

PRCC GAZETTE

“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”

Volume 5, Issue 8

March 2018

DID YOU KNOW: For every \$1.00 of Federal money the Clean Cities takes in, It turns that into \$10.60 of private investment

According to DOE annual reports, from 2006 through 2015 the Clean Cities program has leveraged \$207.3 million in program funding into another \$2.2 billion in public and private investment in clean fuels deployment projects. This is an overall leverage ratio of \$10.60 for every federal dollar invested. These funds were used to deploy a diverse array of petroleum reducing fuels, vehicles and refueling stations that were based on specific state and local transportation needs. According to the U.S. Department of Energy, there are now more than 1.5 million alternative fuel vehicles on the road in the United States and 55,000 alternative fueling stations.

It was one of the best ROI's for the government!

Despite the recent decrease in the cost of gasoline, gas prices in America remain extremely volatile and we continue to send more than *\$135 billion a*

Meanwhile, China and other nations threaten to beat out the United States for leadership of the global alternative fuels market as we continue our struggle for economic recovery. More than 70 percent of the oil we import is used as our primary transportation fuel – as gasoline for our national fleet of 270 million vehicles

The DOE Clean Cities Program is the agency's only initiative focused on the deployment of alternative fuels, vehicles, and infrastructure. Federal funding through the DOE has leveraged billions in private investment and unleashed American ingenuity and technology innovation to enable vehicles using electricity, natural gas, propane, biodiesel, ethanol, and hydrogen to take hold in the market place. Since 1993, the nation's Clean Cities coalitions and our 15,000 stakeholders have played a leading role in implementing local deployment programs and projects that have reduced petroleum consumption by more than 9.5 billion gallons. The Clean Cities program is currently on track to decrease petroleum use by 2.5 billion gallons a year by 2020.

Help Stop Elimination of Clean Cities

The White House budget has proposed elimination of the DOE Clean Cities program as part of its proposed 73 percent cut of the Department's overall Vehicle Technologies program. However, Congress will ultimately decide the fate of the Clean Cities program. Help save Clean Cities by adding your name to our national letter to the Congressional appropriations leaders. Click here <http://transportationenergypartners.org/help-defend-clean-cities-form/> Also, please contact your Members of the House and Senate directly and urge them to protect funding for the DOE Clean Cities program

Issue Contributors:

Rick Price, Executive Director/Coordinator, PRCC

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

CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

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

Stakeholder/Alternative Fuels Meeting -
April 6, 2018 – CCAC-West Hills Center

Odyssey Day –October 12, 2018 – CCAC –
West Hills Center

EV Educational & Ride-n-Drive Events -
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

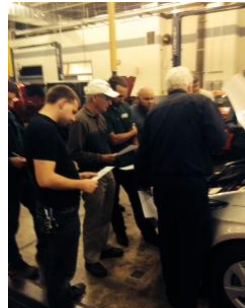
Propane Autogas Training

May 21-23, 2018 [Click here to register](#)

[NOW!](#) *Size of class is limited*



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



“O”Ring CNG merges with InsightFuel

Macedonia, Ohio & Coolspring, Pennsylvania

“O”Ring CNG Fuel Systems, a developer and operator of CNG fueling stations in western and central Pennsylvania will merge with InsightFuel, a manufacturer and specialty contractor serving the clean fuel transportation market in the United States and Canada.

Bob Beatty, owner of “O”Ring, and Jeff King, majority owner of InsightFuel, have been partners and confidants in each others’ businesses for over five years. “There is so much more for me to accomplish creating energy independence for our country using indigenous, clean-burning fuels,” says Beatty, “and I believe after working so well with the team at InsightFuel, that this is the best platform for “O”Ring and me to realize my vision.”

“Bob brings know-how and assets which will allow us to accelerate our plans to develop a regional CNG fueling station service company to support the clients for whom we’ve built fueling stations. “O”Ring also has a transportable CNG fueling station design that we believe addresses an underserved need for temporary and small-scale natural gas decanting and fueling,” says King.



