PITTSBURGH REGION CLEAN CITIES

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 13 January 2019

Wolf Administration Announces Driving PA Forward Grant Availability to Reduce Emissions

Harrisburg, PA - The Pennsylvania Department of Environmental Protection (DEP) will begin accepting grant applications to replace, repower, or retrofit fleet diesel-powered trucks, buses, and other vehicles and equipment through the Driving PA Forward program. More than $2.6 million will be available due to the 2018 settlement with Volkswagen, relating to emissions cheating.

"Reducing emissions from diesel engines is an important tool for improving the air we breathe," said DEP Secretary Patrick McDonnell. "Whether it is a school district upgrading their school bus fleet or a private company repowering their delivery trucks, projects under the Clean Diesel Grant Program lead to cleaner air and lower emissions."

Mobile source emissions in Pennsylvania from sources like diesel engines account for nearly half of nitrogen oxide pollution, which can lead to ground-level ozone formation and poor air quality. Children and elderly residents are especially susceptible to health impacts such as asthma from poor air quality.

Grants are available for both public and private entities, including school districts, local governments, and non-profit organizations. Applications will be accepted beginning January 18, 2019.

The application package, including guidance and application instructions, is available electronically on DEP's Driving PA Forward webpage at www.dep.pa.gov/drivingpaforward or by contacting the Bureau of Air Quality by e-mail at ra-epvwmitigation@pa.gov or by telephone at (717) 787-9495.

DEP will accept online applications until 4:00 PM on February 28, 2019. A webinar on the Pennsylvania State Clean Diesel Grant Program will be held on February 4, 2019. For more details on the Driving PA Forward program, please visit: www.dep.pa.gov/drivingpaforward

Issue Contributors:
Rick Price, Executive Director/Coordinator, PRCC

pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PITTSBURGH REGION CLEAN CITIES
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Calendar of Events

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

April 3, 2019

July 10, 2019

October 2, 2019

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

EV Educational & Ride-n-Drive Events – TBD

Odyssey Day October 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

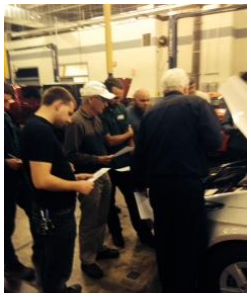
Light Duty Natural Gas Vehicles
ATE-115-WH85
1. CEU
TBD

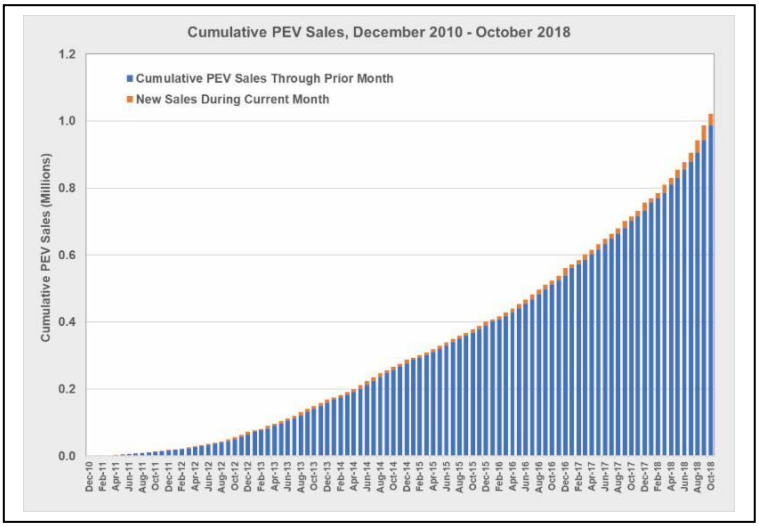
Introduction to Hybrid Electric Vehicles Training
ATE-136-WH85
1.0 CEU
TBD

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





2018 Attendees Group Picture


Dennis Smith, Rick Price, Tony Bandiero, Linda Bluestein and Mark Smith

2018 National Clean Cities Coordinator Training Workshop

The meeting was held at the University of Central Florida Solar Energy Center (CFSEC) in Cocoa, Florida . , Nov. 6–8, 2018. PRCC Executive Director attended with Eastern Pennsylvania Alternative Clean Transportation (EP-ACT) Executive Director Tony Bandiero and over 100 other coordinators from across the country. Some of the items discussed were :

