PITTSBURGH REGION CLEANIGITHES

GAZETTE

DRIVING THE WAY TOWARD ENERGY INDEPENDENCE

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New Directors with Clean Cities and Communities Coalitions across the nation joined PRCC for101 Training in downtown Pittsburgh this January.

PRCC HOSTS CLEAN CITIES 101 TRAINING

ISSUE CONTRIBUTORS:

Rick Price, Executive Director Kristen Sabol, Co-Director Jeff Twardy, Webmaster Kumari Divya Singh, PRCC Intern On January 23 and 24, Pittsburgh Region Clean Cities (PRCC) welcomed over 40 new Clean Cities directors and co-directors from across the nation for a Clean Cities 101 Training session held at the Hilton Embassy Suites in downtown Pittsburgh. Executive Director Rick Price was joined by Eastern Pennsylvania Alliance for Clean Transportation (EP-ACT) Director Tony Bandiero and Land of Sky Clean Cities Director Sara Nichols in presenting peer-to-peer experiences and best practices that new Clean Cities directors and co-directors can implement to help reduce petroleum usage and support the transition to alternative fuels in their home regions of the country.

The annual program is coordinated by Sandra Loi of the National Renewable Energy Laboratory (NREL) and offered only to new Clean Cities coalition directors and co-directors. A vital aspect of the 101 Training program lies in the opportunity to network with both new and seasoned coalition directors and staff. Attendees receive training on a variety of topics, including a Clean Cities coalition overview, cooperative agreement information, and the U.S. Department of Energy's (DOE) Vehicle Technologies Office (VTO) Technology Integration Program resources and tools.

Clean Cities leaders with the DOE, Argonne Laboratory and the National Energy Technology Laboratory (NETL) were present to provide participants with updates and important perspectives from our policy and innovation headquarters.

Two Pittsburgh Stakeholder projects were highlighted during the second day of program. John Jones, Zero Emissions Program Manager for Pittsburgh Regional Transit, provided an overview of the organization's transition to a zero



PRCC's Executive Director Rick Price welcoming the group the Pittsburgh. (Photo credit: Kristen Sabol / PRCC)

-emissions fleet along with a great selection of historical highlights dating back to 1890. Michael Bethune, a Policy Analyst with the City of Pittsburgh's Office of Mobility and Infrastructure, spoke on the Current State of Play in the City's efforts to meet its Climate Action Goals and achieve a fossil fuel free fleet by 2030.

In 2023, the DOE's Clean Cities program instituted a new requirement for all 75 coalitions in the country to reduce gasoline gallon equivalency (GGE) by 16% and greenhouse gas emissions (GHG) by 20% annually. PRCC Co-Director Kristen Sabol lead a breakout session on how to estimate and project potential reductions regionally for greater strategic impact.

"This was the third 101 Training I've been involved with as a peer presenter," said Rick Price. "PRCC is always pleased to share what our coalition has learned from our fleet collaborations, programs and projects so other coalitions may benefit."

BIDEN-HARRIS ADMINISTRATION ANNOUNCES AT LEAST \$47.3 MILLION IN AWARDS FOR CLEAN SCHOOL BUSES ACROSS PENNSYLVANIA AS PART OF INVESTING IN AMERICA AGENDA

As part of its ongoing commitment to protecting children and improving air quality, the U.S. Environmental Protection Agency (EPA) announced the selection of two applicants to receive more than \$47 million through EPA's first Clean School Bus Program's Grants Competition.

The awards, which are made possible through President Biden's Investing in America agenda, will help selectees purchase clean school buses in five school districts across Pennsylvania.

By accelerating the transition to lowand zero-emission vehicles, these awards will improve air quality for children and their families and advance environmental justice, all while boosting the economy and creating good-paying jobs.

• School District of Philadelphia has been selected to receive \$7,900,000 to purchase 20 clean school buses.

• **First Student Inc**. has been selected to receive \$39,498,350 to purchase 100 clean school buses.

"Today we're once again accelerating the transition to electric and lowemission school buses in America, helping to secure a healthier future where all our children can breathe cleaner air," said EPA Administrator Michael S. Regan. "I've sat next to students on their very first clean school bus ride and their excitement reflects the power of good policy. Thanks to President Biden's historic investments in America, thousands more school buses will hit the road in school districts across the country, saving school districts money and improving air quality at the same time."

"These grants are further proof of EPA's commitment to protect children, improve air quality, and contribute directly to communities," said EPA Mid-Atlantic Regional Administrator Adam Ortiz. "These once-in-a-generation infrastructure investments will have lasting impacts."

"Clean school buses ensure our children are breathing cleaner air, which will set them up with a brighter and healthier future," said Senator Robert Casey (D-PA). "The infrastructure law is continuing to deliver for Pennsylvania and helping us build a cleaner, brighter future for our children."

"Kids in the left behind communities of western Pennsylvania have higher rates



Electrical components of a Blue Bird School Bus at the Western PA Electric Fleet Expo in May 2023. (Photo credit: Kristen Sabol, PRCC)

of asthma compared to the rest of the country as a direct result of air pollution" said Rep. Summer Lee (PA-12). "I am so excited that the Pittsburgh School District will be getting a brandnew fleet of zero-emissions, clean school buses. Our children deserve a healthy future where they can breathe clean air and drink clean water--and this is one crucial step in achieving that reality."

The Clean School Bus Program is having far-reaching effects across school districts and their surrounding communities. Air pollution from older diesel engines is linked to asthma and other conditions that harm students' health and can cause them to miss school. Phasing out these older diesel engines, which disproportionately affect communities of color and Tribal communities, ensures cleaner air for students, bus drivers, school staff working near bus loading areas, and the communities through which the buses drive each day.

After an extensive review process, the EPA Clean School Bus Program has selected the Notice of Funding Opportunity's top tier Pennsylvania applicants to receive this historic investment in their community.

