PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 4, Issue 17 November 2016

PRCC's 7th Annual Odyssey Day a Great Success

On October 14, 2016 the Pittsburgh Region Clean Cities held its' 7th Annual Odyssey Day Event at the Community College of Allegheny County – West Hills Center. The event drew almost 200 attendees who were able to see some of the new technologies and listen to presenters talk about their experiences with alternative fuels and technologies. The events morning speaker was Allegheny County's Executive Rich Fitzgerald who welcomed everyone and stated that since the first time7 years ago how far the event has moved with the many different vehicles on display and how Western Pennsylvania is the center of many of these technologies.

The event included many new speakers including the lunchtime speaker PA Department of Transportation's Policy Director Roger Cohen who talked about all the things that their office is looking at in the fuels and technology arena.

The highlight of the event was the self parking of the Tesla in the parking lot at lunchtime.

Issue Contributors:
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Allegheny County Executive Rich Fitzgerald and CCAC North President Gretchen Mullins-Sawicki

PA Department of transportation policy Director Roger Cohen

Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2015

The PRCC Board of Directors meeting schedule is as follows:

January 4, 2017

April 5, 2017

July 5, 2017

October 4, 2017

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

PRCC Semi-Annual Stakeholder Meeting
December 5, 2016
CCAC-West Hills Center
10:00am to 12:00 Noon

National Fire Protection Association Alternative Fuels Vehicles Safety Training Program(Free for First Responders)
January 12, 2017
CCAC-West Hills Center
8:30am to 4:30pm

Training Classes

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

Light Duty Natural Gas Vehicles
ATE-115-WH85
1.CEU
TBD

Introduction to Hybrid Electric Vehicles Training
ATE-136-WH85
1.0 CEU
Mondays & Wednesdays 6:30pm to 10:30PM 04/18 to04-27

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

Servicing Hybrid Electric Vehicles
ATE-137-WH85
Mondays & Wednesdays 6:30pm to 10:30PM 05/02-05-11

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

American Transportation Corporation commits to compressed natural gas

October 21, 2016. The American Transportation Corporation (Amtran) board voted to buy six new compressed natural gas (CNG) powered buses, contingent on soon-to-be final approval of a federal and a state grant that will pay the full $2.8 million cost.

The board also voted to contract with the Pennsylvania Department of Transportation to obtain CNG fuel for the next 20 years through a filling station PennDOT partner Trillium will build, then operate at the Amtran terminal on Fifth Avenue.

The buses will replace 40-year-old GMC buses that Amtran uses as "trippers" to haul Altoona Area School District students.

The Federal Transit Administration will pay $864,000. PennDOT has agreed to pay the rest — about $2 million.

The assistance from PennDOT is part of a statewide $84.5-million public-private partnership with Trillium to introduce or enhance CNG operations at 29 transit agencies, in hopes of promoting the state's natural gas industry.

The stations at several of the transit agencies — but not Amtran's — will be open to the public.

Trillium will complete Amtran's station by next summer, according to General Manager Eric Wolf.

Amtran will receive the buses in spring 2018 from the manufacturer Gillig Corp

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ROUSH® CLEANTECH

Date: October 2016
$7M in Rebates to Reduce School Bus Diesel Emission

Earlier this month, the U.S. Environmental Protection Agency (EPA) announced the allocation of approximately $7 million in rebate funds available to public and private schools that replace or retrofit older diesel-powered school buses with clean-burning alternative fuel systems.

This news comes at a time when school districts around the country are beginning to take action against the harmful effects that older diesel model school buses can have on the health of students, drivers and faculty members. With this incentive, the EPA hopes to give school districts that are considering a conversion to clean-burning alternative fuel systems, including propane autogas and compressed natural gas, the final push needed to begin replacing student transport vehicles.

Leander I.S.D. in Texas is just one example of a public school district that has already taken advantage of a government issued rebate for the 2016-2017 school year. The district, which recently launched 24 new buses powered by ROUSH CleanTech's propane autogas fuel systems, is now operating a total of 64 clean-burning, cost-effective alternative fuel models.

"We anticipate these new buses will lead LISD to a brighter future by helping to decrease our carbon footprint and reduce student exposure to harmful emissions," said Steve Stripling, director of transportation for the district. "Our older diesel buses didn't run as clean, and it was time to replace them with more environmentally friendly technology."

