



STAKEHOLDER UPDATE

August 2020

VCC Stakeholders Join Forces to Expand Fast Charging Network



Virginia Clean Cities (VCC) stakeholder EVgo is tripling the size of its public fast charging network over the next five years - adding more than 2,700 public fast chargers in 40 metro areas through a partnership with General Motors (GM) to make it even easier to go electric.

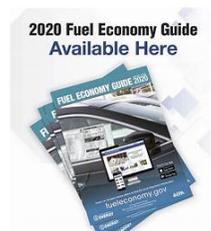
EVgo is committed to expediting mass adoption of electric vehicles in the US by creating a convenient, reliable, and affordable EV charging network that delivers fast charging to everyone. It has long worked with automaker partners and other leaders toward making this mission a reality by increasing transportation electrification across the United States.

Today, 115 million Americans live within a 15-minute drive of an EVgo fast charger. Its work with GM will add more stations in cities and towns where EVgo is already present, and bring fast charging to new markets across the country. Like the existing EVgo network, each new fast charger will be powered by 100% renewable energy, strengthening and extending our commitment to a cleaner and greener future for everyone.

EVgo is focused on delivering great fast charging services for the EV driver, and for future EV drivers. They are committed to making sure that the convenient and reliable fast charging experience 200,000 EVgo

customers already enjoy grows to millions as more and more EV models come to market. {more}

The 2020 Fuel Economy Guide is Now Available!



PLATINUM





The 2020 Fuel Economy Guide provides detailed fuel economy estimates for MY 2020 light-duty vehicles, along with estimated annual fuel costs and other information for prospective car buyers. The electronic version of the Guide is available online at <https://fueleconomy.gov/feg/pdfs/guides/FEG2020.pdf>

CARB Makes Bold Move Toward Zero Emissions

By Todd Mouw, president of ROUSH CleanTech

In June, the California Air Resources Board (CARB) unanimously approved the Advanced Clean Truck Regulation. This bold step will accelerate California's transition to zero-emissions in all commercial fleet sectors. It's a historic and ambitious goal, and achieving it will be challenging.

The Advanced Clean Truck Regulation is a holistic approach to transition away from medium- and heavy-duty diesel vehicles to electric zero-emissions vehicles beginning in 2024.

The environmental goals are lofty. California faces challenging mandates to reduce air pollutants to protect public health and to meet state climate change targets. The mandates include:

- * Meeting certain goals like federal health-based ambient air quality standards.
- * Reducing greenhouse gases 40% by 2030, then 80% by 2050.
- * Cutting petroleum use in half by 2030.

The regulation's projected economic benefits are substantial. The state expects to see \$8.9 billion in health savings from 2020 to 2040, with \$282 million added to state GDP by 2040. It also projects \$1.7 billion in avoided carbon dioxide emission and \$5.9 billion in industry savings by 2040.

In the coming months, CARB will release complementary regulations. One of these supporting actions will set a new limit on nitrogen oxide (NOx) emissions. During the transition to electric trucks, it requires new trucks still operating on fossil fuels to include the most effective exhaust control technology like ROUSH CleanTech's 0.02g ultra-low NOx propane engine.

If you're not in the Golden State, why should you care? Traditionally, many other states closely monitor California regulations and adopt some version of the same rules and regulations. In fact, 15 states and Washington, D.C., have already signed an MOU to accelerate bus and truck electrification. [{more}](#)

Case Study: Propane Infrastructure

Sharp Energy Ensures Success Through Clean Cities Connections

Clean Cities coalitions along the East Coast are working with Sharp Energy, a propane gas company, to ensure propane fueling stations have what stakeholders need.

Sharp Energy, a subsidiary of Chesapeake Utilities Corporation, is based in Georgetown, Delaware. The company primarily serves the Mid-Atlantic region but is expanding across the country. "Clean Cities support has been incredibly valuable. We have a great relationship with the Eastern Pennsylvania Alliance for Clean Transportation [EP-ACT], which has allowed us to connect with fleets in that area," said Eric Mays, director of marketing at Sharp Energy.

