PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 4 July 2017

PRCC Holds Semi – Annual Stakeholder Meeting

The Pittsburgh Region Clean Cities (PRCC) held its semi-annual stakeholder meeting at the Community College of Allegheny County – West Hills Center on May 24, 2017. The attendees were brought up to date on many of the projects and programs going on in western Pennsylvania. Included in the program was Geoff Bristow ,PA DEP who spoke about the PA DEP Alternative Fuels Incentive Grant Program and changes as well as the AFIG's Technical Assistance Program which that provides technical assistance to eligible organizations to maximize the benefits of alternative fuel use in PA. 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

Compass Natural Gas also came and spoke about their company brought one of their mobile refueling stations for attendees to see outside the building.

Ian Delany CompassNatural Gas

Attendees at PRCCStakeholder Meeting

Geoff Bristow, PA DEP

Compass Mobile Refueling Station

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Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

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 6, 2017 9:00AM -2:30PM

EV/PHEV Ride-N-Drive Event – September 16, 2017 – National Drive Electric Week – Cranberry, PA – Kohl's Lower Lot , Cranberry Commons Shopping Center

EV/PHEV Ride-N-Drive Event – September 9-16, 2017 – National Drive Electric Week – Pittsburgh , PA – Bakery Square – Walnut Capital Lot 10:00am – 2:00pm

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
TBD

CNG Tank Inspector Prep for Certification
ATE-601-WH85
TBD

Servicing Hybrid Electric Vehicles
ATE-137-WH85
TBD

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

CARB Certifies Propane Engine to Lowest NOx in the Market

ROUSH CleanTech has developed the first propane autogas engine available in class 4-7 vehicles and Blue Bird Type C buses certified to the optional low nitrogen oxide (NOx) level .05 g/bhp-hr. These new Environmental Protection Agency- and California Air Resources Board-certified propane engines are 75 percent cleaner than the current emissions standard.

"ROUSH CleanTech's low NOx engine is a great step forward for the propane industry," said Tucker Perkins, president of the Propane Education & Research Council. "Propane autogas is well established as an economical, clean-burning and domestically produced alternative fuel ideal for fleets. Now propane gets the biggest return on NOx reductions, too."

Nitrogen oxides are a group of gases known as a primary contributor to acid rain, smog and other air quality issues. The EPA states that exposure to NOx can trigger health problems such as asthma and other respiratory issues. CARB has encouraged heavy-duty engine manufacturers to reduce levels below the current mandatory EPA standard of .2 grams per brake horsepower per hour (known as g/bhp-hr).

"Equipping the Blue Bird Vision with the lowest NOx propane engine makes the best-selling school bus in the industry even better," said Phil Horlock, president and CEO of Blue Bird. "That's great news for the environment, our customers and our children. Blue Bird's propane school bus is the industry leader for lowest total cost of ownership and hassle-free maintenance, while creating a cleaner and safer environment for us all."

The certification covers ROUSH CleanTech 6.8L V10 3V propane engines for school bus and commercial truck engines with no additional upfront cost. ROUSH CleanTech has begun installing the new low NOx engines in its Ford commercial vehicles and Blue Bird Vision propane school buses with 2017MY engines.

"Developing the lowest NOx propane engine sends a message that this fuel is comparable to other alternative fuels from a standpoint of emissions," said Todd Mouw, vice president of sales and marketing for ROUSH CleanTech. "With our nation's ample supply of propane and the fuel's favorable total cost of ownership, our propane autogas engine is the perfect mix of environmental and economic sustainability."

Over the past year, NOx awareness has increased due to the Volkswagen emissions compliance issue. The Volkswagen Environmental Mitigation Trust was created to fund actions with cleaner technology that reduce excess emissions of NOx. "Our .05g NOx engine certification will help our school bus and public transit customers target funds from the upcoming VW Environmental Mitigation Trust program," said Mouw. "This is especially beneficial for school districts looking for extra funds to replace aging diesel models."

To learn more about ROUSH CleanTech's propane autogas fuel system technology that powers Blue Bird Vision Propane school buses and Ford commercial vehicles, please visit www.roushcleantech.com.