Update from DOE , Alternative Fuel Vehicle Projects Successes and Lessons Learned
Communicating Clean Cities Coalition Mission, Value, and Accomplishments, Local Clean Cities Coalitions Successes Panel, Fleet and Industry Alternative Fuel Vehicles Panel
National Laboratory Updates, Coalition Cooperative Agreement Accomplishments, Update from DOE , Alternative Fuel Vehicle Projects Successes and Lessons Learned
Communicating Clean Cities Coalition Mission, Value, and Accomplishments, Local Clean Cities Coalitions Successes Panel, Fleet and Industry Alternative Fuel Vehicles Panel
National Laboratory Updates, Coalition Cooperative Agreement Accomplishments,

Butler Transit Authority approves provider for new CNG facility

December 12, 2018. The Butler Transit Authority, Pennsylvania, has approved a natural gas provider for their new compressed natural gas (CNG) fueling facility pending receipt of all necessary forms.

Mid Atlantic Energy Service was the only company to respond to the authority's Request For Proposal, but their package did not contain all of the forms needed to be in compliance with federal regulations.

The deal is for one year with three additional option years at a cost that is three cents per unit cheaper than the authority's current temporary natural gas provider.

Authority administrators originally anticipated a test of the new CNG fueling facility next week however that has been postponed as work continues.

First Propane Engines to Reach Near-Zero Emissions

ROUSH CleanTech revealed that the company's certified 0.02g NOx Ford 6.8L 3V engine featured in its Ford medium-duty truck and Blue Bird school bus lineup can operate on renewable propane. It's the first available engine for renewable propane that brings emission levels to "near-zero" as defined by California Air Resources Board.

These ultra-low NOx propane engines can help organizations take a giant leap toward meeting a state's clean air standards while still providing a significant operating cost reduction over their current diesel fleet.

Renewable propane is a non-fossil fuel that is produced from 100 percent renewable raw materials, such as waste, residue and sustainably produced vegetable oils. There is growing interest in renewable propane (also known as biopropane) due to its near-zero emission levels, reduced greenhouse gases and ability to help meet growing demand for cleaner products.

Many companies in the U.S. and around the globe are developing renewable propane technology, with some production in commercial volume as a byproduct of renewable diesel plants.

When fueled by traditional propane autogas, the ultra-low NOx engine still is 90 percent cleaner than national emissions standards. Globally, propane production is up almost 6 percent year over year. When you factor in that the U.S. exported more than 10 billion gallons of propane in 2017, that should provide a clear signal to fleets that ample supply means price stability for many years to come.

There are many reasons that propane is the third most common engine fuel in the world powering more than 27 million cars, trucks and buses on a daily basis. But, the main drivers are the economic and environmental sustainability this energy source can provide to organizations.

ROUSH® CLEANTECH

Trillium opens its fourth public CNG location in Indiana County

November 7, 2018. Trillium, one of the nation's leading providers of alternative fuel systems and renewable fuels, along with the Pennsylvania Department of Transportation (PennDOT) celebrated the opening of the commonwealth's newest compressed natural gas (CNG) fueling station in Indiana, Pennsylvania.

The facility is the fourth of six new public CNG fueling stations Trillium is designing, building and maintaining for numerous transit authorities in Pennsylvania as part of a public-private partnership (P-3) contract PennDOT awarded to the company in 2016. The P-3 project will provide CNG to more than 1,600 buses at transit agencies across Pennsylvania, including 11 at the Indiana location. The agreement also brings 23 additional private CNG facilities to the commonwealth.

"The Indiana County Transit Authority is thrilled to be part of the P-3 program that will provide our authority and the public with access to a more cost-effective and cleaner burning fuel," said John Kanyan, executive director.

The station, located at 1640 Saltsburg Avenue in Indiana, is open 24/7 and features one public CNG dispenser and one private CNG dispenser. It will primarily serve IndiGO's fleet of CNG buses, but it's also open to the public, including light-, medium- and heavy-duty trucks.

"Since entering the agreement with PennDOT, it's incredible to see how much we've accomplished in bringing more CNG stations to transit authorities and drivers in Pennsylvania, and it's great to see the hard work paying off," said Bill Cashmareck, director of Trillium. "Together, we're offering a clean fuel derived from an abundant local resource, and we're giving consumers another option they didn't have before. It's a big win for Pennsylvania."

Larson Design Group of Williamsport, Pennsylvania, is assisting with the construction of the locations. Additional public facilities are scheduled to open at transit authorities across Pennsylvania in Lackawanna and Erie Counties in later phases of the project

Westmoreland Transit to roll out two new natural gas powered buses

December 7, 2018. Two of the (Pennsylvania) Westmoreland County Transit Authority's five natural gas powered vehicles will be put into service on local routes, officials said.

