

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 4, Issue 12

January 2016

Federal Legislation Update

On Friday, December 18th, President Obama signed the Consolidated Appropriations Act of 2016 ([H.R. 2029](#)). Division Q, the Protecting Americans from Tax Hikes Act (PATH Act), retroactively extends many tax credits.

There are several PATH Act provisions with implications for Clean Cities portfolio items:

[Alternative Fuel Infrastructure Tax Credit.](#)

Section 182 extends the tax credit for alternative fuel infrastructure through December 31, 2016. Fueling equipment for natural gas, propane, liquefied hydrogen, electricity, E85, and biodiesel are eligible for a tax credit of 30%, up to \$30,000. Residential fueling equipment may receive a tax credit up to \$1,000.

[Alternative Fuel Excise Tax Credit.](#) Section 192 extends the \$0.50 per gallon tax credit for alternative fuels, including liquefied hydrogen, through December 31, 2016.

[Issue Contributors:](#)

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[Alternative Fuel Mixture Excise Tax Credit.](#) Section 192 also extends the \$0.50 per gallon tax credit for alternative fuel used to produce a mixture containing at least 0.1% gasoline, diesel, or kerosene through December 31, 2016. Alternative fuel blenders must be registered with the Internal Revenue Service (IRS).

[Qualified Two-wheeled Plug-In Electric Drive Motor Vehicle Tax Credit.](#) Section 183 extends the two-wheeled plug-in electric drive motor vehicle tax credit through December 31, 2017. Qualified vehicles are eligible of a tax credit for 10% of the cost of the vehicle, up to \$2,500.

[Fuel Cell Motor Vehicle Tax Credit.](#) Section 193 extends the \$4,000 tax credit for the purchase of qualified light-duty fuel cell vehicles through December 31, 2016.

[Biodiesel Income Tax Credit.](#) Section 185 extends the biodiesel income tax credit through December 31, 2016. A taxpayer that delivers unblended biodiesel (B100) into the tank of a vehicle may be eligible for a \$1.00 per gallon of biodiesel, agri-biodiesel, or renewable diesel tax credit.

[Biodiesel Mixture Excise Tax Credit.](#) Section 185 also extends the \$0.50 per gallon tax credit for biodiesel, agri-biodiesel, or renewable diesel used to produce a mixture containing at least 0.1% gasoline, diesel, or kerosene through December 31, 2016. Alternative fuel blenders must be registered with the IRS.

CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2015

The PRCC Board of Directors meeting schedule is as follows:

April 6, 2016

July 6, 2016

October 5, 2016

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

Annual Stakeholder Meeting

February 24, 2016

CCAC-West Hill Center

1000 McKee Road, Oakdale, PA

10:00am to 1:00pm

Odyssey Day

October 2016 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

March 29, 2016 – April 7, 2016

Tuesdays and Thursdays 6:30mm to 10:30pm

Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

April 12, 2016 - April 20, 2016 Tuesdays and

Wednesdays 6:30pm – 10:30pm

CNG Fuel Inspector Training

ATE-601-WH85

1.0 CEU

March 1, 2016 – March 10, 2016

Tuesdays and Thursdays 6:30mm to 10:30pm

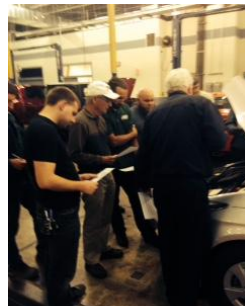


To register for these classes go to

<https://ccaccentral.ccac.edu/WebAdvisor/WebAdvisor?TOKENIDX=9996794264&SS=2&APP=ST&CONSTITUENCY=WBST>

or contact Bob Koch at 412-788-7378 or

rkoch@ccac.edu



Second Generation Biofuel Production Property Depreciation Allowance

- Section 189 extends the 50% special depreciation allowance for second generation biofuel production plants through January 1, 2017.

