

Clean Cities

DRIVE



Welcome to the first issue of the U.S. Department of Energy's (DOE) *Clean Cities Drive*. Each issue of the *Drive* will bring you valuable information from the Clean Cities program to help you succeed in putting more alternative fuel vehicles onto our roads. If you have a story to tell, a picture to share, or information of interest to Clean Cities participants, please call the Clean Cities Hotline at 1-800-CCITIES.

CLEAN CITIES: FULL SPEED AHEAD

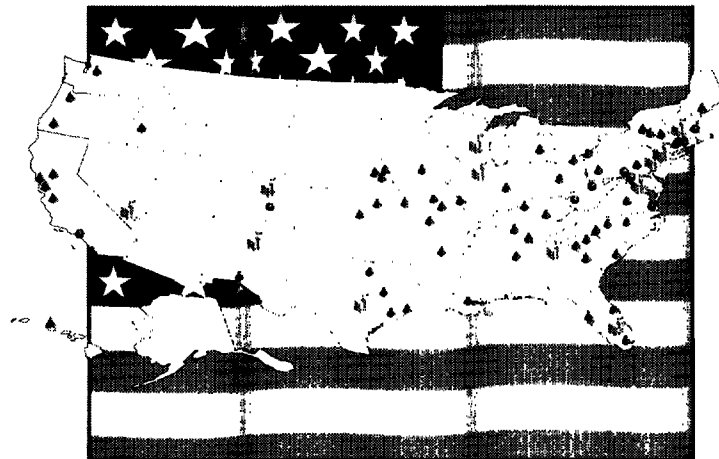
Citation for Exceptional Merit Added

Considerable fanfare has surrounded the rollout of the U.S. Department of Energy's (DOE) "Clean Cities" program to support and encourage community efforts to accelerate and expand the use of alternative fuel vehicles (AFVs) and to provide refueling and maintenance facilities for their operation. Clean Cities is founded on the principle that the nation's objectives are best accomplished by motivated individuals working together for a common goal, and DOE is using the program to help forge the locally based public/private partnerships necessary to both develop markets and create broad market acceptance for AFVs.

Ten months into the program, hundreds of stakeholders representing 12 cities have registered their commitment to the Clean Cities objectives. But this is just the beginning. By year's end, DOE expects to have 25 cities participating in the program.

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In addition to pushing forward with new designations, DOE has upgraded the Clean Cities program to recognize exceptional merit by aggressive cities. "Clean Cities is intended to be an enduring program whereby cities continually pioneer innovations and aspire to effect national as well as local achievements," according to Clean Cities Acting Program Director Tommy Foltz. "Those cities demonstrating such qualities would become candidates for the Citation for Exceptional Merit."

Cities may earn citations by "going above and beyond" the most aggressive mandates that apply to the Clean City area—in terms of either meeting mandates ahead of time or exceeding stipulated requirements. Citations might also be earned through implementation of innovative projects that showcase the feasibility of alternative fuels and that provide models for adoption by other cities. More details of this plan will be announced at the 1994 International Alternative Fuels and Clean Cities Conference in Milwaukee, Wisconsin, June 28 through July 1, 1994.



ATLANTA DESIGNATED FIRST CLEAN CITY

'96 Summer Olympics Showcase for Clean Cities

With its designation as the first Clean City on September 8, 1993, Atlanta established the goal of placing 12,500 alternative fuel vehicles (AFVs) on the road by the 1996 Summer Olympics. The Olympics, which will be held during the peak ozone season in July, will provide an opportunity to showcase clean-burning alternative fuels.

Participants in Atlanta's Clean Cities program envision hundreds of thousands of spectators being transported to Olympic

Chrysler Corporation, and the Natural Gas Vehicle Coalition. An umbrella group—Clean Air Transportation-Atlanta (CATA)—was formed to keep the project focused on the community and to promote fuel neutrality. CATA established working groups to promote each fuel.

"Atlanta is a diverse marketplace, and each fuel type can have utility in the marketplace. Alternative fuel vehicle purchasing by the public ought to reward the investment by



Atlanta's Clean Cities designation last fall.

events in clean buses and cars running on electricity, natural gas, propane, and methanol. Billions of people will view the world's most-watched sporting event on television—giving great exposure to American-made AFVs.

