

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 6

November 2017

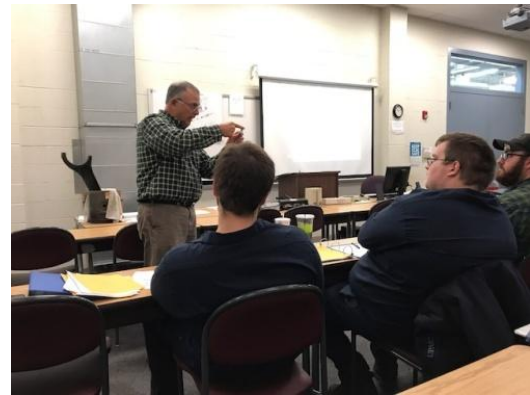
PRCC and CCAC Hold CNG Tank Inspector Prep Class

On November 2nd and 3rd a Tank Inspector Prep Class was held at the Community College of Allegheny County – West Hills Center in Oakdale, PA. Many of the attendees were Sustainable members of the Pittsburgh Region Clean Cities and their tuition and books were paid for through their PRCC Membership.

One of the benefits from being a Sustainable Member of PRCC are scholarships that come with their Silver, Gold or Platinum memberships. All alternative fuel classes held at CCAC-West Hills Center are Accredited classes. To learn more about what classes are scheduled contact Bob Koch at rkoch@ccac.edu.



Tank Inspector Prep Class at CCAC



CCAC Automotive Instructor Roger Kinger



Students listen to instructor about high pressure fittings

Issue Contributors:

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CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

January 4, 2018

April 4, 2018

July 11, 2018

October 3, 2018

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

Fall Stakeholder Meeting - TBD

Training Classes

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

Light Duty Natural Gas Vehicles

ATE-115-WH85

1. CEU

TBD

Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

TBD

CNG Tank Inspector Prep for Certification

ATE-601-WH85

TBD

Servicing Hybrid Electric Vehicles

ATE-137-WH85

TBD



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





FOR IMMEDIATE RELEASE Sept. 12, 2017
Commonwealth Launches Pilot Program to Integrate Hybrid, Electric Technology into State Vehicle Fleet Pilot program will focus on future policy development, use, right-sizing and return on investment

Harrisburg, PA – Pennsylvania Department of General Services Secretary Curt Topper was joined by Pennsylvania Department of Conservation and Natural Resources Secretary Cindy Adams Dunn and Pennsylvania Department of Environmental Protection Policy Director Jessica Shirley today to officially launch the Commonwealth's Hybrid/Electric Vehicles Pilot Program.

"We are very excited to take this first step towards the integration of hybrid and plug-in electric technology into our commonwealth vehicle fleet," Secretary Topper said. "We all play a role in reducing our carbon footprint. We've already taken steps to 'go green' in our buildings and facilities, so the logical next step is to now look at how we can be more environmentally friendly with the cars we put on the road on a daily basis."

According to Topper, the pilot program will consist of three types of vehicles: 2017 Chevrolet Volt Hybrid, 2017 Ford Focus Electric and 2017 Ford Fusion Energi. A total of 25 vehicles will be involved in the pilot program, in which the departments of Conservation and Natural Resources and Environmental Protection are early participants.

DGS will assign four of their 17 vehicles to DEP, and DCNR purchased eight vehicles for their agency. DGS has two level-2 charging stations at the Commonwealth Garage at 22nd and Forster Streets; while DCNR worked out a deal with PP&L to donate 8 charging stations for their use at the 5th Street Garage in downtown Harrisburg. "As Pennsylvania's conservation agency, our work to green our fleet and promote sustainability helps us be responsible with the use of agency

resources and highlight best practices," Secretary Dunn said. "Hybrid and electric vehicles will reduce carbon and decrease fuel costs – a win for the environment and the pocketbook." DGS is recommending agencies use the vehicles as pool cars, which will allow more employees to experience the technology. The department looks to lease the cars out to agencies who express interest in hybrid or plug-in electric vehicles, such as DEP who will be the first agency to get green cars from DGS. "These vehicles represent DEP's commitment to reducing two things: costs for Pennsylvania taxpayers and air pollution," said Jessica Shirley, DEP Policy Director. "By leasing these hybrid vehicles from DGS, we will cut down on fuel costs and the tailpipe emissions going into the air."

