

PRCC GAZETTE

“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”

Volume 5, Issue 1

January 2017

PA DEP Selects EP-ACT as State’s Alternative Fuel Technical Consultant

In late December The PA Department of Environmental Protection announced their selection in a competitive proposal for their new Alternative Fuels Technical Assistance (AFTA) Program. EP-ACT was selected over 6 other competing proposals. The Alternative Fuels Technical Assistance (AFTA) pro-gram provides technical assistance to eligible organizations to maximize the benefits of alternative fuel use in PA. AFTA is not a grant program, but a program through which a qualified, a firm is assigned by DEP to work directly with eligible organizations for the purpose of developing technically viable and economically sustainable alternative fueling strategies.

Alternative fuels considered under this program may include natural gas, electric, propane, hydrogen, hythane, ethanol, methanol, and other advanced biofuels.

Organizations eligible to apply include political subdivisions, nonprofit entities, municipal authorities and school districts in PA.

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An eligible entity can apply alone, or it can team up with other eligible project partners for a multi-organization project that can enhance the energy, economic, and environmental benefits of alternative fuels.

EP-ACT has partnered with Pittsburgh Region Clean Cities and Clean Fuels Ohio to ensure the highest degree of analysis is performed. This program is FREE to apply to, once applied for and accepted into the program, EP-ACT will conduct a fleet analysis and a final report will be issued to help you decide what is the most viable alternative fuel/vehicle option, for a FREE application go to:

<http://www.elibrary.dep.state.pa.us/dsweb/View/Collection-13172?sort=Owner>

Please contact Alternative Fuels program staff at 717-783-8411 or email RA-AFIG@pa.gov



CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2015

The PRCC Board of Directors meeting schedule is as follows:

April 5, 2017

July 5, 2017

October 4, 2017

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

2017 Odyssey Day- October 7, 2017
9:00AM -2:30PM

Spring Stakeholder Meeting – TBD

Fall Stakeholder Meeting - TBD

Training Classes

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

Light Duty Natural Gas Vehicles

ATE-115-WH85

1. CEU

TBD

Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

Mondays & Wednesdays 6:30pm to 10:30PM

04/18 to 04-27, 2017

CNG Tank Inspector Prep for Certification

ATE-601-WH85

TBD

Servicing Hybrid Electric Vehicles

ATE-137-WH85

Mondays & Wednesdays 6:30pm to 10:30PM

05/02-05-11, 2017



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





The Post-Election Politics of Propane Autogas

With the 2016 presidential election behind us, we're reminded of the importance of investing wisely in our collective future. For fleet managers, in particular, this means understanding that the actions taken today regarding fuel usage will affect future generations of Americans.

It seems only appropriate at the start of a new chapter in our nation's history to embrace our active role in both the health of our environment and our economy with fuel made in the U.S. This is why it's important to have the right tools and resources to make an informed decision when it comes to transitioning fleet vehicles from gasoline and diesel to alternatively fueled vehicles, like propane autogas-powered models. One helpful source when considering making the switch from diesel to propane-powered vehicles is the Energy Information Administration [Energy Outlook](#) for 2017. The recent short-term energy outlook for 2017 predicts the average price for diesel will increase from \$2.31 to \$2.69 — a significant increase that makes the task of budgeting even more difficult.

Another source is [ICF International's](#) 2016 Propane Market Outlook, which forecasts through 2025 that total propane vehicle sales will quadruple based on 2014 sales. According to ICF, a continuing growth in domestic propane production, combined with a modest rebound in oil prices, is expected to ensure the continuation of a significant fuel cost advantage in markets where propane competes against diesel, particularly for vehicle fleets.

For example, Leander Independent School District in Texas pays only 75 cents per gallon for propane autogas compared to \$1.50 per gallon for diesel. In addition to these cost savings, it is expected that these vehicles will also reduce annual nitrogen oxide (NOx) emissions by over

31,000 pounds, and particulate matter (PM) by over 630 pounds, two pollutants that have been linked to serious health problems, such as aggravated asthma and lung damage.