Proactive and ongoing communication with key stakeholders, like school boards and local utilities, is critical to successful bus and infrastructure deployment. To ensure the successful implementation of the selected projects funding electric buses and charging infrastructure, EPA has created a Utility Partnership Template which early encourages and robust engagement between the applicant and their utility company. Additional details can be found in the Notice of Funding Opportunity on the **Clean School Bus Program Website.**

Grantees will work with their EPA Regional Project Officers to finalize project plans and purchase their awarded new buses and eligible infrastructure. As grants are finalized, total amounts awarded and number of buses may be adjusted. EPA is also partnering with the Joint Office of **Energy and Transportation** to provide with robust technical grantees assistance ensure effective to implementation. All selectees must submit a Utility Partnership Agreement to verify that the school district's electric utility provider is aware of the school district's rebate application.

EPA's \$5 billion Clean School Bus

program created by President Biden's Bipartisan Infrastructure Law includes both a grant program where selected applicants are awarded funds to purchase buses and a rebate program that allows selectees to receive awards. before purchasing eligible buses that replaces existing school buses with clean and zero-emission models. Today's Clean School Bus grants are the second round of selections announced for the newly created program. EPA will make more funds available for clean school buses in additional rounds of funding.

EPA is currently accepting applications for the 2023 Clean School Bus Rebate Program until February 14, 2024. EPA encourages applicants not selected for the 2023 Clean School Bus Grant Program – and those that did not apply - to participate in current and future funding rounds. Once the application period for the 2023 rebate program closes and the school districts selected are notified, school districts can proceed with purchasing new buses and eligible infrastructure. Selectees will need to submit Payment Request Forms with purchase orders demonstrating they have ordered new buses and eligible infrastructure. After the selectees submit the proper forms, they will be eligible to receive rebate funds.

To learn more about the **2023 Clean School Bus Rebate Program**, applicant eligibility, selection and process, informational webinar dates for future rounds of funding, visit the **Clean** School Bus Program website. Questions about applying for funding be directed may to cleanschoolbus@epa.gov. Ouestions about Clean School Bus Program technical assistance may be directed to: CleanSchoolBusTA@nrel.gov.

About the Clean School Bus Program

EPA's Clean School Bus Program was under President Biden's created Bipartisan Infrastructure Law and provides an unprecedented \$5 billion of funding to transform the nation's fleet of school buses. The Clean School Bus Program funds clean school buses, including electric buses, compressed natural gas (CNG) and propane buses that produce lower tailpipe emissions compared to their older diesel predecessors.

The Clean School Bus Program will reduce greenhouse gas emissions, save money for school districts, and produce cleaner air. Air pollution from older diesel engines, which disproportionately impact communities of color and Tribal communities, is linked to asthma and other conditions that harm students' health and can cause them to miss school. Replacing these older diesel engines with zero- or low-emission buses will ensure cleaner air for students, bus drivers, school staff working near bus loading areas, and the communities through which the buses drive each day.

The reduction in greenhouse gas emissions from these bus replacements will also help to address the outsized role of the transportation sector in fueling the climate crisis. The Program will benefit school districts as they upgrade to cost saving and fuel-efficient school bus fleets, by replacing existing buses with brand new zero-emission and clean school buses and freeing up needed resources for schools.

In April 2023, EPA announced the availability of at least \$400 million for its 2023 Clean School Bus Grants through a Notice of Funding Opportunity. The grant application period closed in August 2023 with an outstanding response from applicants seeking to purchase electric and low-emission school buses. Given the overwhelming demand and large number of highapplications, scoring including applicants in low-income communities, Tribal nations, and territories, EPA has nearly doubled the amount of funding that will be awarded nationally to approximately \$965 million. These awards follow over \$875 million obligated to new buses from the **Clean** School Bus Program's 2022 Rebates, which funded the replacement of 2.366 buses at 372 school districts to further improve air quality in and around

schools, advance environmental justice, reduce greenhouse gas pollution fueling the climate crisis, and accelerate America's leadership in developing the clean vehicles of the future.

Prioritized school districts in lowand/or Tribal income. rural. communities make up approximately 86% of the projects selected for funding. The program delivers on President Biden's lustice40 Initiative, which aims to deliver 40% of the overall benefits of certain federal investments to disadvantaged communities that are marginalized, underserved and overburdened by pollution.

For more information, please email **<u>CleanSchoolBus@epa.gov</u>**.

View the full list of Clean School Bus grantees <u>here</u>.

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Additional News Coverage:

- EPA Awards \$965M in Grants from Clean School Bus Program, RTO Insider
- <u>Federal Funding to Grant PA</u> <u>Schools Clean-Energy Buses, WESA</u> <u>90.5 FM</u>

BIDEN-HARRIS ADMINISTRATION ANNOUNCES \$623 MILLION IN GRANTS TO CONTINUE BUILDING OUT ELECTRIC VEHICLE CHARGING NETWORK

Funding will deploy chargers in communities and along major travel corridors, while promoting American jobs and leadership in EV charging

Administration The **Biden-Harris** announced \$623 million in grants to help build out an electric vehicle (EV) charging network across the U.S., which will create American jobs and ensure more drivers can charge their electric vehicles where they live, work, and shop. This is a critical part of the Biden Administration's goal of building out a convenient, affordable, reliable and made-in-America national network of EV chargers, including at least 500,000 publicly available chargers by 2030 ensuring that EVs are made in America with American workers.

Under President Biden's leadership, EV sales have more than guadrupled, the number of publicly available charging ports has grown by nearly 70 percent, and more than 4 million EVs are now on the road. Spurred by the President's historic investments, private companies have announced more than \$155 billion in the EV and battery supply chain under the **Biden-Harris** Administration. EVs are critical to our rapid and equitable transition to clean transportation systems, producing zero tailpipe emissions, reducing air

pollution and greenhouse gas emissions—major contributors to climate change and key contributors to respiratory ailments.

The grants being announced in January are made possible by the Bipartisan Infrastructure Law's \$2.5 billion Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, a competitive funding program, and will fund 47 EV charging and alternativefueling infrastructure projects in 22 states and Puerto Rico, including construction of approximately 7,500 EV charging ports. The CFI program complements the \$5 billion National Electric Vehicle Infrastructure (NEVI) formula program to build the "backbone" of high-speed EV chargers along our nation's highways. Thanks to the NEVI program, new charging stations in Ohio and New York have opened, and states like Pennsylvania and Maine have broken ground.