"Our smaller vehicles we are currently using for our local routes have definitely passed their useful life. We're eager to take some of those out of service and get the new buses on the road," authority Operations Manager Meghan Yuhouse said.

Five 33-seats, handicapped-accessible vehicles were delivered to the authority in September. It took more than two months to get final registration documents from Harrisburg and to ensure drivers knew how to properly operate the new vehicles, Yuhouse said.

Further delays resulted as authority officials worked to ensure that the new, larger buses could operate on specific routes, specifically that they were able to negotiate turns and clear overpasses.

The authority's Route 6 through Irwin and Route 8 in New Stanton will operate with the first new buses

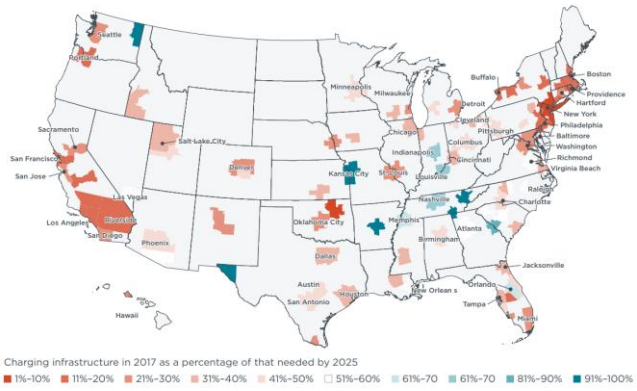
They are also earmarked for Route 5 in Jeannette, Route 9 in Latrobe and Route 14 in New Kensington. Those are expected to be put into service before year's end, Yuhouse said.

The authority also ordered 11 new, smaller natural-gas fueled vehicles that will be also be targeted for its local service. Those are scheduled for delivery early next year. Six new commuter buses for the authority's routes into Pittsburgh went into service this year.

The new buses are part of a $3.5 million overhaul of the authority's fleet of 40 vehicles assigned to its fixed-route service.

The authority is converting its diesel fleet to natural gas power that will be serviced at its Hempfield maintenance facility, which was upgraded last year to include a natural gas filling depot.

New study estimates U.S. metro area charging infrastructure needs



By metro area, public and workplace charging in 2017 as a percentage of the infrastructure need for 2025

A study released by the International Council on Clean Transportation (ICCT) estimates the amount of charging infrastructure the United States will need to meet the expected growth of three million electric vehicles (EVs) by 2025. The report focuses on the 100 most populous metropolitan areas, looking at workplace and public Level 2 and DC fast charging (DCFC). Using 2017 estimates for the charging infrastructure in place, ICCT found that 88 of the 100 metro areas have less than half of the total charging infrastructure they would need to meet the demand for the projected number of EVs.

The study estimates the required infrastructure by considering EV sales projections, where EVs are likely to charge (home, workplace, or public), how often they are likely to charge and for how long. For all estimates, workplace and public Level 2 charging are expected to be more prevalent than public DCFC.

Based on the analysis, ICCT found that Los Angeles, New York, San Francisco, San Jose, and Boston have the largest gaps between current and estimated future needs for charging infrastructure, in part due to an expectation that they will have a large share of EVs in the future. Some metro areas already have all or nearly all the estimated necessary charging infrastructure for EVs in 2025. Pittsburgh, Richmond, and Birmingham were all shown to have sufficient DCFCs to meet estimated demand. The report includes a full list of the metro areas with the estimates for EVs and number of charging points by type.

ICCT also points to many anticipated investments as helping to increase the number of charging stations and getting the metro areas closer to the estimated number of stations required. Infrastructure increases are expected through Electrify America's national network and metro areas programs, electric utilities across the country are proposing EV infrastructure programs, VW Environmental Mitigation Funds are being allocated to charging infrastructure, and there are many other public and private investments in charging.

The report concludes that a significant gap in charging infrastructure exists, development needs to continue from all sectors, and emphasizes the importance of increasing infrastructure at pace with EV sales as adequate charging infrastructure utilization is key to making the business case for charging stations.