Transportable CNG Station which “O”Ring also maintains

About “O” Ring CNG

“O” Ring is a full-service global compressed natural gas CNG fuels solutions company based in Cool Springs, Pennsylvania.

“O” Ring specializes in the design and installation of CNG fueling stations, featuring a proprietary *transportable* station design built onto 53’ self-contained fueling platform featuring a 150 hp Ariel JGQ 4-stage compressor powered by a Caterpillar 3306 natural gas engine.

A network of stations across Pennsylvania built by “O” Ring are operated by GAIN Clean Fuel out of Wisconsin.

“O” Ring has a full station maintenance practice featuring compressor service, on-site oil filtration and re-composition, and desiccant dryer regeneration.

About Bob Beatty



Bob Beatty - InsightFuel Director Construction, Technology & Gov't Affairs

Robert H. Beatty, Jr., has over 35 years’ experience in the field of compressed gases, as well as compression and storage systems. Bob is certified by the Natural Gas Vehicle Institute (NGVI) of America in both CNG Fuel Station Design & Construction and CNG Fuel Station Management. He has extensive experience with compressed gases as a technician, system designer, consultant, sales manager, and distributor for several major international compressor brands. He assists clients with the service of gas production facilities, pipeline or transportation solutions for CNG, as well as treatment and processing facilities for CNG. From assessing the best plan for each customer, designing, building, and installing individualized equipment, to both routine and emergency service and maintenance, Bob has the expertise and technical knowledge to diagnose and solve any challenge.

As the owner of several natural gas wells, Bob practices what he preaches. He has personally converted everything possible in his home and business to CNG. From heat, to electric, to cooking fuel, to lawn mowers, forklifts, as well as all business and personal vehicles, he has achieved energy independence both personally and professionally and is eager to help others realize the benefits of natural gas.

Bob is an owner and board member at InsightFuel, and will be assuming responsibility for overseeing InsightFuel's construction practice, and leading the company's efforts as government and association liaison, and in technology development. In addition to his responsibilities with InsightFuel, Bob is developing Sunnyside Energy Park, LP in Ringgold Township, Pennsylvania. Sunnyside is a 377 acre eco-industrial park sitting atop a gas supply pipeline fed by 1030 wells from the park and surrounding area. Sunnyside has secured rights to these wells and has created a utility co-op to supply park tenants utilities produced on-site. The park is developing and recruiting companies to utilize this captive gas supply as an input to their production process, and symbiotically grow by using each others' process byproducts for a true closed-loop, environmentally-sustainable industrial park model.



As electric vehicles gain favor, utilities can accelerate EV adoption

By Siddiq Khan, Senior Researcher

As new models with longer ranges, state-of-the-art features, and lower prices enter the market, 2018 is widely expected to be the [year of the electric vehicles](#) (EV). US auto companies now offer more than [40 plug-in vehicle models](#), with more to come, and consumer interest in EVs has only grown with the arrival of these new models.

What's more, large-scale EV adoption would be a win for consumers, automakers, utilities, and the environment. EVs can significantly reduce US transportation sector energy use and associated emissions, leading to large consumer and societal benefits, and the utility industry recognizes that large-scale adoption represents an opportunity for load growth at a time when many are forecasting declining sales.

Utilities can plan for — and guide — EV growth in ways that also benefit society at large, ensuring that potential environmental benefits of EVs are fully realized while taking advantage of the new business opportunities they present. Today, ACEEE released a report, *Strategies for Integrating EVs into the Grid*, that examines how utilities and other stakeholders are responding to this new opportunity, and how their actions relate to broader environmental goals. The report focuses on five categories of utility strategies: rate design, smart charging, charging station investment and ownership, vehicle purchase incentives, and coordination with state and local efforts. To provide insight into these strategies, the report includes case studies of three utilities that have implemented multifaceted EV integration plans: Southern California Edison, Indianapolis Power & Light, and Georgia Power Company...