Pennsylvania Clean Transportation Infrastructure Act HB 1446 Goes to Committee
An Act amending Titles 66 (Public Utilities) and 74 (Transportation) of the Pennsylvania Consolidated Statutes, in restructuring of electric utility industry, providing for transportation fueling infrastructure development; and, in turnpike, further providing for definitions and providing for Statewide electric vehicle charging and natural gas fueling networks. The Pennsylvania Clean Transportation Networks Act will create a framework for building this infrastructure by combining the expertise of our transportation and public utility sectors. Under this proposal, Pennsylvania will:

- Establish a state goal of expanding our electric transportation usage by at least 50 percent over baseline forecasts by 2030
- Direct the development of regional transportation plans so that Pennsylvanians will be able to live, work and play while going electric
- Require electric utilities to submit infrastructure investment proposals based on the regional frameworks that help cost-effectively build out backbone charging infrastructure that meets their local needs
- Complete statewide interstate and Turnpike fast electric and natural gas refueling networks, and
- Assess opportunities to increase the deployment of natural gas vehicles to support fleets and other high-value uses

Beaver County Transit Authority opens first CNG fueling station



October 27, 2017. Beaver County's first compressed natural gas (CNG) fueling station opened Friday, the first step in a long process that will see all of the Beaver County Transit Authority's buses converted to the new technology.

The conversion of the fleet to natural gas is expected to save the agency about \$400,000, mostly because the cost of diesel fuel is about two times higher than the cost of compressed natural gas.

The new fueling station, which was officially opened during a ribbon-cutting ceremony Friday morning at BCTA's maintenance and operations center in Center Township, is the seventh to open across the state as part of a partnership between PennDOT and a private company called Trillium.

As part of that \$84 million project, Trillium will design, build, finance and maintain compressed natural gas fueling stations at 29 public transit agencies across the state.

For Beaver County specifically, BCTA will convert 23 diesel buses and 28 paratransit buses to compressed natural gas. Mary Jo Morandini, the agency's executive director, said about 70 percent of the authority's fleet will be converted by 2019, and 100 percent of the fleet will be converted by 2025.



BCTA CNG Refueling Pump



BCTA CNG Bus



Trillium Compressors Units



BCTA Ribbon Cutting Ceremony

BLUE BIRD HOLDS ELECTRIC SCHOOL BUS RIDE AND DRIVE

September 21, 2017

Written by Ryan Gray



Blue Bird said feedback was “overwhelmingly positive” during an event this month that allowed energy company representatives to get behind the wheel of its new line of electric school buses.

The Sept. 1 event invited Duke Energy, Santee Cooper, Southern Company, and Florida Power & Lights to test drive a Type D transit-style All American prototype.

A Blue Bird spokeswoman said NAPT Summit attendees can test drive the All American on Nov. 5 in Columbus, Ohio.

First announced over the summer at the STN EXPO, the electric versions of the Type D All American, the Type C Vision and the Type A Micro Bird G5 Electric will be available in late 2018. While Micro Bird has yet to release specifics on the G5 electric powertrain, Blue Bird is partnering with ADOMANI, Inc. on the chassis and Efficient Drivetrains, Inc. on the drivetrain.

The Vision and All American electric models feature battery capacities of 100-150 kWh with an expected 80-100 miles range from a single charge, depending on driving habits. Vehicle-to-Grid (V2G) technology is also under development for this bus, which allows the bus to deliver electricity back into the grid, allowing contractors and school districts to “sell back” energy to power companies.



Propane Comes to the Rescue in Emergency Situations

Our nation has been hit hard by natural disasters in recent months. Gasoline and diesel shortages in Texas and Florida due to hurricanes wreaked havoc with people trying to evacuate prior to the storms and support First Responders after the storms had passed.

According to the Propane Education & Research Council, propane fuel is playing a vital role during the hurricanes, providing backup power, hot water and hot meals to those in need.

