

PRCC GAZETTE

"DRIVING THE WAY TOWARD ENERGY INDEPENDENCE"

Volume 5, Issue 14

March 2019

Bipartisan effort on Capitol Hill aims to extend alt-fuel tax credits

March 4, 2019. A bipartisan push is under way on Capitol Hill to extend through this year certain tax credits that promote the adoption of alternatively powered vehicles.

These include an excise tax credit of \$0.50 per gallon on alternative fuels; a tax credit of \$1 per gallon on biodiesel and renewable diesel; a credit for purchasing new, qualified fuel-cell motor vehicles; and a credit for installing alternative fuel vehicle-refueling property.

Legislation authorizing those and a laundry list of other tax credits is necessary because the prior Congress failed to extend the credits before they expired by the end of last year.

The new bill, the Tax Extender and Disaster Relief Act of 2019, was introduced on Feb. 28 by Senate Finance Committee Chairman Chuck Grassley (R-IA) and the committee's Ranking Member Ron Wyden (D-OR).

The new bill, the Tax Extender and Disaster Relief Act of 2019, was introduced on Feb. 28 by Senate Finance Committee Chairman Chuck Grassley (R-IA) and the committee's Ranking Member Ron Wyden (D-OR). that expired at the end of 2017 and three others that expired at the end of 2018.

"Congress needs to get out of this bad habit of regular retroactive extensions of these tax provisions," said Sen. Grassley in a joint statement. "The whole point of these federal tax incentives is to encourage certain behaviors, especially investments in alternative energies, energy efficiency and transportation. The best way to do that is ahead of time, not retroactively.

Grassley added that many business decisions were made last year based on the "reasonable expectation that they [tax credits] would be extended, since it's what Congress has consistently done in the past. I hope the House of Representatives acts soon since taxpayers affected by these expired provisions have to file their tax returns in the coming weeks. Thousands of jobs across the country depend on it."

"It's important this is a two-year bill covering 2019, and it includes key renewable energy incentives I'm proud to fight for," said Sen. Wyden. "Filing season for 2018 is already underway, so the Congress should act on this quickly."

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 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

**Stakeholder Meeting April 8, 2019 CCAC-
West Hills Center 10:00am**

**EV Educational & Ride-n-Drive Events –
Erie, August 1, 2019**

Odyssey Day October 4, 2019

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



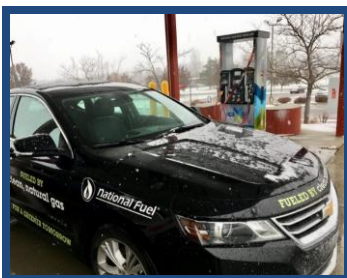
CNG STATION OPENS IN ERIE COUNTY

Pennsylvania's Alternative Fuel Corridor has another CNG station, improving access to CNG for travelers along Interstate 90. In December 2018, IGS CNG Services opened a public CNG fueling station in Fairview, PA at 64111 Howard Drive. The station was financed, in part, by a grant from the Commonwealth of Pennsylvania, Commonwealth Financing Authority, as well as support from the local utility, National Fuel.

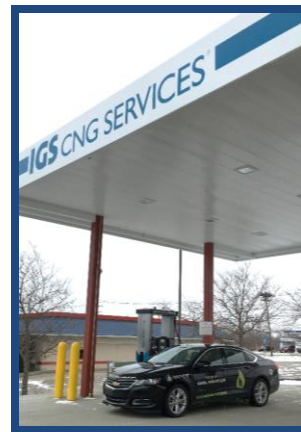
The Fairview station exemplifies IGS CNG Services' continued investment in its mission to drive energy independence. "Compressed natural gas remains a viable, domestic, cost-effective fueling option for fleets. Our turn-key approach to ownership, operation and maintenance of both public and private stations continues to be a suitable solution for fleets of all sizes across a number of industries," said Mike Gatt, chief operating officer, distributed generation and CNG.

"Forward-thinking companies like IGS CNG Services are instrumental in helping to expand the current nationwide network of CNG fueling stations for fleets," said Scott Swartzfager, assistant general manager for National Fuel. "This represents a tremendous opportunity to deliver the cost savings and environmental benefits of this clean, abundant, and domestic natural gas resource to the fleets operating in our service area."