"America led the arrival of the automotive era, and now we have a chance to lead the world in the EV revolution—securing jobs, savings, and benefits for Americans in the process," said U.S. Transportation Secretary Pete Buttigieg. "This funding will help ensure that EV chargers are accessible, reliable, and convenient for American drivers, while creating jobs in charger manufacturing, installation, and maintenance for American workers."

As part of the announcements, the Federal Highway Administration is million awarding \$311 to 36 "community" projects, including two Indian Tribes in Alaska and Arizona. These projects invest in EV charging and hydrogen fueling infrastructure in urban and rural communities, including at convenient and high-use locations like schools, parks, libraries, multifamily housing, and more.

Another \$312 million in funding will go to 11 "corridor" recipients whose projects are located along roadways designated as Alternative Fuel Corridors. These projects will fill gaps in the core national charging and alternative-fueling network.

The CFI Program advances President Biden's Justice40 Initiative, which set a goal that 40% of the overall benefits of federal investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. More than 70% of the CFI funding announced today will support project sites in disadvantaged communities.

"Every community across the nation deserves access to convenient and reliable clean transportation," said U.S. Secretary of Energy Jennifer M. Granholm. "The Biden-Harris



New EV charging infrastructure to be installed near priority AFC-corridors. (Photo credit: Kristen Sabol, PRCC)

Administration is bringing an accessible, made-in-America charging network into thousands of communities while cutting the carbon pollution that is driving the climate crisis."

"From my time working at the local level, I know that finding electric vehicle charging in a community is different from finding charging along highways," said U.S. Transportation Deputy Secretary Polly Trottenberg. "USDOT is proud to make an investment that will provide Americans with convenient, straightforward charging options in their communities."

"The Federal Highway Administration is pleased to announce these grants that will bring EV charging and alternative fuels to people and communities all across the nation," said Federal Highway Administrator Shailen Bhatt. "These investments through the CFI Program will grow our national EV charging network, support President Biden's goals of achieving net-zero emissions for the nation by 2050 and promote opportunity for all Americans to enjoy the benefits of EV charging."

For a full list of project selections in this round of grants, <u>click here</u>.

To provide a consistent charging experience for users that ensures a convenient, affordable and reliable national charging network, EV chargers constructed with CFI funds must adhere to the same <u>minimum standards</u> <u>established for NEVI-funded chargers</u> – including requirements that CFIfunded chargers are Made in America as well as installed and maintained in accordance with strong workforce standards. FHWA is working closely with the Joint Office of Energy and Transportation, providing technical assistance on planning and implementation of a national network of electric vehicle chargers and zeroemission fueling infrastructure.

For more information on President Biden's Bipartisan Infrastructure Law and investments in electric vehicles, please visit FHWA's BIL web site.

Information on technical assistance from the Joint Office is available at **DriveElectric.gov**. Read more about the **Justice40 Initiative**.

BIDEN-HARRIS ADMINISTRATION ANNOUNCES AWARDS TO INCREASE ACCESS TO CLEAN, AFFORDABLE DOMESTIC BIOFUELS

\$19 Million in Funding from President Biden's Inflation Reduction Act Will Provide More Cost-Effective Options for American Consumers

U.S. Department of Agriculture (USDA) Secretary Tom Vilsack announced that USDA is awarding \$19 million in grants to U.S. business owners to increase the availability of domestic biofuels in 22 states and give Americans cleaner, more affordable fuel options at gas station pumps as part of President Biden's Bidenomics agenda to lower costs and invest in America.

Blending ethanol into gasoline has helped reduce fuel costs by approximately 25 percent, contributing to falling gas prices across the country. Gas prices are now under \$2.99 in more than half of U.S. states and saving the average driver more than \$100 per month relative to peak prices. HBIIP increases the number of Americans that benefit from falling prices by expanding the use of ethanol-based fuels at gas stations around the nation.

The Department is making the awards through the <u>Higher Blends</u> <u>Infrastructure Incentive Program</u> (HBIIP), made possible with funding from President Biden's <u>Inflation</u> <u>Reduction Act.</u>

"President Biden's Inflation Reduction Act is giving people in rural areas the historic opportunity to expand clean energy and build an economy that benefits working families," Vilsack said. "By increasing the supply of biofuels made here in the U.S., we are strengthening our energy independence, lowering costs for American families, creating new streams of income for agricultural producers and bringing good-paying jobs to people in rural communities."

Secretary Vilsack made the announcement during his visit to the lowa Renewable Fuels Summit in Altoona. Secretary Vilsack was awarded the Lifetime Champion of Renewable Fuels Award by the Iowa Renewable Fuels Association during the Summit.

Through this most recent tranche of awards, business owners are receiving \$19 million to expand access to domestic biofuels in 22 states and strengthen America's energy independence. For example:

• Casey's will use a \$5 million grant to install ethanol blend fuel dispensers at

111 fueling stations in Iowa, Illinois, Minnesota, Nebraska and South Dakota. Using these investments, the company aims to increase the amount of biofuels it supplies by 50 million gallons a year.

• Piasa Enterprises Inc. in Illinois will use a \$200,000 grant to install two 30,000gallon biodiesel storage tanks and associated piping at their Hartford fuel distribution center. The company projects an increase in the amount of biodiesel sold by 2 million gallons per year.

• In Maryland, AC&T Inc. will install two ethanol fuel dispensers and one ethanol storage tank. Through this project, AC&T owners aim to expand the amount of ethanol they supply by over 106,000 gallons a year.

The full list of states to receive funding is: Arizona, California, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Missouri, Nebraska. Nevada. New Mexico, North Carolina. Ohio. Oklahoma, South Dakota, Texas and Wisconsin.

Since the start of the Biden-Harris Administration, USDA has invested more than \$96 million nationwide to increase access to biofuels at fueling stations. \$11.6 million of this has been invested in Iowa.

About the HBIIP

The <u>Higher Blends Infrastructure</u> Incentive Program (HBIIP) provides

fueling grants station and to distribution facility owners, including marine, rail, and home heating oil facilities, to help expand access to biofuels. clean domestic а and affordable source of energy. These investments help business owners install and upgrade infrastructure such as fuel pumps, dispensers and storage tanks. Expanding the availability of homegrown biofuels strengthens energy independence, creates new revenue for American businesses and brings good-paying jobs to rural communities.