To download the report, visit: <http://www2.aceee.org/e/310911/research-report-t1801/qrp3/103891248>

To continue reading this blog post, visit: <http://www2.aceee.org/e/310911/2-electric-vehicles-gain-favor/qrp5/103891248>





Putting More Propane Vehicles on the Roads

Propane vehicles are doing their part to reduce petroleum use across the country. More U.S. students are safely riding to school in propane school buses — in Newport News in Virginia, Southwest Allen County Schools in Indiana, Fulton County in Georgia and Sierra Foothill Charter in California, to name a few. This year marked the 10,000th propane school bus equipped with a ROUSH CleanTech fuel system. More than 800,000 children in 750 school districts in 48 states now count on Blue Bird Vision Propane school buses to get them to and from school.

The transit industry continued to grow this year, too. About 1,500 vehicles fueled by propane autogas are transporting people around their communities in clean public transportation. Earlier this year, another vehicle fueled by propane autogas, the Ford E-350 cutaway, came to market to provide transit agencies with a new vehicle option for servicing routes with fewer customers.

Many customers in both these industries are coming back for more. In 2011, Riverhead School District purchased its first propane school buses. This year, the district added more and now operates 35 Blue Bird Propane Vision buses. Delaware Transit Corporation also added to its current propane fleet, now running 165 transit vehicles.

We have an abundant supply of propane going into the winter season. According to the Energy Information Administration, in November the U.S. has a stock of 75 million barrels, and produced 1.9 million barrels per day and exported half of that. Why export it when we can use this safe, economical and domestically produced alternative to fuel our fleets?

Propane autogas reduces emissions, lowers fuel and maintenance costs and improves our country's energy security. 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

New Video Explains Harmful NOx

Do you find that consumers and even legislators have questions about harmful NOx emissions? ROUSH CleanTech has created a three-minute [video to explain NOx emissions](http://www.roushcleantech.com/knock-out-nox/), why they need to be reduced and how the topic pertains to the Volkswagen Settlement and billions of dollars in funding. This video can be shared to help make the case for propane vehicle adoption and funding opportunities.

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.

###

[Video Link; Permission granted to Clean Cities coalitions to post this video and/or link on websites and social media]

<http://www.roushcleantech.com/knock-out-nox/>



BLUE BIRD®

Crawford Area Transit Authority gets new natural gas buses

February 19, 2018. The Crawford Area Transit Authority (CATA), Pennsylvania, rolled out new compressed natural gas buses and unveiled a new maintenance garage.

CATA retired its 2008 model vehicles and introduced brand new CNG buses to hit the road. The three new buses are being funded with more than \$1.5 million in state and federal grant money.

The new scheduling and maintenance facility features a fully automated drive-thru wash system and water consumption for cleaning the buses will be minimal. 80% of water consumed when the buses go through the wash will be recycled.

Tim Geibeo, General Manager of the Crawford Area Transportation Authority, said that "prior to today, the vehicles were parked in four different locations throughout the city of Meadville with drivers reporting all over the place. Having the vehicles here will give us the ability to put everything under one roof and have it better maintained."

The old buses are heading to the Erie Metropolitan Transit Authority (EMTA) where they'll be rehabbed and put back into service in Erie. CATA is also looking forward to a fourth natural gas bus. This one is on order and should join the 25 vehicle fleet by 2019.



DRIVE ELECTRIC PENNSYLVANIA COALITION



Drive Electric Pennsylvania Coalition participants, November 2017 meeting

Efforts to promote electric vehicle adoption are increasing nationally, as more states and cities see the value of reduced greenhouse gas emissions and the potential for new economic opportunities. The DEP Office of Pollution Prevention and Energy Assistance began collaborating in 2016 with stakeholders statewide in a planning process intended to increase the acceptance and adoption of electric vehicles by state government agencies, local governments, businesses, industry, and the general public in Pennsylvania.

