

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

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Pittsburgh Named as Finalist for US Department of Transportation "Smart City Challenge"

Bold Citywide partnership proposes to make Pittsburgh data-driven transportation model for the nation

PITTSBURGH, PA (March 12, 2016) The U.S. Department of Transportation today named Pittsburgh as one of seven national finalists for the "Smart City Challenge," a federal initiative that will provide the winning city \$50 million to build technology-based systems to address mounting transportation and transit challenges facing cities nationwide.

Issue Contributors:

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□ Nearly 80 cities applied for the challenge in February, and today in Austin, Tex., USDOT named Pittsburgh as a finalist, along with Austin, Columbus, Denver, Kansas City, Portland and San Francisco. The Pittsburgh team was awarded \$100,000 to finalize its application, which is due in April. The cities will further develop their concepts and the winner will be announced in June.

Pittsburgh's application was the fruit of a City of Pittsburgh and Allegheny County partnership led by Carnegie Mellon University, the University of Pittsburgh, the Port Authority, and various non-profit and community stakeholders.

"Smart Cities is not just about promoting the latest transportation and energy related technology. It's about applying those efforts to improve the lives of everyday Pittsburghers by building smarter transit corridors and connections, bridging the digital divide and building greater equity in city neighborhoods, realizing the value of new energy opportunities, and reaching those impacted by displacement or isolation," Mayor William Peduto said.

The Pittsburgh team's application builds upon existing work by the Traffic21 and Metro21 Initiatives at CMU, the Western Pennsylvania Regional Data Center formed by the City, Allegheny County and the University of Pittsburgh, and other initiatives

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

TBD

Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

TBD



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



It utilizes adaptive transportation systems that evolve over time as technologies improve, and would pilot “Smart Spines” that use new sensor information and controls that gather data on major city transportation corridors.

Using that information, the city and its partners could create new uses for various modes of transportation, provide new transportation options for underserved neighborhoods, and improve safety and traveler information. The system would be designed on an open platform, which would encourage innovation by the private sector and position Pittsburgh as a testbed for future transportation technologies.


For residents, the work could open up new transportation options for businesses and commuters in struggling neighborhoods; improve air quality; and improve safety for all commuter types.

“I want to thank Secretary Foxx, the Department of Transportation as well as our partners in Pittsburgh who supported our application for recognizing how many of these resources we already have ready-to-go at our disposal. From our existing work in energy and transportation, our great partnerships with foundations and private sector businesses, and the internationally-known work by our world-class universities, we are well positioned to lead this initiative forward,” Mayor Peduto said.

“Pittsburgh is quickly emerging as a leading center for innovations that use technology and data to address the challenges facing our cities and improve life for their residents,” said CMU President Subra Suresh. “Building on close collaboration among public, private, and academic sectors, Pittsburgh holds the promise of becoming one of the most technologically progressive cities in the world.”

"We are thrilled with this announcement, and proud to be a part of this effort," said County Executive Rich Fitzgerald. "To be one of seven national finalists is rewarding, and reflects the Mayor's continued work with President Obama, selling our city as a future city, a city on the move. This announcement puts us one step closer to receiving this award which will provide us with resources to continue to re-invent and grow our region. I congratulate Mayor Peduto, his entire administration, Carnegie Mellon University, the University of Pittsburgh, the Port Authority and the many other members of this team on this exciting news."

"Receiving the Smart Cities grant positions Pittsburgh to become one of the world's leading incubators for exciting and innovative technologies," said University of Pittsburgh Chancellor Patrick Gallagher. "We know that an efficient, safe and innovative transportation network is essential for both the city and the University of Pittsburgh to reach their full potential. This grant will help advance work already underway at Pitt and other university, business and philanthropic partners."

A copy of a short presentation on Pittsburgh's plans -- and a list of its partners in the effort -- is [available here](#) .

While the winner of the Smart City Challenge would receive an estimated \$40 million in support, an additional \$10 million will be forwarded to support electric vehicle infrastructure and improved bus technologies.