In June 2023, USDA made \$450 million available in Inflation Reduction Act funding through the HBIIP to expand the use and availability of higher-blend biofuels. That same month, USDA also announced the first round of Inflation Reduction Act-funded HBIIP awardees.

USDA continues to accept applications for funding to expand access to domestic biofuels. These grants will support the infrastructure needed to reduce out-of-pocket costs for transportation fueling and distribution facilities to install and upgrade biofuelrelated infrastructure such as pumps, dispensers and storage tanks. There are three quarterly application windows left, and the program ends Sept. 30, 2024. The next application deadline is March 31, 2024.





Work Truck Week March 5-8, 2024 Indianapolis, IN

For those who design, build, use and maintain work trucks, see the industry's latest products & technology, learn together & discuss the future.

Learn More

PA-DEP AWARDS \$1.28 MILLION TO MUNICIPALITIES FOR CLEANER FUEL TRANSPORTATION INFRASTRUCTURE

The Alternative Fuels Incentive Grant Program provides Funding To Help Replace Older Gasoline- Or Diesel-Fueled Vehicles With Eco-Friendly Vehicles

The Pennsylvania Department of Environmental Protection (DEP) has awarded more than \$1.28 million in 2023 Alternative Fuels Incentive Grant (AFIG) funding to municipalities and businesses to improve air quality in communities through cleaner fuel transportation infrastructure.

"Communities are investing in zero- and low- emission transportation because they recognize this is a pathway to cleaner air and better health," said DEP Interim Acting Secretary Jessica Shirley. "This round of awarded projects to be deployed all across Pennsylvania includes a range of electric delivery trucks, passenger vehicles, tractors, and more — with 3 new electric vehicle (EV) charging stations. DEP is committed to providing opportunities to deploy cleaner transportation alternatives which improve air quality and results in healthier communities."

In Pennsylvania, 47 percent of nitrogen oxide emissions come from gasoline and diesel vehicles, and transportation contributes up to 22 percent of Pennsylvania's overall greenhouse gas emissions. The <u>AFIG program</u> provides

funding to help school districts. municipalities, businesses. and nonprofit organizations in Pennsylvania replace these older gasoline- or dieselfueled 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. The funding program engages a diverse range of stakeholders in advancing sustainable transportation. This includes Environmental lustice Areas (El Areas), which DEP defines geographic as а area characterized by increased pollution burden, and sensitive or vulnerable populations based on demographic and environmental data.

The grant awarded funding to 13 projects. Eleven projects will provide 25 electric and 23 CNG vehicles, and two infrastructure projects will enable EV chargers at three locations. These projects are estimated to save 95,555 gasoline gallon equivalents (GGE) per year. Eight projects are located in or serve EJ Areas.

The funded projects in Western Pennsylvania are as follows:

Allegheny County

• Churchill Borough: \$15,000 for the purchase of two Class 1 EV passenger

vehicles for use by the Borough's police department.

• Borough of Oakmont: \$7,500 for the purchase of one Class 2 EV light duty truck for use by the Borough's Parks Department maintenance staff.

• West Mifflin Sanitary Sewer & Stormwater Authority: \$7,500 for the purchase of one Class 1 EV passenger vehicle.

• Allentown Mack Sales & Service Inc: \$98,807 for the installation of DC Fast chargers, as well as Level 2 chargers, at two locations, one in Allegheny County and another in Schuylkill County.

Armstrong County

• Snyder Brothers, Inc.: \$112,500 for

the purchase of 20 Class 2 CNG light duty trucks.

Blair County

• Northern Blair County Regional Sewer Authority: \$7,500 for the purchase of one Class 2 EV light duty truck.

The full list of all AFIG awardees is available on the PA-DEP Website **announcement**.

For more information on the Pennsylvania Department of Environmental Protection, please visit **website**, or follow DEP on **Facebook**, **X**, or **LinkedIn**.

PA-DEP AWARDING \$39.6 MILLION TO REPLACE AGING DIESEL FLEETS WITH ZERO-EMISSION VEHICLES

The Grant Initiative Targets Diesel Fleets Of Medium And Heavy-Duty Freight And Port Drayage Trucks

The Pennsylvania Department of Environmental Protection (DEP) is awarding 16 applicants more than \$39.6 million, funded by the Environmental Mitigation Trust Agreement for State Beneficiaries, to replace diesel-fueled fleets with modern, zero-emission vehicles (ZEV) as a part of the 2022-2023 Medium and Heavy-Duty Zero-Emission Vehicle Pilot Grant. Part of the Driving PA Forward program, this grant was developed under the Shapiro administration, to improve air quality statewide by driving transformation from older, highpolluting diesel engines to clean transportation technologies.

"Clean air is crucial in ensuring a healthy environment," said DEP Interim Acting Secretary Jessica Shirley. "That's why we see it as our mission to address one of the most significant air quality challenges facing our Commonwealthemissions from transportation. These recommendations mark the highestdollar awards in any round, for any Driving PA Forward Initiative funding program, showing a step forward in Pennsylvania's effort in reducing these emissions by getting more clean trucks on the road in the communities that need them."

DEP is awarding \$39,605,578.58 to 16 applicants for the battery-electric replacement of dozens of vehicles, including home delivery trucks, refuse/recycling trucks, terminal tractors, and the hydrogen fuel cell electric vehicle replacement of two terminal tractors and their supporting charging infrastructure.

The 2022-2023 Medium and Heavy-Duty Zero-Emission Vehicle Pilot Grant also focuses on funding projects located in underserved and disproportionately impacted communities, such as Environmental Justice and Act 47designated communities.