Three committees are working to develop plans, goals, and activities related to EV education and outreach, procurement, and charging infrastructure. The coalition is working with an expert transportation consultant (supported by U.S. Department of Energy State Energy Program funds) to create a plan called the "Pennsylvania Electric Vehicle Roadmap." The plan will help inform policymakers in the Commonwealth interested in supporting EV growth in Pennsylvania. It will also be a useful guide for coalition members going forward. The road map will be completed by July 2018. The Drive Electric Pennsylvania Coalition includes state and municipal government officials, Department of Energy's Clean Cities Coalitions, EV businesses and consultants, transportation organizations, electric utilities, environmental groups, auto companies, and other interested stakeholders.



National Clean Fleets Partners Top Major Mileage Goals



UPS, Ryder, and PepsiCo's Frito-Lay are the latest to demonstrate a commitment to operating their fleets more sustainably.

Three commercial fleets including [UPS](#), [Ryder](#), and [PepsiCo's Frito-Lay division](#)—all members of [Clean Cities' National Clean Fleets Partnership](#) (NCFP)—recently shattered their own sustainability goals by logging impressive mileage numbers with alternative fuel vehicles.

UPS recently announced it hit its goal of driving one billion miles in its alternative fuel and advanced technology fleet one year earlier than planned, while Ryder and PepsiCo's Frito-Lay announced the 100-million mile achievement for their compressed natural gas (CNG) fleets.

UPS deepened its commitment to alternative fuels in 2012, when it set the goal of reaching one billion miles driven with alternative fuels by the end of 2017. Smashing that goal one year early, about 12% of the conventional diesel and gasoline fuel previously used by UPS's ground fleet is now being replaced by alternative fuels including renewable natural gas and renewable diesel.

Through the deployment of its natural gas vehicle program, Ryder—a leader in commercial fleet management, dedicated transportation, and supply chain solutions—has displaced approximately 15.4 million gallons of diesel fuel since 2011 in addition to driving 100-million alternative fuel (AFV) miles. The company's CNG fleet operations serve customers in 16 states and two Canadian provinces.

Frito-Lay first began leveraging CNG technology in 2011 when 16 CNG freight trucks went into service. Today, the Frito-Lay CNG fleet has also driven 100-million AFV miles and grown to more than 500 vehicles, representing more than 35% of the company's long-haul inventory.

Each of the companies is also a founding member of the Clean Cities NCFP, which began in 2011. Since its inception, participants in the NCFP have teamed with [Clean Cities coalitions](#) across the country to implement strategies that reduce their greenhouse gas (GHG) emissions and petroleum use.

The initiative has left an impressive impact nationwide; in 2015, the partners' efforts averted more than 369,000 tons of GHGs and displaced more than 152 million gasoline gallon equivalents of petroleum. Thanks to the partners, 101,677 alternative fuel and advanced technology vehicles have been deployed.

To learn more about each of the partner's successes, see their full press releases:

- [*UPS Drives 1 Billion Cleaner Miles Meeting Goal Early*](#)
- [*Ryder Becomes First Commercial Fleet Provider to Surpass 100 Million Natural Gas Vehicle Miles*](#)
- [*PepsiCo's Frito-Lay Division Accelerates Investment in Compressed Natural Gas.*](#)

For more information, contact:

- Clean Cities Technical Response Service Team
- technicalresponse@icfi.com
- 800-254-6735



New Heavy-Duty Vehicle Emissions Calculator Launched

Most Complete Online Resource Determines Best Cost-Effective Emissions Reduction Options for Medium- and Heavy-Duty Vehicles Under VW Settlement Funds

Washington, DC – Today Argonne National Laboratory launched the ***Heavy-Duty Vehicle Emissions Calculator (HDVEC)*** at a presentation at FedFleet 2018 in Washington, DC, the nation's largest gathering of public fleet managers sponsored by the U.S. General Services Administration.

This online resource was created to provide state officials and fleet managers with an accurate tool to gauge emissions reductions across various medium- and heavy-duty vehicle project options affiliated with the Volkswagen Environmental Mitigation Trust Settlement. NGV America welcomes the HDVEC tool as reflecting current vehicle availability and emissions performance data and congratulates Argonne on its success.