Second Generation Producer Tax Credit

Credit. Section 184 extends the tax credit for second generation biofuel producers through December 31, 2016. Second generation biofuel producers registered with the IRS may be eligible for a \$1.01 per gallon of biodiesel tax credit.

The changes outlined above are effective immediately. To view the full text of the PATH Act, visit <https://www.gpo.gov/fdsys/pkg/BILLS-114hr2029enr/pdf/BILLS-114hr2029enr.pdf>. See the Alternative Fuels Data Center [Federal Laws and Incentives](#) page for descriptions of each incentive.



Boston Schools Awarded for Autogas Efforts

The Propane Education & Research Council donated \$10,000 to Boston Public Schools to recognize its effort to improve students' health, safety and education. The school district adopted Boston's first propane autogas powered bus fleet, adding 86 Blue Bird Vision [Blue Bird Vision Propane buses](#). These alt fuel buses will save the district up to \$1,000 per bus annually and significantly reduce its diesel consumption.

PERC partnered with former first daughter and teacher Jenna Bush Hager and [AdoptAClassroom.org](#) to present the middle school's teachers at Lilla G. Frederick Middle School with the money for classroom supplies, books and outdoor equipment. This is a part of PERC's new campaign to educate consumers about the benefits of transitioning away from diesel to clean, domestic propane autogas.

"It's clear when you talk to school administrators and transportation departments that they are saving more than just dollars and cents by going with propane buses," said Bush Hager. "The switch is improving their school as a whole and giving them the opportunity to invest in more teachers or school programs."

Donations like this from [PERC](#) and wise decisions by school districts to choose a more cost-effective, domestic fuel option like autogas will help put money back where it belongs — in the classroom and U.S. economy.



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/>



CP Industries Announcement

CP Industries, a Pennsylvania-based manufacturer of seamless high-pressure vessels for Industrial Gas, Offshore, Defense and Alternative-fuel storage applications has announced several organizational changes.

Mr. Kevin Collins, VP of Sales & Marketing, has retired from the company after more than 30 years with CPI. Kevin will remain at CP Industries on a part-time basis as an independent consultant to key accounts across all market segments both domestic and international. Kevin has significantly contributed to the success of CPI and we thank him for that.



Kevin Collins George Thompson

Please join us as we welcome Mr. George H. Thompson as our new Vice President of Sales and Marketing to replace Mr. Kevin Collins. George grew up in Oakmont, Pennsylvania and has recently returned to Oakmont after spending time in Texas. He is a graduate of Allegheny College and has a son, George III, 15 and a daughter, Libby, 12.

George has a wealth of knowledge from US Steel where he held executive positions in sales, marketing and manufacturing at various locations throughout the United States. George will be working to align CPI's commercial activities with our customer's needs.

Michael Larsen, President of CPI, commented, "These organizational changes combined with our LEAN effort and new product developments over the last four years will ensure that we maintain our leadership position in our end markets and with the customers that we serve."

EcoCAR communications team claims second in national competition

The communications team for Penn State's Advanced Vehicle Team placed second among 16 teams competing in the national EcoCAR3 competition. The team won first place for both its communications plan and the implementation plan, second place for its media relations report and third place for its outreach event presentation.

Comprised of 13 undergraduate and graduate students from the College of Communications and the College of the Liberal Arts, the communications team has developed relationships with local media and coordinated outreach events to educate Centre County residents about the benefits of alternative vehicles and the importance of sustainability.

"We were so close to winning the first place," communications manager Donghee Lee said. "I'm still excited that all our work paid off. I appreciate the hard work of all the team members."

Penn State amassed 72.1 of a possible 75 points in the competition. Ohio State won with 72.8 points and West Virginia was third.

Penn State has participated in advanced vehicle technology competitions since 1988. The overall team is comprised of between 50 to 70 undergraduate and graduate students, faculty and staff. Along with the communications team, whose efforts have been honored among the nation's best in recent years, engineering students largely focus on the vehicle itself.