According to district officials, the school district received a Texas Commission on Environmental Quality financial grant that rebated 60 percent of the purchase price. In addition, it is expected that these vehicles will reduce annual nitrogen oxide (NOx) emissions by over 31,000 pounds, and particulate matter (PM) by over 630 pounds, two pollutants that have been linked to serious health problems, such as aggravated asthma and lung damage.

"In LISD, we constantly seek new ways to give our taxpayers a return on their investment, as well as to provide the safest and cleanest burning technology possible," said Stripling. "With the help of our grant reimbursement funds, we firmly believe that the decision to purchase a new propane-powered bus fleet ultimately helps us meet this goal."

Propane autogas is a nontoxic, non-carcinogenic and non-corrosive fuel. The Environmental Protection Agency classifies the fuel as a non-contaminant, and it's the leading alternative fuel in the United States and the third most commonly used vehicle fuel. About 25 million vehicles travel worldwide with propane in their fuel tank.

To learn more about the EPA's rebate program, visit www.epa.gov/cleandiesel/clean-diesel-rebates. Or, for more information on ROUSH CleanTech's deployments of alternative fuel systems in U.S. school districts, please visit www.roushcleantech.com

Pittsburgh Region Clean Cities Has a New Website

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

Tesla destination charging facility, also Pittsburgh EV landmark will be demolished

Vast construction projects at Pittsburgh's Carnegie Mellon University will soon engulf a site that became a landmark in the development of electric vehicles in western Pennsylvania. It was a pioneering facility and the largest charging site in the region for many years.

The Electric Garage's chargers are being relocated immediately with demolition of the site to begin in July.

Vast construction projects at Pittsburgh's Carnegie Mellon University will soon engulf a site that became a landmark in the development of electric vehicles in western Pennsylvania. It was a pioneering facility and the largest charging site in the region for many years.

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Old EV Parking at CMU Electric Car Garage

At its peak, the Electric Garage boasted eight J1772 Level 2 chargers offering 203V at 30 amps. In 2014, a Tesla HPWC with 40 amp charging was added. Charging and parking was free to the public for up to four hours a session– a welcome oasis in the otherwise congested and paid parking of Oakland. It was easily the largest charging site in western Pennsylvania for most of its life and was open 24 hours/7 days a week on a first-come,

Electric Car Garage before Demolition

first-serve basis. Non-charging parking spots on the site were marked as permit only.

The original six Eaton chargers were installed in 2012, using funding provided from the Pennsylvania Department of Environmental Protection's Office of Energy and Technology Deployment which had a special mandate from the Office of Acronym Abatement at the Bureau of Ridiculously Long and Expansive Government Agency Naming Commission Department.

Originally built as an Exxon gas station, the Electric Garage was the invention of CMU robotics professor Illah Nourbakhsh. The university bought the property in 2009 and Nourbakhsh transformed it soon after into the workshop for the ChargeCar program. ChargeCar worked to further and develop EV technology, converting several vehicles and working out designs for regenerative braking. The industry's pace of development soon overran much of ChargeCar's work as more manufacturers brought EVs into mass production

Undaunted, ChargeCar hosted numerous community outreach events to showcase the everyday feasibility of EVs to the general public. The site then morphed into a charging station and ChargeCar moved from primarily making gas-electric conversions to educating local mechanics in how to repair EVs

.Notice of the Electric Garage's potential demise first bubbled up in May 2014, just months after the Tesla HPWC was installed. For several years, Tesla would use the Electric Garage as their main charging facility for Pittsburgh Test Drive events. There was no official Tesla presence in the city and Superchargers were too far from downtown. The proximity of the Electric Garage to the test drive events' hosting facilities and hotels (and its number of chargers) made it an ideal overnight parking area for a small fleet of Teslas, hungry after a day of being pummeled by curious Pittsburghers

Current plans are as follows: 2 chargers move to the East Campus Garage, 2 chargers to the Dithridge Garage and the CIC Garage will have 5 stations. If any are publicly available, it would most likely be the 5 chargers at the CIC garage. The notice from CMU Parking & Transportation Services indicates that these 5 chargers "will be located on the outside prior to entering the garage." Given the awkward placement of the garage in relation to the campus and nearby train tracks, that could be interpreted a number of different ways. The approach roads to the garage are narrow, but there could be room for creative placement and there is a more hospitable lot close by. It also seems probable that the Tesla HPWC could be reappearing at this location. CMU has not yet responded to requests for clarification.