The coalitions are happy too. In 2019, EP-ACT presented Sharp Energy with its Industry Support Award, recognizing the company's "immediate and consistent action in placing alternative fuel vehicles, fuel supply or technologies on the road within EP-ACT's territory and for promoting the entire alternative fuel industry." Optimizing the Fueling Experience

A primary consideration for Sharp Energy is ensuring propane vehicle drivers have a seamless fueling experience—one that mirrors gasoline fueling as closely as possible. Working with Clean Cities coalitions gives the company a direct line to understanding the customer experience because of coordinators' close relationships with propane stakeholders. "It is 100% about the driver experience," Mays said. "We want our propane stations to have the right aesthetics and for the customer to feel comfortable while fueling."

All the company's public propane fueling stations are considered "primary stations," based on the U.S. Department of Energy's (DOE) [Alternative Fueling Station Locator](#) criteria. Specifically, stations with the

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Department of Energy's (DOE) [Alternative Fueling Station Locator](#) criteria. Specifically, stations with the primary designation must be open during regular business hours and must not require drivers to call ahead to fuel. Primary stations also have to accept credit cards or fleet cards as a payment type. Lastly, primary stations need to be able to fuel vehicles at a rate similar to filling a gasoline vehicle, which is about 8 to 12 gallons per minute or faster.



Four of Sharp Energy's stations have an on-site attendant to fuel vehicles during normal business hours. The company categorizes an additional 14 stations as "multi-fleet" because of the training requirements necessary to fuel at the stations. The National Fire Protection Association (NFPA) Code 58 requires operators of propane stations to be trained-similarly to natural gas. As a result, Sharp Energy's customers-largely fleets-must attend a classroom presentation of the Propane Education and Research Council's Dispensing Propane Autogas training program and complete on-site fill training to operate the station. Drivers are then free to access the station 24 hours a day, 7 days a week, using a card key. For payment, drivers can use a credit card or their fleet fueling card. [{more}](#)

Case Study: Electric School Buses

Massachusetts School Fleets Get Answers through Electric Bus Testing

Every school day, more than 25 million U.S. students catch the big yellow bus. In 2016, that familiar trip changed for some students in Massachusetts who are riding new electric school buses.

A \$2 million pilot project, funded through the Regional Greenhouse Gas Initiative, allowed three school districts to purchase Type C electric school buses and Level 2 bidirectional vehicle-to-grid (V2G) charging stations to test the technology in cold weather environments. Massachusetts Department of Energy Resources (DOER), which houses the Massachusetts Clean Cities (MCC) coalition, administered the project, which included \$400,000 grants for Amherst Regional Public School District (Amherst), Cambridge Public School District (Cambridge), and Concord Public School District (Concord) to invest in the vehicles and electric vehicle supply equipment (EVSE).

Combined, the three buses traveled approximately 14,000 miles and provided transportation for 279 days. Though the pilot has ended, the school districts still operate the electric buses and DOER continues to evaluate their impact. During the pilot, the life cycle greenhouse gas (GHG) emissions were about half of what emissions from diesel buses would have been. As the Massachusetts grid mix incorporates larger sources of renewables, those emissions benefits will increase. Additionally, bus efficiency ranged from 1.3 to 1.4 kilowatt-hours (kWh) per mile, providing a range of 70 to 80 miles.

While the project included multiple vehicles, the implementation team noted that districts would have each benefitted from having more than one bus. "One bus per district gave us a good flavor to see how it works in different cases," said Stephen Russell, former MCC director. "But we recommend piloting a few buses in the same location. With only one bus, every little issue will take it off the road. Having redundancy, trained staff, and parts all in one location will make it easier." [{more}](#)