Currently, the team is involved in EcoCAR3, a four-year program that runs through 2018 and tests students from the 16 different universities to re-engineer a Chevrolet Camaro to increase fuel efficiency, degrease harmful emissions and maintain performance, safety and consumer acceptability. The team does most of its work at Penn State's Thomas D. Larson Pennsylvania Transportation Institute.

General Motors provides each of the competing teams with a Camaro, as well as vehicle components, seed money, technical mentoring and operational support. The U.S. Department of Energy and its research and development facility, Argonne National Laboratory, provide competition management, team evaluation and logistical support.



NGVAmerica applauds Congress for highway bill's support of NGVs

NGVAmerica applauds House and Senate passage of a five year surface transportation bill. The Fixing America's Surface Transportation (FAST) Act includes significant provisions to advance natural gas as a transportation fuel that have been advocated by NGVAmerica.

"Congress recognizes the value of using clean-burning natural gas in transportation, and the FAST Act will help put more natural gas vehicles on American roads," said Matthew Godlewski, President of NGVAmerica. "This legislation will assist fleets and consumers transition to cleaner, low-cost, domestic natural gas to power their vehicles."

Provisions contained in the FAST Act include a weight exemption that allows heavy-duty natural gas trucks to exceed the federal weight limits up to 82,000 pounds to compensate for the additional weight of natural gas fuel systems and tanks. This commonsense provision would level the playing field for natural gas trucks that are currently unable to haul the same amount of freight as diesel-powered trucks.

Another key provision creates regulatory parity for NGVs by allowing automakers to more accurately calculate fuel economy of bi-fuel NGVs

. The current credit assumes bi-fuel NGVs operate 50 percent of the time on gasoline instead of natural gas, and therefore do not fully reflect the benefits of bi-fuel natural gas vehicles.

Additionally, the FAST Act includes provisions that: expand the Congestion Mitigation and Air Quality Improvement (CMAQ) Program to, among other things, clarify that port facilities qualify for funding; create alternative fuel infrastructure corridors, including natural gas fueling stations along major national highways; and extend a state's ability to provide HOV lane access for NGVs and other dedicated alternative fuel vehicles until 2025.

"NGVAmerica commends Sen. James Inhofe (R-OK) and other Congressional leaders for including key NGV provisions in the bipartisan FAST Act," said Godlewski. "We have more work to do to further grow the market for natural gas vehicles, and Congress has sent a strong message today in support of more fuel diversity in the American economy



Pennsylvania offers rebates for alternative fuel vehicle purchases

December 17, 2015. The Pennsylvania Department of Environmental is offering rebates of up to \$2,000 to state residents who have purchased alternative fuel vehicles in the past six months.

The program includes \$2,000 rebates for plug-in hybrid electric vehicles with battery capacities of 10 kWh or more. Eligible models include the Nissan Leaf, Ford Focus, Chevrolet Volt, and similar models from BMW and Tesla. The rebates are available on a first-come, first-served basis and will be available until the 250 rebates are given out or through June 30, 2016.

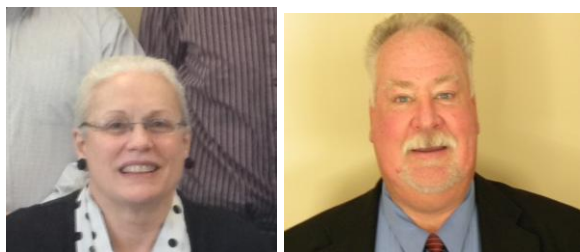
The state also is offering \$1,000 rebates for cars with battery capacities of less than 10 kWh, such as the Toyota Prius plug-in, Ford C-Max Energi, Ford Fusion, and Honda Accord and for compressed natural gas vehicles, propane-fueled vehicles and hydrogen or fuel cell vehicles. The DEP also is offering \$500 rebates for electric scooters, ATVs, or other low-speed electric vehicles.

Consumers can submit rebate applications up to six months from the date of purchase. Leased vehicles aren't eligible, and vehicles must have an odometer reading less than 500 miles at time of purchase.



