

## PRCC GAZETTE

*“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”*

Volume 4, Issue 13

March 2016

### **DEP Offers Grants to Support Alternative Fuel Transportation Projects in Pennsylvania**

The Pennsylvania Department of Environmental Protection (DEP) is encouraging Pennsylvanian business and community leaders to be better caretakers of the environment by offering incentives for the purchase and use of alternative fuels and alternative fuel vehicles. DEP's Alternative Fuels Incentive Grant (AFIG) Program offers funding for innovative, advanced fuel and vehicle technology projects for cleaner alternative transportation within the commonwealth.

“The use of alternative fuels and deployment of advanced alternative transportation technologies is a key component to making Pennsylvania the country's energy leader in the use of domestic alternative fuels – and in cleaning the air we breathe and protecting our climate,” said DEP Secretary John Quigley.

#### Issue Contributors:

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The AFIG Program will assist school districts, municipal authorities, nonprofits, corporations, LLCs, and partnerships registered to do business in Pennsylvania in offsetting the costs of implementing alternative fuel using transportation projects. The Alternative Fuels Incentive Grant Program is funded by annual gross receipts tax on utilities.

DEP is offering grants in the following project categories:

- **Vehicle Retrofit or Purchase** – To offset the incremental cost of purchasing alternative fuel vehicles or retrofitting existing vehicles to operate on alternative fuels.
- **Alternative Fuel Refueling Infrastructure** – To assist in the costs to purchase and install refueling equipment for fleet or home-based refueling.
- **Biofuel Use** – To support a portion of the cost to purchase high content biofuels.
- **Innovative Technology** – To support research, training, development, and demonstration of new alternative fuels and alternative fuel vehicles.

New this year, and in response to feedback from prior applicants, the AFIG program will remain open to receive applications throughout 2016. Applications will only be accepted online through the [eGrants System](#). Hardcopy applications will not be accepted.



## CALENDAR OF EVENTS

### BOARD OF DIRECTOR MEETING SCHEDULE FOR 2015

The PRCC Board of Directors meeting schedule is as follows:

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

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 6:30am 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



To register for these classes go to

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

or contact Bob Koch at 412-788-7378 or

[rkoch@ccac.edu](mailto:rkoch@ccac.edu)



DEP AFIG cont:

Individuals are not eligible to apply for the AFIG program. The Alternative Fuel Rebate Program offers rebates to Pennsylvania residents to assist with the cost of purchasing an alternative fuel vehicle. For more information on that program, click [here](#).

For program guidelines, application instructions, and more information on the Alternative Fuels Incentive Grant Program, click [here](#).

### **New Mid Mon Valley Transit buses run on Natural Gas**

#### **Running on natural gas**

The Mid Mon Valley Transit Authority purchased eight new buses that will run on natural gas.

When eight new “green” transit buses hit the road today, they were nearly five years in the works.

The vehicles operate on compressed natural gas.

The Mid Mon Valley Transit Authority was among several authorities which piggybacked on to a mass bid started by Red Rose, a Lancaster-based transit authority, said Donna Weckoski, executive director of the MMVTA.

The buses were finally ordered mid-2014. The eight CNG buses replace four, 40-foot commuter buses which service the Valley to Pittsburgh routes, and four, 35-foot local service buses. The buses were purchased from Gillig LLC, a California-based manufacturer, which has delivered buses to the authority in the past. The eight buses cost roughly \$3.2 million. Every vehicle in the fleet is handicapped accessible, including a hydraulic lift ramp.

.“We eliminated the back door for more seating,” Weckoski said. The 35-foot buses seat 37 and the 40-foot vehicles seat 39.

Each is a “kneeling” bus, meaning the stairs at the front door lower to street level for easy access.

The buses were purchased with 80 percent federal funding and 16.66 percent in state grants, Weckoski said. The bulk of the local funding came from Westmoreland County.

The CNG-run buses is a sign of the federal government’s move toward more environmentally sound “green” vehicles. Weckoski said

In addition, the transit authority is eligible to receive a \$125,000 federal Clean Air green grant.

A mule carrying compressed natural gas was also delivered to the transit authority’s Donora maintenance facility from Alexandria, Virginia.