The fast-fill station was designed by IGS from the ground up, and serves a variety of vehicles, including class 8 trucks. The addition of this location in Pennsylvania brings IGS CNG Services' total network up to 13 stations across 5 states including Ohio and West Virginia. The station will accept all major credit cards and most fleet cards. Contact IGS at 877-995-4447 to learn more about an IGS CNG Service card.



National Fuel utilizes the IGS CNG station to fill its bi-fuel Chevy Impala shortly after the IGS station opening in 2018



The new public station is located at 6411 Howard Drive, Interstate 90 (Exit #18),



Big impacts and changes at TEP Energy Independence Summit 2019



The 2019 Energy Independence Summit (EIS), presented by Transportation Energy Partners (TEP) and held February 11-13, marked some big changes for the organization and continued success with the event and its goals.

Attendance at the 2019 Summit on February 11-13 was up – particularly among local stakeholders and Clean Cities coordinators. This year's sponsors included

On Tuesday, the 12th, leaders made over 240 combined visits to Congressional offices on Capitol Hill. The primary focus was education about the work of local coalitions, fleets and industry stakeholders.

In addition, some delegation members were able to focus on TEP's policy priorities, including:

- Renewal of expired tax credits for natural gas, propane, biofuels and electric vehicle charging;
- Increased funding for the DOE Clean Cities program and USEPA Diesel Emission Reduction grants;
- Action to address Buy America compliance issues that have frozen funding for CMAQ vehicle projects;
- Continuation of the successful federal Renewable Fuel Standard (RFS) in its present form



Mike Scarpino, DOT, Mark Smith, DOE, Dennis Smith, DOE, Wendy Defoe, NREL & Linda Bluestein, DOE

Prior to the Summit, the TEP Board elected a new slate of leaders. Alleyn Harned, Executive Director for Virginia Clean Cities, was elected as the new President. Tammie Bostic and Brian Trice, Utah Clean Cities and Columbia-Willamette Clean Cities respectively, were elected as new Vice-Presidents. Phillip Wiedmeyer, President of Alabama Clean Fuels, also will continue as VP for the next several months. Lee Grannis, Executive Director of New Haven Clean Cities, was re-elected as Treasurer but the organization plans a transition to a new Treasurer over the next several months. Bonnie Trowbridge, new Executive Director of Denver Clean Cities, was elected as the new Secretary.

After 12 years as TEP's President, Sam Spofforth, Executive Director of Clean Fuels Ohio was re-elected as Treasurer but the organization plans a transition to a new Treasurer over the next several months. Bonnie Trowbridge, new Executive Director of Denver Clean Cities, was elected as the new Secretary., moved into the position of Immediate Past President and will remain on the Executive Committee. Kimberly Taylor rotated off as Secretary. All 15 members Board of Directors will remain. Ken Brown continues to serve as TEP's Principal DC-based consultant.

This year also marks the 20-year anniversary of formation of National Clean Cities Inc (NCCI), the forerunner to TEP. Many people may not be aware that the USDOE Clean Cities program encouraged formation of NCCI to help support a small but increasing number of coalitions that were forming or transitioning to become non-profit organizations and needed assistance. NCCI's Board included only industry members, no coalitions, and the organization was able to hold a few small "Washington Days" events. NCCI changed its name to TEP in 2006 but was not able to continue. Fortunately, some committed Clean Cities coordinators were able to join forces with a few of the existing TEP industry Board members to reorganize and revive the organization. The newly formed Board also revived and held the first annual EIS in 2008.

The organization has come a long way over 12 years. Perhaps its greatest success has been to increase the awareness and support from Congress for the work of local Clean Cities coalitions and the impacts of the program overall. TEP's annual Summit has become the nation's premier fuel/technology inclusive policy conference. In addition to increasing awareness and support, TEP has greatly impacted Congressional appropriations for Clean Cities and support for key policies such as tax credits, the RFS and much more. While still relatively small in annual budget, TEP punches above its weight and has become indispensable for its work with coalitions, stakeholders and policy-makers.