ROUSH CLEANTECH

CMAQ Emissions Calculator Toolkit

Excel files can be viewed with the Excel Viewer

The Federal Highway Administration (FHWA) Office of Natural Environment developed a series of tools to provide technical support and resources for the implementation of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

CMAQ project justification as well as annual reporting requires the development of reliable air quality benefit estimates. Realizing that every potential project sponsor may not have the capacity for developing independent air quality benefit estimates, the FHWA has undertaken the initiative of developing a series of spreadsheet based tools to facilitate the calculation of representative air quality benefit data.

This CMAQ Emissions Calculator Toolkit (in Microsoft Excel format) is only offered as an additional resource to assist DOTs, MPOs and project sponsors in the project justification process. Agencies and individuals using a preferred methodology to generate air quality benefit information are welcome to continue their current practice. The tool kit will be released in modules by project type.

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

Governor Wolf Announces Opening of Another Compressed Natural Gas Fueling Station Under Public Private Partnership

June 06, 2017

Harrisburg, PA – Governor Tom Wolf today announced the opening of the third of 29 Compressed Natural Gas (CNG) fueling stations planned as part of a Public Private Partnership.

Pennsylvania Department of Transportation (Penn DOT) representatives joined officials from Trillium CNG, the Mid-Mon Valley Transportation Authority (MMVTA), and state and local officials in Donora today to mark opening of the facility. The event also celebrated the opening of the authority's new operational facility made possible by federal, state and local investments. "This P3 is helping transit agencies reduce costs and use resources available in our own backyard," Governor Wolf said of the opening. "I'm pleased to see the great progress we're making in bringing these benefits to every corner of the state."
Through the $84.5 million statewide P3 project, Trillium will design, build, finance, operate and maintain CNG fueling stations at 29 public transit agency sites through a 20-year P3 agreement. Following other stations will be constructed over the next five years and Trillium is also making CNG-related upgrades to existing transit maintenance facilities.
As part of the conversion in Donora, the MMVTA will convert 24 buses and five paratransit buses to CNG, adding to their existing eight CNG buses. The authority estimates saving more than $150,000 annually based on current diesel costs and their diesel usage of roughly 185,000 gallons per year. The CNG improvements will boost MMVTA's efficiency and improved operations brought by the new, energy efficient facility that renovated a former steel-mill building into a facility for bus storage, light bus maintenance, administrative activities and vehicle dispatching, as well as a passenger waiting area and a park and ride lot.

The facility was made possible with nearly $4.3 million in federal funds, more than $525,000 in state investments and $150,000 in local funds. The CNG component will help the goal of gaining LEED Silver certification, as will upgrades such as geothermal heating and cooling and electrical improvements.

Penn Dot's overall P3 project includes CNG fueling accessible to the public at six transit agency sites, with the option to add to additional sites in the future. Penn DOT will receive a 15 percent royalty, excluding taxes, for each gallon of fuel sold to the public at public sites, which will be used to support the cost of the project.

Using the P3 procurement mechanism allows PennDOT to install the fueling stations faster than if a traditional procurement mechanism was used for each site, resulting in significant estimated capital cost savings of more than $46 million. When the project is completed, the fueling stations will supply gas to more than 1,600 CNG buses at transit agencies across the state. To learn more about this and other P3 projects visit www.P3forPA.pa.gov.

A list of agencies participating in the P3 project, in order of construction-start timeline, follows:

Mid Mon Valley Transportation Authority (2017)

Cambria County Transportation Authority, Ebensburg Facility (2017)

Westmoreland County Transportation Authority (2017)

Centre Area Transportation Authority (2017)

Beaver County Transportation Authority (2017)

Crawford Area Transportation Authority (2017)

New Castle Area Transportation Authority (2017), includes public fueling.

Lehigh and Northampton Transportation Authority, Allentown Facility (2017)

County of Lebanon Transportation Authority (2017)

Altoona Metro Transit (2017)

Central Pennsylvania Transportation Authority, Gettysburg Facility (2017)

Butler Transportation Authority (2018)

Indiana County Transportation Authority (2018), includes public fueling.

County of Lackawanna Transportation System (2018), includes public fueling

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Erie Metropolitan Transportation Authority (2018), includes public fueling.