PITTSBURGH BUSINESS TIMES "WHO'S WHO in ENERGY"

Proud to announce that the Pittsburgh Business Times named Janet Lauer, Director, 3 Rivers Clean Energy and Richard Price, Pittsburgh Region Clean Cities executive director, among this year's "Who's Who in Energy Advocacy and Education." Read more > <http://www.bizjournals.com/.../whos-who-in-energy-advocacy-ed...>



Pittsburgh Region Clean Cities Visits Penn State EcoCar3

Recently, the AVT met with Richard Price, the Executive Director of PRCC, to discuss potential collaborations that will promote clean fuel solutions for consumer and commercial vehicles.

The AVT's Camaro will be a hybrid-electric vehicle using E85 ethanol fuel. Price discussed the many CNG, propane, E85, and electric vehicle solutions that PRCC has provided to numerous companies and institutions including UPS. The AVT will be attending several of the PRCC events throughout 2016 so keep an eye out!



PRCC Director Rick Price in Camaro



EcoCar3 Camaro and PRCC PHEV CMAX Energi

New CNG Vehicle Supplier's Road Trip to Include Visit to Pittsburgh

Green Bridge Technologies, LLC (GBT), the new CNG division of leading LPG system supplier ICOM North America, is launching their new brand with a 30-day road trip that includes a stop here in Pittsburgh in conjunction with our Pittsburgh Region Clean Cities Coalition meeting on Wednesday February 24th. GBT representatives will be driving a dedicated CNG Chevy Trax® featuring Crazy Diamond Performance™ technology. The Trax® is a compact SUV with the fuel economy of a car and the versatility of a full size SUV.

Its highly efficient and super clean 1.4L turbo-charged engine delivers 130Hp/150ft-lb torque and, with 35/25mpg (hwy/city) fuel economy, its 8.5GGE fuel capacity easily translates into a range of 240-250+ miles.

EPA certification to Tier 2 Bin 2 emissions levels is pending. GBT's other initial dedicated CNG vehicle line-up includes Chevy's Cruze® and Sonic®, both featuring GM's 1.8L engine and 8.5GGE fuel capacity. Additional GM platforms are in development and certification testing. GBT's launch starts with participation at the Transportation Energy Partner's *Energy Independence Summit* slated for February 8th-10th in Washington, DC, followed by road trip stops up the Mid-Atlantic coast, then heading west through upstate New York and down through Pittsburgh before heading on to Ohio, Indiana and Illinois.

Steve Tborra Managing Director of Yborra & Associates LLC will also be coming along and speaking at the PRCC Stakeholder Meeting that day!

Question of the Month: What is renewable natural gas (RNG) and can it be used to fuel vehicles?

Answer: RNG is pipeline-quality natural gas made by collecting and purifying biogas, the methane produced from decomposing organic matter. Biogas can be collected from sources such as landfills, livestock operations, wastewater treatment plants, food manufacturing and wholesalers, supermarkets, restaurants, and hospitals. Once purified to remove contaminants and increase its heat content, the gas is called RNG and is a "drop-in" fuel that can be transported with conventional natural gas in pipelines, dispensed at the same fueling stations, stored in the same storage tanks, and used in natural gas vehicles without any engine modifications.

Despite its advantages, there are only 60 operational RNG production facilities in the United States. Many more use the biogas to generate electricity. This is due to federal and state programs, such as the federal Investment Tax Credit and state renewable portfolio standards, which incentivize the use of biogas for power generation rather than for vehicle fuel.

Production

The purification process for biogas is called conditioning or upgrading, and it involves removing water, carbon dioxide, hydrogen sulfide, and various contaminants and trace elements. From there, RNG can be compressed to make renewable compressed natural gas (R-CNG) or super-cooled to make renewable liquefied natural gas (R-LNG).