Pictured below are two of Pittsburgh Region Clean Cities Board Members who attended TEP.'s EIS and visited many Pennsylvania's delegates.



Bob Beatty, Insight Fuel



Joyce Turkaly, PIOGA

For those who missed the Summit this year, you can contact your local Clean Cities coalitions about how you can support these efforts. Finally, be sure to mark your calendars now for the 2020 version of the Summit, February 9-12, 2020.

2019 Hyundai Kona Electric Named Edmunds Editors' Choice for Best EV



The 2019 Hyundai Kona Electric recently reeled in another award — the 2019 Edmunds Editors' Choice for Best EV.

"We give the Kona Electric high marks for its excellent combination of price and range, but also really love its comfort, responsiveness, and sophisticated ride quality," said Edmunds Editor-in-Chief Alistair Weaver. "It's the most accomplished, accessible EV we drove this year — even without the tax credits."

To compile their picks, Edmunds' editors test and rate over 300 vehicles every year. Each vehicle is analyzed using more than 30 criteria, such as value, technology, performance, and utility.

The Kona Electric's top characteristics include 258 miles of driving range, standard fast-charging capabilities, and spirited driving dynamics. Its electric powertrain generates a zippy 201 horsepower and 291 lb-ft of torque. The Kona Electric also comes equipped with an array of standard safety technologies, including Forward Collision-Avoidance Assist with Pedestrian Detection, Rear Cross-Traffic Collision-Avoidance Assist, Lane-Keeping Assist, and Blind-Spot Collision Warning.

"The Kona Electric continues to win awards from the media and we couldn't be more proud to receive this award from Edmunds," said Mike O'Brien, Hyundai Motor America's vice president of product, corporate, and digital planning. "The Kona Electric provides outstanding value, comfort, and style with a great range, all at a very affordable price."

The Kona Electric's entry-level SEL trim boasts an MSRP of \$36,450 (plus a \$1,045 delivery fee) before the \$7,500 federal electric vehicle tax credit kicks in.

Earlier this year, the Kona Electric captured one of the industry's most prestigious award: the 2019 North American Utility Vehicle of the Year.



Propane School Buses: Easy Maintenance, Reduced Costs

Propane autogas, provides the lowest total cost-of-ownership compared with other fuels. Each Blue Bird propane school bus can save up to \$3,000 per year in fuel and service costs compared with diesel. Maintenance is simpler and less expensive. Plus, propane buses have no cold-start issues.

Low cost and readily available

On average, propane autogas costs 40 to 50 percent less than diesel. Most fleets lock in an annual per-gallon fuel cost for propane so price and supply remain consistent, allowing for better budgeting.

. More than 90 percent of the propane autogas supply is produced domestically, with an additional 7 percent from Canada.

Less expensive fueling stations

Propane providers will install on-site fueling infrastructure at low- or no-cost, with a propane fuel contract. Propane autogas fueling infrastructure costs less than any other transportation energy source, including gasoline or diesel. Plus, there are thousands of public propane autogas fueling stations in the United States, with stations in every state

Meet environmental initiatives

Both the Environmental Protection Agency and the California Air Resources Board have certified all ROUSH CleanTech fuel systems used in Blue Bird's propane buses. The optional propane engine in the Blue Bird Vision Propane is certified to the ultra-low nitrogen oxide (NOx) level of 0.02 grams per brake horsepower- hour, making it 90 percent cleaner than the EPA's current emissions standard. Buses fueled by propane autogas also emit fewer total hydrocarbon emissions and virtually eliminate particulate matter when compared to diesel buses.

Built by a well-established partnership

Since 2010, more than 14,000 Blue Bird propane school buses equipped with a Ford engine and ROUSH CleanTech fuel system operate across the U.S. and Canada in about 850 school districts. This includes 24 of the top 25 population markets.

To learn more about ROUSH CleanTech's alternative-fuel vehicle technology that powers school buses and Ford commercial vehicles, please visit www.roushcleantech.com.