Weckoski said the authority hopes to tap into a Peoples Natural Gas CNG pipeline in the Donora Industrial Park by mid-February. In the meantime, compressed natural gas will be delivered from Bentleyville.

Each bus was installed with six fuels which store CNG. Because the fuel is compressed at several thousand pounds, the CNG-fueled buses can run all day on it, rather than requiring refueling every one to two hours like traditionally fueled vehicles.

“Natural gas has been used in home heating for decades,” said Chuck Parham, operations safety manager. “It’s a sustainable source of energy.”

The transit authority operates a fleet of 30 buses. The buses typically have a lifespan of 12 years or 500,000 miles, said Parham. Some buses in the transit authority's fleet, though, have amassed more than 600,000 miles. "We will replace six more buses within two years," Weckoski said. "Eventually, all of our buses will be CNG."

By Christopher Buckley

cbuckley@heraldstandard.com | Posted: Wednesday, January 27, 2016 2:15 am



### 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/>



### PRCC and Penn State EcoCar3 Program Hold Local Event

On February 23rd the Pittsburgh Region Clean Cities and the Penn State EcoCar3 Program held an alternative Fuel Vehicle Event at the Greater Allegheny Campus of Penn State University. The Penn State EcoCar3 team were able to bring the Chevy Camaro that all EcoCar3 teams are re-engineering. The Advanced Vehicle Technology Competition has the following Technical goals:

#### Technical goals

**Parallel Pre-Transmission PHEV** During the EcoCAR 3 competition, the AVT will complete the design and build of a parallel pre-transmission plug-in hybrid-electric vehicle architecture in the Camaro. The team is going to replace the stock V6 engine and automatic transmission with a 2.0L Turbo LTG engine from a Cadillac ATS, P400 S electric motor manufactured YASA Motors, 8 speed automatic transmission manufactured by GM, and a 10.8 kWh battery pack from A123 Systems. The AVT anticipates the hybrid Camaro will achieve 5.2 sec zero to 60 mph and nearly 50 mpgge! However, there is a catch; the team must also maintain the "sports car feel". With this architecture, the AVT will be able to maintain the performance of the Camaro in addition to providing excellent safety and consumer reliability.





## **PRCC Holds Stakeholder Meeting**

The Pittsburgh Region Clean Cities held their annual Stakeholder meeting on July 24<sup>th</sup> at the Community College of Allegheny County – West Hills Center. Executive Director Rick Price welcomed everyone and started the meeting by going over how the coalition is structured and its' association with the DOE Clean Cities Program.

Each of the chairs of the program committees spoke about what was going on in each committee. Rick spoke about the EV/PHEV Committee. He stated that PRCC had installed over 70 EV charging station in the area with 18 more being installed before the end of June. Rick also mentioned that the City of Pittsburgh has started to move forward with some electric vehicle purchases and plan to install more charging stations.

Mac Godfrey the chair of the Gaseous Fuels Committee talked about all of the companies that are using natural gas and that 5 new natural gas stations have opened in the last year in Western PA with 20 more under construction. Companies like Giant Eagle and Pitt Ohio continue to increase the number of NG trucks they are purchasing. Mac also talked about how many schools and school bus companies are now purchasing and using propane autogas. In fact it was mentioned that Pennsylvania is fourth soon to become third in the nation for the number of propane school buses.



Ian Winner stood in for our Bi-Fuels committee chair and talked about what their organization Optimus Technologies has done in the bio-diesel area with 20 trucking converted for the City of Pittsburgh and installed another bio-diesel station in the strip district. Rick Price also mentioned that the area has 8 or 9 new E-85 stations that have been installed at many of the Speedway stations in Western, PA.

Price also stated that even with the petroleum based fuel prices that the use of alternative fuel hasn't really been affected especially in the heavy duty truck industry.



Geoff Bristow PA DEP

Then the next speaker was Geoff Bristow from the PA DEP to talk about the recently announced Alternative Fuel Incentive Grant Program and some of the changes coming to this year AFIG Program. The main thing is that the program is open all throughout the year so folks do not have to rush to get their applications in the normally short period of 5 or 6 weeks. Geoff also explained some of the other changes from some the previous years' of AFIG. To learn more go to

<http://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive-Grant/Pages/default.aspx#.VuMUt-Qo7IU>

The last speaker was Steve Yborra from Yborra and Associates to talk about a new conversion company called Green Bridge Technologies who has some new vehicles EPA approved conversion kits. Steve mentioned that they are really clean vehicles and are actually as clean or cleaner than the old CNG Honda Civic. Steve and Green Bridge Technologies brought a Chevy Trax with them that they were using doing a road show across New Jersey, New York, Pennsylvania and Ohio.