Read the full report here

Meet PRCC's New Board of Director

SARAH OLEXSAK
DUQUESNE LIGHT COMPANY
Manager, Transportation Electrification

At Duquesne Light, Sarah works to build and implement the company's electric vehicle (EV) and charging infrastructure strategy. Prior to boomeranging to her hometown of Pittsburgh in 2018, she managed transportation projects that increase energy efficiency and reduce emissions through the convergence of connectivity, automation, shared mobility, and electrification at the U.S. Department of Energy in Washington, DC. Sarah also promoted fleet electrification and employee charging availability at Federal facilities at the White House Council on Environmental Quality. Under President Obama's EV Everywhere initiative, she launched the Workplace Charging Challenge with the goal of increasing workplace charging availability across the country. She also managed the technical component of the $25 billion Advanced Technology Vehicle Manufacturing Loan Program which supported the manufacture of the Tesla Model S and Nissan Leaf. Sarah began her career at the US Fuel Cell Council, the automotive trade association for the hydrogen fuel cell industry. Sarah received a M.S. in Energy Policy and Climate from Johns Hopkins University and a B.S. from Muskingum University in New Concord, OH.

Sarah also serves as the Chair of the PRCC EV/PHEV Committee

Cadillac is going electric

The big electric car news out of Detroit these days is GM's decision to make Cadillac their leading electric brand.

Starting in 2021, GM will be launching what they refer to as the "BEV3" platform as an all-electric long range Cadillac. The BEV3 platform (GM terminology, the Voltec Gen 1 & 2 being the Volt, and BEV2 being the Bolt) will ultimately form the powertrain of over 10 Cadillac models, likely rounding out Cadillac's entire lineup. GM CEO Mary Barra identified 300 miles as "the sweet spot" in range that GM feels will make all-electric cars appealing to the masses. Although Cadillac hasn't given a date for this transition to all-electric, they appear to be committed to this course of action, and are closely studying Tesla's moves to gauge the best and most profitable way to phase in electrics and phase out gas cars.

There is reason for cautious optimism here; GM has followed through with past announcements concerning electrification, and there is no reason to believe that they will welch on this promise. That being said, GM hasn't announced a clear timeline of the electrification of the Cadillac brand, and promising a car in 2021 doesn't necessarily mean that Cadillac will become the all-electric GM brand overnight, or ever. It will be quite some time before no gas powered Cadillacs will be found on dealer lots, especially considering Cadillac's lineup of large, heavy sedans and SUVs. At present, it's hard to imagine what an all-electric Escalade will look like, but according to GM, it could be coming.

However, if GM does intend to ultimately make all Cadillacs electric, it makes sense. Cadillac ranked second to last in Consumer Reports annual reliability ranking and dead last among domestic manufacturers. (The last place award went to Volvo). It would be beneficial for GM to revamp this brand as the leading electric brand, given the superior reliability of electric cars. This announcement buys GM a chance to make a new impression on customers with a starkly new, innovative, *electric* Cadillac brand. Cadillac sales have been slipping in recent years, down to 154,000 units last year compared to 182,000 in 2013. This is far below Tesla's 250,000 units in 2018. To GM,

Tesla's recent profitability means that it is entirely possible and profitable to make and sell 250,000 electric luxury cars. Having all of GM's electric cars under a single brand banner also makes sense from a dealership perspective. The classic struggle that automakers have with EVs is that it is hard to talk about the benefits of an electric car without also criticizing the other models in their lineup. If all Cadillacs are electric, dealer sales staff will be unable to punt customers to gas cars.

The other elephant in the room is China. China is Cadillac's largest market, doing 175,000 units compared with 170,000 units in the US in 2015. GM is looking to add over 50 showrooms and 100 dealerships across China by 2020. China has increasingly stringent requirements on electric vehicle production and sales for foreign automakers, and if GM wants Cadillac as a serious player in the Chinese auto market, they will have to make electric cars.

Cadillac is at the top of the GM pyramid – the best of the best. Well, the best is electric.

How Should EV Owners Pay for Use of the Roads?

A new UC Davis report studies the optimal way to collect road user fees for drivers of electric vehicles

And it's still too soon to push EV's to "pay their fair share."

Drivers who make the switch to an electric vehicle from a gasoline-powered car stand to save big on fuel spending. Roads, meanwhile, lose out on a revenue-generating opportunity.

The rise of EVs has prompted an important question for U.S. policymakers: How should EV owners pay for use of the roads if they aren't contributing via the gas tax?

Nearly two years ago, then-California Governor Jerry Brown signed a road-funding bill, SB 1, that included a $100 annual registration fee for zero-emission vehicles. By the end of 2018, 21 states had adopted similar registration fees on electric vehicles in an effort to replace lost fuel taxes paid at the pump.