ROUSH[®]
CLEANTECH

DEP Unveils Plan to Increase Electric Vehicle Use in Pennsylvania

Harrisburg, PA – Pennsylvania could gain almost \$2.8 billion in benefits from lower greenhouse gas emissions, help reduce respiratory disease, increase consumer savings, and create jobs if just three in 10 vehicles were electric, according to a plan released by the Department of Environmental Protection (DEP).

“Interest in electric vehicles is increasing, but until now there’s been no statewide plan to foster a cohesive approach,” said DEP Secretary Patrick McDonnell. “We developed research-based strategies for government and private planning and policy decisions to help increase the opportunities and benefits of electric vehicles across the state.”

Led by DEP, a coalition of public and private partners called Drive Electric PA analyzed barriers to electric vehicle use. They developed Pennsylvania’s Electric Vehicle Roadmap, recommending 13 strategies to increase use of these zero-emission vehicles.

Partners include PennDOT; the Pennsylvania Departments of General Services and Conservation and Natural Resources; the Public Utility and Turnpike Commissions; and about 100 industry, business, community, and academic partners.

Transportation generates 20 percent of greenhouse gas emissions in Pennsylvania, according to DEP’s draft 2018 Greenhouse Gas Inventory. Governor Wolf’s Executive Order on climate change requires that 25 percent of state government passenger cars be replaced with electric vehicles by 2025. A few cities, such as Philadelphia and Pittsburgh, and organizations are working to expand electric vehicle use locally. Increasing numbers of residents, businesses, and organizations are applying to DEP rebate programs for electric vehicles or charging stations. For example, in the past two years, Pennsylvania residents have received more than \$3.3 million in rebates for 2,135 electric vehicles.

Still, there are only about 15,000 electric vehicles in the state, a fraction of the approximately eight million passenger cars registered.

By 2023, an electric vehicle will emit 50 percent less greenhouse gas than a gasoline-powered car, according to Pennsylvania's Electric Vehicle Roadmap. The plan projects that if three in 10 cars and light-duty trucks were electric by 2033, Pennsylvania could enjoy almost \$2.8 billion in benefits. Asthma and other respiratory disease related to air pollution would be lower. Jobs in electric vehicle manufacturing and infrastructure would be created. Consumers would save money through fuel efficiency and less maintenance. Utility ratepayers would have lower costs from improved efficiency in the electric grid.

But public knowledge of the benefits of electric vehicles is low. People are uncertain about the availability of charging stations and mileage range. Up-front cost may be high. There's currently no statewide policy to increase adoption.

The [Electric Vehicle Roadmap](#) identifies seven strategies to start to overcome these barriers in just two years:

- Develop policy or legislation to encourage utilities to invest in transportation electrification and leverage their expertise and consumer relationships to improve the electric market in a way that maximizes benefits to ratepayers and society.
- Establish statewide electric sales goals.
- Expand DEP's Alternative Fuel Investment Grants program for municipalities, businesses, and organizations.
- Increase investment in charging stations and public awareness of them.
- Create an education program and a cooperative program to support fleet purchases.
- Develop a consumer education campaign.
- Develop an outreach program to raise awareness of electric vehicles among car dealerships.

The plan recommends six other strategies for five years and beyond. Coalition members are now collaborating on potential ways to put the strategies in place.

Pennsylvania's Electric Vehicle Roadmap was funded by the U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, under State Energy Program Award Number DE EE0006994 through contract with the Pennsylvania Department of Environmental Protection.

Trillium CNG

Trillium, one of the nation's leading providers of alternative fuel infrastructure and renewable fuels continues its expansion plans with PennDOT. Barry Carr, a long time alternative fuels advocate, recently joined the Trillium team, working at the Eastern Regional Manager.

"We would like to take this opportunity to remind public and private fleets in Western PA that we currently have four fast fill CNG stations operating, and open to the public." These stations are located at:

- Indiana County Transit Authority
- Cambria County Transit Authority in Johnstown
- New Castle Transit Authority
- Erie Metropolitan Transit Authority

Trillium is moving ahead with additional stations throughout the Commonwealth of PA, both public and private, and is now incorporating DC Fast Charge stations for electric transit buses into its plans.