As fleet managers continue to look toward the future of fuel system technology improvements, we encourage each one to remember that propane autogas is a nontoxic, non-carcinogenic and non-corrosive fuel classified by The Environmental Protection Agency as a non-contaminant. It's also the leading alternative fuel in the United States and the third most commonly used vehicle fuel.

In addition to these environmental benefits, using alternative fuels in our vehicles, instead of relying on gasoline and diesel, would allow the U.S. to use a domestically produce energy — and reduce concerns about foreign sources of oil and geopolitical instability.

Setting Your Alt Fuel Goals for the New Year

With the changing of the calendar comes a blank slate for companies to fine-tune their alt fuel transportation goals. One such energy source underutilized in the transportation industry is propane. It's an energy source that is readily available to fuel vehicles now

For instance, across America, transit agencies and school districts are two markets making the move to clean-burning, emissions-reducing vehicles fueled by propane autogas. Nearly 850 shuttles equipped with ROUSH CleanTech propane autogas fuel systems operate in the transit industry. Over 30 transit agencies across the nation operate these vehicles. More than 8,500 Blue Bird propane-fueled school buses run in over 650 school districts.

Propane autogas is a safe, domestically produced fuel with a robust infrastructure. More than 90 percent of the United States propane autogas supply is produced domestically, with an additional 7 percent from Canada. Almost 75 percent of propane used in the U.S. comes from natural gas refining, and the remaining comes from petroleum during the refining process.

Our country has a surplus of propane that's exported. According to the [Energy Information Administration](#), U.S. propane exports climbed — from 562,000 barrels per day in the first half of 2015 to 793,000 barrels per day in that same period of 2016. The numbers prove there's plenty of room to increase propane-powered vehicles on the roads.

Also with the new year comes a new administration. President-Elect Trump is focused on keeping jobs and energy usage here in North America. Using American-made propane autogas helps the nation's energy security goals, creates jobs, and reduces the nation's dependence on imported oil.

The U.S. Energy Information Administration projects diesel prices to increase almost 40 cents this year. Make sure to include an evaluation of alternative fuels as you set your organization's goals.

For more information on the environmental and economic benefits of propane autogas, or to learn more about ROUSH CleanTech's deployments of alternative fuel systems, please visit www.roushcleantech.com.

Pittsburgh Region Clean Cities Has a New Website

Pittsburgh Region Clean Cities has a new and improved website! Come check out some of our new features including a vehicle cost calculator. You can meet our team, learn how to become a member, and much more. <http://pgh-cleancities.org/>



Westmoreland County Transit authority to add natural gas buses

Natural-gas fueled public buses are headed to Westmoreland County, Pennsylvania, as the transit authority converts its aging, diesel-powered fleet. "This is the first time we've had the opportunity to proceed with something more environmentally friendly," said Frank Tosto, chairman of the authority board. Installation of a compressed natural gas fuel depot at the authority's Hempfield service and maintenance center is slated to be completed in June. That project, financed by Penn DOT, is part of a statewide effort to build 29 natural gas public transportation fueling stations throughout Pennsylvania.

Authority Executive Director Alan Blahovec said more than half of the agency's fleet of 41 buses are due for replacement this year. The initial purchase of 11 buses, approved by the authority board Thursday, is expected to cost about \$6.5 million. That is for six 57-seat buses and five that seat 32 passengers for commuter and local-service routes. State and federal grants will cover nearly all costs of the purchases, Blahovec said. The authority will use \$41,000 of its own money, he said.

The larger buses are expected to be delivered in June. They will replace the fleet's oldest vehicles, which were bought in 2003.



PRCC Holds National Fire Protection Association (NFPA) – Alternative Fuel Vehicle Safety Training Course

Date: January 12, 2107

Community College of Allegheny County – West Hills Center, 1000 McKee Road, Oakdale, PA 15071

The class was conducted by the NPFA using instructors Jason Emery and Ronald Butler. The Pittsburgh Region Clean Cities worked with the Virginia Clean Cities through a grant from the U.S. Department of Energy to expand the alternative fuel vehicle training.