“As public officials begin to evaluate how best to clean their state's air with their allotted VW Trust funding, this resource will prove vital in evaluating cost-effectiveness of real world vehicle options,” said Andrew Burnham of Argonne's Center for Transportation Research. “The Vehicle Emissions Calculator is a valuable tool for policymakers, fleet managers and procurement administrators alike as they look to compare vehicle technologies for emissions reductions associated with fleet operations.”

Available at: <http://afleet-web.es.anl.gov/hdv-emissions-calculator> / and linked at NGV America's website at:

<http://www.ngvamerica.org/vwactioncenter/>, the HDVEC estimates the vehicle operation nitrogen oxide (NOx) and fine particulate matter (PM2.5) as well as the well-to-wheel greenhouse gas emissions (GHGs) of current commercially-available alternative fuel medium- and heavy-duty vehicles eligible for funding under the VW settlement. Volkswagen's \$2.9 billion Environmental Mitigation Trust fund provides each state an incredible opportunity to make an immediate and tangible impact on air quality by targeting medium- and heavy-duty vehicles, the leading source of these toxic air contaminants in almost every metropolitan area.

“Heavy-duty vehicles are the fastest growing segment of U.S. transportation in terms of energy use and emissions, and HDVs are major emitters of NOx, diesel particulate matter, and greenhouse gases,” said NGV America President Daniel Gage. “Mobile sources account for 50 percent of America's smog-precursor emissions like NOx. This calculator demonstrates that allocating funds to deploy low-NOx natural gas vehicles provides the best way to deliver immediate and cost-effective NOx reductions and air quality benefit.” The tool can calculate results for three project types allowable under the Trust Settlement:

- ***Environmental Mitigation with Scrappage*** – new alternative fuel versus diesel, plus additional benefit from early retirement of the scrapped vehicle.
- ***Environmental Mitigation with Repower*** – vehicle after repower versus diesel before repower.
- ***Clean Vehicle Replacement*** – new alternative fuel versus diesel.

The HDVEC was developed using Argonne's Alternative Fuel Life-Cycle Environmental and Economic Transportation Tool (AFLEET) available at: <https://greet.es.anl.gov/afleet>. AFLEET Tool 2017 uses emissions data from both the U.S. Environmental Protection Agency's MOtor Vehicle Emission Simulator (MOVES) and Argonne's Greenhouse gases, Regulated Emissions, and Energy use in Transportation (GREET) models.

This week marks the deadline for the VW Trustee to designate or certify Beneficiary Status for the States and the start of when states can begin to file settlement funding spending plans. Funds could be available for distribution as early as March, pending approval of state plans.

For more information on the most cost-effective investment of VW Trust resources for the most NOx emissions reductions attained, visit: <http://www.ngvamerica.org/vwactioncenter/>.

NGVAMERICA
Natural Gas Vehicles for America

CHAMPION NATURAL GAS TRANSPORTATION WITH VW FUNDS

Structure your state's VW Settlement Plan around basic clean air tenets:

Fund Cleaner Alternatives to Diesel. Given that the Volkswagen Environmental Mitigation Trust was created to address nitrogen oxide (NOx) pollution associated with non-compliant diesel vehicles, funding should be prioritized for clean, alternative fuel vehicle projects that focus on maximizing NOx reduction for the resources allocated.

Incentivize the Cleanest Proven Technologies. Provide a larger incentive and greater overall funding for medium- and heavy-duty engines that deliver greater NOx reductions than currently required.

Account for Real World Emissions. Target funding for technologies that have demonstrated the ability to deliver actual lower in-use emissions when operated in real-world conditions.

Target Critical Emissions Reductions. Provide the highest level of funding to applications that produce the largest share of NOx emissions. In most regions, this means prioritizing for short-haul, regional-haul and refuse trucks.

Support Ready-Right-Now Products. Prioritize funding for commercially-available products that are proven and ready for use.

Fund Vehicles Over Fueling. Prioritize funding for clean vehicles rather than fueling infrastructure for greater emissions impact.