The passing of the Electric Garage "era" is lamentable, but CMU's commitment to relocate the chargers is to be commended. Many businesses would have simply shoved them into a warehouse (or worse). It is an unfortunate development for EV drivers who have enjoyed both free parking and charging in Oakland, but with CMU's inherent focus on technology there is hope for more charging stations in the future. On Aug. 5, the Electric Garage was closed down to make room for the construction of the new Tata Consultancy Services (TCS) Building. As a result, the electric car charging stations have been relocated to nine locations on the Carnegie Mellon campus. Two are located on the first level of the East Campus Garage, another two are located on the third level of the Dithridge Street Garage, and five are on the bottom level of the Robert Mehrabian Collaborative Innovation Center (CIC) Garage. As of Aug. 20, anybody using one of the three garages is able to use the charging stations.

New Castle studies to install a compressed gas station at the city bus garage

October 10, 2016. The New Castle Planning Commission, Pennsylvania, gave its blessing to a proposed compressed gas station (CNG) at the city bus garage. The New Castle Area Transit Authority is gradually phasing in vehicles that will be powered by natural gas.

The New Castle Planning Commission has given the green light for a conditional use request for a compressed natural gas station to be built at the Mahoning Avenue bus terminal. The planning commission, an advisory board, reviewed the plans on Wednesday. Approval of the request must come from New Castle City Council.

Attorney Lou Perrotta, New Castle Area Transit Authority solicitior, said the local authority's site at 311 Mahoning Avenue was one of 29 transit facilities selected by the Pennsylvania Department of Transportation to operate and maintain a compressed natural fueling station. These facilities will be designed and built — at no cost to the local facility — over the next five years. The New Castle station will be one of seven to include a public fueling facility that will be open to commercial vehicles. Construction is expected to begin next year.

The project, using Pennsylvania's natural gas resources will result in greater efficiencies for transit agencies and will establish a foothold for converted natural gas transportation market. The conversion to compressed natural gas from gasoline or Diesel could save $10 million statewide, Perrotta said.

Earlier this year, state officials announced a $84.5 million private-public partnership project to pay for fueling stations and retrofit or replace the transit agencies' maintenance and storage facilities to make them compatible with natural gas buses.

The City of Newcastle

Question of the Month: What idle reduction technologies are available for heavy-duty vehicles?

Answer:

Heavy-duty vehicle idling, or running a vehicle's engine while it is not in motion, occurs for a number of reasons, including temperature control during required rest stops, powering electronic equipment, and to avoid cold starting the vehicle. According to Argonne National Laboratory (Argonne), more than 6 billion gallons of diesel and gasoline fuel are wasted by vehicle engine idling—with half from medium- and heavy-duty vehicles alone. Argonne estimated that a heavy-duty long-haul truck generally idles around 6 hours per day, or 1,830 hours per year. Not only does this wasted fuel cost more than $20 billion a year, but it also results in increased emissions of air pollutants, such as oxides of nitrogen, carbon monoxide, and particulate matter. This is particularly an issue for school buses, as these emissions can have harmful health impacts on children. A number of states, counties, and municipalities have implemented vehicle idling restrictions and regulations to address this issue.

Idle reduction technologies afford drivers with the same comforts and services offered by engine idling, but are much more fuel efficient. The U.S. Environmental Protection Agency's (EPA) SmartWay Program and the U.S. Department of Energy (DOE) have evaluated a number of idle reduction technologies for heavy-duty vehicles to identify their fuel reduction benefits. There are two main categories of idle reduction technology: onboard equipment and truck stop electrification (TSE) sites.

Onboard Idle Reduction Equipment

Onboard idle reduction equipment is installed directly on the vehicle. This technology can help reduce idle time at any location, including roadsides, delivery sites, and truck stops. Examples include auxiliary power units (APUs), which are small diesel-powered generators that provide power for temperature control systems and electronic devices, and coolant heaters, which keep the vehicle's engine warm to avoid cold starting. Other technologies include cab or bunk heaters, engine recovery systems, storage air conditioners, and automatic engine stop-start controls.

For a complete list and detailed descriptions of available onboard idle reduction equipment, please refer to the Alternative Fuels Data Center (AFDC) Onboard Idle Reduction Equipment for Heavy-Duty Trucks page listed below.