The instructors led the course through slides and videos that was attended by 36 participants and had discussions on hybrid/electric, fuel cell, gaseous fuels (LPG, CNG & LNG). The training included information on:

Basic electric concepts, vehicle systems, charging and refueling infrastructure, initial response procedures, identification methods, immobilization, disabling, emergency procedures, unanticipated vehicle movement, electric shock hazards, toxic and flammable gas buildups, extrications, vehicle battery fires, submersions, high voltage battery damage, battery re-ignition, and incidents involving charging stations and refueling stations.

Participants had a large number (8) of types of vehicles to view in the college automotive garage area. The vehicles included a CNG Class 8 tractor, two bi-fuel propane vehicles, two CNG bi-fuel vehicles, a plug-in electric vehicle (PHEV), a battery electric vehicle (BEV) and the hybrid electric vehicle (HEV). The vehicles were on display where attendees could actually see where all of the vehicle components were located and where the instructors could reference from the training materials provided. The information link was provide to all attendees for use as a reference and training materials for future alternative fuel vehicle training.



All Electric Fiat



NFPA Instructor Ronald Butler



NFPA Instructor Jason Emery



First Responders Training Class

Ultimate CNG LLC selected to provide CNG to the Mid Mon Valley Transit Authority

Ultimate CNG LLC, owner of the patented FuelMule™ mobile CNG station and provider of temporary and emergency CNG deliveries, has been selected to provide daily delivery of CNG to the Mid Mon Valley Transit Authority's new fleet of natural gas transit buses in Donora, PA. Ultimate CNG LLC is to provide CNG deliveries to Mid Mon's new CNG buses until its own on-site permanent CNG station is completed. As reported by Brian Fimian, Chief Operating Officer, Ultimate CNG LLC, "Mid Mon Valley Transit Authority's forward-thinking, combined with the State of Pennsylvania CNG incentives for state fleet owners, is rapidly expanding the use of clean natural gas fuel within Pennsylvania's transit community. This engagement expands the list of transit companies who have embraced natural gas fuel and have chosen Ultimate

Ultimate CNG LLC, “Mid Mon Valley Transit Authority’s forward-thinking, combined with the State of Pennsylvania CNG incentives for state fleet owners, is rapidly expanding the use of clean natural gas fuel within Pennsylvania’s transit community. This engagement expands the list of transit companies who have embraced natural gas fuel and have chosen Ultimate CNG LLC’s mobile CNG capability to fuel their fleet until they can do so themselves. We are pleased to have Mid Mon join the growing ranks of transit authorities similarly served by Ultimate CNG LLC, including Lynx (Orlando, FL) and Lextran (Lexington, KY).”

As indicated by Donna Weckoski, Executive Director, Mid Mon Valley Transit Authority, “We are excited to be on the leading edge of adopting clean CNG fuel and are particularly happy to have Ultimate CNG LLC’s unique mobile CNG capabilities serving our needs.” Among the mobile delivery assets developed by Ultimate CNG LLC, is the FuelMule™ - a self-contained mobile CNG station with on-board storage and compressor delivering CNG on a fast-fill basis, requiring no on-site natural gas or electric power connections.



Question of the Month: *How is the propane industry improving the customer fueling experience through new technology?*

Answer:

As propane vehicle technology becomes more advanced, propane dispensing infrastructure has evolved along with it. In particular, the propane industry is focusing much of its attention on enhancing the customer fueling experience by installing propane dispensers that are dedicated for vehicle fueling, and by upgrading the propane nozzle technology.

The increasingly popular European-style, quick-connect nozzle simplifies the customer fueling experience by connecting to the fuel tank through a snap or quick-connect attachment, rather than a conventional threaded connection. Only after the nozzle is safely connected to the fuel tank will it begin to dispense fuel. This attachment eliminates the threading connection necessary with the conventional Acme nozzle, making propane fueling as easy as conventional gasoline fueling.

With the new nozzle, fueling can be completed using only one hand and without wearing protective goggles and gloves. The quick-connect attachment also results in lower emissions, as it more effectively prevents the release of fuel vapor and fumes. Additionally, the nozzle’s design minimizes the amount of fuel that escapes when the vehicle is done fueling and the connector is detached from the vehicle.