USDOT described the Smart City Challenge this way:

The U.S. Department of Transportation (USDOT) [Beyond Traffic 2045: Trends and Choices](#) study indicates that many communities will experience rapid population increases and rapidly growing demands on their transportation infrastructure in the next few decades. The Smart City Challenge is designed to help cities begin to address the difficulties these trends present. To show what is possible when communities use technology to connect transportation assets into an interactive network, the Smart City Challenge will concentrate federal resources into one medium-sized city, selected through a nationwide competition. Funding of up to \$40 million will go to the mid-sized city to demonstrate how advanced data and ITS technologies and applications can be used to reduce congestion, keep travelers safe, protect the environment, respond to climate change, connect underserved communities, and support economic vitality.



A New Alternative Fuel System for the Ford F-750

ROUSH CleanTech recently announced the development of a propane autogas fuel system for the Ford F-750 chassis. This platform will meet the growing demand among fleet managers for a propane autogas-fueled, medium-duty chassis for bobtail and box truck applications.

“Ford places great value on being a leader in the truck market by building reliable vehicles that consistently outperform competitors,” says Todd Mouw, vice president of sales and marketing for ROUSH CleanTech. “Now fleet managers can purchase an F-750 that not only costs less initially, but also saves money at the pump and uses a clean-operating, American-made fuel.”

The Ford F-750 base model comes with a 50-usable-gallon fuel tank, located on the driver side for ease of fueling. An extended tank option is available for those in need of more mileage.

Victory Propane, a propane supplier in Michigan, is one of the first in line to purchase the new Ford F-750. “Victory Propane already has 25 Ford F-650s equipped with the ROUSH CleanTech fuel system,” said Gregg Falberg, president of Victory Propane. “We will increase our propane autogas fleet with ROUSH’s first two Ford F-750s, and 13 more have been ordered.”

Each propane autogas-fueled truck equipped with ROUSH CleanTech's Ford F-750 fuel system will emit about 120,000 fewer pounds of carbon dioxide over its lifetime compared to conventionally fueled counterparts.

In addition to reducing the emissions of harmful greenhouse gases, fleet managers can also anticipate fuel savings as propane autogas costs up to 40 percent less than gasoline and 50 percent less than diesel.

Built on Ford's 6.8L V10 engine, vehicles with ROUSH CleanTech Ford F-750 technology meet stringent Environmental Protection Agency and California Air Resources Board certification requirements.



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/>



Fueling station opens doors for new transit era in PA

Stations at transit agencies around the state during the next five years.

- Cambria County Transportation Authority, Johnstown facility (2016), includes public fueling
- Centre Area Transportation Authority (2016)
- York Adams County Transportation Authority, York facility (2016), includes public fueling
- Mid Mon Valley Transportation Authority (2017)
- Cambria County Transportation Authority, Ebensburg facility (2017)
- Indiana County Transportation Authority (2017), includes public fueling
- Lehigh and Northampton Transportation Authority, Allentown facility (2017)
- Westmoreland County Transportation Authority (2017)
- County of Lackawanna Transportation System (2017), includes public fueling
- New Castle Area Transportation Authority (2017), includes public fueling
- Altoona Metro Transit (2017)
- Beaver County Transportation Authority (2017), includes public fueling
- Lehigh and Northampton Transportation Authority, Easton facility (2017)
- York Adams County Transportation Authority, Gettysburg facility (2017)
- Luzerne County Transportation Authority (2017)
- Crawford Area Transportation Authority (2017)
- Erie Metropolitan Transportation Authority (2018), includes public fueling
- County of Lebanon Transportation Authority (2018)
- Schuylkill Transportation System (2018)
- Monroe County Transportation Authority (2019)
- Area Transportation Authority of North Central PA, Bradford facility (2019)
- Area Transportation Authority of North Central PA, Johnsonburg facility (2019)
- Butler Transportation Authority (2019)
- Mercer County Regional Council of Governments (2019)
- DuBois, Falls Creek, Sandy Township Joint Transportation Authority (2020)
- Transit Authority of Warren County (2021)
- Capital Area Transit (2021)
- Port Authority of Allegheny County (2021)

John Paul, executive director of the Butler Transit Authority, says the agency will convert all six of its vehicles to run on CNG, and purchase five more to run a commuter route from Butler. Those plans hinged on PennDOT's plans, he said.

"We've been planning on going down the CNG road for a number of years, so we're excited that they've been able to go through the process and move forward," he said.

Much further down the road in the project is Port Authority of Allegheny County, which does not have a station scheduled until 2021. But spokesman Adam Brandolph said the agency would require a new garage to maintain CNG buses as part of its 700-vehicle fleet, and those plans have not taken shape.

