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In this issue:

- Register for *Green Your Fleet!* 2018
- Did you know
- Alternative Fuel Spotlight
- Clean Cities University
- You might also be interested in ...

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Granite State Clean Cities Coalition (GSCCC) March 2018 Newsletter

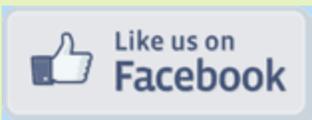
Hi everyone! BIG NEWS ... GSCCC proudly presents our 2018 *Green Your Fleet!* Workshop – June 1st @ NH Motor Speedway. [FREE Registration - Click this link!](#)

Oh, and by the way, HAPPY SPRING!! ~Jessica (Jessica.Wilcox@des.nh.gov)

== DONT FORGET == Our quarterly GSCCC Stakeholder Meeting is scheduled for this Friday, March 23rd (9-11 AM) at Nashua Transit System Administration (11 Riverside Street, Nashua) where we will ride on a compressed natural gas powered bus, tour their facility and hear more about CNG!

++ FUNDING OPPORTUNITY++ Head's up, EPA Region 1 recently announced that it is in the final stages of developing an RFP for the national competitive [Diesel Emissions Reduction Program \(DERA\)](#) grants. The RFP will likely be going out this month. Let me know if you're interested in applying or if you have any questions and I'll be sure to get the information into your hands!

(((IT'S OFFICIAL))) At the 2nd Annual NH Energy Week Breakfast on March 15th, Governor Sununu announced that he would be dedicating 15% of New Hampshire's VW settlement funds to electric vehicle charging infrastructure (the maximum amount allowed). This will equate to approximately \$4 million towards efforts to increase charging infrastructure in support of the adoption of electric vehicles. [Click here for more information on the VW Settlement.](#)



Did you know: New Hampshire Electric Co-op is offering Electric Vehicle Rebates & Commercial Charging Station Incentives?

That's right! New Hampshire Electric Co-op (NHEC) offers both an Electric Vehicle Pilot Program and a Commercial Electric Vehicle Charger Program to their consumers.

The **Electric Vehicle Pilot Program** currently provides the following:

- **\$600 NHEC Rebate for Plug-In Hybrid Electric Vehicles (PHEVs).**

PHEVs are powered by conventional or alternative fuels and electrical energy stored in a battery that powers the electric motor. PHEVs are plugged into an electric power source to charge the battery, in addition to using regenerative braking and the internal combustion engine or other propulsion source. PHEVs use 40% - 60% less fossil fuel than conventional vehicles.

- **\$1,000 NHEC Rebate for Battery Electric Vehicles (BEVs).**

BEVs run purely on electricity therefore emissions do not come from the tailpipe. A battery stores the electrical energy that powers the motor. Electric vehicle batteries are charged by plugging into an electric power source. A typical electric vehicle costs \$.02 to \$.04 per mile to operate.

To learn more about this program, please visit: www.nhec.com/drive-electric or contact their EV Specialist at 1.800.698.2007

The **Commercial Electric Vehicle Charger Program** currently provides incentives for the installation of new electric vehicle charging stations to NHEC commercial and municipal members. Install up to two (2) Level 2 or larger charging stations per property. Each qualifying charging station may receive an incentive of 50% of installed cost up to \$2,500. Maximum incentive per property is \$5,000.

To learn more about this program and to see a complete list of program requirements, please visit: www.nhec.com/ev-commercial-charging or contact their EV Specialist at 1.800.698.2007

Alternative Fuel Spotlight: "Electric Vehicles: Making the Run for the Final Four"

Todd Mouw, Vice President of sales and marketing for ROUSH

CleanTech, recently shared the following article:

“There’s a lot of buzz around NCAA March Madness and the race for the Final Four. In the alt fuel’s bracket, propane autogas will make it, but do electric vehicles have a shot?”

Before electric vehicles become mainstream for commercial applications, there are obstacles that must be addressed so that the fleets get the experience they need to support their business. The incremental cost of EVs is still extremely high requiring significant subsidy to show a return on investment. The lifecycle of the batteries in these commercial applications is unknown. There aren’t enough charging stations. More OEM involvement is needed. The current electric grid has limited capacity, which makes it challenging to meet consistent demand. What kind of infrastructure investment is required by the utilities? How will the current grid handle thousands of energy-hungry commercial vehicles?

As mentioned, the incremental cost is high especially as it relates to the return on investment from an environmental perspective. For example, in a dollar-for-dollar comparison of Type C school buses, propane autogas cost \$106 per pound of NOx reduced and electric buses cost \$268 per pound of NOx reduced. (Compare that to diesel, though, which cost \$1,330 per pound of NOx reduced.) These calculations assume the full cost to deploy the cleanest commercially available Type C buses for each fuel type based on emission calculations from the 2016 ANL AFLEET Tool.

Organizations should be bullish on the long-term prospect of electric vehicles taking a larger share of the commercial vehicle market. In the last five-plus years, battery prices have decreased 77 percent and new vehicle-to-grid technology allows the electric vehicle batteries themselves to store energy, meaning they can charge and discharge electricity to and from the grid. Innovation and investment will continue to occur that will eventually drive a more favorable total cost of ownership without subsidy.

In the interim, organizations should not force a one-size-fits-all mentality into the market. Let’s leverage the advancements made in higher efficiency internal combustion engines and the decade’s worth of supply of natural gas and propane to help fleets achieve their financial and environmental goals.

It will take all energy sources to accomplish the mission of fiscally responsible energy independence. Roush has more than 40 years of experience in alternative forms of propulsion, and is well-established to be a part of the alt fuel’s Final Four.

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. ”

Resource: Clean Cities University – free online

professionally produced courses on alternative fuels and advanced vehicle technologies

Available to all Clean Cities stakeholders ... yes, that's you! Explore Clean Cities University (CCU). CCU provides free online training that can help you and your fleet to implement alternative fuels, deploy advanced vehicles and improve fuel economy.

Check out courses like "Natural Gas I: Introduction," "Saving Fuel and Money" and "Heavy-Duty Vehicle Idle Reduction." If you are interested in learning more, please contact me at Jessica.Wilcox@des.nh.gov. I will obtain unique log-in credentials so that you can access the courses and training materials.

You might also be interested in ...

[Charging an EV is far cleaner than driving on gasoline, everywhere in USA](#)

[Non-Hybrid Stop-Start Systems Doubled for Light Trucks from 2016 to 2017](#)

[Co-Optimization of Engines & Fuels: Breakthrough Research in Engine and Fuel Co-Optimization](#)

[The Federal Highway Administration's \(FHWA's\) Vulnerability Assessment and Adaptation Framework](#)

"Provides transportation agencies and their partners with an in-depth and structured process for assessing vulnerabilities to extreme weather and other environmental conditions and for identifying ways to protect, preserve, and improve transportation assets and services."

If there's something you'd like to see, say or share regarding current or future newsletters, drop me a line: Jessica.Wilcox@des.nh.gov

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