PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 4, Issue 10 September 2015

Liquefied Natural Gas Update

As you may have seen in trade press, the U.S. Congress passed, and President Obama signed, legislation that adjusts the federal excise tax on liquefied natural gas (LNG) and propane used in vehicles. **These changes are effective January 1, 2016.** For the full text of Public Law 114-41, enacted July 31, 2015, see Congress.gov (https://www.congress.gov/bill/114th-congress/house-bill/3236/text).

The following summary highlights the key aspects of the legislation that relate to alternative fuel excise tax changes to help you and your stakeholders understand the implications of this legislation. We have also updated the Alternative Fuels Data Center Laws & Incentives website to reflect the changes; see http://www.afdc.energy.gov/laws/11220. Feel free to share this information as you see fit, and contact the Clean Cities Technical Response Service with any questions.

Issue Contributors:
Rick Price, Executive Director/Coordinator, PRCC
Jan Lauer, President, PRCC
Kristie Kubovic, Shale Media Group

PITTSBURGH REGION CLEAN CITIES
C/O Rick Price, Executive Director/Coordinator
1436 Royal Park Blvd
South Park, PA 15129
www.coordinator@pgh-cleancities.org

H.R. 3236, Surface Transportation and Veterans Health Care Choice Improvement Act of 2015

Enacted date: July 31, 2015; Public Law 114-41

Relevant provision: Section 2008

Notable changes:

- Adjusts the federal excise tax rates for propane and LNG used in vehicles so that, like compressed natural gas (CNG), the fuels are taxed on an energy equivalent basis rather than a volumetric basis.
- Establishes clear energy equivalencies for each fuel, as follows:
  - One diesel gallon equivalent (DGE) is equal to 6.06 pounds of LNG
  - One gasoline gallon equivalent (GGE) is equal to 5.75 pounds of propane and 5.66 pounds of CNG

Effective date: January 1, 2016 (i.e., the amendments apply to any sale or use of these fuel types after December 31, 2015)

Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2015

The PRCC Board of Directors meeting schedule is as follows:

October 7, 2015

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

6th Annual Odyssey Day – October 16, 2015

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

First Responder Safety Training
ATE-116-WH45
0.5 CEU
October 24, 2015
8:30am – 4:30pm

Introduction to Hybrid Electric Vehicles Training
ATE-136-WH85
1.0 CEU
October 20, 2015 October 29, 2015 Tuesdays and Thursdays 6:30pm – 10:30pm

CNG Fuel Inspector Training
ATE-601-WH31
1.0 CEU
November 2, 2015 – November 3, 2015
8:30am to 4:30pm

To register for these classes go to https://ccaccentral.ccac.edu/WebAdvisor/WebAdvisor?TOKENIDX=9996794264&SS=2&APP=ST&CONSTITUENCY=WBST

or contact Bob Koch at 412-788-7378 or rkoch@ccac.edu

Fuel Type	Current Excise Tax Rate (through Dec. 31, 2015)	New Tax Rate (effective Jan. 1, 2016)	Impact of Amendment
Propane	$0.183 *per liquid gallon*	$0.183 *per GGE*	Propane is taxed on an energy content basis that is equal to gasoline, rather than a volumetric gallon
LNG	$0.243 *per liquid gallon*	$0.243 *per DGE*	LNG is taxed on an energy content basis that is equal to diesel, rather than a volumetric gallon
CNG	$0.183 per GGE	$0.183 per GGE	No change from current tax rates

Alternative fuels: The future is here, and advantages are too great to ignore

By Michael DeBerdine III, July 3, 2015 at 3:00 AM

Automobiles that run on alternative fuels are quieter, cheaper to operate and much better for the environment. So why haven't they gained a foothold?

The fact is that they have. While the conventional wisdom seems to be that we're always “a few years away” from vehicles that run on propane and compressed natural gas (CNG), the reality is that they've already arrived:

• Hempfield School District rolled out a new fleet of buses in fall 2014, and several other districts in our region are actively exploring converting their fleets to propane. Today, 19 of the top 25 school bus markets in the U.S. have at least some propane-powered buses.

• Fleet operators (including Rhoads Energy) have leveraged state grants to help cover a portion of the costs to convert hundreds of vehicles to propane fuel.