Ken Zapinski, senior vice president of energy and infrastructure, Allegheny Conference on Community Development, said the big unknown with CNG fuel is whether the price will remain cheaper than diesel fuel as both fluctuate. But creating public access to CNG fuel might help businesses save money if they choose to convert their vehicles, he said.

"These are the kind of innovative ideas that setting up the (public-private partnership) mechanism was intended to promote," he said.

PennDOT estimates transit agencies will be able to save a collective \$10 million annually, using cheaper CNG instead of diesel.

Trillium CNG was selected based on a competitive bidding process that started in 2014.

Secretary of Transportation Leslie Richards made the announcement at a news conference in Cambria County, which will receive one of the first stations constructed this year. The Johnstown facility of the Cambria County Transportation Authority, which has natural gas vehicles, will be the first station built later this year.

The Westmoreland County Transit Authority uses 22,000 to 23,000 gallons of diesel fuel a month to power its fleet of 41 buses. As a cleaner, cheaper alternative, executive director Alan Blahovec has wanted to invest in buses that run on compressed natural gas — but there was nowhere to fuel them.

Next year, a new public-private partnership will make that happen.

"The station was the first big step, and we're happy that PennDOT put the project together," he said. "Every penny in savings that we could get counts."

The \$84.5 million public-private partnership plans to build 29 CNG fueling stations at selected transit agencies across the state during the next five years.

Trillium CNG, based out of Salt Lake City, and Larson Design Group of Williamsport, Lycoming County, will build the stations and then operate them for the next 20 years.

Blahovec said the agency plans to buy 16 CNG-powered buses in 2017 after a station is built at its facility in Greensburg.

Seven of the stations, including one in Beaver County, will be able to be used by the public and private sector businesses. PennDOT will receive a 15 percent royalty from those sales, with \$2.1 million in payments guaranteed by Trillium. Royalties received over the 20-year term of the contract will be used to purchase CNG-powered buses for transit agencies. The U.S. Department of Energy estimates 150,000 vehicles run on natural gas.

"We knew it was coming, and we're looking forward to it," said Mary Jo Morandini of the Beaver County Transit Authority.

The agency purchased three CNG-powered buses that will arrive next fall. Morandini said they plan to swap 25 of their 50 buses with CNG vehicles in the coming years.

“We are running diesel buses right now, so the CNG is a cleaner, less expensive alternative,” Morandini said.



A compressed natural gas pump at the New Stanton plaza of the Pennsylvania Turnpike on Monday, Mar. 28, 2016.

PHOTO BY EVAN SANDERS | TRIBUNE-REVIEW

UPS: \$100 Million for CNG Trucks, Fueling

March 15, 2016 in [CNG](#), [Companies](#), [Fleet Order](#), [Infrastructure](#), [NGVs](#), [trucking](#) by [Rich Piellisch](#) | [No Comments](#)

Commitment Deepens with a Dozen TruStar Fueling Stations

And 380 New CNG-Fueled Kenworth T680 Tractors for Fleet

UPS is deepening its commitment to natural gas as a vehicle fuel, announcing an investment of \$100 million in 380 new CNG-fueled Kenworth T680 tractors and 12 new CNG fueling facilities, by TruStar Energy.



UPS Kenworth fueling with CNG in Denver. The package delivery giant said this morning that it's spending **\$100 million** for 12 new TruStar Energy stations in eight states and 380 CNG-fueled Kenworth T680 tractors with Agility and Quantum fuel systems. The new Kenworth tractors will have CNG fuel cylinder assemblies from Agility Fuel Systems and Quantum. Agility says it has an initial order for 135 units and expects to supply back-of-cab assemblies based on the 160-DGE/diesel gallon equivalent unit just unveiled at ATA's Technology and Maintenance Council meeting in Nashville ([F&F, February 29](#)). "At UPS, we own our fleet and our infrastructure. That allows us to invest for the long-term, rather than planning around near-term fluctuations in fuel pricing," UPS senior VP for global engineering and sustainability Mark Wallace says in today's release. **Four of the 12 Are in Texas**

"CNG is part of a broad investment in a variety of alternative fuel vehicles. Taken together, all of our alternative fuel vehicles represent 6% of the more than 100,000 UPS global fleet," Wallace said, "and have driven a 10% annual reduction in use of conventional fuel."