There are many affordable quick-connect nozzle options available on the United States market that meet UL 125 certification requirements (https://standardscatalog.ul.com/standards/en/standard_125). Manufacturers of these UL-certified nozzles include Stäubli and ELAFLEX. These European-style connectors are priced around \$1,200, according to the National Renewable Energy Laboratory (https://cleancities.energy.gov/files/u/news_events/document/document_url/96/2015_strategic_planning_propane.pdf). The cost of the connection adapters, or fill valves, required for current fueling infrastructure to be compatible with the European-style nozzle, ranges from \$50 to \$60. Note that the installation of a new fueling nozzle should always be performed by a qualified technician in order to ensure that it is completed properly.

Many propane retailers are optimistic about the European-style, quick-connect nozzle. In fact, the Propane Education Research Council (PERC) highlights its benefits and encourages the use of this connector through its Quick-Connect Nozzle Incentive Program (<http://www.propanecouncil.org/Our-Work/Our-Work-With-Marketers/Incentive-Programs/Quick-Connect-Nozzle-Incentive-Program/>). Moving forward, the quick-connect nozzle is a significant step towards streamlining and improving the propane fueling experience.

Question of the Month: *What are the current and future medium- and heavy-duty vehicle fuel efficiency and greenhouse gas emissions standards?*

Answer:

According to the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA), greenhouse gas (GHG) emissions from medium- and heavy-duty vehicles (collectively, HDVs) are expected to surpass light-duty vehicle (LDV) emissions by 2030. The Energy Independence and Security Act of 2007 directed the U.S. Department of Transportation to establish fuel efficiency standards for HDVs. Then, in 2010, President Obama announced a new national program to implement coordinated fuel efficiency and GHG emissions standards for medium- and heavy-duty engines and vehicles. As you may have seen last month, EPA and NHTSA recently finalized the most recent set of requirements under this program.

First promulgated by EPA and NHTSA in 2011, these coordinated standards are being implemented in two separate phases, beginning with Model Year (MY) 2014 to 2018 (Phase 1, which has now been extended through 2020) and followed by MYs 2021 to 2027 (Phase 2), with some exceptions. Under Phase 1, the GHG emissions and fuel efficiency standards generally increase in stringency in MY 2017, then remain steady through MY 2020. GHG emissions and fuel efficiency standards under Phase 2 of the program increase first in MY 2021, and then again in MYs 2024 and 2027. Although the Phase 2 standards do not begin until MY 2021, manufacturers may need to begin compliance measures beforehand in order to be adequately prepared to meet the targets.

Fuel efficiency and GHG emissions standards are determined differently for each of five regulated heavy-duty (HD) engine and vehicle categories: combination tractors; vocational vehicles; HD engines used in combination tractors and vocational vehicles; trailers used with combination tractors; and HD pickup trucks and vans. For more information on these categories, please refer to pages 3 and 4 of the EPA Phase 2 fact sheet (<https://www3.epa.gov/otaq/climate/documents/420f16044.pdf>).

NHTSA Fuel Efficiency Standards

NHTSA's fuel efficiency standards are designed to take into account the different functions of each of the regulated vehicle categories. Therefore, the standards are calculated differently for each vehicle category. For HD pickup trucks and vans, there are separate gasoline and diesel target values.

The vehicle-based standards for combination tractors and vocational vehicles are calculated based on weight class, as well as specific characteristics of the vehicle category that affect fuel consumption and emissions, such as roof height for combination tractors and drive cycle for vocational vehicles.

The HD engine standards are determined by the size of the engine, the fuel type (diesel or gasoline), and the characteristics of the respective vehicles into which they are installed. The HD pickup and van standards, engine and chassis included, are fleet-average standards based on fuel-specific (gasoline and diesel) target values that are determined by a "work factor" curve. The "work factor" curve takes into account the payload and towing capacity of the vehicle and whether the vehicle has 4-wheel drive. Like the Corporate Average Fuel Economy (CAFE) program for LDVs, the HD pickup and van targets are production-weighted based on the manufacturer's total sales volume of all of its different HD pickup and van models.