Formed in 1992, the Atlanta Clean Cities partnership includes representatives from the U.S. Department of Energy (DOE), the State of Georgia, the City of Atlanta, Amoco Corporation, Atlanta Gas Light Company, American Gas Association, General Motors, Ford Motor Company,

the working groups," said CATA Chairman and Clean Cities Coordinator Jeffrey A. Rader of the Atlanta Chamber of Commerce.

According to one major stakeholder, Clean Cities provided a structure that allowed stakeholders to focus on goals rather than on organization. Rader added that "DOE's biggest contribution was to support the Atlanta-oriented solution. The people in Atlanta knew what was going to work for them and for the user (fleet) community. DOE listened to the local constituency."

GETTING THE JOB DONE

Signing the Memorandum of Understanding (MOU) and becoming a stakeholder is only the first step in achieving the Clean Cities' goals of energy independence, cleaner air, and more jobs. To date, industry and government investments in Atlanta include the following:

- Amoco Corporation has invested \$2 million in seven public, fast-fill compressed natural gas (CNG) refueling stations.
- Atlanta Gas Light Company has invested \$10 million in an incentive program that will provide a rebate of up to \$1,400 for natural gas vehicles, and allow fuel tanks to be leased for \$1 each by participants. The program also provides incentives for school and transit bus conversions.
- The Advanced Research Projects Agency (ARPA) is sponsoring two electric vehicle research projects in the Atlanta area.
- The State of Georgia has invested \$700,000 from its Petroleum Violation Escrow Account (commonly known as oil overcharge funds) to convert state and local government fleet vehicles.

With these investments have come more jobs for local residents, including 11 employees added to Atlanta Gas Light's new Vehicle Conversion division. According to a company spokesperson, some of the new hires were workers displaced by the ailing commercial airline and defense industries.

FUEL SUPPLIERS VOICE SUPPORT

"CLEAN CITIES LENDS CREDIBILITY TO ALTERNATIVE FUEL VEHICLES . . . AND PROVIDES THE BEST FORMAT AND ORGANIZATIONAL STRUCTURE FOR IMPLEMENTING THE PROGRAM."

Chris Pederson
Vice President for Marketing and Business Development, FleetStar



FleetStar—a Las Vegas Clean Cities stakeholder.

In the 12 designated Clean Cities, over 25 suppliers of alternative fuels have signed Memoranda of Understanding (MOU), making commitments to alternative fuels. Although there is competition among fuels, stakeholders generally agree that the Clean Cities program is a valuable component in their marketing efforts.

"The program really helps focus limited resources for alternative fuel marketing and development," said Frank Chapel, manager of market development in Amoco Corporation's Alternative Transportation Fuels Business Unit. Amoco has been involved with the designated Clean Cities of Washington, D.C., Atlanta, Georgia, the Florida Gold Coast, and the upcoming Baltimore, Maryland, programs.

forces should determine which fuel (or fuels) a city wishes to use."

Amoco's Chapel echoed that senti-



ment when he suggested that each fuel has niche markets and that no one company can satisfy the fuel needs of a community.

In Atlanta, the alternative fuels industry originally introduced compressed natural gas (CNG). The decision to implement several additional alternative fuels caused some growing pains for the fledgling Clean Cities program.

"[Fuel choice] quickly became a political issue," said Bruce Cotterman, manager of business development at Amoco, one of the original CNG interests. "There are not enough resources to base programs around more than one alternative fuel. A city should decide early on which fuel it plans to support, if it wants to be successful," he added.

However, Cotterman also stated that the political ramifications of the Atlanta program were inevitable, and that the program is a success in part because "DOE did an excellent job" of formalizing it.

Chapel said that bringing together representatives of various fuel types was a real advantage. The Clean Cities program brings together all interested parties early in a city's decision-making process and shifts the focus from competition among fuel types to infrastructure development. But Chapel added that, ultimately, a fuel supplier's decision whether to get involved in a program comes down to resources.

"If you have the resources, the program is an excellent opportunity to get to know your market better."