The portability and accessibility of propane makes it a stable and reliable fuel to handle emergency situations. Propane generators are keeping electricity flowing, and vehicles fueled by propane autogas are helping police, fire and public safety agents respond to vital situations.

Propane has long been known for its versatility. During Hurricane Sandy in 2012, no diesel fuel came into New York ports. But propane supplies weren't interrupted, and propane autogas school buses were used to get medical personnel to emergency situations and to hospitals.

Last month during Hurricane Irma, Pinellas County Schools used their propane school buses to evacuate residents including those in nursing homes who were in flood zones. The school district worked their local propane dealer prior to the storm to develop a propane refueling plan. Throughout the natural disaster, the propane buses' tank capacities were sufficient to sustain them through the process of evacuations and getting students back to school.

Although propane autogas has a robust nationwide infrastructure, it's the fuel's portability that makes it so accessible. Propane can be carried in bobtail trucks — allowing propane-fueled vehicles to be filled directly from a mobile truck. The fuel comes to you.

Our nation has a surplus of propane. Plus, using American-made propane autogas helps our nation's energy security goals, creates jobs, and reduces dependence on imported oil.

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



CP Industries, Pennsylvania-based manufacturer of seamless high-pressure vessels is pleased to announce the promotion of Miss Nicole Rebyanski.



Nicole has been promoted to Director of Sales and Marketing responsible for Alternative Fuels. In addition to her continued efforts in ground storage, transportation and on-board vehicle CNG platforms, she will be responsible for providing customer, product and sales support for Hydrogen Fuel Cell vehicles globally. Nicole will also continue to lead the company's marketing initiatives.



Michael Larsen, President of CPI, commented, "I am pleased that Nicole has accepted this expanded role. She has done an exceptional job at managing and growing the Alternative Fuels segment of our business and assisted in the realignment of our Sales organization."

CP Industries serves the global market providing storage solutions for Industrial Gas, Offshore, Defense and Alternative-fuel storage applications.



Drive Electric Pennsylvania...Zippping Along

Pennsylvania is one outlet closer to having a statewide Electric Vehicle (EV) Roadmap. In August the state hired a contractor to help us organize and develop a road map, that will surely prepare PA for the on-coming EV traffic. The unofficial coalition name, Drive Electric Pennsylvania is moving forward by planning the many aspects need for the adoption of EV's throughout the state.

As you know, many OEM's including BMW, Chevrolet; Nissan, VW and a host of others will have many available models within 5 years. Adoption of EV's requires more than just an electrical outlet. "Range Anxiety" which is the fear of not being able to charge your car's battery, is still prevalent in getting EV's mainstream, so planning for infrastructure is equally important to help with adoption. The group meets quarterly in Harrisburg to discuss how to move ahead, and discussions on barriers to adoption, policy and utility involvement are just some of the topics. The coalition has formed 3 committees: Education & Outreach; Infrastructure; & Procurement, each setting goals that will hopefully lead to a means to getting the plan in play.

The contractor is tasked to pull all of the information together, by interacting with the committees and the coalition to come to final report.

Until the final report is completed the coalition will be working to implement the pieces of the committees over-arching goals on how best to provide an avenue for EV adoption. The PA DEP had started the formation of this group over a year ago, calling on both of Pennsylvania's Clean Cities Coalitions (EP-ACT & PRCC) and the PA DOT as the original steering committee members. The Coalition has come a long way in a short period of time, evident of the involvement of over 40 organizations participation in the coalition.

The Future Really IS Electric—Just Ask General Motors, and Volvo, and Daimler, and Ford, and...

10.04.2017 - by Mary Kathryn Campbell

For more than a decade, Plug In America has been telling anyone who will listen that electric drive is the future. It is simply a better technology for getting from place to place. It's cleaner, more convenient, more economical, safer, and a lot more fun to drive. Those of you with long memories will recall that Plug In America got its start protesting the crushing of the EV1 and other early electric cars.

