EV training courses.

- Margo Sidener, Silicon Valley Clean Cities, Colin Messer, Land of Enchantment Clean Cities, and Jannet shared their Coalition Project Highlights related to Workforce Training at a past Clean Cities Training Workshop. [This presentation](#) may be a useful resource for those looking to develop workforce development opportunities in their communities and you may consider connecting with these directors more insight. Clean Cities coalitions should check their local community colleges for relevant technician training courses or programs.

EV Charging Station Installation Training Programs

The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) released the final minimum standards and requirements for federally funded EV infrastructure projects, including projected funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program. Section 680.106(j) (starting on PDF page 132 of the Final Rule) states: "All electricians installing, operating, or maintaining [electric vehicle supply equipment] must meet one of the following requirements: (i) Certification from the [Electric Vehicle Infrastructure Training Program (EVITP)]. (ii) Graduation or a continuing education certificate from a registered apprenticeship program

for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation."

For more information on EVITP, visit <https://evitp.org/>. EVITP is a non-profit partnership of EV stakeholders, including automakers, utilities, EV charging station manufacturers, energy storage device manufacturers, electrical inspectors, electrical contractors, electrical workers, and first responders. The training includes site assessment, load calculations, National Electric Code, jobsite safety, personal protection equipment, and other installation and maintenance best practices. Training is available online for all states and provides upskilling for state licensed or certified electricians, in states that do not license or certify electricians, the participant must provide documentation of a minimum of 8,000 hours of hands-on electrical construction experience.

FHWA recommends states familiarize themselves with federal funding options that are available for workforce development and training related to EV infrastructure. DOT's [Highway Funding for Workforce Development Fact Sheet](#) provides information on workforce development projects that are eligible

or funding and example projects.

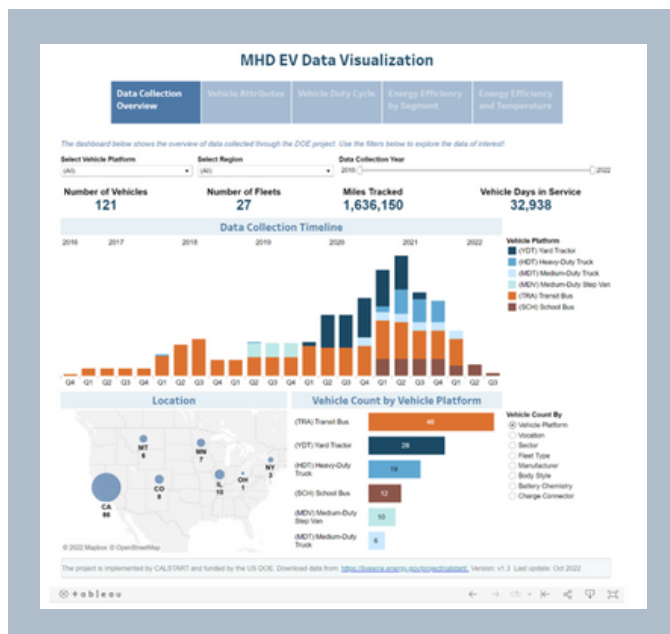
Further, the U.S. Department of Transportation and the U.S. Department of Labor worked together to produce a [Frequently Asked Questions document](#) regarding how state transportation agencies can support workforce development projects, including the NEVI Formula Program. Per FHWA's NEVI Formula Program Guidance, states were required to include labor and workforce considerations in their final EV Infrastructure Deployment Plan (Plan). As such, states may be developing EV charging installation programs as they begin implementing their plans. We recommend reviewing your state's Plan and official NEVI

Formula Program planning website on the [Joint Office of Energy and Transportation State Plan website](#).

Lastly, some EV charging providers have a preferred-contractor network and/or offer specific training courses to work on their EV chargers. Again, note that we don't endorse these trainings over others, but some examples are:

- [ChargePoint](#) - Offers an online training program for those interested in becoming a ChargePoint certified installer.
- [EV Connect](#) - Provides a step-by-step instructional guide and video tutorials.