Truck Stop Electrification

TSE sites, also referred to as electrified parking spaces, allow drivers to power temperature control systems and other appliances using equipment provided at the site. Note that TSE can reduce direct vehicle emissions and fuel consumption, although there may be indirect emissions impacts associated with the source of electricity used to power the equipment. There are two types of TSE: single-system electrification and dual-system electrification.

Single-system electrification is comprised of off-board equipment that is stationed at the truck stop. Drivers parked at the site have access to services such as internet, heating, and air conditioning. Dual-system electrification, also known as "shorepower," requires both onboard and off-board equipment because trucks must be able to plug into the external electrical outlets provided. Trucks must have equipment that is compatible with these electrical outlets.

Currently, there are more than 100 TSE sites in operation across the United States, comprising a total of nearly 2,600 parking spaces. For a map of TSE sites, please see the AFDC TSE Locator (http://www.afdc.energy.gov/tse_locator).

Market Availability Resources

The number of drivers that utilize idle reduction equipment, as well as the portfolio of available technologies, continues to grow. For up-to-date information about available idle reduction technologies for heavy-duty vehicles, see the following resources:

EPA's SmartWay Idling Reduction Technologies (IRTs) for Trucks and School Buses: https://www.epa.gov/verified-diesel-tech/idling-reduction-technologies-irts-trucks-and-school-buses

This page includes detailed information about the verification procedure, as well as a list of SmartWay verified idle reduction technologies for trucks and school buses.

DOE's National Idling Reduction Network News: http://energy.gov/eere/vehicles/vehicle-technologies-office-national-idling-reduction-network-news

Each month, the National Idling Reduction Network releases a newsletter, including information about fleet adoption of idle reduction technologies, new available technologies, funding opportunities, and relevant regulatory news. Check out the September 2016 newsletter for notable news from heavy-duty idle reduction technology manufacturers, including a solar-powered idle reduction system.

DOE's Clean Cities IdleBox Toolkit: https://cleancities.energy.gov/technical-assistance/idlebox/

The IdleBox Toolkit provides outreach materials and educational resources on vehicle idle reduction, including presentations, fact sheets, and other publications specifically for heavy-duty vehicles.

North American Council on Freight Efficiency's (NACFE) 2016 Annual Fleet Fuel Study: http://www.truckingefficiency.org/sites/truckingefficiency.org/files/reports/NACFE%202016%20Annual%20Fleet%20Fuel%20Study%20FINAL%20Report%20082316_0.pdf

NACFE conducts an annual survey of Class 8 truck fleets to better understand heavy-duty fleet adoption of idle reduction technologies and practices. Check out the 2016 study, which covers trends in idle reduction technology, based on data collected from 15 North American fleets about their use of 69 different fuel-efficient technologies.

Additional Resources

For more information about heavy-duty vehicle idling and idle reduction technologies, please refer to the following resources:

AFDC Heavy-Duty Truck Idle Reduction Technologies:
http://www.afdc.energy.gov/conserve/idle_reduction_heavy.html

Argonne Reducing Vehicle Idling:
http://www.anl.gov/energy-systems/project/reducing-vehicle-idling

Clean Cities Technical Response Service Team

technicalresponse@icf.com

800-254-6735

U.S. Gain partners with O Ring to open new CNG station in Pennsylvania

November 4, 2016. U.S. Gain has opened a new CNG station built in partnership with "O" Ring CNG Fuel Systems. The station, located in Somerset, Pennsylvania, will be branded as "O" Ring CNG/GAIN Clean Fuel and added to GAIN Clean Fuel's nationwide infrastructure of CNG stations.

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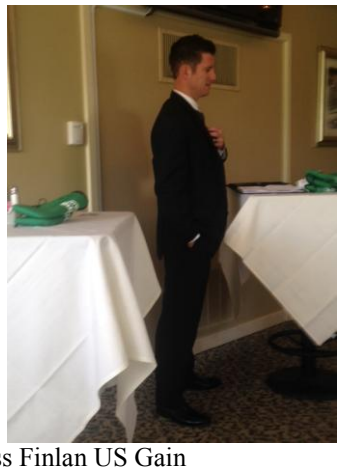
The station will provide fleets and the general public with access to CNG and establishes another strategically located GAIN Clean Fuel CNG fueling site.

"This is the sixth site we've developed with "O" Ring and we're excited about continuing our collaboration on this site," said Bill Renz, general manager for U.S. Gain. "This location builds upon the strong GAIN Clean Fuel network in the Northeast United States and will provide additional CNG access for both regional and national carriers."