Scale Funding to Incentivize the Cleanest Engines

Available. At a minimum, provide parity among alternative fuels that funds non-diesel alternative vehicles in the private sector at 25% of the cost of the vehicle and public sector vehicles at 40%.

Mix Private and Public. Ensure that funding incentivizes adoption by both public and private fleets.

Cleaner Air Starts with Cleaner Trucks

Help ensure your state's VW funds are expended to make an immediate and tangible impact on air quality by targeting medium- and heavy-duty vehicles, the leading source of toxic nitrogen oxide (NOx) contaminants. Natural gas vehicles are commercially ready right-now and, dollar for dollar, deliver the most cost-effective NOx emissions reductions.

The newest natural gas engines with Near-Zero or "Zero Emissions Equivalent" technology produce **90% fewer NOx emissions** than the current standard. In fact, the cleanest heavy-duty truck engine in the world is powered by natural gas. And when fueled with renewable natural gas, it produces up to 115% fewer greenhouse gas emissions than diesel counterparts well-to-wheel.

Compare emissions of commercially-available alternative fuel medium- and heavy-duty vehicles with the Heavy-Duty Vehicle Emissions Calculator (HDVEC) tool. Developed by the U.S. Department of Energy's Argonne National Laboratory using its AFLEET Tool 2017, this online resource aids fleet managers and decision makers in comparing vehicle technologies for emission reduction in order to maximize their state's VW funding investment. Accessible online at: <http://afleet-web.es.anl.gov/hdv-emissions-calculator>

Pennsylvania announces expansion of CNG filling station on I-80

March 2, 2018. A compressed natural gas (CNG) fueling station will help reduce air pollution from trucks traveling along Interstate 80, thanks to a grant from the Pennsylvania Department of Environmental Protection. The CNG Fuel LLC station in Shippensburg, Clarion County, is the recipient of a \$178,785 grant through the Alternative Fuels Incentive Grant (AFIG) FAST Act program.

"This grant will promote more use of CNG tractor trailers along I-80, which will remove hundreds of thousands of pounds of air pollution," said DEP Secretary Patrick McDonnell.

The project, once completed, will displace an estimated 116,650 gallons of diesel fuel per year, as more tractor trailers equipped to run on CNG will utilize the facility and travel on the I-80 corridor. The reduction in diesel use will result in reductions of more than 86,000 pounds of carbon dioxide and more than 322,000 pounds of nitrous oxide.

“With many of these clean fuel infrastructure projects, there is a chicken and egg problem – without the infrastructure to refuel these vehicles, will they be used?” said McDonnell. “With this project we’re helping to solve that problem.”

The funding is made possible through the Alternative Fuels Incentive Grant Program in support of FAST (Fixing America’s Surface Transportation) Act corridor designations in Pennsylvania. The program provides up to a fifty (50) percent reimbursement grant to install public re-fueling infrastructure along the highway corridors in Pennsylvania designated as alternative fuel corridors by the FAST Act as “Signage Ready” or “Signage Pending” by the Federal Highway Administration. The designated corridors in Pennsylvania I-76, I-276, I-476, I-95, and I-80.



Trillium CNG wins award from Pennsylvania engineering group

Trillium CNG and Larson Design Group (LDG) were honored for their work in bringing 29 CNG fueling stations to the Commonwealth of Pennsylvania as part of a public-private partnership (PPP) with the Pennsylvania Department of Transportation.

The Engineers’ Society of Western Pennsylvania (ESWP) presented Trillium and LDG with the Innovative Award at its annual awards ceremony February 15. ESWP members submit nominees for the annual awards, and recipients are selected by a panel of ESWP past presidents

In 2016, Trillium and LDG partnered to design, build, finance, operate and maintain a program of CNG fueling stations in Pennsylvania. The stations will supply locally sourced CNG to more than 1,600 public-transit buses at 29 agencies across the Commonwealth to save fuel and operational costs at a net zero development cost to taxpayers. Seven of the 29 facilities will be open to the public.