CALSTART RELEASES MEDIUM AND HEAVY DUTY EV DATA DASHBOARD:



A [new interactive online dashboard](#) shows the progress of the ongoing Medium- and Heavy-Duty (MHD) EV Data Collection project by CALSTART. The project collects and analyzes data from a diverse set of EVs across different applications, geographies, terrains, and climate conditions. To date, the dashboard compiled over 1.6 million miles of vehicle data from over 120 MHD EVs—school buses, transit buses, trucks, vans, and off-road equipment. Users can filter, analyze,

UPCOMING EVENTS:

BOARD OF DIRECTORS MEETING SCHEDULE FOR 2023:

The PRCC Board of Directors meeting schedule is as follows:

May 3, 2023 - UPITT, Mervis Hall

July 5, 2023 - DLC

September 6, 2023

November 1, 2023

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

OTHER UPCOMING EVENTS:

EVs for Businesses, Municipalities, & Consumers

April 6, 2023

4:00 - 5:00 p.m.

Bellefonte, PA

EV Committee Meeting

April 18, 2023

11:00 a.m.

Drive Electric Earth Day (DEED)

April 22, 2023

11:00 a.m. - 6:00 p.m.

Market Square (+Other Locations)

Drive Electric PA Coalition Meeting

April 26, 2023

10:00 a.m. - 12:00 p.m.

and develop learnings from real-world duty cycles, vehicle performance, and vehicle attributes. The dashboard will be continuously updated with new data, including vehicle performance and charging data from at least 200 vehicles by late 2023.



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.

CNG Tank Inspector Prep for Certification

ATE-601-WH85

March 30-31, 2023

To register for these classes, contact

Bob Koch at 412-788-7378 or

rkoch@ccac.edu.

USPS ORDERS 9,250 FORD E-TRANSIT VANS & 14,000 EV CHARGING STATIONS

USPS announced today it will purchase 9,250 Ford E-Transit electric vans with deliveries starting before the end of this year.

By Steve Hanley

Article originally appeared in Clean Technica on March 1, 2023

There's news today from the US Postal Service about electrifying its fleet of vehicles. In a press release, USPS says it has awarded contracts to Ford to purchase 9,250 left-hand-drive regular production E-Transit electric vans as well as 14,000 EV charging stations to support their use. These awards are consistent with the vehicle electrification strategy announced by USPS in December of 2022, accompanied by senior White House officials.

Overall, the Postal Service's total investment in vehicles is expected to reach \$9.6 billion, including \$3 billion from Inflation Reduction Act funds. The December 2022 plan called for acquisitions over the next five years to make the 75 Next Generation Delivery Vehicles fleet 75% electric by 2025.

Acquisitions of new delivery vehicles for the postal service after 2026 will be 100% electric.

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As part of the earliest stages of the delivery vehicle replacement plan, a contract for 9,250 commercial-off-the-shelf internal combustion engine vehicles will also be concurrently awarded to fill the urgent need for vehicles. The specific locations for deployment of the vehicles and infrastructure have not yet been finalized and will depend on route

characteristics, including whether a left-hand-drive vehicle is mission-suitable as well as other business considerations. The Postal Service plans to begin building out its charging infrastructure across a minimum of 75 locations within the next 12 months, and thereafter to continue the infrastructure buildout in the succeeding years at many additional facilities as a part of its delivery vehicle electrification strategy.

“We are moving forward with our plans to simultaneously improve our service, reduce our cost, grow our revenue, and improve the working environment for our employees. Electrification of our vehicle fleet is now an important component of these initiatives,” said Louis DeJoy, Postmaster General. “We have developed a strategy that mitigates both cost and risk of deployment — which enable execution on this initiative to begin now. I again want to thank the Administration officials and members of Congress who have assisted us in this initiative. Each has shown genuine understanding that our movement toward electrification must be thoughtful and deliberate, must appropriately manage risk, and must be consistent with our primary delivery mission for the American people.”