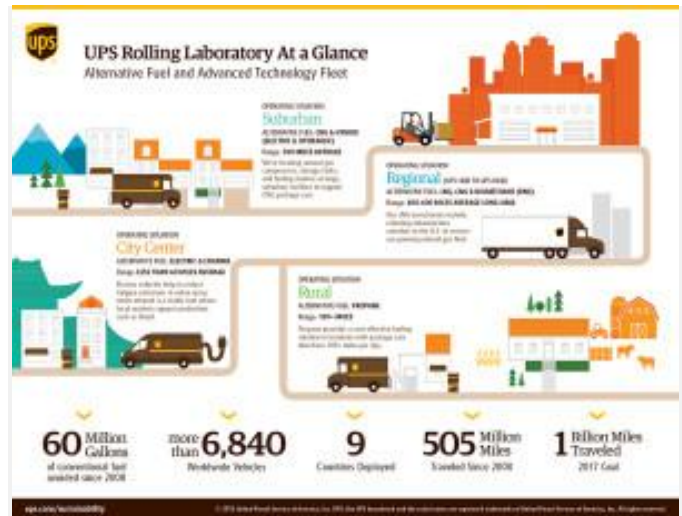


Hexagon Lincoln and are to provide a single-fill range of 700 miles.

The new Kenworth tractors will have CNG fuel cylinder assemblies from Agility Fuel Systems and Quantum. Agility says it has an initial order for 135 units and expects to supply back-of-cab assemblies based on the 160-DGE/diesel gallon equivalent unit just unveiled at ATA's Technology and Maintenance Council meeting in Nashville (*F&F*, February 29).

The new investment builds on the 18 existing UPS CNG fueling stations in Alabama, California, Colorado, Georgia, Kansas, Kentucky, Louisiana, Oklahoma, Pennsylvania, Texas, Virginia and West Virginia. UPS also operates CNG vehicles in Germany, the Netherlands and Thailand.

The new locations are Amarillo, Chattanooga, Columbia, S.C, El Paso, Fort Worth, Kansas City, Kans., Phoenix, Reno, an Antonio, Tifton, Ga., Trinidad, Colo., and Willow Grove, Pa.



UPS uses the term 'Rolling Laboratory' to describe its use of alternative fuel vehicles. 'Brown' has more than 6,840 AFVs and advanced technology vehicles in service worldwide.

The choice of compressed natural gas over liquefied natural gas is a function of location and utility availability, says procurement chief Mike Casteel. UPS's earlier LNG facilities were located near peak-shaving plants where fuel could readily be trucked in. The new TruStar CNG stations are located where there is pipeline proximity.

The 'Rolling Laboratory'

"It's not a geographical thing as much as utility availability," Casteel says, and access to "economically available fuel."

The new fueling outlets will be for UPS vehicles only, and according to Casteel they will be kept busy: "We're going to put enough trucks at all of these sites to fully utilize these assets," he told *F&F*.

UPS is working to meet its goal of logging one billion miles with its alternative fuel and advanced technology fleet by the end of 2017, using a "Rolling Laboratory approach to determine the right alternative fuel solutions to meet the unique

“The 700 mile range fuel systems will be delivered out of Agility’s new world-class manufacturing facility in Salisbury, North Carolina,” Agility CEO *Kathleen Ligocki told F&F via email.*

“This innovative behind-the-cab CNG fuel system delivers market-leading packaging efficiency by fitting up to six inches closer to the cab for improved aerodynamics and leaving more available rail space for transporting freight,” she said.

UPS is buying 380 more CNG-fueled Kenworth tractors.

The fuel system is built with an aircraft-grade aluminum structure mounted on rubber isolators to reduce stress on components ensuring maximum durability, the company notes.

‘UPS Has Led the Industry’

Four Hexagon Composites cylinders are carbon fiber-wrapped and neck-mounted with anti-spin design to eliminate tank rotation that can stress fuel lines, Agility says. The pre-treated aluminum covers are painted at Agility’s automated state-of-the-art paint facility to provide a world-class automotive grade finish.

“UPS has led the industry in the adoption of natural gas in heavy duty on-road trucking and, with this new order, will be operating over 1,700 heavy duty trucks equipped with Agility natural gas fuel systems,” Ligocki says.