“This was an unprecedented project that shows the value of public-private partnerships,” said Bill Cashmareck, managing director of Trillium CNG. “We’re honored to receive this award along with Larson Design Group and to bring fuel alternatives to fleets and consumers in Pennsylvania.”

Of the 29 CNG facilities eight are already open, and seven others are expected to open this year.



There are several Bipartisan Budget Act provisions with implications for Clean Cities portfolio items:

[Alternative Fuel Infrastructure Tax Credit.](#)

Section 40404 extends the tax credit for alternative fuel infrastructure through December 31, 2017. Fueling equipment for natural gas, propane, liquefied hydrogen, electricity, E85, and biodiesel are eligible for a tax credit of 30%, up to \$30,000. Residential fueling equipment may receive a tax credit up to \$1,000.

[Alternative Fuel Excise Tax Credit.](#) Section 40415 extends the \$0.50 per gallon tax credit for alternative fuels, including liquefied hydrogen, through December 31, 2017.

Alternative Fuel Mixture Excise Tax Credit.

Section 40415 also extends the \$0.50 per gallon tax credit for alternative fuel used to produce a mixture containing at least 0.1% gasoline, diesel, or kerosene through December 31, 2017. Alternative fuel blenders must be registered with the Internal Revenue Service (IRS). The U.S. Department of the Treasury (Treasury) will issue guidance for how to submit claims for this credit by March 11, 2018.

Biodiesel Income Tax Credit. Section 40407 extends the biodiesel income tax credit through December 31, 2017. A taxpayer that delivers unblended biodiesel (B100) into the tank of a vehicle may be eligible for a \$1.00 per gallon of biodiesel, agri-biodiesel, or renewable diesel tax credit.

Biodiesel Mixture Excise Tax Credit. Section 40407 also extends the \$0.50 per gallon tax credit for biodiesel, agri-biodiesel, or renewable diesel used to produce a mixture containing at least 0.1% gasoline, diesel, or kerosene through December 31, 2017. Alternative fuel blenders must be registered with the IRS. Treasury will issue guidance for how to submit claims for this credit by March 11, 2018.

Fuel Cell Motor Vehicle Tax Credit. Section 40403 extends the \$4,000 tax credit for the purchase of qualified light-duty fuel cell vehicles through December 31, 2017.

Qualified Two-Wheeled Plug-In Electric Drive Motor Vehicle Tax Credit. Section 40405 extends the two-wheeled plug-in electric drive motor vehicle tax credit through December 31, 2017. Qualified vehicles are eligible for a tax credit of 10% of the cost of the vehicle, up to \$2,500.

Second Generation Biofuel Producer Tax Credit. Section 40406 extends the tax credit for second generation biofuel producers through December 31, 2017. Second generation biofuel producers registered with the IRS may be eligible for a \$1.01 per gallon of biodiesel tax credit.

Second Generation Biofuel Production Property Depreciation Allowance. Section 40412 extends the 50% special depreciation allowance for second generation biofuel production plants through December 31, 2017.

The changes outlined above are effective immediately. To view the full text of the Bipartisan Budget Act, visit

<https://www.gpo.gov/fdsys/pkg/BILLS-115hr1892enr/pdf/BILLS-115hr1892enr>

PRCC to Hold Stakeholder/Alternative Fueling Meeting April 6th, 2018

Where: Community College of Allegheny County, West Hills Center, 1000 McKee Road, Oakdale, PA

9:00 AM - 3:00 PM presentations and training

Pittsburgh Region Clean Cities is hosting our stakeholder event at the West Hills Center of the Community College of Allegheny College - West Hills Center on April 6, 2017 we would like to invite you to attend. Presentations will be made on what PRCC projects are ongoing, discussion on our Committee Updates, Alternative Fuels Speakers/Training, DOE Information, PA DEP AFIG, VW Mitigation and ZEV updates, and more.

To register for the PRCC Stakeholder Meeting click [here](#)

We look forward to seeing you there. For more information, please contact Rick Price at (412) 735-4114.



PRCC Sustainable Members

PLATINUM MEMBERS



GOLD MEMBERS



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