This week, General Motors concurred, and declared its intention to move to an all-electric fleet, with at least 20 all-electric models by 2023, just five model years from now, barely a wink of the eye in the automotive product planning cycle. No doubt, the engineering and market success of the Chevy Bolt has helped that decision. (By the way, the Bolt sold a record 2,632 vehicles in September.)

General Motors joins Volvo which recently made a similar commitment. In the past few days, General Motors was quickly followed by a Ford announcement that it was scaling up its electric efforts and an announcement from Daimler (maker of Mercedes) that it would offer electric versions of all models by 2023. Can you spot a trend?

While we'd like to think that this is all just because Plug In America's message has finally been heard by automakers, recent declarations from China—the world's largest auto market—along with France, Germany, Netherlands, Norway,

and the United Kingdom about their plans to phase out internal combustion engine cars probably played a big role, too. California is now also hinting that it will soon be joining these other jurisdictions.



Does this mean that our job is done, and after a solid 100-year run, the internal combustion engine is off to join its cousins, the horse and buggy and the eight-track tape? Not yet. All of the above commitments from countries and automakers will be difficult to keep and backsliding is bound to happen. Despite their potential, EVs still make up less than 1% of the U.S. auto fleet. These commitments show us that an electric future really IS possible, but our support will still be essential to ensure that it all comes to fruition.

Honda Clarity Electric Goes On Sale in California and Oregon

By **Brad Berman** · August 04, 2017



2017 Honda Clarity Electric

The all-electric version of the 2017 Honda Clarity started arriving in dealerships in the past few weeks. The full-size sedan, which is only available in California and Oregon, leases for \$269 a month for 36 months with \$1,999 due at signing.

The spacious Honda Clarity is available with three different powertrains: a hydrogen fuel-cell version that's been selling in low numbers since December 2016; the all-electric version now hitting the market; and a plug-in hybrid that's expected to arrive in late 2017.

The all-electric Clarity can travel 89 miles on a single charge. That puts Honda in the unfortunate position of introducing an EV with a driving range significantly lower than the new generation of electric cars. The list of EVs with longer range includes the 238-mile Chevrolet Bolt, 125-mile Volkswagen E-Golf, 124-mile Hyundai Ioniq, and an upcoming second-generation Nissan LEAF that could offer about 150 miles of range. The Tesla Model 3 offers between 220 and 310 miles of range, depending on the model, but comes with a wait for a year or longer (unless you already make a pre-order and deposit).

The Clarity, while offering less range, is currently the sole affordable full-size sedan in a crowded field of compact EVs. The Clarity Electric utilizes a 161-horsepower electric motor producing 221 pound-feet of torque and drawing power from a 25.5-kWh lithium-ion battery pack.

Jimmy Gan, a technology consultant from Saratoga, Calif., became the first owner of the Clarity Electric on Tuesday when he took possession of his car in San Jose. "The range is perfect. Ninety miles is more than enough for me and most of the people I know," he said. The shortcomings of the pure electric Clarity should not distract buyers from the significant merits of the Clarity Plug-in Hybrid. Based on our drive of the Clarity Fuel Cell, we expect the Clarity Plug-in to be just as spacious and comfortable, and to offer excellent handling. With 40 miles of electric range before the gas engine is put into service, it could be a true contender for plug-in hybrid customers.

The plug-in hybrid Clarity will be on sale nationwide by the end of 2017. In terms of range in a plug-in hybrid model, the Clarity is in second place among more than 20 models. It is beat only by the 53-mile Chevy Volt. James Burrell, Honda vice-president of environmental business development, in March told PluginCars.com that the plug-in hybrid version will be the high-volume variant of the Honda Clarity.

Pennsylvania Celebrates 5 Years of Cleaner Cars, Trump Administration Attacks Program

Happy 5th birthday, Clean Car Standards! People across the United States are celebrating less air pollution and less oil consumption as the Clean Car Standards turn 5 years old this week. These standards aren't just good for the environment, they're good for the economy as well: [Pennsylvania has saved 1.2 billion dollars](#) since automakers, federal and state governments and other stakeholders agreed upon the rules on October 15, 2012. Therefore, clean car standards are beneficial to the environment and the economy simultaneously.