Bob Beatty "O" Ring CNG Fueling Systems Ross Finlan US Gain

FHWA 56-16
Thursday, November 3, 2016
Contact: Doug Hecox
Tel.: (202) 366-0660

Federal Highway Administration Unveils National 'Alternative Fuel and Electric Charging' Network

New effort will help drivers find alternative fuels and vehicle charging stations nationwide

WASHINGTON - The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced 55 routes that will serve as the basis for a national network of "alternative fuel" corridors spanning 35 states. Though the network is nearly 85,000 miles long, more miles will be added in the future to accommodate electric, hydrogen, propane and natural gas vehicles as additional fueling and charging stations are built.

"Alternative fuels and electric vehicles will play an integral part in the future of America's transportation system," said U.S. Transportation Secretary Anthony Foxx. "We have a duty to help drivers identify routes that will help them refuel and recharge those vehicles and designating these corridors on our highways is a first step." Those corridors designated as "sign-ready," meaning routes where alternative fuel stations are currently in operation, will be eligible to feature new signs alerting drivers where they can find fuel for their alternative fuel vehicles. These signs are similar to existing signage that alerts drivers to gas stations, food, and lodging. The designation of these corridors fulfills a directive in the "Fixing America's Surface Transportation" (FAST) Act.

In July, Secretary Foxx called on states to nominate national plug-in electric vehicle (EV) charging and hydrogen, propane and natural gas fueling corridors along major highways. The specific fuels were designated by Congress in the FAST Act.

In 2015, the United States pledged to reduce greenhouse gas (GHG) emissions by 80 percent or more by 2050. By supporting lower-emission vehicles, alternative fuel corridors will help to reduce transportation emissions, the leading source of U.S. GHG emissions. According to new FHWA data, U.S. drivers consumed nearly 72 billion gallons of gasoline in the first half of 2016 - a 3 percent increase over the same period a year earlier and the largest percentage increase in nearly two decades - and drove more than 3.15 trillion miles last year.

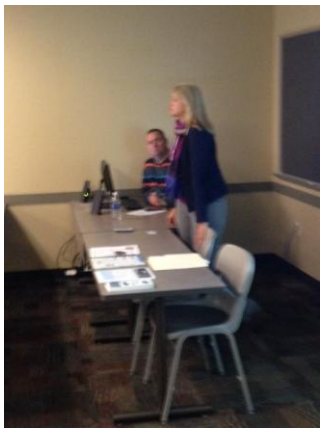
"Identifying where alternative fueling stations can be found will help the public in many ways," said Federal Highway Administrator Gregory Nadeau. "This initial designation sets the stage for the next round of nominations early next year and begins a conversation with stakeholders about developing and implementing a vision to enable coast to coast travel using alternative fuels."

The new alternative fuel corridor signs were designed to be easily recognizable. The new signs, and a list of the new sign-ready corridors, can be found on the FHWA website at http://www.fhwa.dot.gov/environment/alternative_fuel_corridors.

Federal Highway Administration

Additional Pictures Odyssey Day

Bob DeLucia, Maggie Hall and DrLutitia Clipper



Cynthia Maves – Nissan

PRCC Executive Director Rick Price

Port Authority moving toward natural gas, electric buses

November 13, 2016

In the next three years, the Port Authority expects to begin rolling out new buses powered by alternative sources such as electricity or natural gas instead of diesel.

An authority committee last week recommended the agency buy 25 new articulated buses for $22.9 million from New Flyer of America Inc. in Minnesota as it continues to replace its aging fleet. The full board will vote on the purchase on Friday and buses should be delivered beginning in December 2017.

But the contract also includes an option to buy an additional 75 buses powered by electricity, natural gas or a hybrid system. Bill Miller, chief operations officer, said the agency should have facilities available to accommodate the alternative buses in two to three years.

The holdup is the agency would have to revamp the four existing maintenance garages for electric vehicles and construct a new facility for natural gas buses at a cost of $120 million to $140 million, including the cost of at least 30 acres of land. The Port Authority is working with the Pennsylvania Department of Transportation to find a site and expects a report in the first quarter of 2017, CEO Ellen McLean said.

The agency recently tested three buses powered by electricity and found them acceptable in limited use, Mr. Miller said. In discussions with other transit agencies already using the buses in hilly terrains, he said, those firms said the vehicles have a problem with burning pistons during extended use.

"We're a little concerned about that," Mr. Miller said. "We've had candid discussions with [Cummins Inc. of Columbus, Ind.] about that and they say they are working on it."