Applicants based in Western Pennsylvania that are awarded are as follows:

Allegheny County:

• Borough of Munhall—\$1,681,008

• Will replace (3) eligible Class 8 refuse collection trucks with (3) battery-electric refuse trucks

• Will install (1) DC fast charger with (3) charging plugs

Beaver County:

• PGT Holdings Inc.— \$3,289,500

• Will replace (10) eligible Class 8 shorthaul tractors with (8) battery-electric vehicles (BEVs) and (2) hydrogen fuel cell electric vehicles (FCEV)

• Will install (8) DC fast charger plugs and will maintain (2) mobile hydrogen fueling units

Butler and Westmoreland Counties:

• SQ Trucking, Inc.—\$523,221

• Will replace (4) eligible Class 4/5 home delivery step vans with battery-electric vehicles (BEV)

Cambria County:

• Pro Disposal Inc.— \$6,190,500

• Will replace (16) eligible Class 8 refuse trucks with BEVs

• Will install (16) DC fast charging plugs

Centre County:

• The Pennsylvania State University — \$3,305,011

• Will replace (5) eligible Class 6 and Class 7 box trucks with BEV box trucks

• Will install (4) DC fast EV chargers and one Level 2 EV charging plug at (3) home-base locations across the main campus

Erie County:

• City of Erie— \$3,120,000

• Will replace (5) eligible Class 8 refuse collection trucks with BEVs

• Will install (1) Level 2 and (3) DC fast EV chargers

• Legend Equipment Leasing, LLC— \$2,304,394 • Will replace (5) eligible Class 8 freight trucks with BEVs

• Will install (3) DC fast EV chargers

Mercer County:

• Tri-County Industries, Inc.— \$2,785,505

• Will replace (5) eligible Class 8 refuse trucks with BEVs

• Will install (3) Level 2 EV chargers and (1) DC fast EV charger

The full list of all awardees is available on the PA-DEP Website announcement. For more information on the Pennsylvania Department of Environmental Protection, please visit **website**, or follow DEP on Facebook, X, or LinkedIn.

Did you know?

Only about 10% of medium- and heavyduty vehicles are powered by gasoline, leaving the lion's share to diesel fuel.

Additional News Coverage:

 PA Diesel Trucks to be Replaced with Electric Versions with Volkswagen Settlement Funds, State Impact NPR (PA)



SHAPIRO ADMINISTRATION OPENS PA'S FIRST EV CHARGING STATION COMPLETED UNDER FEDERAL NEVI PROGRAM, ONE OF FIRST TO REACH MILESTONE

Pennsylvania remains among national leaders in deploying EV-charging investments from the Bipartisan Infrastructure Law

Pennsylvania Department of Transportation (PennDOT) Secretary Mike Carroll. U.S. Department of Transportation Secretary Pete Buttigieg, U.S. Department of Energy Secretary Jennifer Granholm, U.S. Senator Bob Casey, U.S. Representative Matt Cartwright and other federal officials the announced completion of Pennsylvania's first federally-funded electric vehicle (EV) charging station. The station - which opened to the public on December 21, 2023, and has since provided over 200 charging sessions was built as part of the National Electric Vehicle Infrastructure (NEVI) program, funded the federal Bipartisan by Infrastructure Law (BIL), and administered by PennDOT.

This milestone helps to further the Shapiro Administration's work to address climate change, grow the Commonwealth's economy and ensure



PA's First NEVI Charging Station opens in Pittston at Pilot Travel Center, LLC. (Photo credit: PennDOT)

that Pennsylvania is ready for the next generation of transportation, one that will be cleaner, safer, more affordable, and more reliable than ever before. Pennsylvania is on eof hte first states in the county to reach this milestone.

"The Shapiro Administration is quickly making these federal investments work for Pennsylvanians and I'm proud that we remain among the nation's leaders in expanding EV charging options," Carroll said. "In partnership with the companies electrifying these sites, we are creating healthier communities by reducing our carbon footprint and supporting cleanenergy jobs."

The charging station was installed at the Pilot travel center at 417 Route315 in

Pittston, as part of Pilot Travel Center LLC's collaboration with General Motors. The cost of construction is supported by \$610,393 in NEVI funds. Pilot Travel Centers LLC will own the charging station, working with EVgo to deploy the chargers as part of its eXtend service. The site gives EV drivers access to four charging ports capable of providing up to 350 kW of power. While charging, customers will have 24/7 access to restrooms, Wi-Fi, food, beverages, and other convenience items for purchase.

This location is one of <u>56 projects in 37</u> <u>counties</u> which were selected to expand access to and reliability of EV charging in Pennsylvania. The projects that were conditionally awarded funding in Pennsylvania's first round will receive a total \$34.8 million. The investment is part of the \$171.5 million PennDOT will receive and distribute for EV charging infrastructure over five years through the BIL.

The NEVI funding supports the Commonwealth and federal goal of expanding ΕV charging along the previously designated **Alternative Fuel** <u>Corridors (AFCs)</u> Pennsylvania has over 1,800 miles of AFCs. Per guidance from U.S. DOT, NEVI forumula funds must first be used to "build out" designated AFCs (meaning there must be no more than 50 miles between stations and less than 1 mile from an AFC exit) and meet U.S. DOT minimum standards and requirements.

The PA NEVI program includes multiple rounds of funding. During Round 1 selection, the focus was on building out the AFC network along the interstates to meet the NEVI requirements. Once AFCs are fully built out, PennDOT will shift to expanding the footprint EV chargers for Pennsylvania's community charging infrastructure.

PennDOT <u>opened the proposal period</u> for Round 1A of NEVI funding in December, with the period closing on January 26 at 5:00 PM EST. Thirty-five corridor-groups are eligible for funding in Round 1A and approximately \$22 million will be available for this round, which will help fill the remaining gaps along the AFC network. A <u>map of priority locations</u> for Round 1A is available on PennDOT's website.

Pennsylvania can compete for billions of dollars in federal funds across a wide range of federal grant programs through the BIL, also known as the Infrastructure Investment and Jobs Act (IIJA). To help communities and organizations learn about these opportunities, **PennDOT** created a web page, with details on federal grant opportunities to help municipalities, townships, and other community agencies with understanding the multiple transportation program grants that are available. The page includes Grant Alerts, guides and links to important resources for those interested in pursuing federal funding opportunities. Read the **full press release here**.

PA AWARDED ADDITIONAL FEDERAL FUNDING TO UPGRADE EXISTING PUBLIC EV CHARGERS

The **Biden-Harris** Administration announced it is awarding nearly \$150 million to 24 grant recipients in 20 states to make existing electric vehicle (EV) charging infrastructure more reliable. The grants will be used to repair or replace nearly 4,500 existing EV charging ports and in some cases, bring them up to code. These targeted investments complement the tens of billions in Federal and private sector funding that is building out a national EV charging network, and support good jobs across paying the country installing, maintaining, and repairing EV infrastructure.