Mercer County Regional Council of Governments (2019)

Fayette Area Coordinated Transportation System (2019)

Monroe County Transportation Authority (2019)

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Area Transportation Authority of North Central PA, Bradford Facility (2019)

Area Transportation Authority of North Central PA, Johnsonburg Facility (2019)

DuBois, Falls Creek, Sandy Township Joint Transportation Authority (2020)

Lehigh and Northampton Transportation Authority, Easton Facility (2021)

Luzerne County Transportation Authority (2021)

Schuylkill Transportation System (2021)

Transit Authority of Warren County (2021)

Capital Area Transit (2021)

Port Authority of Allegheny County (2021)

Marc Roncone yard manager for Mid Mon Valley Transportation

Pennsylvania Senate approves bill to promote natural gas vehicles

June 8, 2017. A bill introduced by Senator Wayne Langerholc (R-35) to promote the use of cleaner-burning natural gas in larger vehicles was unanimously approved by the Pennsylvania State Senate.

Langerholc's Senate Bill 589 increases the maximum allowable weight for motor carrier vehicles that are powered by natural gas from 80,000 pounds to 82,000 pounds, to accommodate the heavier equipment needed for natural-gas burning vehicles.

"This legislation is a win-win for Pennsylvania," Langerholc said. "It both encourages the use of natural gas to power our larger trucks and updates our laws to ensure that federal transportation funds continue to flow to our Commonwealth, which is the hub of interstate commerce for the entire East Coast."

When the U.S. Congress passed the FAST Act in 2015, it included a provision that permitted states to increase their allowable weights for natural-gas-powered vehicles not only to promote the use of this cleaner-burning fuel, but also for practical reasons.

A dozen states have already enacted laws to carry out this provision, with dozens more pending, Langerholc said.

"Pennsylvania's roads and bridges are vital to the movement of goods and services to and from New York City, Washington, D.C., Philadelphia and other major metropolitan centers," Langerholc said.

"This bill helps our Keystone State to remain a key link in our transportation network and to remain competitive and eco-friendly in our 21st century economy."

Senate Bill 589 now goes to the House for its consideration.

New DC Fast Charger at Sheetz in Blairsville

New Chevy Bolt

EPA Estimated 238 miles of Range

The 2017 Alternative Fuels Incentive Grant

The Pennsylvania Department of Environmental Protection (DEP), Office of Pollution Prevention and Energy Assistance announces an opportunity to apply for grants under the Alternative Fuels Incentive Grant (AFIG) Program to improve the Commonwealth's air quality and reduce consumption of imported oil through the use of domestic alternative fuels that will help the state's economy and environment. DEP is seeking applications for innovative, advanced fuel and vehicle technology projects resulting in cleaner advanced alternative transportation within this Commonwealth.Approximately $5 million in grants will be available for school districts, municipal authorities, political subdivisions, nonprofit entities, corporations, limited liability companies or partnerships incorporated or registered in the Commonwealth to support:

50% of incremental cost expenses relative to retrofitting vehicles to operate on alternative fuels as a bi-fuel, dual-fuel, hybrid or dedicated vehicle.

50% of incremental cost expenses to purchase bi-fuel, dual-fuel, hybrid or dedicated vehicles.

The cost to purchase and install the necessary fleet refueling or home-refueling equipment for bi-fuel, dual-fuel, hybrid or dedicated vehicles. The cost to perform research, training, development and demonstration of new applications or next-phase technology related to alternative fuel vehicles. The AFIG program will remain open to receive proposals throughout the 2017 calendar year. Instead of one deadline for acceptance of applications for the year, AFIG now has multiple submission periods during which prospective applicants may submit applications for consideration.
AFIG will accept applications at any time during the year (until December 15th) and evaluate the applications received after each submission period and determine awards. Applications received during a submission period which do not receive an award will be able to resubmit the project application immediately for consideration during the next submission period in accordance with the program rules.

The application period will open on May 26, 2017 and remain open throughout 2017. DEP will collect and review Applications received by 4 p.m. on Friday, December 15, 2017. Hardcopy applications will not be accepted.

Click on the link to download a copy of the Grant Guidelines document:
AFIG 2017 Guidelines (PDF)

APPLICATIONS
Applications will be only accepted online through the eGrants system.

Visit www.ahs.dep.pa.gov/eGrants/index.aspx (click on "Find a Grant." scroll down to "AFIG" and click "Apply for this grant").