After a competitive search, the Postal Service awarded a contract to purchase a total of 9,250 Ford E-Transit battery electric vehicles. Delivery of the

vehicles is intended to commence in December of this year, assuming successful completion of the Supplemental Environmental Impact Statement that it announced it would undertake in August 2022, and the related issuance of its Record of Decision pursuant to the National Environmental Policy Act. These domestically sourced vehicles will be 100% electric and are part of the 21,000 COTS vehicles included in the Postal Service’s vehicle acquisition plan announced in December 2022. The Ford E-Transit BEVs are manufactured in Kansas City, Missouri.

14,000 EV Chargers Included

To support the charging for all the newly purchased electric vehicles, both the COTS vehicles announced today and future acquisitions, the Postal Service awarded competitive contracts to three suppliers for the purchase of more than 14,000 charging stations to establish an initial and ongoing EVSE (electric vehicle supply equipment) inventory. This EVSE inventory is the charging station hardware and software needed to support EV charging at the facilities from which the delivery vehicles will operate.

Contracts totaling \$260 million for the charging stations went to Blink Charging Co., Siemens Industry Inc., and Rexel USA Energy Solutions, the Postal Service said. Charging stations will be installed at several Postal Service facilities, including sorting and



delivery centers, starting in the third quarter of this year.

"The Postal Service has been steadfastly committed to the fiscally responsible and mission capable roll-out of electric powered vehicles for America's largest and oldest federal fleet. The agency has continually assessed its operational and infrastructure build-out capacity, financial position including IRA funds, and vehicle mix deployment over the past 12 months. The Postal Service anticipates that this commitment of funds by 2028 for both vehicles and charging infrastructure will result in a total of 66,230 electric delivery vehicles and an overall acquisition of 106,000 delivery vehicles. All awards in today's announcement are contingent on the Postal Service's satisfactory completion of National Environmental Policy Act requirements."

In a separate press release, Ford CEO Jim Farley said, "Ford is proud to support the United States Postal Service in delivering a more sustainable future for America by electrifying their fleet with over 9,200 E-Transit vans through the end of 2024. Built by our dedicated UAW workforce at the Kansas City Assembly Plant, vehicles will be operated by the largest electric fleet in the country serving communities on every street corner. Together with USPS, we are committing to cleaner air and a better planet."

USPS & Electric Vehicles

CleanTechnica readers are well aware of the long and tortured trail that has preceded this announcement. Last April, our own Tina Casey wondered why the Postal Service didn't just buy E-Transit vans from Ford. Turns out she was prescient. USPS is now ramping up

the number of electric vehicles from the paltry 10% initially planned to 75% within 5 years. That's huge, although it took a lot of politicking and citizen pressure to make that happen. It also took a lawsuit filed by the Center for Biological Diversity, CleanAirNow, Sierra Club, and 16 states that challenged the U.S. Postal Service (USPS) decision to replace its aging fleet with close to 150,000 gasoline-powered delivery trucks.

The bad news is that an equal number of gasoline-powered vans from Stellantis (Ram) are being added to the fleet, but that is primarily due to the current vehicles used for daily mail delivery being almost a decade beyond their expected useful life. They are worn out and in need of constant repair. In addition, they get about 8 miles to the gallon. The upshot is they are costing the Postal Service a huge amount of money and are in urgent need of replacement. While buying new gas-powered vans is far from ideal, the higher fuel economy and lower maintenance costs will at least help reduce the cost of operating the current fleet of vehicles.