The funding is part of President Biden's Investing in America agenda and comes from a new program from NEVI. The program rules stipulate a 10% set-aside for States or localities that require additional assistance to strategically deploy EV charging infrastructure. This first round of funding focuses on improving the reliability and accessibility of the current network by repairing or replacing existing ΕV charging infrastructure. This funding direlv complements larger-scale investments being made by the BidenHarris Administration and by private companies to construct new charging stations.

"Charging your electric vehicle should be as easy and convenient as filling up a gas tank – and these grants will help do that by making our EV charging network more reliable," said Federal Highway Administrator Shailen Bhatt. "We're building a bigger and better EV charging network to keep up with driver demand, and we're also ensuring the existing network works when you need a charge."

Eligible applicants and projects for the EV Charger Reliability and Accessibility Accelerator Program were outlined in a Notice of Funding Opportunity published in September 2023. For a <u>full</u> <u>list of grant recipients</u>, please visit the FHWA website.

Under this grant program, the Pennsylvania Department of Transportation has been awarded \$5M to repair or replace an estimated 293 broken or non-operational electric vehicle charging ports to improve the reliability of existing charging infrastructure.

Under President Biden's leadership, EV sales have more than quadrupled, and the number of publicly available ports has grown by over 70% since he took office.

Read the **<u>full press release here</u>**.

SCDN POLICY CONNECTION: Feb. 6 EXPLORING SUSTAINABLE TRANSPORTATION OPTIONS AND OPPORTUNITIES

Local governments have the power to make our region a better place for all by taking actions to advance sustainable transportation. There are many benefits to reducing transportation-related carbon emissions, such as improved air quality, advancing climate resilience goals and driving equitable access to transportation choices.

loin Sustainable Pittsburgh and partners for the Exploring Sustainable Transportation Options and Opportunities webinar on Tuesday, February 6, from 12 p.m. - 1:15 p.m., to learn more about actionable resources that can help businesses. local governments, and other organizations reduce carbon emissions through transportation planning.

Speakers will provide an overview of opportunities that can support transportation carbon reduction strategies including examples of what has worked and a vision for the future. JAn overview of the Carbon Reduction Sprint is included!

Learn More and Register Here



PA-DEP & SPC CALL FOR PROJECTS & INPUT

As part of EPA's Climate Pollution Reduction Grant Program, the Pennsylvania Department of Protection (DEP) Environmental and Southwestern Pennsylvania Commission (SPC) are seeking any community project with a positive environmental impact to include in their draft Priority Climate Action Plans (PCAP).

This program will make available \$4B in grants to local governments to implement projects that reduce greenhouse gas emissions and other air pollutants.

Projects can include, but are not limited to municipal & community solar; active transportation projects; industry, municipal, and community building improvements; waste and materials management; greening projects; etc.

To make sure your project is included in SPC's plan, check for the recordings of the planning workshop to become **available on their website**.

If you have questions about whether your project could be included, contact **Eric Raabe** at <u>eric@connectgovs.org</u>.



Join PRCC as we meet with PA legislators for a Capitol Hill Day! February 11-14, 2024, Washington DC

Held annually, EIS unites the country's leading energy professionals, industry leaders, Congressional policymakers and administration officials to network and collaborate on making progress in our nation's transportation and energy policies.

View the Agenda or Register here



Join PRCC, Duquesne Light Company & partners for the EV avenue & car show! February 16-19, 2024, Pittsburgh

Check out the latest electric vehicle makes and models, take an EV test-drive on the Ford or Pitt Race International tracks, meet with vendors, learn about charging and more! A large selection of EVs will be on display at the David Lawrence Convention Center.

Learn more or Get Tickets here



UPCOMING EVENTS:

SCDN Policy Connection: Exploring Sustainable Transportation Options and Opportunities February 6, 2024 12 p.m. - 1:15 p.m. (Webinar)

Transportation Energy Partners' Energy Independence Summit February 11-14, 2024 Washington D.C.

Pgh International Auto Show

February 16-19, 2024 David Lawrence Convention Center

Electrify Allegheny Info Session

February 20, 2024 12 p.m. - 1 p.m. (Webinar)

BOARD OF DIRECTORS MEETING SCHEDULE FOR 2024:

March 6, 2024 May 1, 2024 July 10, 2024 September 4, 2024 November 6, 2024

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

THREE RIVERS EVA CLUB MEETINGS:

February 17, 2024 March 16, 2024 April 20, 2024 10 a.m. @ Laird Hall, Murrysville

For details, contact Jonathan and Bonnie Belak, 724-387-8210.



TRAINING COURSES:

PRCC joins the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center in offering training classes.

This year, we are expanding our curriculum offerings focused on alternative fuels and we'd love to hear from you!

Please join us for our upcoming course offerings:

Hands-On Workshop: Propane Vehicles TBA

Hands-On Workshop: Natural Gas Vehicles TBA

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

NEW PROGRAM SUPPORTS LOCAL MUNICIPALITIES IN EXPLORING EV CHARGING PROJECTS

The Congress of Neighboring **Communities (CONNECT)** is excited to announce a new opportunity in partnership with **Duquesne Light** Company and Pittsburgh Region Clean Cities (PRCC) to provide free consulting technical services to municipalities and community groups in Allegheny County who are interested in learning more about electric vehicles and EV charging.

If your organization is considering installing fleet or public (community) charging; wants to assess a site as a potential charging location; is considering purchasing electric vehicles; or is not sure if this is right for you, the **Electrify Allegheny Program** will help you understand the process and how to move forward with an EV or EVSE project.

"Electrify Allegheny is a follow-on offering that emerged from our EVs in Action Municipal Tour held last September," said PRCC's Rick Price. "Participants rode on an electric bus to visit charging sites in Wilkinsburg and Swissvale; then discussed ideas over lunch at CCAC-Braddock."



How Does It Work?

1.) Interested municipalities and community groups must submit an application by March 1st to be considered for the program. Learn more about the application and apply here.

2.) Once accepted, the Electrify Allegheny Team will support your organization with: consulting, site and feasibility assessments, strategy development, and pro bono grant writing support.

3.) No commitment for EV procurement or charger installation is required to participate!