RNG is produced from feedstocks that come from a wide range of industrial sectors, many of which already collect and process biomass as part of their daily operations:

- ❑ **Landfills:** Landfill gas (LFG) is collected from decomposing waste in landfills. According to the U.S. Environmental Protection Agency (EPA), landfills are the third largest source of human-related methane emissions in the United States. Landfills account for 70% of the operational RNG projects in the United States. One of the largest LFG-to-vehicle fuel projects is Waste Management's Altamont Landfill near Livermore, California. This project produces up to 13,000 gallons of R-LNG each day to fuel 300 refuse trucks.
- ❑ **Livestock Operations:** Animal manure can be collected and taken to an anaerobic digester for RNG production. A few farms across the country have started to use biogas to produce RNG vehicle fuel, including Hilarides Dairy in California and Fair Oaks Dairy in Indiana.
- ❑ **Wastewater Treatment Plants:** Approximately 9% of the more than 16,000 wastewater treatment plants in the United States use anaerobic digestion to produce biogas. The Janesville Wastewater Treatment Plant in Wisconsin is an example of a plant that uses biogas to produce RNG for use in vehicles.

- **Other Biomass Sources:** RNG can also be produced from lignocellulosic material, such as crop residues and dedicated energy crops, through thermochemical conversion, co-digestion, and dry fermentation. These technologies are being used in Europe, but have limited applications in the United States. RNG also can be produced from food waste, either alone or in conjunction with biosolids from livestock operations or wastewater treatment plants. CleanWorld Partners' Sacramento BioDigester and Quasar's Central Ohio BioEnergy project convert food waste to RNG for vehicle fueling.

RFS2 Compliance

RNG qualifies as a cellulosic biofuel under the EPA's Renewable Fuel Standard (RFS2) program. In fact, RNG accounted for more than 50 million renewable identification numbers (RINs) in 2014 – 98% of all cellulosic biofuel RINs. According to organizations that track biofuels market data, cellulosic biofuel RINs were valued at \$0.70– 0.85 per diesel gallon equivalent in 2014; this value is expected to increase in the future.

Other Benefits

Like conventional natural gas, RNG can be produced domestically and can displace the petroleum currently being imported for transportation use. However, RNG offers some additional benefits. RNG has practically a net zero carbon impact. On a lifecycle basis, RNG accounts for fewer greenhouse gas (GHG) emissions than most currently available motor fuels. RNG can reduce GHG emissions by 95% compared to conventional gasoline and diesel fuel. This is partially because capturing biogas from landfills and livestock operations can reduce GHG emissions by preventing methane releases that were occurring into the atmosphere. Additionally, RNG produced through anaerobic digestion eliminates odors and results in nutrient-rich liquid fertilizer as a by-product. Also, biogas feedstocks are plentiful, so RNG could make use of the 450 million pounds of municipal solid waste dumped in landfills, 160 billion pounds of food waste generated, or the 500 million tons of animal waste produced each year.

Barriers

Like conventional natural gas, the main barriers to RNG are lack of vehicle availability and fueling infrastructure, though efforts are underway to address both of these obstacles. However, RNG production costs exceed those for conventional natural gas, especially for small-scale operations. Small-scale RNG production can cost around \$5.50–\$9 per million British thermal units compared to \$4.50 for conventional natural gas. Additional financing and incentive opportunities, as well as state renewable portfolio standards that encourage the investment in biogas for vehicle fuel production, may spur additional production.

For more information on RNG, please see the following additional resources:

- Alternative Fuels Data Center's RNG Production page:
http://www.afdc.energy.gov/fuels/natural_gas_renewable.html
- Clean Cities' presentation: *RNG and RINs*:
http://www.afdc.energy.gov/cleancities/uploads/webinars/document/document_url/73/1_-_Mintz_RNG_062915_final_posting.pdf
- American Biogas Council:
<https://www.americanbiogascouncil.org/>
- EPA
 - o Landfill Methane Outreach Program:
<http://www3.epa.gov/lmop/index.html>
 - o AgSTAR Program:
<http://www2.epa.gov/agstar>