• Fleets large and small in our region have begun to adopt CNG as a fuel source. Just one example: W. C. McQuaide Inc., the Johnstown logistics company, will be fueling its fleet at new CNG pumps in Fredericksburg, Lebanon County.

• **Today, one of every five new transit buses in America are fueled by natural gas.**

So, after many years of fits and starts, the time for alternative fuels has arrived. Propane and CNG have gained significant momentum, and all signs point to an even steeper growth curve in the near future. Why? Because the advantages have simply become too great to ignore.

First, alternative fuels present eye-popping cost savings. Propane school buses can save districts (that is, taxpayers) millions in fuel costs. Hempfield alone estimated it would save nearly $2 million in fuel costs over five years — money that can be spent on educating students. CNG also offers dramatic savings. Today, diesel fuel costs around $3 per gallon, while the equivalent cost for compressed natural gas is just over $2 per gallon. A bottom-line example: If a typical fleet converts five trucks, it will realize an annual fuel savings of around $50,000.

Alternative fuels also represent a huge win for the environment and, in turn, public health. CNG reduces carbon monoxide emissions by up to 75 percent and particulate matter emissions by up to 95 percent. Propane buses also reduce smog-producing hydrocarbon emissions by 80 percent and are 50 percent quieter than traditional buses.

Where do we go from here? Both the private and public sectors should build on the recent progress of alternative-fueled vehicles. First, we all need to educate ourselves. Operators of large and small vehicle fleets should be weighing the advantages of converting to alternative fuels — and conversely calculating the costs of maintaining their gasoline/diesel status quo.

Second, we need to continue to build out the infrastructure for propane and natural-gas fueling so fleet operators have viable options. There's evidence this is already happening. Currently, there are 29 publicly available CNG fueling stations in Pennsylvania, including one operated by Rhoads Energy. But that number is set to expand dramatically, with more private companies partnering with fleets to plan new CNG locations. In addition, PennDOT last year sought bids to build 37 CNG stations at public transit agencies that could also be available to the public.

Finally, we all need to embrace innovation and identify new ways to drive this trend forward. One example: Propane is an ideal fuel for commercial lawn mowers. It's quieter, cheaper and results in lower maintenance costs over time.

If there are any fleet operators still waiting for the alternative fuels revolution to arrive, realize that your wait is over. The next 10 years will bring exciting changes as our vehicle fleets evolve — changes that will drive down costs, improve air quality and give fleet operators flexibility and choice.

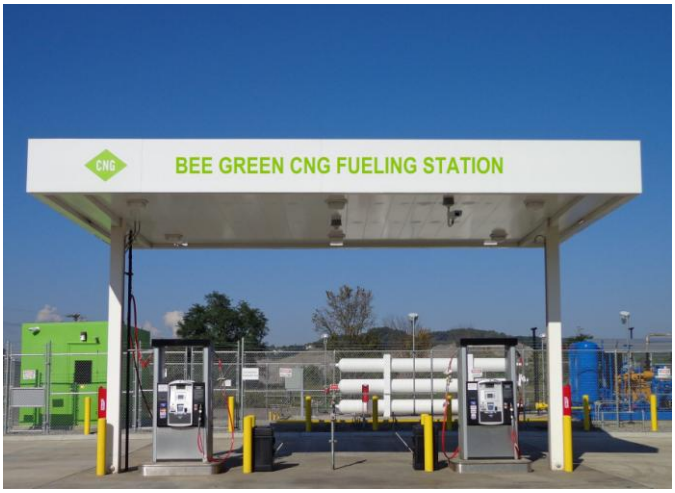
Michael DeBerdine III is president and CEO of The Rhoads Energy Family of Companies, a full-service energy provider serving commercial and residential customers in the midstate. For information, visit www.rhoadsenergy.com

Beemac Trucking Celebrating First Anniversary of Going Green

Beemac Trucking, is celebrating its 1 Year Anniversary of the Bee Green CNG Fueling Station in Ambridge, Pennsylvania this month.
Beemac is the first flatbed carrier in the nation to "Go Green" by constructing the BeeGreen CNG Fueling Station in Ambridge, PA as well as converting their fleet. Beemac currently has 20 CNG units and plans are underway for the purchase of additional units.