**Penn State EcoCar3**



**PRCC Rick Price talks with attendees**



### **Two National Companies Deploy Propane Autogas Trucks**

Bimbo Bakeries USA and Nestlé Waters North America recently deployed new fleets of propane autogas delivery vehicles that will service multiple cities across the U.S.

“Becoming a better steward of our environment is a priority for Nestlé Waters,” said Bill Ardis, national fleet manager for Nestlé Waters North America. “We’ve been running propane autogas vehicles since 2014. Because of the proven emissions reductions and cost savings, we knew it was the right choice to expand our fleet with this domestically produced alternative fuel.”

Nestlé Waters added more than 150 new Ford F-650 delivery vehicles to its existing propane autogas fleet. Bimbo Bakeries USA purchased 84 new, clean-burning Ford F-59 trucks.

“This initiative is the latest in our company’s continued effort to reduce our carbon footprint,” said Gary Maresca, senior director of fleet services for Bimbo Bakeries.

By operating propane autogas delivery trucks equipped with ROUSH CleanTech’s fuel system technology, both companies will cut carbon dioxide emissions in local communities by about 192,000 pounds per truck (compared to gasoline) per year.

In addition to reducing the emissions of harmful greenhouse gases, Bimbo Bakeries and Nestlé Waters also anticipate fuel and maintenance savings.

The new Ford F-59 and F-650 delivery vehicles will replace older diesel models.

Propane autogas is a nontoxic, non-carcinogenic and non-corrosive fuel. The Environmental Protection Agency classifies the fuel as a non-contaminant. It is the leading alternative fuel in the United States and the third most commonly used vehicle fuel, following gasoline and diesel. About 23 million vehicles travel worldwide with propane in their fuel tank.

**Question of the Month:** What types of incentives and laws did state legislators and others enact in 2015?

**Answer:** State legislators, as well as governors and utilities, were busy in 2015 introducing and enacting new incentives, laws, and regulations related to alternative fuels, advanced vehicles, and other petroleum reduction strategies. Programs related to plug-in electric vehicles (PEVs) and natural gas vehicles (NGVs), along with the associated fueling infrastructure, were most common at the state level.

### ***State Incentives***

The most common types of incentives established in 2015 were grants and rebates. States leading the way in these areas include Delaware, most notably for its Clean Transportation Program rebates for vehicles and infrastructure. On the other hand, the number of tax incentives introduced at the state level decreased. In fact, Georgia repealed its successful tax incentive program.

Aside from political and budgetary drivers, the decrease in new tax incentives may be the result of a call from industry to enact programs that will allow fleets and consumers to see their savings more immediately (e.g., rebates, vouchers). This would take the place of waiting until tax season when the financial benefit may get lost in the other expenses and returns from the previous year.

### ***Utility Incentives***

Utilities also continue to innovate and establish incentives that go beyond the typical residential charging infrastructure rebate and electricity rate discount programs. For example, Alabama Power offers an incentive to dealerships for each new PEV sale or lease within its service territory. Public Service Electric & Gas in New Jersey provides free electric vehicle supply equipment to qualified companies in its service territory for the purpose of workplace charging.

### ***Laws and Regulations***

Registration and licensing was the most common law and regulation topic, in part due to several states introducing fees for PEV registration to account for lost revenue from fuel taxes. Several states also continued to build on a movement that began in 2014 and changes that took place at the federal level by enacting legislation to tax natural gas and other fuels on an energy (i.e., gasoline-gallon or diesel-gallon) equivalent basis. States also continued to set targets and requirements for their own fleets, many of which go above and beyond federal requirements for alternative fuel vehicle acquisition. For example, Colorado Executive Order 2015-013 established fleet purchase

and pricing requirements that prioritize NGVs, annual fuel use reduction targets on a vehicle-specific basis, goals for inter-agency coordination on petroleum reduction strategies, and commitments to workplace charging.