Clean Cities Technical Response Service Team

Shearer Group to support LNG towboat conversion



Concept rendering of towboat following conversion to burn LNG as a marine fuel The Shearer Group Inc

NOVEMBER 22, 2015—Naval architectural and marine engineering firm The Shearer Group, Inc. (TSGI), Seabrook, TX, will join with Pittsburgh Region Clean Cities (PRCC) and Clean Fuels Clean Rivers (CFCR) to conduct a marine air quality study centered on the conversion of an inland towboat to dual fuel diesel/liquid natural gas (LNG) to reduce diesel emissions in marine vessels.

This past October, the U.S. Maritime Administration (MarAd) announced it had awarded a \$730,000 Maritime Environmental and Technical Assistance Program (META) grant to the CFCR coalition to convert a towboat's diesel engine to burn LNG. The META Program is administered by MarAd's Office of Environment and is designed to foster collaboration with maritime stakeholders to address emerging environmental challenges.

Results from towboat conversion demonstration project will help expand the development and availability of natural gas conversion technology for smaller scale tug, tow, and harbor vessels. PRCC will collect air emissions data before and after the conversion, which will allow for operational and emissions comparisons

The CFCR goal is to research and develop the technology to allow marine operators to use a clean burning alternative to diesel. This in turn allows them to meet new EPA emission requirements and reduce environmental impact to the inland waterways.

"We are excited about receiving the first grant of its kind from MarAd," says Rick Price, Executive Director of PRCC. "Our selection highlights the quality partnerships the PRCC has developed over the years. We look forward to leading the way in the national effort to conduct environmentally responsible marine operations on our Nation's river systems."

TSGI will be providing naval architecture services for the conversion of the vessel. It is expected to be the first dual fuel LNG towboat on the inland waterways upon completion of the conversion.

As you might recall, The Shearer Group's sister company, Bristol Harbor Group, Bristol, RI, is designing the first LNG bunker barge being built in the U.S. The keel for the barge was recently laid at Conrad Orange shipyard in Orange, TX.

Back in 2014, a 4,200 hp LNG-fueled, Z-drive towboat design from Conrad Shipyards and The Shearer Group received Approval in Principle (AIP) from classification society ABS.



DOE CLEAN CITIES

Our Mission

Clean Cities advances the energy, economic, and environmental security of the United States by supporting local actions to cut petroleum use in transportation.

Our country imported about 27% of the 6.97 billion barrels of petroleum products it consumed in 2014, and more than half of these imports came from outside North America, according to the [U.S. Energy Information Administration](#). Because transportation accounts for about 69% of the more than 18 million barrels per day of U.S. petroleum consumption, reducing our dependence on petroleum-based fuels in this sector supports our economy and our energy security.

Increased economic and energy security aren't the only benefits of reducing petroleum use in transportation. Gasoline- and diesel-powered vehicles are major sources of greenhouse gases, smog-forming compounds, particulate matter, and other air pollutants. Widespread use of alternative fuels and advanced vehicles could reduce the emissions that impact our air quality and public health.

About Clean Cities

The U.S. Department of Energy's (DOE's) Clean Cities program advances the nation's economic, environmental, and energy security by supporting local actions to cut petroleum use in transportation. Part of DOE's [Vehicle Technologies Office](#), Clean Cities has saved more than 7.5 billion gallons of petroleum since its inception in 1993.

Who We Are

Nearly 100 local [coalitions](#) serve as the foundation of the Clean Cities program by working to cut petroleum use in communities across the country. Clean Cities coalitions are comprised of businesses, fuel providers, vehicle fleets, state and local government agencies, and community organizations. Each coalition is led by an on-the-ground Clean Cities coordinator, who tailors projects and activities to capitalize on the unique opportunities in their communities. Nationwide, nearly 15,000 stakeholders participate in Clean Cities coalitions, and through their collective efforts they are transforming local and regional transportation markets and contributing to Clean Cities' [goals and accomplishments](#)

What We Do

At the national level, the program develops and promotes partnerships, publications, tools, and other unique resources. At the local level, coalitions leverage these resources to create networks of local stakeholders and provide technical assistance to fleets implementing alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies.