Compliance Timeline

Manufacturers were required to meet Phase 1 fuel efficiency standards for combination tractors, vocational vehicles, and HD engines beginning either in MY 2016 or 2017. Phase 2 standards apply in MY 2027, with phase-in standards for MYs 2021 and 2024. Trailer fuel efficiency standards are voluntary beginning in MY 2018, and mandatory effective MY 2021. Manufacturers were not required to participate in the Phase 1 HD pickup and van program until MY 2016. At the outset of the program, NHTSA gave manufacturers the option to choose one of the alternative phase-in options for the Phase 1 standards. Phase 2 HD pickup and van standards begin in MY 2021 and increase in stringency by 2.5% each model year through MY 2027.

Fuel Efficiency Standards and Targets

To view the final Phase 1 standards and HD pickup and van targets, please see the [Phase 1 Final Rule](#). For the recently finalized Phase 2 standards and targets, see the [Phase 2 Final Rule](#). You may also reach out to TRS directly (technicalresponse@icfi.com) if you would like specific information about where to find the finalized standards.

EPA GHG Emissions Standards

EPA also takes into account the varying functions of each of the regulated vehicle categories in its GHG emissions calculation. It uses the same factors as NHTSA to determine emissions standards for each vehicle category, except measurements are based on grams of carbon dioxide (CO₂) emitted.

Compliance Timeline

EPA's mandatory Phase 1 GHG emissions standards for combination tractors, vocational vehicles, and HD engines began in MY 2014. The timeline for the Phase 2 standards mirrors that of the NHTSA fuel efficiency standards. However, Phase 2 trailer emissions standards differ in that they are mandatory in MY 2018. For Phase 1 of the HD pickup truck and van program, similar to the fuel efficiency targets, manufacturers were given the option to choose from two alternative phase-in options. As with the Phase 2 fuel efficiency targets, the separate GHG emissions targets for diesel and gasoline HD pickups and vans will increase in stringency under Phase 2 by 2.5% per year from MY 2021 to 2027.

Emissions Standards and Targets

GHG emissions standards and targets for Phase 1 and Phase 2 can be found in their respective final rules. Please refer to the Fuel Efficiency Standards and Targets section above for more information.

.Compliance

Manufacturers may employ many different compliance measures to meet the fuel efficiency and GHG emissions standards. These measures vary depending on the vehicle category. Each vehicle category has a different certification testing process to determine its GHG emissions and fuel efficiency values. These values are the baseline to which any additional earned credits can be added.

The regulation also offers incentives to encourage advanced vehicle technologies.

The credits and incentives available for both the EPA and NHTSA programs include:

Advanced Technology Credits: Phase 1 of the program incentivizes manufacturers to produce advanced technology vehicles and engines by effectively allowing manufacturers to "count" certain vehicle and engine types as more than one in their compliance calculations. This includes vehicles with hybrid powertrains and Rankine-cycle waste heat recovery systems, as well as plug-in electric vehicles (PEVs) and fuel cell electric vehicles (FCEVs). As the new Phase 2 standards are premised on some use of Rankine-cycle engines and hybrid powertrains, these technologies will not qualify as advanced technologies under Phase 2. From MY 2021 through MY 2027, advanced technology credits (with considerably higher multipliers) will only be offered for PEVs and FCEVs.

novative Technology and Off-Cycle Credits: Both Phases 1 and 2 of the program allow manufacturers to earn credits for off-cycle technologies that result in benefits that are not captured in certification testing procedures.

Early Credit Multipliers: Phase 1 of the program enabled manufacturers to earn credits for early compliance. Phase 2 will not include early credits.