Although fuel suppliers have different opinions on whether cities should plan for one or more alternative fuels, DOE maintains a fuel-neutral program, and the selection of fuels is left to the cities and their stakeholders. Bob Rhodes, Vice President of Phillips 66 Propane Company, applauds the DOE approach, saying that "market

MORE CITIES SIGN ON

With Atlanta's September 8, 1993 designation, the U.S. Department of Energy (DOE) kicked off the Clean Cities program with six cities designated in the first two months, out of 12 total to date. The cities reflect the program's flexibility in accommodating differences in scope and planning. In addition to Atlanta, designated Clean Cities designees include:

DENVER, COLORADO—SEPTEMBER 13, 1993

The ongoing alternative fuels activity in Colorado meant a quick start for Denver. As the second Clean City, Denver reflects the state's high level of commitment to alternative fuels. Approximately 5,000 alternative fuel vehicles (AFVs) and 200 refueling stations operate in Denver. The Denver airport limited the rental car industry shuttle bus and van services to AFVs. Several hotels and airlines have followed this lead.

Denver also implemented its own alternative fuels ordinance and worked closely with private companies to develop a new alternative fuel, hythane. The first refueling station of this type was opened in Denver.

PHILADELPHIA, PENNSYLVANIA— SEPTEMBER 22, 1993

Philadelphia had been planning its alternative fuels program since the Energy

Policy Act (EPACT) was enacted in 1992. The Philadelphia program showcased its first compressed natural gas (CNG) refueling station as part of "Earth Week" in April of this year. Philadelphia currently has more than 450 AFVs on the road, and expects to have 57,000 by the year 2000.

WILMINGTON, DELAWARE—OCTOBER 12, 1993

Because of the small size and the ozone and carbon monoxide nonattainment status of Delaware's three counties, the Wilmington program quickly evolved from a city-wide to a state-wide effort. The program used state oil overcharge funds to pay for incremental costs of the 50 AFVs currently in Delaware.

LAS VEGAS, NEVADA—OCTOBER 18, 1993

Motivated by federal and state legislation to begin using cleaner burning fuels, stakeholders had been exploring the use of CNG for three years prior to Las Vegas' designation as a Clean City. Located in Clark County, Las Vegas is one of two nonattainment areas in the state. Although participants started the program with about 360 AFVs, they expect to have 1,000 by the end of 1994.

Under Clark County's Comprehensive Alternative Fuels Strategy, the city and surrounding area have committed to converting 400 of their 960 general service vehicles to natural gas by the year 2000. Some of the funding for this Clean Cities effort has come via a grant from DOE for heavy-duty vehicles. Las Vegas' Clean Cities activities have been facilitated jointly by representatives of the City of Las Vegas and the Clark County Department of Comprehensive Planning.

WASHINGTON, D.C.—OCTOBER 21, 1993

Completing the Memorandum of Understanding (MOU) for Washington, D.C., was a major accomplishment, with 17 local governments from Maryland and Virginia, represented by the Washington Metropolitan Council of Governments (COG), plus private organizations reaching consensus. COG coordinates the Washington, D.C., Clean Cities program.

Because the Washington metropolitan area has the highest number of federal vehicles of all cities in the United States (more than 9,000), it faces a significant challenge in complying with the federal regulations affecting federal fleets. Clean Cities participants in the District of Columbia (D.C.) Energy Office are seeking approval for local communities involved in the Washington, D.C., program to purchase AFVs through the federal government purchasing process at lower costs. Currently, only the District—through its unique status—is able to do so. If successful, the D.C. program could set an example for other communities attempting to use creative means to purchase AFVs.

BOSTON, MASSACHUSETTS—MARCH 18, 1994

Boston was the seventh DOE Clean City. Boston's Metropolitan Area Planning Council (representing 101 cities and towns in the Boston metropolitan area) together with the City of Boston, City of Cambridge, and DOE's Region 1 Office in Boston, facilitated the Boston Clean Cities program. Among early program objectives were efforts to eliminate the Boston ordinance that prohibits alternative fuels in city tunnels. The Boston program has made significant progress in eliminating this barrier.

AUSTIN, TEXAS—APRIL 19, 1994

Austin was designated the eighth Clean City in conjunction with the Alternative Vehicle Fuels Market Fair & Symposium. The Austin community currently has 500 AFVs (CNG and propane) and 12 refueling stations, with 100 more AFVs and four more refueling stations (including one methanol station) expected by the year's end. Austin's goal is to have 1200 AFVs on the road by 1998.