The California ZEV registration fee, which takes effect on July 1, 2020, was always viewed as an interim measure. Prior to the passage of SB 1, California had already launched pilots to test the viability of mileage-based alternatives to pump-based fuel taxes for the millions of gasoline cars already operating in the Golden State. It was assumed that if such a per-mile system were implemented statewide, EVs would be included as well.

In the most recent example, Iowa transportation officials recommended state lawmakers establish a $130 annual registration fee for all-electric vehicles and a $65 annual fee for plug-in hybrid electric vehicles, beginning in 2020.

A report released earlier this month by the Institute of Transportation Studies at the University of California, Davis (UC Davis ITS), requested by the California State Legislature, provides policymakers with recommendations on the optimal ways to collect road user fees.

For now, the report urges the adoption of a two-track system: Owners of gasoline and diesel vehicles continue to pay fuel taxes at the pump, while owners of electric vehicles pay a mileage-based road user charge (RUC).

"The report strongly recommends consideration of alternative ways to fund road infrastructure," said Alan Jenn, research scientist at the UC Davis ITS' Plug-in Hybrid & Electric Vehicle Research Center and author of the report.

"The one we land on in the report as the most sustainable, and provides some interesting potential options in the future," he said, "is the use of a road user charge for electric vehicles that is a per-mile fee."

EV registration fees not a sustainable solution

In terms of funding for infrastructure, the annual ZEV registration fee included in SB 1 "doesn't quite make sense," said Jenn. "It's significantly lower than what the average Californian pays in terms of the gas tax every year."

"As we think about this longer-term transition toward a much higher volume of electric vehicles, the sustainability of the revenue for infrastructure funding is going to decrease," he added. "From the goal of repairing the road infrastructure funding, it doesn't do a good job."

Jenn's research also indicated that the registration fee could slow EV adoption. UC Davis ITS researchers surveyed several thousand EV owners in California about how their purchasing decisions might have been affected had a registration fee been in place when they bought their plug-in vehicles.

The responses, combined with a separate econometric analysis of EV sales in states that have adopted registration fees, showed a decline in future EV sales could be expected.

"Both of those show that there is an impact of a decreasing adoption of anywhere between 10 and 20 percent in the short run," said Jenn.

There is also the issue of fairness. A flat registration fee, detached from driving activity, would create two unequal systems.

"Someone who could be driving 20,000 miles versus 10,000 miles would be paying twice as much with the gas tax but would be paying exactly the same with the registration fee," Jenn noted.

The two-track system

Jenn settled on the two-track system — the status quo for gasoline cars, a mileage-based fee for EVs — in recognizing the administrative and technological challenges involved with transitioning to a per-mile fee for California's large existing fleet of gasoline cars.

He observed that in Oregon, where volunteers can opt into the OReGO program, drivers pay a 1.7-cent per mile road user charge but still pay fuel taxes when they fill up at the pump. A crediting system then trues up the difference between what is paid at the pump and the mileage-based fee logged by the vehicle.

"From a practical standpoint," Jenn said, "it might be a lot easier to implement a RUC for a smaller of subset of vehicles, such as electric vehicles."

That's not to say it's inconceivable that gasoline and diesel vehicles could eventually shift to a mileage-based system.

New vehicles, gasoline or battery electric, come equipped with advanced computing technology, including telematics systems. Many existing gasoline cars would have to be outfitted with devices to track mileage for taxation purposes, as is the case in Oregon. Compatibility issues could lead to higher costs if not managed, said Jenn.

If automakers can "figure out how to standardize all of the requirements through the telematic system of the vehicle for EVs first, then that could conceivably be extended to internal combustion engines in the future," he said.

Too early for EV road user fees?

But is it too soon to push for EV owners to "pay their fair share" for road use today? U.S. EV sales increased by 81 percent to 361,307 in 2018, but it's still a nascent market, especially outside California.

"If we really want to see EVs replace the ICE [internal combustion engine], then not making them pay road use fees is one kind of fairly painless incentive that can be offered," Chris Nelder, a manager with Rocky Mountain Institute's mobility practice, wrote in an email.

He added: "Making them pay the same as ICE [users] essentially says both are equally valid from the perspective of social priorities, ignoring the externalities," such as fossil fuel consumption and planet-warming pollution.