For the most up-to-date information on incentives, laws, and regulations, the Alternative Fuels Data Center (AFDC) provides a searchable database of state and federal incentives, laws, and regulations related to alternative fuels and vehicles, air quality, vehicle efficiency, and other transportation-related topics. You can find information relevant to your state, and all others at

<http://www.afdc.energy.gov/laws>.

For more information on the legislative trends discussed above, as well as a summary of utility incentives and initiatives, visit the AFDC Technology and Policy Bulletins page at [http://www.afdc.energy.gov/technology\\_bulletins.html](http://www.afdc.energy.gov/technology_bulletins.html)

**Question of the Month:** *Clean Cities uses a lot of acronyms. What are the most important ones to understand?*

**Answer:** Have you ever been on the DOE's AFDC to learn about EVSE for EVs or PHEVs to meet EPA requirements? Let's take a step back. Perhaps you feel like you need a translator just to understand the basics of alternative fuels and advanced vehicles. If this sounds familiar, get in the know with our list of the top Clean Cities acronyms, broken down into 10 categories:

1. Federal Agencies and National Laboratories
  - a. **DOE: U.S. Department of Energy:** The federal agency with the mission to ensure America's security and prosperity by addressing its energy, environmental, and nuclear challenges through transformative science and technology solutions. Clean Cities is part of that overall mission. DOE includes:

DOE National Laboratories: Organizations affiliated with DOE, focused on delivering solutions to energy challenges and transforming the way our nation uses energy. There are more than a dozen DOE national laboratories. The labs that contribute to the work of Clean Cities include:

1. **ANL: Argonne National Laboratory**
    2. **INL: Idaho National Laboratory**
    3. **NREL: National Renewable Energy Laboratory**
    4. **ORNL: Oak Ridge National Laboratory**
    5. **PNNL: Pacific Northwest National Laboratory**
  - b. **DOT: U.S. Department of Transportation:** A federal agency with the mission to ensure a fast, safe, efficient, accessible, and convenient transportation system that meets our national interests and enhances the quality of life of the American people, today and into the future. The **Federal Highway Administration (FHWA)** is part of DOT.
  - c. **EPA: U.S. Environmental Protection Agency:** A federal agency with the mission to protect human health and the environment.
2. **AFDC: [Alternative Fuels Data Center](#):** A web-based resource that provides information, data, and tools to help fleets and other transportation decision makers find ways to reduce petroleum consumption through the use of alternative and renewable fuels, advanced vehicles, and other fuel-saving measures.
  3. Vehicle Characteristics
    - a. **GVWR: Gross vehicle weight rating:** A metric that includes total vehicle weight plus fluids, passengers, and cargo. GVWR is used to define vehicle classes.
    - b. **VMT: Vehicle miles traveled:** VMT is the number of miles traveled by a vehicle or set of vehicles over a certain time period.



4. Fuel Economy
  - a. **MPG: Miles per gallon:** The standard for tracking a vehicle's fuel economy.
  - b. **MPGe: Miles per gallon of gasoline-equivalent:** For vehicles that do not use liquid fuels, a measure of fuel economy that allows for a reasonable comparison between vehicles using different fuels. MPGe represents the number of miles the vehicle can go using a quantity of fuel with the same energy content as a gallon of gasoline.
  - c. **GGE: Gasoline gallon equivalent:** The amount of fuel it takes to equal the energy content of one liquid gallon of gasoline.
  - d. **DGE: Diesel gallon equivalent:** The amount of fuel it takes to equal the energy content of one liquid gallon of diesel.
5. Vehicle Classes: Various agencies and organizations classify vehicles differently. Below are FHWA classifications:
  - a. **LDV: Light-duty vehicle:** A vehicle under 10,000 pounds (lbs.; Class 1-2).
  - b. **MDV: Medium-duty vehicle:** A vehicle between 10,000 and 26,000 lbs. (Class 3-6).
  - c. **HDV: Heavy-duty vehicle:** A vehicle over 26,000 lbs. (Class 7-8).
6. Vehicle Emissions and Pollutants
  - a. **GHG: Greenhouse gas:** A global pollutant, meaning it has climate and other impacts globally, no matter where it is emitted. **Carbon dioxide (CO<sub>2</sub>)** is by far the most abundant GHG produced by the transportation sector.
  - b. Air pollutants:
    - i. **CO: Carbon monoxide:** A colorless, odorless gas emitted from combustion processes. In the United States, 56% of CO (up to 95% in cities) is emitted by on-road vehicles.