FLORIDA GOLD COAST—MAY 3, 1994

The Florida Gold Coast (Dade, Broward, and Palm Beach counties) received the ninth Clean Cities designation by DOE's Assistant Secretary Christine Ervin on May 3, 1994, at the Alternative Fuels Forum & Exhibition in Coral Gables, Florida. In late 1993, \$1.3 million in state oil overcharge funds were made available to local communities in Florida for AFV conversions and refueling stations. The Gold Coast currently has about 100 alternative fuel refueling stations, and approximately 1,600 AFVs, mostly propane and natural gas. Planners hope to have a total of 3,600 AFVs by the end of 1996. The Gold Coast in Southern Florida consumes about one-third of the state's gasoline, and has three million vehicles total (AFVs and others).

CHICAGO, ILLINOIS—MAY 13, 1994

Six months of planning yielded the City of Chicago official designation as the tenth and largest U.S. Department of Energy "Clean City," by DOE Secretary Hazel O'Leary. The Chicago Clean Cities effort includes a six-county region in severe non-attainment for ozone. Forty-three stakeholders signed the Chicago MOU, the largest number of stakeholder commitments in any Clean City to date. The Chicago area has 376,000 fleet vehicles, 1,700 of which are AFVs, and 69 alternative fuel refueling stations. The MOU spells out the addition of several thousand AFVs and 85 refueling stations per year, with goals of 69,000 AFVs and 345 refueling stations by the year 2000. Alternative fuels in use in the Chicago program include CNG, propane, ethanol, methanol, and electricity.

ALBUQUERQUE, NEW MEXICO—JUNE 1, 1994

Albuquerque, designated the eleventh Clean City by DOE's Ervin, currently includes 351 AFVs and six refueling stations, with a goal of 2,400 AFVs and 19 refueling stations by the year 2000. The Albuquerque effort will be assisted by the State's Alternative Fuel Conversion Act, which mandates that all new state vehicles must be capable of running on alternative fuels by 1995.

The Gas Company of New Mexico, a signer of the Albuquerque MOU, has worked since 1986 to encourage the use of AFVs. With more than 500 natural gas vehicles (NGVs) on the road statewide, almost 40 organizations in New Mexico already have fleets with AFVs.

MILWAUKEE, WISCONSIN—JUNE 30, 1994

In conjunction with the 1994 International Alternative Fuels and Clean Cities Conference, Milwaukee, Wisconsin, was designated as a Clean City by DOE's O'Leary. More than 60 stakeholders signed the MOU.

The Milwaukee Clean Cities program worked in conjunction with the state's Alternative Fuels Task Force. The task force has integrated efforts of state and local governments, the private sector, and university researchers in a comprehensive exploration of all fuels. In June, 1993, Governor Tommy Thompson announced Wisconsin's "2,000 by 2000," an initiative surpassing the EPACK requirements for state fleets by requiring 2,000 state AFVs on the road by the year 2000.

New Clean Cities Expected by Fall 1994:

- Colorado Springs, Colorado
- Baltimore, Maryland
- Long Beach, California
- Gettysburg, Pennsylvania
- New York, New York
- San Bernadino, California

OTHER INTERESTED CITIES

Interested parties from more than 100 communities have called the Clean Cities Hotline and DOE to express interest in joining the program. Those communities are located in 42 states and include 14 of the 22 serious, severe, or extreme carbon monoxide or ozone nonattainment areas, and almost half of the U.S. metropolitan statistical areas with populations of more than 250,000. DOE Headquarters maintains an updated list of interested cities and monitors their progress towards designation. This list can be obtained from the Clean Cities Hotline.

CLEAN CITIES OPEN TO ALL COMMUNITIES

The Clean Cities program was initiated by the U.S. Department of Energy (DOE) to achieve goals established by the Energy Policy Act of 1992, and to support the Clean Air Act Amendments of 1990 and other federal legislative and regulatory initiatives affecting public and private sector use of alternative fuel vehicles. "The Clean Cities program is open to all cities demonstrating the commitment to program goals," said Clean Cities Acting Program Director Tommy Foltz. Cities interested in participating must commit to a basic set of program criteria. The requirements are designed to clarify stakeholder roles, to provide uniformity throughout the program, and to help evaluate the long-term success of the program.

Minimum requirements for Clean Cities participation include:

- Organizing stakeholders into Clean Cities Teams
- Developing a program implementation plan, including a Memorandum of Understanding
- Implementing the Clean Cities program plan.

"Program success will be determined on a case-by-case basis according to the individual locality's performance relative to their own applicable mandates," added Foltz. For more details, call the Clean Cities Hotline.