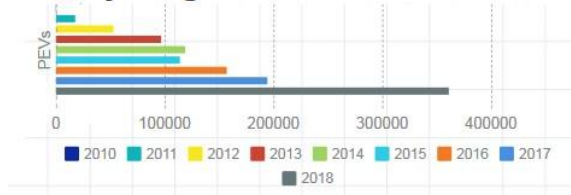
Trillium looks forward to working closely with the Pittsburgh Clean Cities Coalition as the alternative fuel opportunities continue to advance. For additional information, visit loves.com/trillium; Trillium is a part of the Love's family of company and travel stops, with over 470 locations in 41 states. Barry Carr can be reached directly at:

barry.carr@trilliumcng.com



Electric Drive Sales Dashboard

Yearly Plug-In Electric Vehicle Sales



Plug-In Sales by Year - 2010* thru January 2019

Year	Total
2010	345
2011	17,735
2012	52,835
2013	96,702
2014	118,773
2015	114,022
2016	157,112
2017	194,479
2018	361,307
2019 YTD	17,040
Total	1,130,350
*mass-market introduction	

In order to deliver reliable, timely sales data, EDTA has implemented a new methodology for compiling our monthly report of U.S. plug-in vehicle sales, including plug-in hybrids and battery electric vehicles. We continue to utilize sales data reports received directly from EDTA members, data sourced from public statements, and, as of September 2018, utilize monthly estimates for some automakers based on data as reported by *InsideEVs*. These numbers will be audited regularly and updated as needed to reflect automaker announcements and public release of data.

Additionally, EDTA will now report sales for the entire electric drive portfolio on a semi-annual basis, including hybrid, plug-in hybrid, battery EV and fuel cell electric vehicle numbers.



2018 Monthly Plug-In Vehicle Sales - US Market

Month	Plug-In Hybrid Electric Vehicles (PHEVs)	Battery Electric Vehicles (BEVs)	Total Plug-In Electric (PEVs)
January	5,881	6,128	12,009
February	8,234	8,611	16,845
March	10,956	15,487	26,443
April	9,749	9,874	19,623
May	11,219	13,088	24,307
June	9,936	15,093	25,029
July	9,161	20,437	29,598
August	9,622	26,725	36,347
September	10,418	34,126	44,544
October	9,455	24,619	34,074
November	12,589	29,999	42,588
December	12,674	37,226	49,900
YTD	119,894	241,413	361,307

2019 Monthly Plug-In Vehicle Sales - US Market

Month	Plug-In Hybrid Electric Vehicles (PHEVs)	Battery Electric Vehicles (BEVs)	Total Plug-In Electric (PEVs)
January	6,176	10,864	17,040
February	6,792	10,447	17,239
March			
April			
May			
June			
July			
August			
September			
October			
November			
December			
YTD	12,968	21,311	34,279

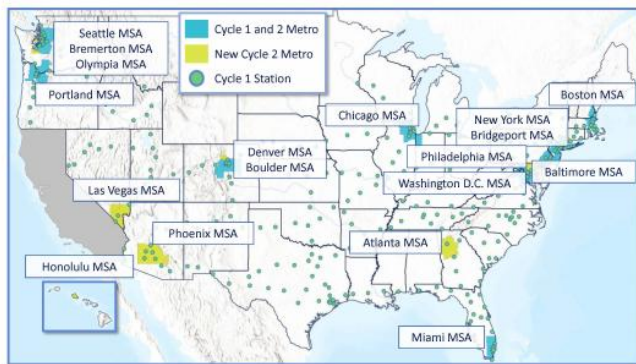
Electrify America releases \$300M Cycle 2 national ZEV investment plan; metro charging, autonomous charging, renewable generation

08 February 2019

Electrify America has released its National Zero Emissions Vehicle (ZEV) Investment Plan for Cycle 2; Cycle 2 is a 30-month investment period that begins in July 2019.

The \$300-million investment will build on Electrify America's initial priorities and expand into new areas, where the need for electric vehicle charging stations and technology are greatest or are most likely to be used regularly.

Cycle 2 investments will be made in 18 metropolitan areas across the country



Electrify America National Cycle 2 ZEV Investment Plan.