For more information on the medium- and heavy-duty engine and vehicle GHG emissions and fuel efficiency standards, please refer to the following resources:

EPA Regulations and Standards: Heavy-Duty page: <https://www3.epa.gov/otaq/climate/regs-heavy-duty.htm>

NHTSA CAFE: Fuel Economy page: <http://www.nhtsa.gov/fuel-economy>

Clean Cities Technical Response Service Team
technicalresponse@icfi.com

800-254-6735



Survey: Lack of Awareness, High Costs Hamper EV Adoption

Posted by [Lauren Tyler](#) on **December 09, 2016**

Despite significant advancements in electric vehicle (EV) technology, 60% of American drivers said they were unaware of electric cars, and 80% have never ridden in or driven one, according to new data from [Altman Vilandrie & Co.](#)'s survey of more than 2,500 consumers.



However, the survey also finds that a clear majority of consumers who have been inside an EV enjoyed it, and many more consumers would purchase an EV if lower-priced models were available.

The survey shows that a perceived lack of charging stations (85%), high costs (83%) and uncertainty over duration of charge (74%) were the top reasons for not wanting to purchase an EV.

According to the findings, 3% of survey respondents said they currently own an EV, while 10% said they are planning to buy an EV as their next car. Sixty percent of consumers who have experienced an EV said they “enjoyed” the experience, while only 8% reported not enjoying it.

“While the EV adoption rate is low, there are signs of strong latent demand in the marketplace,” says Altman Vilandrie & Co. Director Moe Kelley, who co-directed the survey. “The auto industry still needs to make more low-priced models available to consumers, as well as finding a way for more drivers to try out an EV. If those things happen, we should see the EV adoption rate accelerate.”

In analyzing the survey data, Altman Vilandrie & Co. discovered that the EV market would grow significantly with the availability of more affordable EVs, specifically at the price point of \$35,000. For example, Tesla, which is launching the lower-priced Model 3 in 2017, would generate up to a five-times-higher adoption rate at a \$35,000 price tag than the upstart carmaker experienced for the more expensive Model S and Model X.

Altman Vilandrie & Co. also estimates that the release of less expensive models by all other automakers would boost EV adoption by nearly 24 times the current market.

“Price matters, and our analysis shows that more affordable models would go a long way to changing the perception that EVs are luxury items for the urban elite,” says company director Soumen Ganguly, who also co-directed the survey. “Both electric and self-driving vehicles are the future of personal transportation, but carmakers need to make sure consumers are excited about going electric now – and that goes beyond the obvious environmental benefits.”

Other findings of the survey analysis include the following:

- Despite the significant advances in expanding EV range, the survey finds that range anxiety exists for all drivers – from those who are in the car for more than three hours a day (87%), to drivers on the road for less than an hour a day (72%).
- The survey shows that younger and more affluent consumers were more likely to buy an EV than the rest of the motoring public: 17% of consumers earning \$100,000 or more and 18% of 25-34 year-olds plan on making an EV their next car.
- Older drivers (65+) are more likely to turn to Ford or Volkswagen for an EV, while Tesla and Mercedes are most appealing to young drivers (18-24). Overall, Tesla and Volkswagen have the largest potential share of the EV market.

Altman Vilandrie & Co. says it surveyed more than 2,500 U.S. consumers in July and polled more than 20 automotive industry experts.

PRCC Completes Second PA ACT 13 Award

PRCC received the grant in July 2015 for additional trucks. The two original companies had said that they were going to still purchase alternative fuel vehicles. In early 2016 PRCC had contacted those companies to see how they were progressing with the purchases. We were notified at that time do to financial downturn in their businesses they would not be purchasing the vehicles at this time. PRCC had contacted a few companies who had showed interest in acquiring vehicles. That's when PRCC was contacted by the United Parcel Service (UPS) that they would be interested in purchasing additional CNG trucks and had provided the information needed to be put on the grant.

PRCC had completed a 2014 ACT 13 grant for 20 Class 8 CNG Tractors at the New Stanton, PA facility. With plans to increase their number of CNG vehicles at that facility in the future, this grant allowed that process move forward quickly.

As of the time of this article there are a total of 167 units currently operating out of the New Stanton facility. There are 92 tractors and 75 package cars. And they just received their first two new CNG yard jockeys.