CLEAN CITIES COORDINATING GROUPS

(ALL CLEAN CITIES STAKEHOLDERS WILL BE LISTED IN A FUTURE ISSUE OF THE CLEAN CITIES DRIVE)



ATLANTA CHAMBER OF COMMERCE



METROPOLITAN AREA PLANNING COUNCIL



CITY AND COUNTY OF DENVER



CITY OF AUSTIN



CITY OF PHILADELPHIA



SOUTH FLORIDA REGIONAL PLANNING COUNCIL



STATE OF DELAWARE



CITY OF CHICAGO



CITY OF LAS VEGAS



CITY OF ALBUQUERQUE



METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS



WISCONSIN ALTERNATIVE FUELS TASK FORCE

STAKEHOLDERS FIND FUNDING

Clean Cities makes it easy for stakeholders to stay informed of new incentives and funding sources available for converting to alternative fuels. The following are several options for current and future Clean Cities projects.

- Congestion Mitigation and Air Quality (CMAQ) Improvement Program Funds (Federal Highway Administration). Targets public vehicles.
- State Oil Overcharge Funds (State Energy Offices). Primarily for demonstration projects.

- State and Local Incentive Program (U.S. Department of Energy-Section 409/Energy Policy Act). Available to states in partnership with cities for planning and implementing Clean Cities or other alternative fuel vehicle programs. Solicitation is expected to be issued in July.

In addition to those listed above, numerous sources are available to fund local Clean Cities projects. Funding and incentive opportunities exist through several federal and state programs, private organizations, and grant foundations. Detailed funding information and a complete list of sources can be obtained from the Clean Cities Hotline.

HOTLINE

HAS ANSWERS

Want to know how to get involved in the Clean Cities program? Need to know how the Energy Policy Act (EPACT) and the Clean Air Act Amendments (CAAA) will affect you? **Call the Clean Cities Hotline.**

The Hotline provides answers to a wide range of technical and general questions and provides information to prospective Clean Cities participants, the press, and all others interested in learning about the program or about alternative fuels and alternative fuel vehicles. It is the primary source for information on the Clean Cities program, funding for Clean Cities and alternative fuel projects, EPACT and CAAA requirements, the Federal Fleet Conversion Task Force, and technical and planning issues—such as vehicle conversion—that are related to implementation of the Clean Cities program.

To take advantage of the resources available through the Clean Cities Hotline, call 1-800-CCITIES (1-800-224-8437), Monday through Friday, 10:00 a.m. through 6:00 p.m., EST, except federal holidays.

1-800-CCITIES
(1-800-224-8437)



CLEAN CITIES CALENDAR

The highlight of upcoming events is the 1994 International Alternative Fuels and Clean Cities Conference at the end of June. This conference includes sessions on how to get involved in Clean Cities, marketing strategies for alternative fuels, and case studies. A Clean Cities resource guide and other materials will be available after the conference from the Clean Cities Hotline.

June 28-July 1

1994 International Alternative Fuels and Clean Cities Conference. Hyatt Regency Hotel, Milwaukee, WI. For information, call Greg Haigwood at 800-872-3835 or 703-528-2500, or write to: Information Resources, Inc., 1925 N. Lynn Street, Suite 1000, Arlington, VA 22209.

July 23-29

National Conference of State Legislatures Annual Meeting & Exhibition. Morial Convention Center, New Orleans, LA. For information, call Linda Worrell at 303-830-2200, or write to: NCSL, 1560 Broadway, Suite 700, Denver, CO 80202.

July 27 & 28

International Conference on Climate Change, Washington, DC. Sponsored by International Climate Change Conference. Contact: ICC, P.O. Box 236, Frederick, MD 21701. Fax 703-243-2874.

September 27 & 28

The Innovative Transportation Technology Exposition, George Mason University's Patriot Center, Fairfax, VA. Contact: David Lynn, Center for Alternative Energy and Propulsion Systems, George Mason University, 4400 University Drive, Fairfax, VA 22030-4444. Phone 703-993-1277. Fax 703-993-1269.

October 31-November 4

27th International Symposium on Advanced Transportation Applications, International Dedicated Conference on the Motor Vehicle and the Environment, Demands of the Nineties & Beyond, Aachen, Germany, Tel: 081 681 3069 (contact in Cryodon, England).

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