Beemac is replacing their diesel burning engines with cleaner burning CNG powered engines, fueled by their own CNG Fueling Station. There are currently vehicles and trucks from the community fueling daily at the CNG Station and the activity increases daily. This reduces pollutants and provides cleaner air for the community. Beemac is also very proud to greatly reduce their diesel fuel consumption, thus helping to reduce dependency on foreign oil.
In 2015 Beemac was awarded the Trucking Company of the Year at the Northeast Oil and Gas Awards due to their continued efforts to "Go Green". The Bee Green Project has been beneficial to the company as well as the community.
In addition to the CNG Station, Beemac's trucking headquarters is also in Ambridge, PA. The barge river port facility is in Leetsdale, which allows Beemac to provide a strong business emphasis servicing the Marcellus and Utica Shale Regions.

As Beemac celebrates their first year of success at the BeeGreen CNG Fueling Station, Beemac would like to extend a sincere "thank you" to all who have contributed in the success of the Station.



Boston Public Schools Shift to Propane Buses

Boston Public Schools will operate 11 percent of its bus fleet with Blue Bird propane autogas buses, starting with the 2015-2016 school year. The school district, which purchased 86 Blue Bird Propane Vision school buses, hopes to convert more of their diesel fleet to propane buses in the future.

Like many urban cities, Boston has implemented mandates for reducing tailpipe emissions. The school district, already the city's largest user of diesel fuel, has enacted a number of emissions-reducing initiatives in the past 15 years through its "Greening Boston Public Schools" program. School buses fueled by propane autogas fit with their mission to choose vehicles with the highest efficiency and the lowest environmental emissions, according to Peter Crossan, fleet and compliance manager of Boston Public Schools.

"These new Blue Bird Propane Visions mean many students will no longer be exposed to diesel fumes when boarding or disembarking our buses," said Crossan.

The new Ford V10-powered buses each come equipped with a ROUSH CleanTech propane autogas fuel system. The district's autogas fleet will emit 66,000 fewer pounds of nitrogen oxide and 2,700 fewer pounds of particulate matter each year, when compared to the diesel buses they are replacing. Vehicles fueled by propane autogas emit 80 percent less smog-producing hydrocarbons and virtually eliminate particulate matter when compared to conventional diesel.

Boston Public Schools started exploring alternative fuels once the city's outdated tunnel restrictions were lifted. The school district expects to save at least $1 per gallon on fuel as well as lower maintenance costs due to the cleaner burning properties of propane autogas.

To fuel the buses, Boston Public Schools has contracted with a company that performs on-site propane autogas fleet fueling services. "We want other school districts to know that on-site infrastructure isn't the only option when introducing propane autogas into their fleet," said Crossan.

CPI Announces New Addition to Composite Line

MCKEESPORT, PA- CP Industries will launch its 16-inch diameter line of Type 4 carbon fiber composite cylinders at the NGV America Conference and Expo in Denver, Colorado being held at the Denver Convention Center September 15-17, 2015.

"By introducing the 16-inch carbon fiber product line, CP Industries can provide on-board storage solutions to a much broader market," said Nicole Rebyanski, Sr. Product Manager for alternative fuels. "These cylinders will cater to public transit, refuse trucks and other medium-duty vehicle applications. This all-carbon design is optimal for end-users and fuel system manufacturers requiring a cost effective, light weight and space conscious solution."

Available in multiple lengths and capacities, CP Industries' 16-inch diameter cylinders are built around a lightweight aluminum boss and corrosion free seamless liner to minimize permeation and ensure the highest levels of performance. Offering an ideal balance between weight and durability, these cylinders feature high-strength carbon-fiber with resin overlay and end caps for added drop protection.

For installation versatility, strap or neck mounts are available as well as a variety of solenoid and manual valves. These new 16- inch diameter cylinders provide a high volume to weight ratio, while maintaining high durability and keeping safe operation of utmost concern.