Program Info Session:

Join CONNECT, Duquesne Light Company and PRCC for an information session on the program on February 20th, at 12-1 p.m. over Zoom. <u>Register</u> for the Info Session Here.

Please feel welcome to reach out to the Electrify Allegheny Team with questions: **Eric Raabe**, CONNECT, <u>eric@connectgovs.org</u>; DLC EV-Team, <u>electricvehicles@duqlight.com</u>; and PRCC, <u>coordinator@pghcleancities.org</u>.

FEATURED TECHNOLOGY: EVSE



Keep EV Projects on track! Review this checklist of important regulations to address upfront. (Photo credit: New Africa / Shutterstock).

TOP FIVE FEDERAL REGULATIONS THAT MAY IMPACT EV PROJECTS

If you are looking to leverage one of the numerous federal grant opportunities now available to support electric vehicle infrastructure projects, you won't be alone! Organizations across the county are hard at work gathering project specifications and other details as they seek to utilize the available federal funds to support the installation of EV charging stations across the nation.

In an effort to provide you with the greatest chances for success, technical experts with the Clean Cities Technical Response Service (TRS) have identified the top five federal regulations you'll need to consider as part of your EVSE project. Be sure to consider how your project will account for these regulations in your plans and proposals.

1.) The American Disability Act (ADA) While the existing ADA standards address many aspects of accessibility for buildings and sites applicable to EV charging stations, the current national ADA standards do not specifically address ΕV charging stations. To address this gap, the U.S. Access Board issued the **Design Recommendations for Accessible EV Charging Stations document**. States may also have ADA requirements. For general information on best practices

for designing ADA-compliant EV charging stations, we recommend reviewing the guidance in the Alternative Fuels Data Center's (AFDC) Installing EV in Compliance with the ADA Requirements webpage.

2.) Buy America

The U.S. Department of Transportation (DOT) published a Waiver of Buy America Requirements for EV Chargers in February 2023, which temporarily waives certain requirements under the Build America, Buy America (BABA) Act for DOT-funded EV charging infrastructure to encourage the growth of the domestic EV charging manufacturing Federal industry. DOT's Highway Administration (FHWA) also published a **Construction Program Guide** with more information on the waiver. Beginning March 23, 2023, the waiver applies to EV chargers manufactured before July 1, 2024, with final assembly in the United States. DOT will begin phasing out waivers in July 2024. It may be worth noting that charging stations covered by the waiver must begin construction by October 1, 2023, or the chargers will be subject to more stringent BABA requirements. For more information, we recommend referring to FHWA's FAQ webpage.

3.) EV Charging Station Signage

FHWA defines the minimum standards for signage, which it publishes in the Manual on Uniform Traffic Control Devices (MUTCD). Any signs posted in

NEXT EV CHARGING 52 MILES

FHWA's new EV charging signage. (Photo credit: Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition)

the public right of way must meet MUTCD requirements. In an effort to promote uniformity, the MUTCD also published the <u>Regulatory Signs for EV</u> <u>Charging and Parking Facilities</u> <u>document</u>. We recommend referring to the AFDC's <u>Signage for EV Charging</u> <u>Stations webpage</u> for information on wayfinding signage and station signage.

4.) Minimum Standards

FHWA established minimum standards and requirements for all DOT-funded EV charging stations in the **National** Electric Vehicle Infrastructure Standards and Requirements. DOTfunded programs can be found on the AFDC Laws & Incentives Database which include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. As a best practice, TRS strongly advises consulting the requirements prior to commencing any project involving the installation and operation of EV charging stations. For more information and to understand how

these requirements may apply, we recommend consulting the relevant DOT funding announcement.

5.) National Environmental Policy Act (NEPA) Categorical Exclusions

Before proceeding with funding, authorization. action or implementation, **NEPA mandates** that federal agencies must assess the potential environmental, social, and economic impacts of the proposed action. The appropriate level of analysis, whether it's an Environmental

Impact Statement or an Environmental Assessment, must be determined by federal agencies.

EV charging station installation projects funded by the DOT and U.S. Department of Energy (DOE) may fall under categorical exclusions (excluded from detailed environmental analysis) if they align with the **criteria outlined here**: Please note that this categorical exclusion applies specifically to projects funded by DOT and DOE, and not to all federally funded projects.

TOP RANGE FOR MODEL YEAR 2023 EVs WAS 516 MILES ON A SINGLE CHARGE



The number of EV models and their ranges have greatly increased since modern EVs were introduced in 2011, when just four models were available with ranges spanning 63 to 94 miles per charge.

In model year (MY) 2023, the highest top range for an EV was 516 miles on a single charge -- attributed to a Lucid Air. The median range for all EV models rose to a new high of 270 miles. View the **Supporting Data**.

NEW RESOURCES ROUNDUP

AFDC OFFERS NEW EV READINESS RESOURCE

The guidance made available by the Alternative Fuels Data Center can help communities evaluate their readiness and plan for the arrival of EVs and EV charging. The new page features resources on planning, assessing charging infrastructure needs, utility engagement, how the community can future proof EV planning, funding, site and plan development, and implementation.

Learn More

NEVI FORMULA PROGRAM Q&A AVAILABLE

The Federal Highway Administration (FHWA) released a NEVI Formula Q&A to answer questions about the program, North American Charging Standard connectors, technical requirements, eligible expenditures, operation and maintenance costs, program administration costs, right-of-way, utility planning, public engagement, permitting, air quality conformity and more!

Learn More

EV BUILDING CODES TOOLKIT RELEASED

For anyone interested in learning what good EV building codes look like, how to make them equitable and best practices for adoption, the EV Charging for All Coalition released a toolkit to help advocates and policymakers understand and facilitate the process of adopting equitable EV readiness build codes in cities, states, and territories throughout the U.S.

Learn More

EV CHARGING SITE SELECTION CHECKLIST

The Joint Office of Energy and Transportation provides technical assistance for planning EV charging infrastructure. A new public EV charging equipment site selection checklist is available. This new resource offers highlevel steps for selecting an EV charging station site, as well as supplemental resources that can help during the EV charging site selection process

Learn More

QUESTION OF THE MONTH: WHAT DATA IS AVAILABLE ON THE COST OF INSTALLING EV CHARGING INFRASTRUCTURE DURING THE CONSTRUCTION PHASE VS. LATER AS RETROFITS?