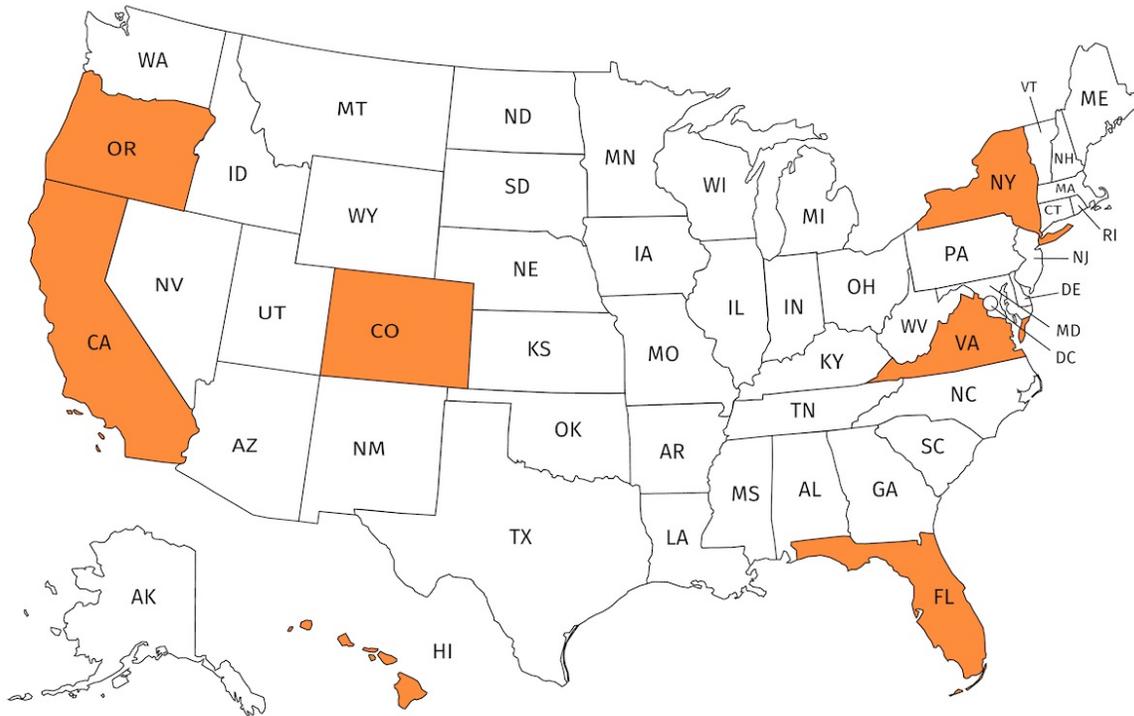
Virginia DEQ's Clean Air Communities Program

\$20 million from the Trust has been allocated for the Clean Air Communities Program.

Eligible projects will be awarded to state and local governments across the Commonwealth through a competitive application process. Eligible projects will be selected on the basis of emission reductions and cost-effectiveness of emission reductions (\$VW/Ton of NOx). Eligible projects require a minimum 25% cost-share. The minimum required cost-share can be provided by the eligible applicant and/or by another government or non-government funding source.

Projects with a greater cost-share than the minimum required are likely to be more competitive in terms of cost-effectiveness. Priority will be given to projects located in Virginia's low income communities, communities of color, or communities listed on the U.S. Environmental Protection Agency [2020 Diesel Emissions Reduction Act Priority List](#). [{more}](#)

VA Home Owners - Right-to-Charge



From [PlugInSites](#). As of July 1, 2020, a Virginia Right-to-Charge law is in effect. This will make it easier to install an electric vehicle charging station for residents who live on property with a Home Owners Association or Condo Board. The law also applies to proprietary lessees in Virginia.

The law creates a framework for residents and property owners' associations to follow. This includes requiring the unit owner to pay the cost of installing the charging station as well as the electricity used.

Virginia Right to Charge Joins Six Other States

Six other states have [Right to Charge laws](#) including New York, Florida, Colorado, California, Oregon and Hawaii. [Maryland lawmakers considered](#) such a bill in 2020 (HB 111). It passed the House but died in the Senate, possibly due to the abrupt adjournment of the session due to the pandemic.

Virginia Senator Scott A. Surovell [proposed](#) the Virginia Right to Charge bill (SB 630). An EV driver himself, Surovell told PlugInSites, "We need to facilitate EV ownership and several people including constituents have reached out to me regarding difficulties encountered installing EV charging stations in condominiums. I'm hoping that my legislation will create a roadmap that facilitates the efficient deployment of charging stations in homeowners associations, condominiums and cooperatives." [{more}](#)



The City of Newport News has placed its first marked Ford Hybrid Police Utility Interceptor into service.

