

CW CleanCities News

Passionately promoting the production and use of clean, domestically produced alternative fuels, reducing the consumption of petroleum based fuels

FALL ISSUE /SEPTEMBER 2011



Long-awaited new Nissan Leaf purchased by Salem, Oregon couple

Oregon wins USDOE grant to Energize Oregon

The U.S. Department of Energy (USDOE) has awarded the State of Oregon \$485,000 to develop **Energize Oregon**, a program designed to change consumer behavior on the purchase and use of plug-in electric vehicles (PEV).

This soon-to-be comprehensive plan will offer marketing and community outreach strategies to address next-generation deployment among consumers and fleet operators. The plan will also support Oregon's goal to increase the purchase and use of 30,000 PEVs by 2015.

The USDOE grant was officially awarded to the Oregon Business Development Department (OBDD), the plan's project manager.

Energize Oregon is led by the State of Oregon's Transportation Electrification Executive Council (TEEC) and implemented in partnership with the Columbia-Willamette Clean Cities Coalition (CWCCC) and Rogue Valley Clean Cities Coalition. The TEEC is a diversified public/private council appointed by Governor Kitzhaber to advance EV technology in Oregon.

CWCCC was integral in helping the state win the award and will play a significant role in this planning effort.

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Formed in 1994, CWCCC is part of a federal program committed to encouraging public and private fleet operators to convert to alternative fuels.

Approximately 90 communities have formed coalitions. Since launching nationally in 1993, Clean Cities and its stakeholders have displaced more than 2.0 billion gallons of petroleum.

Address:

Columbia Willamette Clean Cities Coalition
C/o Oregon Department of Energy
625 Marion Street N.E.
Salem, OR. 97301

Website:

<http://www.cwcleancities.org>

Eugene Water & Electric Board expands its fleet with an all-electric Transit Connect van



Cities across the country involved in launching electric vehicle pilot programs are gearing up to increase the adoption of plug-in electric vehicles (PEV) among consumers and fleet operators.

The purchasing of PEVs by both target groups has been slower than market expectations due to manufacturer output. Some say the initial high upfront costs to purchase a PEV could be a significant drawback; however, what these consumers don't know is that they would actually recoup costs over the life of the vehicle. Included in this rationale is rising oil prices which should ultimately increase the appeal of owning a PEV—to save on transportation costs—in the near future.

Meanwhile groups such as Ford auto dealers, the maker of the new Transit Connect e-van, continues to tout an aggressive new EV plan that brings pure battery-powered vehicles, hybrids and plug-in hybrids to market. The benefits of this newly launched e-van have organizations such as Eugene Water & Electric Board (EWEB) in Eugene, Oregon claiming victory on cost-savings.

EWEB added the all-electric Ford Transit Connect van (e-van) to its fleet for courier service usage. This e-van has a life expectancy of 10-years—is maintenance free—and allows EWEB to save 9,200 gallons of fossil fuel and 77.6 metric tons of CO₂ emissions. The estimated electric cost per mile is 3.2 cents compared to 36.8 cents per mile for gasoline, giving EWEB a significant reason for wanting to go electric—purely financial.

EWEB has made increasing EV usage a top priority, and therefore, plans to install public EV charging stations at both its downtown headquarters building and the Roosevelt Operations Center.

EWEB's EV initiative coincides with USDOE's EV Project with a goal to massively deploy electric vehicles and charging stations in designated cities around the country.

Corvallis, Eugene, Portland and Salem are Oregon cities involved in the USDOE EV Project managed by Ecotality that will deploy up to 900 public level 2 chargers and 23 DC fast chargers.

Electric Vehicle 101 *EV benefits for fleet operators?*

Environment:

- Establish and/or boost corporate sustainability initiatives, i.e. meet reduced emissions and petroleum consumption goals

Economics:

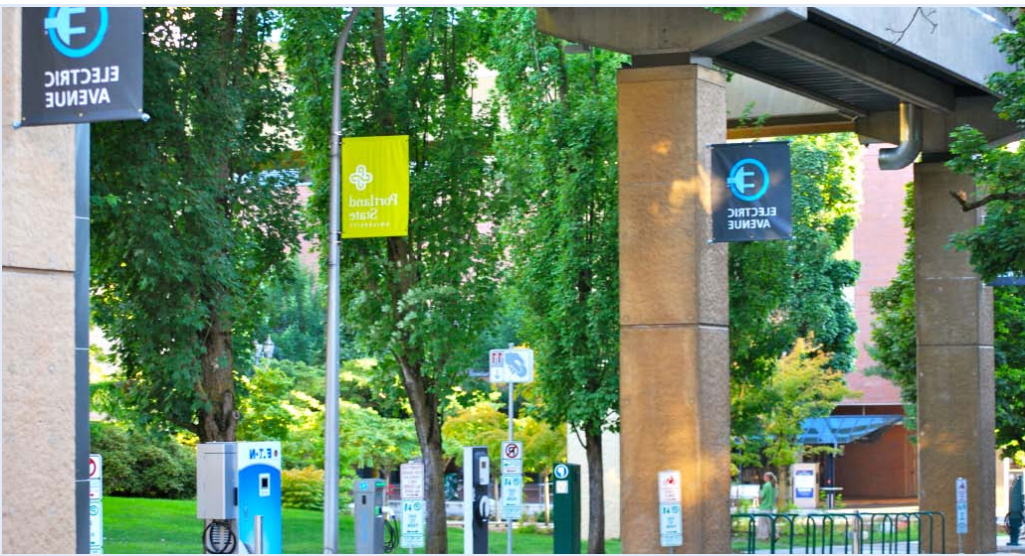
- First cost for vehicles and infrastructure can be high
- As EV technology matures, costs will come down
- Electricity costs are significantly lower than standard fuel costs, thereby reducing the vehicle's life-cycle costs
- Low maintenance costs compared to fuel based vehicles will also contribute to lower life-cycle costs