Futureproofing EV charging by adding infrastructure to support EV parking spaces during the initial construction phase can provide significant cost savings over a later retrofit. For example the Southwest Energy Efficiency Project's (SWEEP) Guide to **EV Infrastructure Building Codes** page explains why it's less expensive to install electrical capacity for EV charging stations during new construction versus as a later retrofit: due to factors such as:

- "Demolition and repair of surface parking.
- Breaking and repairing walls.
- Longer conduit runs (also referred to as raceways) – Removing and repairing 100 – 300 linear feet of surface parking to add conduit can cost \$11,500 to \$32,000 in demolition and repair costs.
- Upgrading electric service panels.
- Soft costs: permits, plans, inspections, and project management."

Many state and local governments across the country have adopted building codes for EV parking spaces, effectively futureproofing EV charging to mitigate later retrofit expenses. Please refer to the information below for details regarding example cost savings achieved by futureproofing EV parking spaces. Note that the costs may vary depending on factors such as the parking lot configuration, design, and number of parking spaces with installed electrical capacity and infrastructure.

For information on the potential cost savings from installing EV charging infrastructure during the initial construction phase, we suggest reviewing the **Pacific Northwest** National Laboratory's (PNNL) EV <u>Charging for Residential</u> and Commercial Energy Codes brief. Specifically, we suggest reviewing the "Economic Analysis" section of the report (starting on PDF page 18), which references several case studies on the cost savings of EV parking spaces during new construction versus during a later building retrofit.

For example, this section provides the following anecdotal information:

"The costs associated with installing EV charging infrastructure during new construction are substantially lower than during a retrofit. A costeffectiveness study for the City and County of San Francisco conducted by Pacific Gas & Electric showed costs for installing Level 2 EV charging stations as a retrofit are several times more expensive than installing them during new construction. Installing infrastructure during new construction avoids the retrofit costs of breaking and repairing walls, installing longer raceways, and using more expensive methods of upgrading service panels."

Additionally, the report includes a table on the cost savings from the San Francisco analysis (mentioned above) under "Table 2: Cost of EV Charging Infrastructure" (PDF page 18). As you can see, installing electrical circuits during new construction saves thousands of dollars compared to installation during а retrofit. Additionally, the figure demonstrates how costs can vary greatly depending on the desired number of EV parking spaces.

For another EV parking space cost savings analysis, we suggest reviewing the <u>City of Oakland's EV Readiness</u> <u>Grant report</u>. Specifically, see "Table 3: City of Oakland Cost-Effectiveness Results per Parking Space" (PDF page 19), which includes cost savings estimates for building new EV charging spaces versus during a later building retrofit. Note that these figures are based on a <u>report prepared for the</u> <u>City of Oakland by Energy Solutions</u>.

Similarly, the California Air Resources Board (CARB) conducted a cost analysis installing EV from charging infrastructure in new construction versus during a retrofit in their report, EV Charging Infrastructure: Nonresidential Building Standards. Specifically, the "Statewide Benefit" section states the following (PDF page 11):"Significant retrofit costs can be avoided by installing EV charging infrastructure in new construction. CARB staff reviewed multiple sources to obtain average retrofit costs of installing infrastructure to support Level 2 charging stations in existing buildings. An estimated \$7,000 per parking space can be avoided with multiple installations of Level 2 charging stations. An estimated \$8,000 per parking space can be avoided when an individual Level 2 charging station is installed. These retrofit costs do not include the cost of the electrical vehicle supply equipment. Retrofit costs are focused on parking lot trenching,

Charging Scenario	Per EV Parking Space with Electric Circuit		Total Incremental Cost of Building	
	New	Retrofit	New	Retrofit
Scenario A – 10 Parking Space	\$920	\$3,710	\$1,840	\$7,420
Building, two EV Parking Spaces				
Scenario B – 60 Parking Spaces	\$860	\$2,370	\$10,320	\$28,440
Building, 12 EV Parking Spaces				

Costs Comparison of EV Charging Infrastructure

adding electrical service and/or panel upgrades."

Additionally, SWEEP's Guide to EV Infrastructure Building Codes page also provides several helpful resources related to the cost savings of futureproofing EV charging spaces. For example, SWEEP offers the following statistic on avoided installation costs for new construction: "The installation of EV charging infrastructure is four to six times less expensive when included during the initial construction phase as opposed to a retrofit. The additional retrofit costs typically include labor expenses for demolition, trenching and boring, balancing the circuits, and new permitting costs."

EV SAFETY FOR FIRST RESPONDERS

With increased production and availability of EV models, including electric school buses and transit buses, emergency responders need training resources to prepare to safely manage incidents and risks. A <u>new page</u> on the Alternative Fuels Data Center (AFDC) provides a list of known available training and educational resources for first and second responders, specific to alternative fuel vehicles. with а particiular focus on EV resources.

REPORT HIGHLIGHTS CONNECTION BETWEEN INTERMODAL & DRAYAGE

NACFE released its first-ever report on the intermodal and drayage sectors of the market.

Intermodal & Drayage: An **Opportunity to Reduce Freight Emissions** shows how intermodal is immutably linked to drayage. Systemic sustainability efficiency gains and improvements in moving freight in North America require the partnership between truck and rail to improve, optimizing both with new zeroemission technologies, to deliver a cohesive, robust, reliable shipping system.

The report's study team identified three key ways intermodal shipping could become a cleaner mode of transportation:

1.) Shift more market share from regional and long-haul trucking to intermodal rail.

2.) Replace traditional diesel drayage tractors with zero-emission and near zero-emission tractors.

3.) Replace traditional diesel terminal tractors with zero-emission and near zero-emission tractors.

As rail also begins to adopt cleaner fuels, shared emissions reductions are likely to escalate.

SUSTAINING MEMBERS

PLATINUM 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+

CONTRIBUTE YOUR NEWS:

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

Please feel free to contact: **Rick Price**, Executive Director 412-735-4114 <u>coordinator@pgh-cleancities.org</u>

LEARN MORE:

Learn more about Clean Cities at: <u>www.cleancities.energy.gov</u>

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

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





UNITED WE STAND: REMEMBERING SEPTEMBER 11, 2001