In total the City of Newport News has purchased 28 hybrid units for Police, Sheriff, and Park Rangers. The police specific hybrid powertrain option cost the City \$3,106 per vehicle and it comes with an 8 year 100,000 mile hybrid powertrain warranty. The investment is expected to save \$12,000 in fuel over the life of the vehicle and improve the lifespan of braking components. The fuel savings was calculated using [Ford's online savings calculator](#) or [AFLEET](#) that can be customized with customer specific operational data.

7th Annual Virginia Green Travel Conference



Sustaining Tourism in a Changing Climate!

August 19-20, 2020



CONFERENCE WILL BE HELD VIRTUALLY

- Amazing line-up of speakers and topics plus presentations on:
 - (1) The Impacts of COVID-19 on Tourism & Sustainability
 - (2) Environmental Justice & Racial Disparity.
- Online networking opportunities with sponsors and exhibitors from the Green Tourism Business Expo.
- Entire conference will be presented in ZOOM Webinar format with full access to speakers during and after the conference.
- Attendees can now attend every workshop, instead of choosing between concurrent sessions.

All presentations will be made available post conference for future reference.

{[Registration and More](#)}

Digital Event: Midwest Green Transportation Forum & Expo 2020

September 14-25, 2020



For the first time ever, the Midwest Green Transportation Forum and Expo will be moved to a digital platform. By partnering with event management app developer, Whova, we have the ability to provide our attendees with a robust virtual experience and you won't have to risk travel to be a part of it.

- We have lengthened the timeline to two weeks instead of two days and will have several hours of content each weekday.
- We have the ability to share our content and our sponsors'/exhibitors' content with up to 1,500 attendees.
- We will be hosting a virtual exhibit hall tour every day to feature out exhibitors' products and services.
- Attendees can network inside of the app, set up virtual meetings, and share contact information.
- The app will also be live for six months after the event so attendees can access content and exchange messages through the app.

The best part? It's free to attend. {more}

Webinar: Taking on Transportation Emissions

October 14, 2020

3pm [EST]

in partnership with Earth Day Network



Join Virginia Clean Cities for a discussion of the role of transportation in greenhouse gas emissions and options for addressing them. This engaging webinar is being offered to commemorate the 1/2 Year celebration of Digital Earth Day! Taking on Transportation Emissions event is brought to you by Virginia Clean Cities and the Earth Day Network. [{more}](#)

VCC Welcomes Quinn Williams as Our Summer 2020 Argonne Intern

Quinn is a rising senior at James Madison University. She is currently majoring in Integrated Sciences and Technology with concentrations in Environment and Biotechnology. She is a member of Sigma Gamma Rho Sorority Inc and enjoys spending time outdoors with friends. Quinn is excited to join VCC because it provides her with the opportunity to give back to the same planet that has been misused all these years because of poor control of emissions and pollution. In her free time she enjoys running, entrepreneurship, and spending time with the people she cares about.

Donate Your Vehicle to VCC and Earn a Tax Deduction!



Virginia Clean Cities is a certified motor vehicle charity consigner! If you have a vehicle rusting away in your parking lot that you need to be rid of, and want a tax-deduction for it, we'd love to take it off your hands! [{more}](#)

Support VCC with a Monthly Contribution of \$10, \$25 or \$50

We count on a growing membership base to support the organization and its activities, and you can help our operation by joining us as a stakeholder, sponsor, or partner.

For more information about Coalition Membership, please visit the Coalition's [Join Us](#) membership page.

You can now support Virginia Clean Cities with a recurring monthly donation of as little as \$10. Your generous support helps VCC deploy EV charging stations, propane schools buses, and CNG transit vehicles. [{more}](#)

New and Returning Stakeholders





Upcoming Events

All upcoming events have been canceled or postponed.

For a full list of rescheduled upcoming events, please visit <http://www.vacleancities.org/events>

VCC is working on a series of webinars that we will share in an upcoming Newsletter.

Thank you for your support of our organization, and we hope you enjoy this newsletter!

For more information from Virginia Clean Cities, please contact Alleyn Harned at aharned@vacleancities.org or (540) 568-8896.



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