“We are proud to collaborate with UPS.”

NEWEST CNG STATION OPENS TO FLEET DEMAND

HOUSTON – Washington County officially received its latest compressed natural gas fueling station Thursday, an indication that demand from area company fleets remains strong despite CNG’s price parity with unleaded regular gasoline.

During a brief ceremony at a recently reopened Sunoco station at the intersection of Route 519 and the Houston exit of Interstate 79, officials from Sunoco, Columbia Natural Gas of Pennsylvania, the Pittsburgh Clean Cities Program and Range Resources discussed the latest alternative fuel offering for area motorists. While acknowledging the current price parity between CNG and a gallon of unleaded gasoline – both were listed at \$1.99 on the station’s electronic price display Thursday – Sunoco spokesman Jeff Shields said corporate fleets of CNG-equipped vehicles continue to provide the demand for more locations to refuel with natural gas.

The main driver behind the newest location was Range Resources, which is also one of the region’s largest producers of natural gas from Marcellus Shale.

Range spokesman Mike Mackin noted the station was closed several years ago, “just at the time Range was launching its fleet of CNG vehicles, which is now at around 200 vehicles. It made for a perfect location, right in the middle of our core operating area.”

Shields said the Houston location is Sunoco's third in Western Pennsylvania. It also operates one on the Pennsylvania Turnpike at New Stanton and another at Pittsburgh International Airport. He said adding more locations is a "chicken and egg" proposition.

"You have to have suppliers ready to take a chance," he said, adding with customers like Range that added CNG fleets eases that risk for suppliers. A similar scenario was played out a few years ago when Waste Management Inc. converted its fleet of refuse hauling trucks to CNG, including those at its operations in Arden. That resulted in the county's first public CNG station being built here.

At the Houston site, Sunoco also worked with some other area companies that have a stake in the natural gas business.

Shields said Fyda Freightliner, which offers CNG trucks and retrofits vehicles for CNG use from its operations on a hill above the Sunoco station, sold a necessary piece of land adjacent to it to enable the placement of storage tanks for CNG.

Columbia Gas ran a supply pipeline for the project. Shields also credited the Pittsburgh chapter of Department of Energy's Clean Cities Program with helping to facilitate Sunoco's newest CNG station. Pittsburgh Clean Cities' Rick Price said there are now 10 public CNG stations in Southwestern Pennsylvania.

Price said the newest addition at Houston "allows us to work along the corridors" of major highways to provide easy access to the fuel.



Denny Lippert, fleet supervisor for Columbia Gas of Pennsylvania fills up one of the company's CNG trucks at the new SUNOCO CNG stations in Canonsburg, PA, Route 519.



Speakers at grand opening of SUNOCO Station

On the Cutting Edge with Propane Power in Pittsburgh

By [Dan Dix](#) On April 6, 2016 3:56 pm By: *Kristie Kubovic, Director of Communications, [Shale Media Group](#)*

Images Provided By: [ProGas, Inc.](#) and [Sarver Landscape Maintenance Company](#)

Since 1946, [Sarver Landscape Maintenance Company](#) has been servicing Western Pennsylvania. The landscape maintenance company serves commercial properties, which include institutional, corporate, multi-family development, and industrial sites.

After three generations the landscaping and maintenance company is now on the cutting edge. Sarver's just replaced six of their gasoline-powered mowers with propane-powered ones.

Adam Sarver, President, Sarver Landscape Maintenance Company, spearheaded the project. Sarver says the company decided to make the switch for a few reasons.

"The biggest reason is the ability to control our costs. Plus a benefit of it is the ability to market and push for a green, smaller carbon footprint in an industry where all we really do is burn fuel," relayed Sarver. "If we're able to reduce our carbon footprint and at the same time control costs, it's a win-win."

In terms of mowing, Sarver Landscape Maintenance Company is not the first in Western Pennsylvania to make this transition; however, they are among the first. The transition to propane mowers has been more popular in other parts of the country, such as California, Florida, Texas,



New York, and Washington DC.

Sarver first discovered the option of powering mowers with propane from reading industry magazines and looking into the sustainability of where fuel charges are going. After weighing the information, Sarver sought out Ron Schramm, President, ProGas, at the Tri-State Alternative Fueling Expo.