The Alternative Fuels Incentive Grant (AFIG) Program was established in 1992 under Act 166. The AFIG Program helps to create new markets for alternative fuels in Pennsylvania which enhances energy security. An investment is being made not only in alternative fuels, but the deployment of alternative fuel vehicles, fleets and technologies. Alternative Fuel Incentive Grant projects promote and build markets for advanced, renewable and alternative energy transportation technologies. The intent is to provide a stimulus for opportunities that better manage Pennsylvania's fuel resources in a way that also improves the environment, supports economic development and enhances the quality of life.

AFIG FACT SHEETS AND TOOLS
2015-2016 AFIG Annual Report (PDF)
2014-2015 AFIG Annual Report
Electric Vehicles in Pennsylvania (PDF) Fact Sheet
Alternative Fuel Refueling Sites

Find locations in Pennsylvania, or across the country, that offer the following alternative fuel types: Compressed Natural Gas (CNG), Liquefied Propane Gas (LPG), Electric, Liquefied Natural Gas (LNG), Ethanol (E85) and Methanol (M85).

The World Is on the Brink of an Electric Car Revolution

By Brian Kahn

- *Published:* July 6th, 2017

The internal combustion engine had a good run. It has helped propel cars — and thus humanity — forward for more than 100 years.

But a sea change is afoot that is forecast to kick gas-powered vehicles to the curb, replacing them with cars that run on batteries. A flurry of news this week underscores just how rapidly that change could happen.

Robots at the Tesla factory in Fremont, Calif. put together electric cars. Credit: Tesla Motors

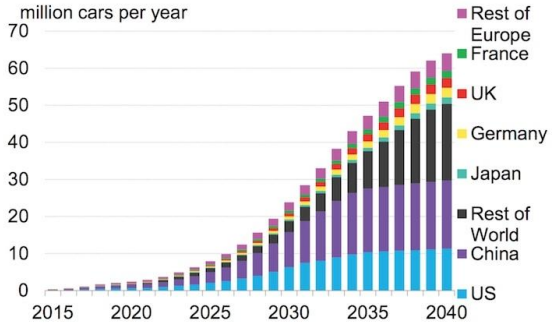
A quick recap: On Monday, Tesla announced that the Model 3, its mass-market electric car, would start rolling off production lines this week with the first handful delivered to customers later this month. Then on Wednesday, Volvo announced that every car it produces will have a battery in it by 2019, putting it at the forefront of major car manufacturers. Then came France's announcement on Thursday that it would ban the sale of gas-powered cars by 2040

All this news dropped just in time for Bloomberg New Energy Finance's latest electric car report, which lays out why electric cars are the way of the future and when they're projected to take over the market. The authors said although electric vehicles are currently a tiny fraction of the car market, that market could reach an inflection point sometime between 2025-2030. After that, electric car sales are slated to increase rapidly.

Driven by the falling cost of batteries and the growing number of automakers producing a wider variety of electric cars, Bloomberg NEF expects that electric cars will account for 54 percent of all car sales globally by 2040.

That's a huge uptick from its forecast last year of electric vehicles accounting for 35 percent of all sales.

The shift to electric vehicles will disrupt the fossil fuel industry. The 530 million total electric cars forecast to be on the road by 2040 will require 8 million fewer barrels of oil a day to run.



A new forecast for electric cars shows explosive growth in new sales, particularly in China.

One of the big pitches for electric cars is their positive benefit for the climate because they reduce the use of oil. But they will require a lot more power from the electric grid. Energy use from electric vehicles is expected to rise 300 times above current demand, putting more strain on power generation.

How that energy is produced will go a long ways toward determining how climate-friendly electric cars actually are. A recent Climate Central analysis looked at all 50 states and found that the energy mix was clean enough in 37 of them to ensure electric cars are more climate friendly than their most fuel-efficient combustion engine counterparts.

That's a sharp uptick from a 2013 analysis, which found that there were just 13 states where electric cars were cleaner than gas-powered ones, and it's driven in large part by a precipitous drop in coal use.While the U.S. is projected to be one of the biggest drivers of the electric vehicle revolution, China and the European Union will also be major players. By 2025, Bloomberg NEF's projections show that China will be the biggest buyer of electric vehicles in the world, a trend that continues through 2040.

That means how China's energy mix develops will be one of the most important factors to determining how climate friendly all the new electric vehicles on the road will be.