About CP Industries

Combining modern steel technologies with a long-standing tradition in forging and craftsmanship, CP Industries manufactures seamless pressure vessels that provide proficient means of containing and transporting compressed gases under a wide range of conditions in the domestic and international markets. With more than 115 years of experience, CP Industries brings decades of industry knowledge and a level of reliability, expertise and service with an eye toward safety and economy that is without equal in the industry. For more information visit: www.cp-industries.com or call Customer Service (412) 664-6604

A worldwide supplier of superior products and exceptional customer service, since 1897

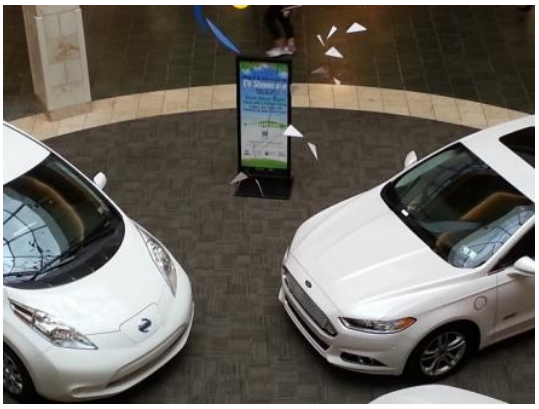
National Drive Electric Week 2015

National Drive Electric Week, September 12-20, 2015, is a nationwide celebration to heighten awareness of today's widespread availability of plug-in vehicles and highlight the benefits of all-electric and plug-in hybrid-electric cars, trucks, motorcycles, and more. They are fun to drive, are less expensive and more convenient to fuel than gasoline vehicles, are better for the environment, promote local jobs, and reduce our dependence on foreign oil.

Started in 2011 as National Plug In Day with the simple idea to hold simultaneous events across the country on the same day, by popular demand we have expanded to an entire week of events and changed the name to emphasize the thing we all want to do: drive electric. We expect National Drive Electric Week 2015 will again grow to include more events in more cities with more drivers reaching out to share the many advantages of driving electric with the public.

National Drive Electric Week here in Pittsburgh

Michael Kirven, Pittsburgh Captain put on a nice event at Robinson Mall on September 19, 2015. Thanks to Beth and Shema at The Mall in Robinson for letting them use the rotunda in the mall to show some electric cars during the week of September 13th, and for the use of the parking lot and 4 charging stations for the EV tailgate meetup outside of the food court on September 19 from 1 - 5pm



Question of the Month: *What are the weight limits for heavy-duty vehicles on interstate highways? What weight limit exemptions exist for vehicles equipped with idle reduction technology?*

Answer: Under federal law, no vehicle weighing more than 20,000 pounds (lbs) on one axle, 34,000 lbs on a tandem axle, or 80,000 lbs overall may access federal interstate highways (e.g., Interstate 70, which runs across the country from Maryland to Utah), regardless of where they get on the highway.[1] States must enforce these requirements, or they may not be eligible for federal highway funding. However, the U.S. Department of Transportation (DOT) allows states to offer weight-limit exemptions for heavy-duty vehicles (HDVs) with on-board idle reduction technology.

Please note that states may set their own weight restrictions for roads that start and end within their boundaries, but we will focus on interstate highway requirements here.

Idle Reduction Technologies

Federal regulations allow states to adopt weight exemptions for auxiliary power units (APUs) or other qualified technologies that reduce fuel consumption and tailpipe emissions from engine idling. APUs are portable, vehicle-mounted systems that provide power for climate control and electrical devices without idling. For long-haul trucks, these systems typically have a small internal combustion engine (usually diesel) equipped with a generator to provide electricity and heat. Other on-board idle reduction technologies include automatic start-stop controls, energy recovery systems, fuel-operated heaters, coolant heaters, and battery-electric and thermal-storage air conditioners.

State Weight Exemptions

States may permit HDVs equipped with idle reduction technology to exceed the specified weight limit by up to 550 lbs to compensate for the additional weight of the equipment. The allowance was previously 400 lbs, but the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, enacted in 2012, increased it to 550 lbs. States must enact a law or institute an enforcement policy with their own exemptions to reflect this increased weight allowance. A map of APU weight exemptions by state is available on the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE) State Recognition of the Auxiliary Power Weight Exemption to Gross Vehicle Weight website (http://energy.gov/eere/vehicles/map-state-recognition-auxiliary-power-weight-exemption). Vehicle weight limit exemptions for APUs are also displayed in the table below. As the map and table show, many states have not updated their laws and enforcement policies to reflect the increase in the federal allowance to 550 lbs, which means the exemption is still limited to 400 lbs. There are also six states where the exemption is not permitted at all.