Highlights of the National Cycle 2 ZEV Investment Plan include:

Charging Infrastructure

- **Metro Community Charging:** The major focus of infrastructure investment in Cycle 2 is charging within metro areas, where research shows that EV drivers charge most often. Electrify America will invest in metro-based direct current fast charging (DCFC) stations in 18 metro areas, including these new metro areas in Cycle 2:

Atlanta, Baltimore, Honolulu, Las Vegas and Phoenix

Electrify America also will continue to invest in these Cycle 1 metros:

- Boston, Chicago, Denver, Miami, New York City, Philadelphia, Portland, Seattle and Washington, DC

In Cycle 2, Electrify America also will broaden its investment in existing metros by adding:

- Boulder (CO) for the Denver market;
- Bremerton (WA) and Olympia (WA) for the Seattle market; and
- Bridgeport (CT) for the New York City market.

These metro areas are expected to account for more than 50% of expected battery electric vehicles (BEVs) in operation outside California through 2022 (Navigant, 2017). Metro DCFC stations will be placed in retail locations and are intended to serve EV drivers in their daily fueling needs. Select DCFC stations also will be installed near multiunit dwellings (MUDs), expanding access to drivers who reside in apartment complexes and similar communities. Finally, Electrify America will invest in DCFC stations specifically designed to serve shared mobility drivers (car share, taxis, and transportation network company (TNC) drivers) to ensure that these high mileage drivers and passengers are able to enjoy the benefits of ZEV adoption conveniently and cost effectively.

- **Highways and Regional Routes:** Cycle 2 investments will build upon Cycle 1 efforts to develop a highway network of ultra-fast DCFC stations. This will include building new sites connecting regional destinations and filling in existing routes as station utilization of the highway network increases.
- **Autonomous:** To support the growth of autonomous ZEVs, Electrify America will build up to two commercial deployments of charging stations for autonomous electric vehicles where this need is emerging.
- **Renewable Generation:** Electrify America will invest in renewable generation for select stations to help to reduce station operating costs and reduce the carbon content for EV refueling.

- **Education and Awareness Programs**

- Electrify America will continue to invest in educational efforts to increase consumers' awareness of EVs. In Cycle 2, Electrify America will engage in a brand-neutral campaign to drive ZEV adoption and a branded media campaign intended to drive station utilization.
- Efforts will primarily focus on boosting awareness and consideration by informing the general public of the benefits of ZEVs through traditional media advertising, similar to Electrify America's Cycle 1 "JetStones" TV/radio campaign, and could broaden to include encouraging customers to research ZEVs and test drive the vehicles.
- The National ZEV Investment Plan benefited from collaboration with public and private sector stakeholders throughout the ZEV ecosystem and a comprehensive national outreach period, during which Electrify America received nearly 800 submissions and conducted follow up with many of the submitters.
- Electrify America was established to implement the ZEV Investment Commitment, a part of Volkswagen's Court-approved settlement involving 2.0-liter diesel vehicles in the United States. The ZEV Investment Commitment includes four 30-month investment cycles that will direct \$1.2 billion in electric vehicle infrastructure and education programs in states except California for a ten year period, and investment in each cycle is laid out in a National ZEV Investment Plan. In addition, under separate plans, Electrify America will invest \$800 million in California, one of the largest ZEV markets in the world.
- The Environmental Protection Agency (EPA) recently acknowledged that the Cycle 2 National ZEV Investment Plan is consistent with the requirements of the settlement and is now final.

- Nationally, inside and outside California, the total number of metro areas invested in for Cycle 1 and Cycle 2 by Electrify America is 29 (Please note: some cities received investments in both cycles). The metro cities are: Atlanta, Baltimore, Boston, Boulder (CO), Bremerton (WA), Bridgeport (CT), Chicago, Denver, Fresno, Honolulu, Houston, Las Vegas, Los Angeles, Miami, New York City, Olympia (WA), Philadelphia, Phoenix, Portland (OR), Raleigh, Riverside-San Bernardino, Sacramento, San Diego, San Francisco, San Jose, Santa Cruz-Watsonville, Santa Rosa, Seattle, and Washington D.C. (29)

First Ever Drive Electric Earth Day in 2019

Help us celebrate the environmental and cost-saving benefits of electric vehicles during April 2019. Register an EV event this April or find one to attend near you!