Clean Cities efforts support reduced dependence on petroleum at the local, state, and national levels. Clean Cities activities include:

- Building partnerships with local coalitions of public- and private-sector transportation stakeholders
- Developing unbiased and objective [information resources](#) about alternative fuels, advanced vehicles, and other strategies to cut petroleum use
- Advancing interactive, data-driven online tools to help stakeholders evaluate options and achieve goals
- Collecting and sharing best practices, [data](#), and lessons learned to inform choices and build a strong national network
- Providing [technical assistance](#) to help fleets deploy alternative fuels, advanced vehicles, and idle-reduction measures
- Working with [industry partners](#) and fleets to identify and address technology barriers
- Empowering local decision makers to successfully implement the best petroleum reduction strategy for their circumstance
- Seeding local alternative fuels markets through [projects](#) that deploy vehicles and fueling infrastructure.

Why We're Here

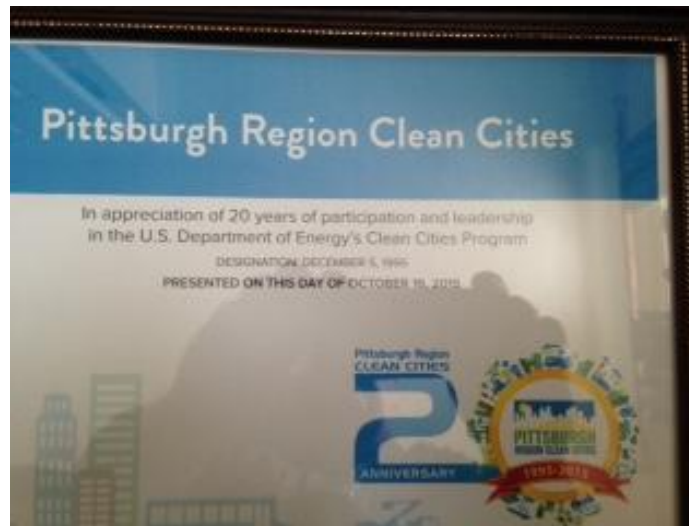
Clean Cities dates back to the Alternative Motor Fuels Act of 1988 and the Clean Air Act Amendments of 1990. These laws, which encouraged the production and use of alternative fuel vehicles (AFVs) and the reduction of vehicle emissions, led to the creation of the [Alternative Fuels Data Center](#) (AFDC) in 1991. The AFDC's mission was to collect, analyze, and distribute data used to evaluate alternative fuels and vehicles.

In 1992, the enactment of the [Energy Policy Act of 1992](#) (EPAct) required certain vehicle fleets to acquire AFVs. Subsequently, DOE created Clean Cities in 1993 to provide informational, technical, and financial resources to EPAct-regulated fleets and voluntary adopters of alternative fuels and vehicles.

The AFDC became and continues to be the clearinghouse for these resources. Its sister website, [FuelEconomy.gov](#), provides consumers with information on fuel economy, emissions, and energy impact of light-duty vehicles, based on vehicle data from the U.S. Environmental Protection Agency. The site also provides tips for drivers on maximizing fuel efficiency. FuelEconomy.gov was created in response to DOE's requirement under the 1975 Energy Policy and Conservation Act to publish and distribute an annual fuel economy guide for consumers.

The Pittsburgh Region Clean Cities (PRCC) celebrated its' 20th Anniversary in the DOE Clean Cities Program at its' 6th Annual Odyssey Day held at the Community College of Allegheny County, West Hills Center in Oakdale, PA on October 16, 2015.

Darren Stevenson, DOE Mid Atlantic Region Program Manger presented PRCC Executive Director Rick Price with a plaque for its 20 years participation on the DOE Clean Cities Program.



PRCC Sustainable 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