- ii. **NO<sub>x</sub>: Oxides of nitrogen:** A group of highly reactive gasses emitted from combustion processes that contribute to the formation of ground-level ozone. Approximately 55% of man-made NO<sub>x</sub> emissions come from motor vehicles.
    - iii. **SO<sub>x</sub>: Oxides of sulfur:** A group of highly reactive gasses emitted from combustion processes. SO<sub>x</sub> is a concern for life cycle analysis of electric vehicle emissions, but not for conventional or other alternative fuel vehicles, because electricity generation is the largest source of SO<sub>x</sub>.
    - iv. **PM: Particulate matter:** A complex mixture of acids, organic chemicals, metals, and soil or dust particles, emitted directly from vehicles (especially diesel) and formed through the atmospheric reactions of NO<sub>x</sub> and SO<sub>x</sub>.
    - v. **VOC: Volatile organic compound:** Organic compounds that become a gas at room temperature. VOCs are the leading cause of ground-level ozone, also known as smog.
7. Alternative Fuels and Alternative Fuel Vehicles
  - a. **AFV: Alternative fuel vehicle:** Any dedicated, flexible fuel, bi-fuel, or dual-fuel vehicle designed to operate on at least one alternative fuel.
  - b. Biodiesel
    - i. **B5: 5% biodiesel, 95% petroleum diesel:** Considered diesel fuel and approved for safe operation in any compression-ignition engine designed to operate on petroleum diesel.
    - ii. **B20: 20% biodiesel, 80% petroleum diesel:** The most common biodiesel blend in the United States.

- iii. **B100: 100% biodiesel:**  
Also referred to as pure biodiesel.
  - c. Electricity
    - i. **HEV: Hybrid electric vehicle:**  
Powered by an **internal combustion engine (ICE)** and an electric motor that uses energy stored in a battery. The battery is charged through regenerative braking and by the ICE.
    - ii. **PEV: Plug-in electric vehicle:**  
Derives all or part of their power from electricity supplied by the electric grid. PEVs include:
      - 1. **PHEV: Plug-in hybrid electric vehicle:** An HEV that can be plugged into an electric power source to charge the battery.
      - 2. **EV: All-electric vehicle:** Uses a battery to store the electric energy that powers the motor. Batteries are charged by plugging the vehicle into an electric power source.
    - iii. **EVSE: Electric vehicle supply equipment:** Deliver electrical energy from an electricity source to charge a PEV's batteries.
  - d. Ethanol
    - i. **E85:** A high-level ethanol-gasoline blend containing 51%-83% ethanol, depending on geography and season.
    - ii. **FFV: Flexible fuel vehicle:** A vehicle with an ICE capable of operating on gasoline, E85, or a mixture of the two.
  - e. Hydrogen

- i. **FCEV: Fuel cell electric vehicle:**  
A vehicle that uses electricity to power a motor, but produces its primary electricity using a fuel cell powered by hydrogen.
    - f. Natural
      - i. **CNG: Compressed natural gas**
      - ii. **LNG: Liquefied natural gas**
      - iii. **RNG: Renewable natural gas:**  
Also known as biomethane, a fuel produced from organic materials (e.g., waste from landfills, livestock). It can be compressed or liquefied, and is pipeline-quality gas that is compatible with conventional natural gas in vehicles.
    - iv. **NGV: Natural gas vehicle:** A dedicated, bi-fuel, or dual-fuel vehicle capable of running on CNG or LNG.
    - g. Propane
      - i. **LPG: Liquefied petroleum gas:**  
A term used interchangeably with propane.
- 8. Clean Cities Tools and Resources
  - a. **GREET: Greenhouse gases, Regulated Emissions, and Energy use in Transportation:** An ANL model that evaluates the energy and emission impacts of alternative fuels and advanced vehicles, the fuel cycle from wells-to-wheels, and the vehicle cycle through material recovery and vehicle disposal.