Trump cancels Clean Cities Program

June 12, 2017. The White House has chosen to eliminate the Clean Cities Budget, and in turn, end the program. The program has survived for nearly 25 years because of its dedication to the cause and its determination to get alternatives to gasoline and diesel to become mainstream.

Each Federal Dollar ($1) put into the program Clean Cities turns into $10.60 of private investment. This work helps stimulate the local, regional and national economy by provide new jobs in the transportation and industry sector, and increase national security as these alternative fuels are domestic.

The DOE Clean Cities Program is the federal government's most effective initiative focused on increasing energy security through the deployment of alternative fuels, vehicles, and infrastructure that are primarily domestically produced. According to DOE annual reports, from 2006 through 2015 Clean Cities has leveraged $207.3 million in program funding into another $2.2 billion in state, local, and private investment in alternative fuels deployment projects. This is an overall leverage ratio of $10.60 for every $1 in the Clean Cities budget. These funds were used to deploy a diverse array of petroleum reducing fuels, vehicles and refueling stations that were based on specific state and local transportation needs. Clean Cities has developed projects that have reduced petroleum consumption by more than 8.5 billion gallons. The program is on track to decrease petroleum use by 2.5 billion gallons annually by 2020.

If you are interested in keeping the Clean Cities Program you should right your

Propane Autogas Buses from Coast to Coast

Why are schools switching to propane autogas buses? Download the fact sheet for your region of the country to learn why — and see how much you could reduce NOx emissions and save money for your district.

Download Western Fact Sheet »
Download Southwestern Fact Sheet »
Download Midwestern Fact Sheet »
Download Southeastern Fact Sheet »
Download Northeastern Fact Sheet »
http://www.propane.com/on-road-fleets/propane-buses-in-the-us/

With over 6,000 Blue Bird Propane Buses built over the past 8 years, Blue Bird is the number one producer of propane buses in the industry

BLUE BIRD®

Alternative Fuels in motorsports.

Introduced in 2014, Formula E racing is charging ahead. The cars are all electric and a race is fifty minutes in duration. The starting grid consists of twenty cars. A mandatory pit stop allows drivers to change cars instead of swapping out battery packs. Fan engagement via social media allows a limited boost to those cars with the most social media votes. There are ten races scheduled for 2017 including a New York road course.

Performance
0-62 mph: 2.95 seconds
Max Speed: 150+ mph
Max Power: 270hp in qualifying; 230hp in race
Max Cornering: 1.75g

Powertrain
Motor: Permanent magnet motor
Transmission: 2-speed paddle shift sequential
Steering: Unassisted

Body & Chassis Dimensions
Chassis: Carbon fiber monocoque
Length x Width x Height: 196.85 x 70.86 x 49.21 in.
Track Width: 51.18-in.
Minimum Weight (including driver): 1940.1 lbs.

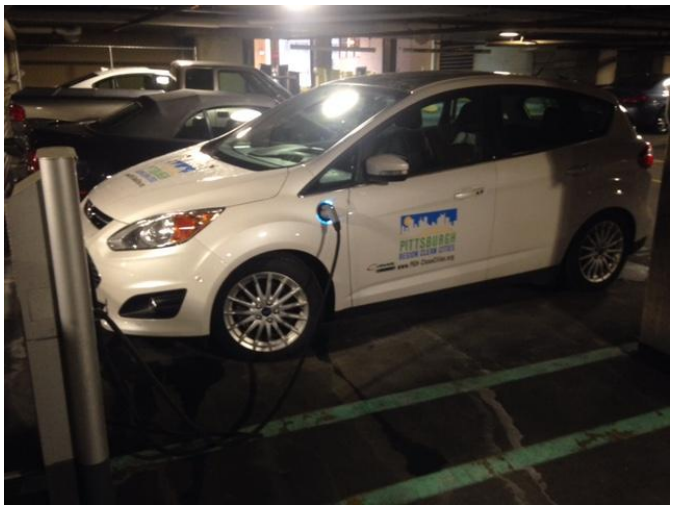
Suspension
Front: Steel wishbones, pushrod-operated dampers and torsion bars
Rear: Steel wishbones, pushrod-operated dampers and torsion bars with coil springs