Energy Independence Summit 2019 set to educate lawmakers about alternative fuels and Clean Cities successes

Each year, Transportation Energy Partners hosts the Energy Independence Summit (EIS) in Washington D.C. EIS is the nation's leading clean transportation policy summit. The Summit offers exclusive opportunities for Clean Cities Coalitions, leaders, and stakeholders in the clean transportation industry to network and establish connections with each other and Congressional and Administration policymakers

With active participation and support, the 2018 Summit was successful in extending alternative fuel tax incentives, preserving the Renewable Fuel Standard, and saving the DOE Clean Cities program while increasing their funding by nearly $38 million! **Your involvement is essential** in order to educate the new Congress and Administration about the importance of these effective programs and illustrate how they are critical to advance markets for alternative fuels, vehicles, infrastructure and advanced technology.

This year, from February 11-13, 2019, the Summit will transpire as both houses of Congress confirm their agenda for the upcoming year. Our presence on the hill is a singular opportunity to enhance federal priorities, including:

- Restoring expired tax incentives for alternative fuels and vehicles
- Increasing funding for the Department of Energy's (DOE) Clean Cities program and the EPA Diesel Emission Reduction Grants
- Protecting and advancing the Renewable Fuel Standard
- Prioritizing clean transportation energy in new infrastructure legislation
- Ensuring that the Department of Transportation Congestion Mitigation and Air Quality (CMAQ) program continues its funding for cleaner vehicles

Attendees will have the opportunity to:

- Meet with key leaders in the Administration and Congress
- Learn the latest on how to leverage investments from the Volkswagen Settlement
- Network with the nation's Clean Cities Coalitions and top industry leaders

Participate in Roundtable discussions with DOE, EPA, DOT, and USDA

- Learn about new technologies and market developments that are driving the alternative fuels industry forward
- Participate in Capitol Hill Day meetings and educate Members of Congress about successful projects achieved in partnership with government and industry
- Attend the Capitol Hill Day reception hosted by UPS
- Attend the Salute to Clean Cities reception
- Become a TEP member

The Energy Independence Summit 2019 will take place at the Westin Georgetown Hotel in Washington, DC on Sunday February 10th- Wednesday February 13th. Early registration ends on Friday, December 28th. Register here or visit http://tep.sre.events for more information.

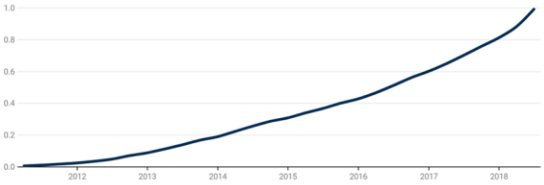
About Transportation Energy Partners (TEP) Transportation Energy Partners is a national, non-profit organization that focuses on bringing together Clean Cities coalition leaders with the clean transportation industry to promote energy independence by supporting policies that grow and develop cleaner fuels and vehicles. They concentrate on stabilizing gas prices, creating jobs, curbing dependence on foreign oil, promoting tax incentives for alternative fuel use, preserving renewable fuels standards and maintaining funding for clean transportation

Electrification Coalition: A Look Back on 2018

2018 was another significant year of growth and success for an electrified transportation future. This included reaching the one million EVs sold milestone in October, the release of several new models which have 200+ miles of range, significant investments in expanded infrastructure from utilities and investors, and commitments to electrify fleets from cities, states, and the private sector. This year was also a busy and exciting year for the Electrification Coalition (EC). Some highlights include partnering with 400+ U.S. mayors to launch the Climate Mayors EV Purchasing Collaborative to transition public fleets (an initiative that supports the transportation efforts of America's Pledge), supporting 20 leadership cities with the Mobility Innovation Challenge, most recently joining as a Technical Partner for Bloomberg Philanthropies American Cities Climate Challenge. As 2018 comes to a close we would like to revisit and share some of these activities with you, and thank you for the contributions you have brought to the EV space.

Cumulative EV Sales Climb to One Million

Million U.S. Sales



Note: Data shown quarterly. Cumulative since 2011. Includes plug-in hybrid electric vehicles, battery electric vehicles, and fuel cell vehicles.
Chart: Analysis based on data from Hybridcars, InsideEVs, and automotive industry press releases.

Read more about the one million EV sales achievement from The Fuse.

The EC's Expanded National Impact

Since 2010, the EC has led the way in groundbreaking initiatives that promote EV adoption at the national, state, and local levels. Through our initiatives including Rochester EV Accelerator, Drive Electric Northern Colorado, and other projects we partner to support including Smart Columbus and the Climate Mayors EV Purchasing Collaborative, the EC has contributed to a national shift in the way our nation moves.

Our projects and those we assist have given thousands of people firsthand experience with EVs; shaped policy at the federal, state and local level; and facilitated critical "proof of concept" collaborations around the cou

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/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