"It's not every five year-old who can cut pollution and reduce oil consumption! These Clean Car Standards are working, and here in Pennsylvania we have already seen billions in consumer savings all while reducing dangerous emissions," said Flora Cardoni, Lead Climate Defender Organizer with PennEnvironment.

But with the Trump administration working to undermine these standards, it's unclear if they'll make it to year 6. This summer, President Trump reopened the EPA's midterm evaluation on the Clean Car Standards, a process that opens the door for the administration to weaken the standards, harming our health and costing hardworking families money.

Transportation is the number one source of global warming pollution in the nation. That's why in October 2012, the Obama administration made history by finalizing 2017-2025 standards that would nearly double the fuel economy of new cars and light trucks. The standards will also reduce global warming pollution by 6 billion metric tons by 2025

These standards are the single largest effort we're taking to reduce climate pollution in the United States. They will also help us lower asthma-inducing smog and air pollution in our cities and save consumers billions at the gas tank!

On October 24th Pittsburgh celebration was held at the corner of Art Rooney Blvd and North Shore Drive.



Mayor Peduto speaks to attendees at event



Birthday Cake

Question of the Month: *What's new for Clean Cities mobile tools and resources?*

Answer:

Two new mobile tools have recently become available:

Station Locator app for Android: Android users can now access the Station Locator app through the [Google Play store](#). As with the original iPhone app version, users can access the Station Locator from their mobile device and find the 20 closest stations within a 30-mile radius. Results display either on a map or in a list with station addresses, phone numbers, and hours of operation. **Also available for iPhone from the [iTunes store](#).**

Trip Calculator mobile page: FuelEconomy.gov recently launched a [mobile web page version](#) of their popular Trip Calculator tool. This page allows users to easily calculate fuel economy for a trip while on the go.

Other Mobile Resources

AFDC Station Locator mobile page: If you'd rather not use an app, the [Station Locator mobile page](#) provides an easy way to view alternative fueling station information on your smartphone screen, regardless of the type of mobile device used. Users can access the Station Locator by navigating to this link in an internet browser.

Find-a-Car app (Android and iPhone): The Find-a-Car app allows users to view the U.S. Environmental Protection Agency (EPA) fuel economy ratings, fuel cost estimates, and safety ratings for new and used cars and trucks. The app also allows users to input driving habits to personalize results, and to scan QR codes on window stickers while car shopping to assist in comparing vehicles. The app is available to [download on the Google Play store](#) and [download on the iTunes store](#).

Find and Compare Cars mobile page: The [Find and Compare Cars mobile page](#) allows users to search for vehicles by year, make, and model. Searches can also filter by vehicle class and combined miles per gallon (MPG).

EPA Fuel Economy Label mobile page: The [EPA Fuel Economy Label mobile page](#) explains what each piece of information detailed on fuel economy labels for gasoline, plug-in hybrid, and all-electric vehicles means.

Calculate My MPG mobile page: On this page, users receive assistance calculating and tracking fuel economy and comparing it with the EPA ratings. To get started, users must first create an account by [accessing the tool online](#). Look for an update to the mobile page later this year.

Gas Mileage Tips mobile page: [This page](#) provides drivers with quick tips to obtaining better gas mileage and shows how much money per gallon they can save as a result.

You can rate and provide feedback on the Google Play and iTunes stores for the Station Locator and Find-a-Car apps. You may also contact the TRS at any time with feedback about these mobile resources, as well as suggestions for new tools.

Clean Cities Technical Response Service Team

technicalresponse@icf.com

800-254-6735

Senate GOP tax bill keeps \$7,500 EV tax credit intact

It's still an important tool in spurring EV sales, and it's far from a permanent thing anyhow.

When US House Republicans unveiled their new tax reform bill, many in the auto industry were quick to freak out about the [disappearance of the \\$7,500 electric-vehicle tax credit](#). Apparently, the Senate listened.

The US Senate tax reform bill has the \$7,500 EV tax credit intact, [Reuters reports](#). The move likely comes amid a great deal of backlash the first bill suffered, due in part to the perceived importance of the credit as the EV market in the States slowly grows.