Kenworth Class 8 CNG Tractors



CNG Station and Refueling Island New Stanton, PA



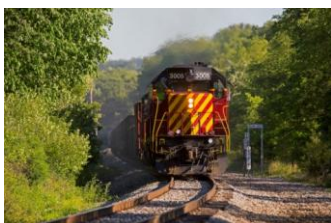
UPS CNG Panel Truck



UPS CNG Yard Shifter

Allegheny Valley Railroad Installs APU's on Engines

The Pittsburgh Region Clean Cities worked with the Carload Express of Oakmont, PA to install Auxiliary Power Units (APU's) on some of their older engines through a grant with the Environmental Protection Agency Clean Diesel Grant Program.. The project is designed to reduce criteria and toxic air pollutants emitted by diesel-powered locomotives at idle Allegheny and Westmoreland Counties. Each of the engine locomotives currently idle 11 hours-per-day approximately 7 months of the year. Installation of the APUs would eliminate the need to idle unnecessarily during cold weather, improving the air shed's of Allegheny and Westmoreland County, while decreasing emission associated health risks. The APUs in place of the idling the main engines will result in an annual reduction of 275 tons of emissions and save 21,945 gallons of diesel annually.



DOE Coordinator 101 Training Held at CCAC-West Hills Center

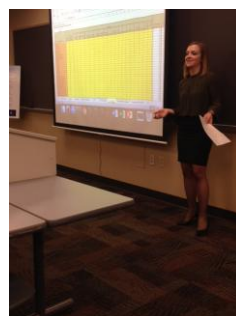
DOE Coordinator 101 training was offered to new Clean Cities coordinators in person this year. 101 training is vital for new coordinators since it offers the opportunity to network with both new and seasoned Coordinators and program staff. This years' training was hosted by the Pittsburgh Region Clean Cities and held at the Community College of Allegheny County – West Hills Center in Oakdale, PA. The new Coordinators received training on a variety of topics including an introduction to Clean Cities and a discussion of key program elements, such as the alternative fuel price report and annual report, and the Clean Cities and AFDC resources and tools. Several peer to peer sessions with veteran or seasoned coordinators were also included as they share their experiences, and best practices for leading successful coalitions and much more.

A tour of Pittsburgh and some of their projects and successes were visited by some of the new coordinator and staff. Click here to view a video from that tour

<https://www.youtube.com/watch?v=6aEWsiPjAU0>



DOE Coordinator 101 Class Pittsburgh, PA



Heather Croteau Ann Arbor CC



Andrew Burnham, ANL



Adriane Jaynes Tulsa CC



Carrie Ryder ICF



Coleen Crowninshield Tucson CC



Sandra Loi NREL

Welcome New Members



Winter 2017 Issue

The Winter 2017 issue of [*Clean Cities Now* \(Vol. 20, No. 2\)](#) is available online. This edition includes news and information on:

- How smart mobility initiatives are driving petroleum and emissions reduction
- The efficient mobility opportunities the Clean Cities program may consider in the future
- A Georgia municipal fleet that has committed to alternative fuels for the long haul
- Two Clean Cities coordinators who made outstanding contributions to the program in 2016.

PRCC Sustainable Members

PLATINUM MEMBERS



GOLD MEMBERS



SILVER MEMBERS



PRCC Membership Levels Information

Membership Options: Individual- \$150 Nonprofit- \$300 Bronze- \$500 Silver- \$1000 Gold- \$2000 Platinum/Sponsor- \$4000+

To find out more on membership levels go to:

http://www.pgh-cleancities.org/wordpress/?page_id=367



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



UNITED WE STAND – SEPTEMBER 11, 2001

Our deepest sympathy and heartfelt thoughts go out to our fellow Americans during this time of crises. We will continue to stand strong and united in our support of the men and women protecting our country's interests.

Please come visit our PRCC Web Site:

www.pgh-cleancities.org

. Contribute Your News!

In trying to get the news of successes we have in our area. Please feel free to contact Rick Price, Executive Director/Coordinator at 412-735-4114 or at coordinator@pgh-cleancities.org.

Learn more about Clean Cities at cleancities.energy.gov, and learn how to get involved with the Pittsburgh Region Clean Cities coalition at www.pgh-cleancities.org