Challenges:

- Basic technology costs and technology hurdles such as high costs for EV batteries, making it difficult for fleet operators to realize a return on investment
- Market perceptions with regard to fleet adopters' impressions about the EV technology and its ability to meet their operational standards
- High capital cost requirements of electric-drive vehicles, particularly in applications heavier than a passenger vehicle

Opportunities:

- Rising fuel costs, coupled with falling electric drive component costs, will increase competitiveness
- Current government incentives available through 2015
- Adding existing federal government incentives for light-duty vehicles and assuming additional subsidies not currently in law for medium- and heavy-duty trucks
- Right-sizing the EV batteries to meet the needs of low-mileage fleet applications



PSU host site for nation's first Electric Avenue

Portland State University is the host for the nation's first Electric Avenue which opened to the public in August. Electric Avenue is a street dedicated to showcasing electric transportation technology and is a partnership between PSU, Portland General Electric (PGE) and the City of Portland.

This two-year research and development project features seven EV charging stations, including a quick-charge station, where students and visitors can plug in and charge up electric cars, trucks, bicycles and motorcycles. Vehicles can be charged up in 4-6 hours or in less than 30 minutes at the quick-charge station.

PSU sponsors free charging for vehicles at the Electric Avenue charging stations, powered with 100 percent PGE renewable power. Standard parking rates apply.

Electric Avenue is located in the heart of the PSU campus on S.W. Montgomery Street between S.W. Broadway and S.W. Sixth avenues, approximately seven blocks south of Portland's downtown core.

Electric Avenue is easily accessible for electric vehicle drivers traveling through Portland from Interstate 5, Interstate 405 and U.S. Highway 26.

For more information about Electric Avenue in Portland, visit <http://www.pdx.edu/electricavenue>.

Upcoming Energy Transportation Events

EV ROADMAP 4, GETTING TO A MILLION:

This conference focuses on getting communities and fleets ready for EV adoption. Nov. 2-3, 2011 / World Trade Center / Portland. This series is produced and sponsored twice yearly by PSU, PGE & CWCCC to advance transportation electrification. Find more info online at www.planningtoattend.com.

ALTERNATIVE TRUCK ENERGY WORKSHOP:

CNG, Hybrid and EV heavy Duty trucks will be discussed, Freightliner, Cummins, Eaton, ODOE, CWCCC, DEQ and more will present. At McCoy Freightliner September 28th, 10:00AM - 3:00PM/ 9622 NE Vancouver Way/Portland, OR 97211. Please RSVP to Brian Trice @ 503-283-0345 or briantrice@pdxftl.com Lunch will be provided by Busters Barbeque. More info at www.cwccleancities.org

Legislative Matters: HB 3672 Transportation incentive changes

During the 2011 legislative session, legislators passed new laws that will limit and/or eliminate state incentives for alternative fuels, infrastructure and vehicle purchases.

The summary of the new law is as follows:

Transportation tax credits

- Capped at \$20 million for the biennium
- Only public or non-profit transit services or alternative fuel vehicle infrastructure qualify
- Transportation projects sunset Jan. 1, 2016 and infrastructure credits sunset Jan. 1, 2018

The Business Energy Tax Credit (BETC) program sunset on July 1, 2011. In its place, will be three new business energy incentive programs.

Renewable energy grants

- Capped at \$3 million for the 2011-2013 biennium; program sunsets Jan. 1, 2018
- Oregon Department of Revenue will auction off tax credits later this fall and that auction should yield 95 percent for grants; \$1.5 million to be auctioned each fiscal year; systems cannot exceed 35 MW nameplate; no more than \$250,000 per award

Conservation tax credits

- Capped at \$28 million for the biennium
- First-year energy savings must yield a simple payback of more than 3 years
- ODOE will use a competitive process
- Program sunsets Jan. 1, 2018