Cummins makes the only electric engine for large buses.

The agency's existing maintenance garages in East Liberty, Collier, Ross and West Mifflin can be easily adapted for electric buses, Mr. Miller said. In some cases, the buses can plug into heavy-duty electric outlets and in others an overhead charging station is needed, he said.

Ms. McLean said the agency could be ready to begin ordering electric vehicles as early as next summer, and it takes about a year before they begin arriving.

Natural gas buses, though, are a different story.

The agency also has been happy with limited use of natural gas buses in recent years. But those vehicles need a maintenance facility with a sophisticated ventilation system to prevent explosions and it would be too expensive to retrofit existing garages, Mr. Miller said.

Once the Port Authority finds the land for a new garage, it will take two to three years to design and build the facility.

The new buses the agency is expected to order this week are 60-foot articulated buses with low floors that will cost about $728,000 each. They are paid for with 80 percent federal and 20 percent state and local funding.

They will replace high-floor buses — which can be difficult for passengers with wheelchairs to use — that are at least 12 years old or have been on the road for more than 500,000 miles. By the end of next year, the authority expects to replace 170 of its 726 buses, more than 20 percent of its fleet.

National Drive Electric Week Event - Cranberry Township

The event was held in the Lower Parking Lot of Kohl's Saturday, September 10, 2016.

This was the second year associated with National Drive Electric Week and showed significant growth from last year. We had almost double the cars and a constant flow of rides and drives over a prescribed route (all right turns.) A local Nissan dealer, Kenny Ross, displayed a 2015 Leaf deeply discounted 'Show Special.' Star Transportation, a local limousine company brought a Tesla model X that was the star of the show attracting a crowd watching the rear doors open and close. We had 12 owners who signed up as no-shows, but had several non- sign ups drop in. Our expected attendance was held down significantly by having the unfortunate luck in having our event at the same time as the Pitt-Penn State football game. Some late arrivers drove in after the game.
Our EV show was part of a larger event, Go Green Festival, featuring vendors and displays promoting renewable energy. We feel this a natural tie-in with EV's being charged with Solar or wind generated power.

This year's National Drive Electric Week event will take place at the Go Green Festival and Electric Car Show & Cruise.

PA Clean Diesel Grants Now Available

The PA Department of Environmental Protection has announced that they have made available $519,824 available for this round of funding for the PA Clean Diesel Grant Program. For this grant opportunity individuals or organizations who operate diesel-powered fleets will be eligible to receive this funding for projects that lower emissions. Eligible proposals should include should include using emission reduction technologies such as idle reduction technologies, retrofits or repower technologies, alternative fuels and alternative fuel vehicles, as well as fuel savings technology.

The deadline for submissions is December 28, 2016. For more information go to http://files.dep.state.pa.us/Air/AirQuality/AQPortalFiles/Current%20Events/FY14-16_PA_State_Clean_Diesel_Grant_Program_Guidelines_and_Application_Final.pdf

A webinar will be held on November 30, 2016 to register go to http://www.dep.pa.gov/DataandTools/Webinars/Pages/default.aspx

Welcome New Members

GAIN CLEAN FUEL

MAINSTAY FUEL TECHNOLOGIES

ups

PITT OHIO

SUPPLY CHAIN • GROUND • LTL • TL

NFPA ALTERNATIVE FUEL VEHICLES SAFETY TRAINING PROGRAM

NFPA's Alternative Fuel Vehicles Safety Training Course

Curriculum Overview

NFPA's Alternative Fuel Vehicles Safety Training provides firefighters with the information necessary to respond to emergency situations involving all alternative fuel vehicles on our roadways, including electric, hybrid, hydrogen fuel cell, and gaseous fuels such as CNG (Compressed Natural Gas), LNG (Liquefied Natural Gas), LPG (Liquid Propane Gas), and their recharging/refueling stations. This comprehensive full day instructor-led train-the-trainer course is tailored for those responsible for conducting training or training officers, and is comprised of videos, animations, slides, activities, and field evolutions involving AFVs.

This courseis scheduled for Janauary 12, 2017 at the Community College of Allegheny County = West Hills Center, 1000 McKee Road, Oakdale, PA 8;30am to 4:30pm.

This class is "Free" to first responders. If any interests in attending this class or you have any questions, please contact Rick Price at rprice5705@aol.com or call 412-735-4114

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