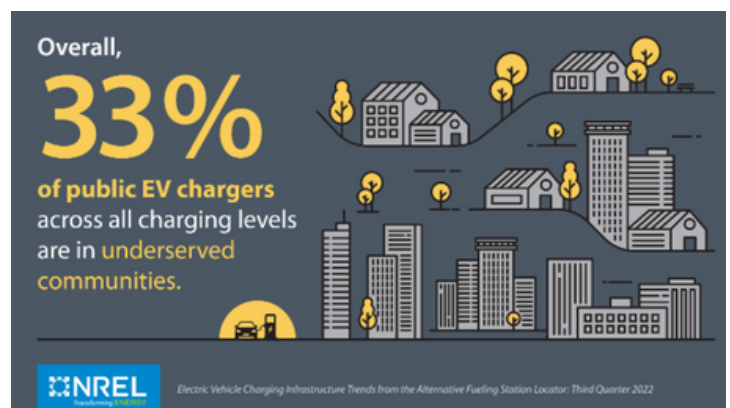
The Ford E-Transit is a hit with fleet operators looking to save on fuel and maintenance cost. Penske has ordered 750 of them for its fleet of commercial vehicles. They will be available first to leasing and rental customers in Southern California, with other US

locations being phased in over the next 12 months.

The Takeaway

The decision to go with electric vehicles for the USPS should have been a no-brainer from the start, and had it not been for a dedicated stooge appointed by a disgraced former president, things probably would have been done differently. The E-Transit is not purpose-built for postal service duties, but it is available and reliable. And it will give USPS — and other fleet managers — an opportunity to evaluate and assess the electric vehicles from Ford alongside an equal number of conventional vans.

We, of course, hope the electric vans outshine the other vans in every category, but we will have to wait for that comparison to play out. In the final analysis, three or four years from now, USPS will realize it should have just gone electric from the very beginning.



TWO NEW REPORTS HIGHLIGHT INCREASING PREVALENCE OF EBIKES AND MICRO-MOBILITY

The Federal Highway Administration published "[The Future of E-Bikes on Public Lands: How to Effectively Manage a Growing Trend.](#)" The report develops a comprehensive framework to study the opportunities and challenges related to electric bicycles on public lands. This includes asking questions about the ecological, cultural, and modal effects of e-bikes and how these impacts differ from conventional bicycles. The authors hope future researchers will use this framework to fill gaps in existing knowledge and for policymakers to make more informed decisions.

The National Transportation Safety Board (NTSB) published the safety research report, "[Micromobility: Data Challenges Associated with Assessing the Prevalence and Risk of Electric Scooter and Electric Bicycle Fatalities and Injuries.](#)" examining the challenges of collecting and analyzing safety-related data of electric scooters and electric bikes. The report includes results based on a scientific literature review, discussions with subject matter experts, independent analysis of crashes and fatalities, and review of new requirements from the Bipartisan Infrastructure Law on vulnerable road user data collection.





April 19, 2023
Southpointe, Canonsburg, PA

The first Appalachian RNG Conference will provide tremendous information from industry experts that are leading the growth of this burgeoning industry. The event will focus on creating regional awareness of local opportunities to profitably address climate change.

[Learn More](#)



May 1-4, 2023
Anaheim, CA

Discover the trends, infrastructure solutions, and technologies transforming clean commercial transportation at The Advanced Clean Transportation Expo. This four-day event attracts today's most advanced fleet vehicles, fuels, and technologies.

[Learn More](#)



May 15-17, 2023
Portland, OR

The annual Forth Roadmap Conference brings the nation's electric transportation stakeholders together in a highly interactive format to network, forge partnerships, deepen relationships, explore emerging trends, share best practices, and build the road ahead.

[Learn More](#)

**SOUTHWESTERN
PENNSYLVANIA
ELECTRIC FLEET EXPO**

WEDNESDAY, MAY 24, 2023



May 24, 2024
UPMC Events Center, Moon, PA

Designed for fleet, transportation, sustainability, and local government leaders of municipalities, school districts, and commercial fleets. See the latest electric vehicle models; learn about funding opportunities and best practices; or talk with experienced peers in fleet management and charging.

[Learn More](#)

SUSTAINING MEMBERS

PLATINUM LEVEL MEMBERS:



GOLD LEVEL MEMBERS:



SILVER LEVEL MEMBERS:





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/



CONTRIBUTE YOUR NEWS:

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

Please feel free to contact:

Rick Price,

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