APU Weight Exemption	Authority	State Implementation
550 lbs	State Legislation	CO, CT, FL, MD, MN, MO, NH, TN, VA, WV*
400 lbs	State Enforcement Policy	AR, IA, ID, LA, MI, MS, MT, ND, NJ, NV, OH, SD, UT, VT, WY
	State Legislation	AK, AL, AZ, DE, GA, IL, IN, KS, MA, ME, NE, NM, NY, OK, OR, PA, SC, TX, WA, WI
None	State Legislation	CA, DC, HI, KY, NC, RI

*** West Virginia Code 17C-13A-4 refers to the U.S. Code directly for the exact weight.**

States must require HDV drivers to demonstrate eligibility for vehicle weight limit exemptions. For example, drivers may need to have paperwork on hand that verifies the weight of the idle reduction equipment and be able to demonstrate that it is functional. Requirements are different from state to state.

More information on these state weight limit exemptions is also available on the Alternative Fuels Data Center (AFDC) Laws and Incentives database (http://www.afdc.energy.gov/laws). The Advanced Search options (http://www.afdc.energy.gov/afdc/laws/search) allow you to identify specific exemptions by location, technology/fuel type (idle reduction), incentive/regulation type (exemption), and user-type (vehicle owner or driver). Each description of a state idle reduction weight exemption includes a reference to the applicable legislation or policy.

Refer to the following for more information on idle reduction technologies and state vehicle weight limit exemptions for this equipment:

EERE National Idling Reduction Network News (http://energy.gov/eere/vehicles/vehicle-technologies-office-national-idling-reduction-network-news)

AFDC's Onboard Idle Reduction Equipment for Heavy-Duty Trucks page (http://www.afdc.energy.gov/conserve/idle_reduction_onboard.html)

Argonne National Laboratory's Idle Reduction Tools and Outreach Materials (http://www.anl.gov/energy-systems/project/idle-reduction-tools-and-outreach-materials).

Clean Cities Technical Response Service Team

Odyssey Day is almost here, Don't forget to register!

ODYSSEY DAY OVERVIEW

Odyssey Day is an outreach and education event dedicated to promoting the use of alternative fuel and advanced technology vehicles. It is coordinated by the National Alternative Fuels Training Consortium (NAFTC) headquartered at West Virginia University in Morgantown, West Virginia, in partnership with the U.S. Department of Energy (DOE). The first event was held in 2002.

The Pittsburgh Region Clean Cities holds this event each year in October at the Community College of Allegheny County West Hills Center in Oakdale, PA

Event Date: October 16, 2015
Time: 9:00am to 2:30pm

This years' event will feature over 30 alternative fueled vehicles including a CNG and Propane School buses, an all electric Tesla and CNG dedicated and Dual Fuel Class 8 Tractors. Guest Speakers include City of Pittsburgh Mayor Bill Peduto and the DOE Clean Cities Program..

To register click here

https://docs.google.com/forms/d/1pBvUHXcGvd1XhhZJVRRUvkKoIXuXM7sSHPvb_vxTZ6k/viewform

PURPOSE
Odyssey Day offers unique activities designed to educate the public about cleaner transportation technologies and is customized to the wants and needs of the local host.

Examples of such activities include:
- ride-and-drives
- vehicle displays
- workshops
- demonstrations
- panel discussions

This features over 30 alternative fueled vehicles and breakout sessions on:

Liquefied Natural Gas

CCAC Alternative Fuels Workshop

Small Engines

DOE Clean Cities Workshop

Panel on Gaseous Fuels and Bio-Fuels,

Panel on EV/PHEV/Hybrids

Sustainability

Clean Fuel Clean Rivers

National Alternative Fuel Vehicle Day Odyssey

Vendors are welcome to register at: https://docs.google.com/forms/d/13HXfQ4Ao4tfipLrInhUo46iX64anNw6rEsBrUCIR5xI/viewform?c=0&w=1

(Free to PRCC Members) $200.00 for Non Members

Sponsorships Available:

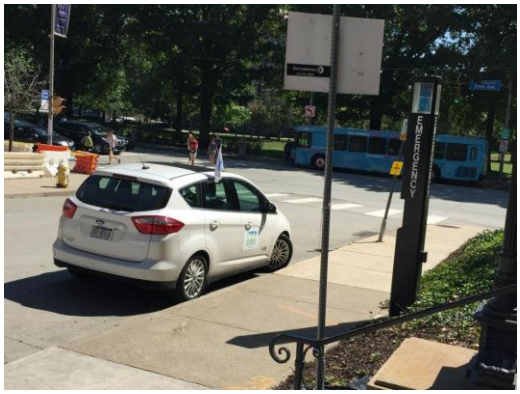
To sign up Sponsorships click here: https://docs.google.com/forms/d/1rwCfb1CDLJRFUfJNuBdQn2Az7ZNwLg30UTFP16_arsE/viewform?c=0&w=1

Breakfast ($500.00) (Logo on Program and Brief Morning Speech)

Oakland Transportation Management Association Holds 3rd Annual Fair

On September 26, 2015 the Oakland Transportation Management Association (OMTA) held its 3rd Annual fair that was open to the public and this years' theme was "Accessibility, Putting People in the Center.

PRCC, ProGas and UPMC all brought alternative fueled vehicles.



"O" RING CNG AND US GAIN ENERGY OPEN NEW CNG STATION IN DUBOIS, PA

"O" Ring CNG Fuel Systems, LP and US Gain Energy are pleased to announce the opening of their latest joint CNG station, located 301 DuBois Street, in DuBois, PA. The station officially opened on Friday, June 5th 2015 and offers four, fast-fill CNG pumps for local and interstate customers. Just off I-80in DuBois, PA, the station is at a prime location for over-the-road truck drivers and local drivers alike. It features a large rectangular parking lot that offers large trucks plenty of room to maneuver. And with the "O" Ring CNG backing, CNG users can be assured they are getting reliable service and quality gas at this location.

"This is a great opportunity for "O" Ring CNG and U.S. Gain," said Bill Renz, general manager for U.S. Gain. "'The "O" Ring CNG sites are strategically located along significant carrier routes and, with U.S. Gain's agreements with carriers operating in the Northeast, we are able to provide additional access to GAIN CNG to our partner fleets. It's truly a win-win for everyone."

Through this partnership, U.S. Gain will have a total of 43 stations in operation or under construction throughout the United States. In addition, the partnership enables "O" Ring CNG to leverage U.S. Gain's CNG stations for use with its partner carriers.

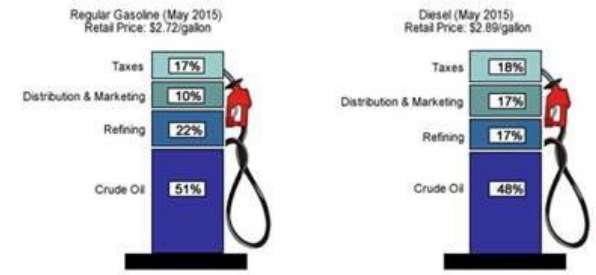
"This new partnership is a strategic alliance for us to further our commitment to energy security in America on a larger scale and at an accelerated pace, while still maintaining our goals of creating local opportunities for the benefit of PA and extending outward," said "O" Ring CEO Robert Beatty.

"O" Ring CNG and US Gain officially announced their partnership in February, and this station marks the 4th of its kind to be co-branded between the two companies. By joining forces, "O" Ring and Gain hope to reach a broader customer base and promote the use of CNG nationwide together. They celebrated the grand opening of the DuBois CNG station on August 11th, 2015 in DuBois, PA.

Question of the Month: *What factors affect fuel prices?*

Answer: When gasoline and diesel prices spike, we often want to blame someone for our pain at the pump. The reality is that the oil industry is a complex market. Though there are numerous factors that could ultimately influence the price of fuel, such as weather, government policies, and international relations, there are four factors that have the most significant influence. These factors include the cost of crude oil, refining costs and profits, distribution and marketing costs, and fuel taxes. Alternative fuels, such as natural gas, propane, electricity, and biofuels, can mitigate some price fluctuations attributable to short-term events, like natural disasters, because they diversify the fuel supply; however, some alternative fuel prices are also dependent on similar factors.

In May 2015, the average retail price of regular grade gasoline was $2.72, according to the Energy Information Administration (EIA). Below is a summary of the factors that affect gasoline prices and the relative percentage of each component. We have also described how each of these factors may affect alternative fuel prices. *Crude Oil* As of May, approximately **51%** of the cost of gasoline was related to the price of crude oil.