Tesla's estimated to have used up half of its initial credit allotment, so don't wait too long to pull the trigger if you're on the fence.

That isn't to say that the EV credit, as it's currently designed, is permanent. Each automaker can give out up to 200,000 credits. At that point, it begins a phase-out process, where the credit is halved for two fiscal quarters, then halved again for another two before finally disappearing altogether. No automaker has achieved sales in that quantity just yet, not even Tesla.

It also bears noting that the \$7,500 credit is not a pile of cash handed to you at the dealership. It's a dollar-for-dollar reduction of your tax liability for that year. If you didn't pay \$7,500 in taxes that year, you'll only be credited for as much tax as you paid. Not everyone will be eligible for the full credit.

Automakers and industry groups alike hemmed and hawed at the idea of losing EV sales as a result of a disappearing credit. Even though some people view the tax credit as yet another benefit for rich buyers of \$100,000 Teslas, it's still an equally important credit for families picking up a Nissan Leaf or Chevrolet Bolt.

This doesn't mean the EV credit will survive tax reform. If both houses of Congress pass their respective bills, the two must be merged and once again voted upon, and it's possible that the EV credit could die during that portion of the legislative process.

FLEETS FOR THE FUTURE

FAQ Page Now Available on Fleets for the Future Website

Have a question about Fleets for the Future (F4F)? The F4F team has created a new [FAQ page](#) on the project website to address our most commonly asked questions.

Explore the following topics on the new page to learn more about the F4F project as well as current opportunities:

- Why Alternative Fuels?
- Why Use Fleets for the Future's Contracts?
- Current Opportunities
- How Can My Organization Participate?
- Who is Eligible?
- Details on the Offers
- Pricing
- General Information on F4F

To access the FAQ page, please visit <http://www.fleetsforthefuture.org/faq/>. The FAQ page will be updated periodically to reflect new opportunities and new details as the F4F project progresses. If you have a question that is not answered on this page, [contact the team](#) and your question will be addressed as quickly as possible.



ODYSSEY DAY A GREAT SUCCESS

Alternative Fuel, High Tech Vehicles on Display at CCAC's 'Odyssey Day'

OAKDALE (KDKA) — There are plenty of sources to fuel vehicles these days, and those vehicles were all on display at the Community College of Allegheny County's Oakdale campus Friday.

It looked like an auto show — rows upon rows of cars, trucks and buses.

This was "Odyssey Day," designed to introduce the public to alternative fuel and vehicles with advanced technology — everything from natural gas buses to school buses that run on propane, to the all-electric Chevy Bolt and the Tesla.

"There's no one technology that's probably better than the other per se because it's about what fits your market and where you're at," Rick Price, executive director of the Pittsburgh Region Clean Cities, said.

He says many large companies like UPS and Giant Eagle have already embraced the technology, powering much of their fleet with alternative fuels.

It's important, says Price, not only for the environment, but also to give the United States fuel independence. "If we can get stuff with cleaner air, greenhouse gases and also be kind of independent from what happens in other parts of the world," Price said.

CCAC has been a large part of that.

“We have a great relationship here with the college because they teach alternative fuel classes here at the college, and there’s a number of vehicles out there that we’ve outfitted for them to do that,” Price said.

[Please click here to read more and watch the video](#)

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



Attendees checkout AFV's

To See Odyssey Day Video

<http://www.pgh-cleancities.org/video-odyssey-day-2017/>



County Executive Rich Fitzgerald Addresses Attendees



Schwan's Propane Truck handling Ice Cream



Over 30 Alternative Fueled vehicles on display



PRCC Executive Director Opens Odyssey Day 2017

PRCC Sustainable Members

PLATINUM MEMBERS



GOLD MEMBERS



RANGE RESOURCES®



SILVER MEMBERS



PRCC Membership Levels Information

Membership Options: Individual- \$150 Nonprofit- \$300 Bronze- \$500 Silver- \$1000 Gold- \$2000 Platinum/Sponsor- \$4000+

To find out more on membership levels go to:

<http://www.pgh-cleancities.org/membership/>



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



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