[View Events Map](#)



Drive Electric Earth Day is a national campaign to share information about electric vehicles during April 2019. In addition to being better for the environment, electric vehicles are more fun to drive, more convenient to fuel and less expensive to operate than gasoline vehicles. Attend an event near you to learn from real electric vehicle drivers about the many advantages of driving electric.

Drive Electric Earth Day is an opportunity to highlight clean energy by including electric vehicles in your community's Earth Day celebration. Each event is led by local plug-in drivers and advocates and typically includes some combination of EV parades, ride-and-drives, electric tailgate parties, kids' activities, great food, press conferences, award ceremonies, informational booths, and more. Plug In America, Sierra Club, and the Electric Auto Association serve as the national team providing support to the events throughout the country. We are pleased to partner with the many other organizations and individuals working to bring Drive Electric Earth Day to communities across the country.

Report shows how more Pennsylvania drivers can go electric

Written by Amy Sisk/StateImpact Pennsylvania | Feb 19, 2019 4:39 AM



FILE PHOTO: An electric Nissan Leaf is hooked up to a recharging station while parked near the Denver City/County Building in downtown Denver. (AP Photo/David Zalubowski)

(Harrisburg) -- Of the eight million vehicles registered in Pennsylvania, just 15,000 of them are electric.

The state Department of Environmental Protection **has released a plan** several years in the making that outlines how the state can boost that number. Education is a key component.

"There's not enough information or not enough being done to let people know what vehicles are available, where to go to get those vehicles to test drive them, where the infrastructure is, how the infrastructure works, and the benefits," said Rick Price, executive director of the nonprofit Pittsburgh Region Clean Cities.

Price is part of a coalition of state officials, clean transportation advocates and businesses that helped develop the plan. It coincides with the state's climate change goals, including a recent announcement by Gov. Tom Wolf that he wants Pennsylvania's greenhouse gas emissions **to drop 80 percent by 2050**. The transportation sector contributes 20 percent of the state's greenhouse gas emissions.

Secretary Patrick McDonnell, who heads the DEP, said better outreach is necessary to the public, and to auto dealers, who can inform customers about the state's financial incentives for clean vehicles.

McDonnell said one of the biggest barriers that prevents residents from buying electric cars is a lack of confidence that drivers will be able to find a charging station if they run low on power during a road trip.

"With any alternative fuel, we have the chicken and egg issue," he said. "Do you buy the car first, or do you make sure the infrastructure is there? We need to make sure we are moving the infrastructure along with the markets." Pennsylvania has **400 charging stations**, with the vast majority in the Philadelphia and Pittsburgh areas. The report says leading electric vehicle markets have 275 plugs per million people, yet Pennsylvania lags behind at just 43 per million residents.



Sarah Oleksak manages transportation electrification for Pittsburgh-based Duquesne Light. (Amy Sisk/StateImpact Pennsylvania)

The state has taken some recent steps to bridge that gap. Its Driving PA Forward initiative uses money from a settlement with Volkswagen **to replace or retrofit diesel engines**. One part of the program **offers grants** to help cover the cost of installing charging stations. That's in addition to **another grant program** for installing alternative fuel infrastructure, including stations for vehicles that run on electricity, propane or compressed natural gas. The plan suggests other steps officials could take, like working with utilities to develop financing options or updating building codes to have new facilities install wiring for charging stations. Some options would require action by the Legislature or state regulators. Now that the report is out, Price hopes to expand upon his group's existing outreach efforts. He said the coalition will update its website, driveelectricpa.org, to make it a "one-stop shop" for information about electric vehicles.

Then, he hopes to hold events throughout the state to bring in speakers. Plus, they would give people a chance to test-drive electric vehicles. "The hardest thing to get used to is the quietness," he said with a laugh. The report foresees one issue the state will run into if far more drivers go electric: a drop in gasoline tax revenue. That money funds road and bridge maintenance. "It is something we and a number of other states are going to have to wrestle with going forward, as we see some dramatic shifts over the next 10, 20 years,"

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