Source: EIA, Gasoline and Diesel Fuel Update, July 13, 2015

The fluctuation in crude oil price is the biggest factor in the volatility of the price of gasoline, as the other costs (described below) are relatively static. Crude oil prices are largely a product of supply and demand. Global demand has grown in recent years due to world economic growth and increased access to vehicles, particularly in developing nations. The Organization of Petroleum Exporting Countries (OPEC), which produced about 40% of the world's crude oil between 2000 and 2014, also has significant influence on oil prices by setting production limits among members. Part of the reason oil prices have declined significantly since July 2014 is that OPEC nations are not limiting production, resulting in a global 'glut' of crude oil. Much of this glut stems from a surge in oil production in the United States and Canada over the last few years from unconventional sources, like shale. This price could change dramatically, however, if there is a major global supply disruption. With the exception of electricity and natural gas, alternative fuel prices can also be impacted by the price of crude oil and the price and demand for petroleum products. Higher or lower demand for gasoline also influences ethanol demand, for example, and ethanol is closely linked to the price of gasoline, as shown in the Clean Cities Alternative Fuel Price Report. Biodiesel wholesale costs are largely influenced by the price of diesel. Propane costs historically tend to follow crude oil prices, though not to the same extent as other fuels, and change seasonally because of the demand for propane as heating fuel in the winter. Alternative fuel prices are also affected by the applicable commodity price, though the impact varies by fuel. For example, the price of natural gas only comprises 20% of the compressed natural gas (CNG) price at the pump, according to the American Gas Association (AGA). Because the natural gas is a relatively small percentage of the overall fuel price, a swing in the natural gas commodity prices has less of an effect on the CNG price at the pump. In addition, natural gas costs are typically regulated and less expensive than petroleum (on a gasoline gallon equivalent, or GGE, basis) and the infrastructure is independent of oil infrastructure.

Refining Costs and Profits Crude oil must be refined into gasoline and diesel so it is compatible with our vehicles. Refining oil takes energy and costs may vary based on the type and origin of the crude oil used in the process. In May, refinery costs and profits represented about **22%** of the cost of a gallon of gasoline. Alternative fuels, such as propane, natural gas, and biofuels, are also "refined" or otherwise altered before they can be used in vehicles. Propane is a by-product of crude oil refining and is also produced as a liquid from natural gas and oil wells. Propane from natural gas liquids does not require refining; however, it must go through a scrubbing process to remove contaminants, as well as a separation process. Natural gas is produced from natural gas and oil wells, and is also subject to a separation and treatment process to remove contaminants. It must also be compressed in order to be transported in major distribution pipelines. Biofuel production facilities are often called 'biorefineries' because they produce and refine crude biofuels at the same location. To read more go to: EIA's Factors Affecting Gasoline Prices (http://www.eia.gov/energyexplained/index.cfm?page=gasoline_factors_affecting_prices)

- EIA's Gasoline and Diesel Fuel Update (http://www.eia.gov/petroleum/gasdiesel/)
- Clean Cities' Alternative Fuel Price Report (http://www.afdc.energy.gov/fuels/prices.html)
- U.S. Internal Revenue Service (IRS)'s Quarterly Federal Excise Tax Return, Form 720 (http://www.irs.gov/pub/irs-pdf/f720.pdf)
- AGA's 2015 Playbook

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

PITTSBURGH REGION CLEAN CITIES

Idle Reduction Workshop Held

On July 9, 2015 the Pittsburgh Region Clean Cities held a Petroleum Reduction Technology Workshop at the Community College of Allegheny County, West Hills Center.

The workshop discussed the importance of idle reduction technologies and policies. The advantages and reasons to consider adopting idle reduction policies will be explored, as well as a discussion of the health, environmental, economic, and energy security benefits associated with idle reduction technology. PRCC had a presentation for fleets as there are many options available for fleet managers who wish to convert their fleets with these technologies. They also had Mike Lickert Fleet Manager for Giant Eagle talk about what the company has done to help reduce idling The Group Against Smog & Pollution (GASP) also was there and made signs available about the Anti-Idling law in Pennsylvania...

PRCC also talked about the Idle Box Information that was developed to help companies/employees to pledge to reduce idling.

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