[ProGas, Inc.](#) is a propane distributor in Pennsylvania, West Virginia, and Ohio that services residential and commercial accounts along with propane motor fuel, known as autogas. At the Expo, ProGas was highlighting running propane in mowers and small engines.

ProGas has been a driving force behind the slow and steady growth of propane use as an alternative fuel in the region. Sarver says that Schramm was extremely helpful and had answers for all of their questions.

Schramm explained, "Propane is an alternative fuel that is easy to store, has a high energy content, produces low emissions by contributing to less greenhouse gas emissions [as compared to gasoline and diesel], and is non-toxic and presents no threat to soil, surface water, or groundwater."

Jeremy Wishart, Deputy Director, Business Development, Propane Education & Research Council (PERC), informed, "On average, propane fueled small engines can reduce fuel costs per hour by 30 percent compared with gasoline engines and more than 50 percent compared with diesel fueled equipment."

Additionally, Wishart added, "Propane fueled equipment can reduce greenhouse gas emissions by more than 15 percent and carbon monoxide emissions by more than 40 percent compared with gasoline and diesel powered equipment."



Due to their environmental friendliness, Schramm says these propane propelled lawn mowers could even be used on ozone action days.

“Using propane has a lot to do with our ability to separate ourselves from our competition. There aren’t many commercial landscaping companies in this area truly going propane yet. There isn’t a huge demand for it, but we’re starting to see some companies, like PNC, PPG and UPMC, show some interest”, relayed Sarver.

Sarver added, “We’re hoping that we’ll be on the front edge of the industry and the ‘Green Push’ in Pittsburgh. It seems that Pittsburgh is a little slower to adopt the green initiative, in comparison to a lot of other regions across the country which already have. We’re hoping to be on the cutting edge and eventually completely run on propane.”

For the transition to propane, Sarver Landscape Maintenance Company purchased six John Deere units from West Central Equipment, located in Butler, PA. The propane-mowers now make-up just under one-third of their fleet.

Sarver’s location, provided the aluminum cylinders to fit on the mowing equipment, and supplies the company with propane. Sarver relayed, “Having the fueling station installed and set-up at our shop is another way to control costs. This cuts down on man hours of fueling at a gas station, which add up.” Additionally, ProGas provided information for Sarver to apply for the PERC Propane Mower Incentive Program, which allots Sarver Landscape Maintenance Company \$1,000 towards the purchase of each of the new propane mowers. The PERC Incentive Program helped with Sarver’s decision to purchase the new mowers. Sarver explained, “There is a clear added cost to moving into propane.

Whether it is a conversion or factory-built machine, they cost more. The PERC incentive takes it from ‘that would be a good idea and nice thought’ to ‘we could actually make this work.’ The transition doesn’t have to be a huge upfront hit.” Additionally Sarver added, “This was a gamble for us. When we bought the John Deere propane mowers this year, we couldn’t find anybody in the area to vouch for the conversions. The PERC incentive helped mitigate some of that financial risk and put us at ease that there is effort out there to do the proper research and find the right way to use propane.” “Propane mowers are specifically designed by engine and mower manufacturers, or OEMs, to the same standards for quality, safety dependability, and durability as their gasoline and diesel counterparts,” noted Wishart.

Sarver also pointed out that his customers still pay the same cost whether gasoline or propane is utilized at their property. He also noted that another benefit of the propane mowers is that they run quieter than the gas-powered ones, which is helpful in corporate settings. Sarver concluded, “My hope is that people will demand propane and that we could open up a few doors to make some Pittsburgh companies see that it can be done and that there are benefits from a PR standpoint and from a corporate conscious standpoint. Our hope is the idea of ‘Going Green’ and using a greener company starts to resonate with decision makers.”

Slippery Rock University was the first for ProGas to utilize propane mowing technology.

Additionally, many fleet vehicles, such as school buses, shuttles, and police vehicles are utilizing autogas as a fuel source. ProGas also supplies propane autogas to 20 school districts and seven fleet accounts.

For more on Sarver Landscape Maintenance Company, visit www.sarverlandscape.com; call 724.935.4250; or email info@sarverlandscape.com. For more on ProGas, visit www.myprogas.com; call 866.452.7262; or email info@myprogas.com.



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