- b. **AFLEET: Alternative Fuel Life-Cycle Environmental and Economic Transportation**: An ANL spreadsheet tool that estimates petroleum use, GHG and air pollutant emissions, and cost of ownership of AFVs and conventional vehicles, using simple spreadsheet inputs.
- c. **PREP: Petroleum Reduction Planning**: An online tool that helps fleets create a comprehensive plan to reduce petroleum consumption and GHG emissions.
- d. **VICE: Vehicle and Infrastructure Cash-Flow Evaluation**: An NREL spreadsheet model for fleet managers to assess the financial soundness of converting their fleets to run on CNG.

#### 9. Federal Programs

- a. **CAFE: Corporate Average Fuel Economy**: DOT standards to improve the fuel efficiency and emissions of new on-road motor vehicles.
- b. **CMAQ: Congestion Mitigation and Air Quality Improvement**: A DOT program that provides funding for projects and programs to reduce transportation-related emissions.

- c. **RFS: Renewable Fuel Standard**: An EPA program that requires transportation fuel sold in the United States to contain a minimum volume of renewable fuels to reduce GHG emissions.

- i. **RINs: Renewable Identification Numbers**: Credits used for compliance with the RFS.

#### 10. Key Federal Legislation

- a. **CAA: Clean Air Act of 1970**: Defines EPA's responsibilities for protecting and improving air quality. CAA authorizes the development of comprehensive federal and state regulations to limit both stationary and mobile emissions sources.
- b. **EPAct: Energy Policy Act**: EPAct 1992 encourages the use of alternative fuels through both regulatory and voluntary activities that DOE carries out. It was amended several times, including via EPAct 2005.
- c. **EISA: Energy Independence and Security Act of 2007**: Aims to improve vehicle fuel economy and reduce United States dependence on petroleum. EISA includes provisions for the RFS and CAFE standards.

- d. **ARRA: American Recovery and Reinvestment Act (Recovery Act) of 2009:** Appropriates investments in energy independence and renewable energy technologies, including Clean Cities and other grant programs.

*Bonus*

**TRS: Technical Response Service:** Sometimes you even need an acronym to figure out an acronym! That's where the TRS comes in. For assistance with technical questions about alternative fuels and advanced vehicles, email the TRS at [technicalresponse@icfi.com](mailto:technicalresponse@icfi.com) or call 800-254-6735.

## PA DEP Holds AFIG Workshop

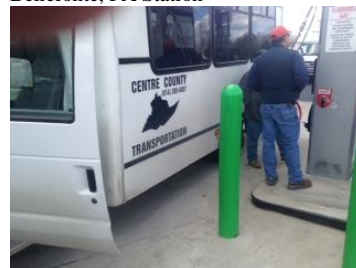
The Pennsylvania Department of Environmental Protection held an Alternative Fuel Incentive Grant Workshop (AFIG) at the Centre County Recycling & Refuse Authority Interpretive Center on March 18<sup>th</sup>. The workshop was to let the public know about the long time program and the changes that are new to this year's submissions. Michelle Ferguson, PA DEP Northcentral Region held the workshop to let folks know that the program is now open and will remain open through 2016. Unlike previous years the program will remain open and there will be three different times of the year when the PA DEP will look at the submission and rate them. The workshop included presentations by the Pittsburgh Region Clean Cities, Pennsylvania Grain Processing LLC, PA DEP, Clean Energy and Centre County Recycling & Refuse Authority (CCRRA). CCRRA runs five trucks on CNG and has ten more on order. The workshop also included a tour of the Clean Energy CNG station.



Clean Energy CNG Station  
Bellefonte, PA Station



CCRRA CNG Vehicle  
refuels at CNG



Centre County Transportation Shuttle Bus



# 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](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.

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*Please come visit our PRCC Web Site:*

*[www.pgh-cleancities.org](http://www.pgh-cleancities.org)*

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### **. 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](mailto:coordinator@pgh-cleancities.org).

Learn more about Clean Cities at [cleancities.energy.gov](http://cleancities.energy.gov), and learn how to get involved with the Pittsburgh Region Clean Cities coalition at [www.pgh-cleancities.org](http://www.pgh-cleancities.org)