Brakes & Tires
Front, Rear: Carbon-carbon discs and pads, front and rear, four-piston Alcon calipers
Tires: Michelin Pilot Sport EV2, treaded for use in both dry and wet conditions
Wheels: 18-in. aluminum rims, 25.6-in. diameter, 10.23-in. width (front), 27.16-in. diameter, 12-in. (rear)

Energy
Max Energy Allowed: 28 kw/h per race car
Charger: Portable, clean, glycerine-fueled generators
Charging Rate: 40kW
Max Regen: 150kW

FanBoost: Additional allowance of 100 kilojoules (kJ) of stored energy, awarded to the three drivers earning the most Fanboost votes prior to each race. Deployable at the driver's discretion, this 100kJ can boost a vehicle's power between 180 kW and 200 kW. However, the larger the power increase, the briefer the total boost tim

Dual EV Charger ar UPMC University Center Garage


PRCC's CMAX Charging at UPMC University Center Garage

Pittsburgh Post Gazette – Energy Evolution—2017 Pittsburgh Energy Forum

On July 10, 2017 the Pittsburgh Post Gazette held its' second of four Energy Forum Series at the Heinz History Center. The forum was about "The Next Generation of Transportation." Rick Price, Executive Director of Pittsburgh Region Clean Cities participated on the panel along with Peter Rander, Chief operating officer and co-founder, Argo Al, Costa Samaras, Engineer and transportation expert, Carnegie Mellon Scott Institute for Energy Innovation, Liisa Escola, Policy analyst and transportation planner for RAND Corporation, and Miguel Guerreiro CEO and founder, of Blue Gas Marine.

The panel was Moderator was Executive editor David Shribman of the Pittsburgh Post Gazette. The event was well attended and everyone was welcomed by Morgan O'Brien President and CEO of Peoples gas who sponsored the event.

Mr. Shribman had a number of questions about transportation and where we thought it would be ten years from now as well as talking about how would be traveling in the future with autonomous vehicles being on the forefront in Pennsylvania and Pittsburgh in general. Questions were submitted by the audience and were asked to the panel for their responses.

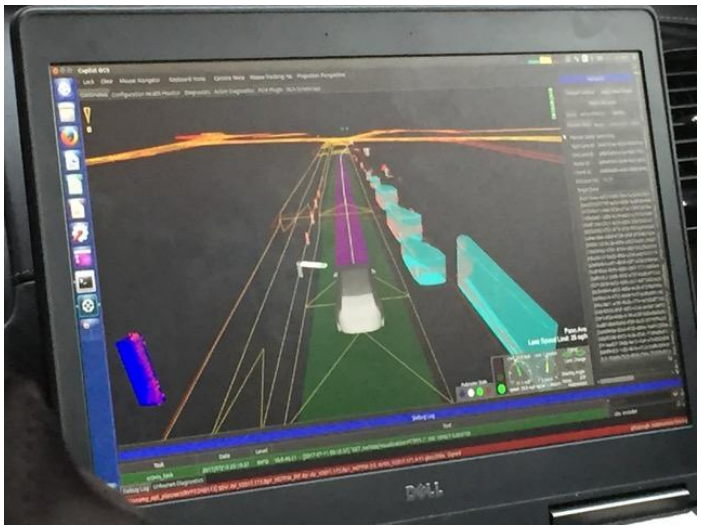
PRCC arranged to have a number of vehicles on display and available for Ride-N-Drives before and after the event, while rain interrupted the rides before the event, many folks still stayed around for rides after.

Attendees listen to Energy Forum panel


Alternative Fueled vehicles at Heinz History Center


UBER and Nissan Leaf at Energy Forum provide rides


Attendees wait in line for Ride-N-Drives at Heinz History Center



Screen inside an UBER vehicle

UBER Vehicles awaiting riders

Autonomous Vehicles at Energy Event

The City of Pittsburgh Installs EV Chargers

The City of Pittsburgh received two PA DEP Alternative Fuel Incentive Grants for electric vehicles and electric vehicle chargers. They have recently sent procurement for four electric vehicles and 4 electric vehicles charging station. The first of the four charging stations have been installed and the vehicles will be following in the next few months.

Kevin “Slim” Forsythe Stands Next to a EV Charging Station

PITTSBURGH
A MOST LIVABLE CITY

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/membership/

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

Welcome New Members

BLUE BIRD®

PENN POWER GROUP
DETROIT DIESEL • ALLISON • CARRIER • FLEET SERVICES

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