

Clean Cities

DRIVE



Welcome to the second issue of the U.S. Department of Energy's (DOE) Clean Cities Drive. Each issue of the newsletter will bring you valuable information from the Clean Cities program to help you succeed in putting more alternative fuel vehicles (AFVs) 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.

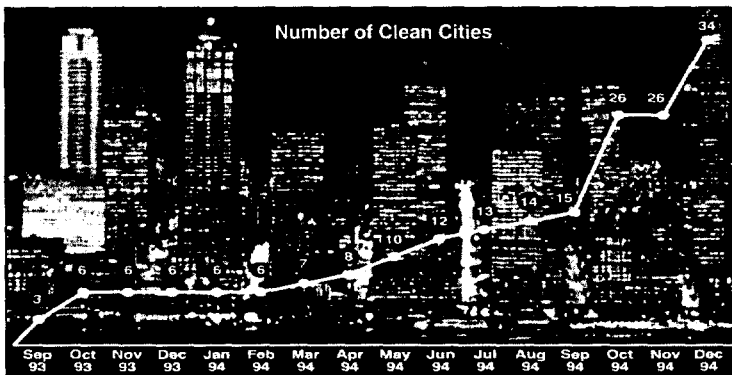
EXCEEDING EXPECTATIONS

Overwhelming National Interest Carries Clean Cities Past O'Leary's 25-City Goal

As of November 22, 1994, 34 localities had received the U.S. Department of Energy's (DOE) Clean Cities designation, exceeding Energy Secretary Hazel R. O'Leary's pledge to President Clinton to achieve a first-year goal of 25 Clean Cities.

Since the first issue of the Clean Cities Drive was published in Summer 1994, the Clean Cities program has been extremely active, adding 22 new Clean Cities (For details, see "More Cities Sign On," page 4). Celebrating "Energy Awareness Month," 11 designations took place in October, making it the busiest month ever for the Clean Cities

program. Since the program began just over a year ago, the number of Clean Cities has increased from 6 in late 1993, to 12 by mid-1994, to the present 34. The increase in the number of Clean Cities and expansion of the



vehicle population in existing Clean Cities reflects a strong national interest in alternative fuels and points to the program's bright future.

"Clean Cities is successful because communities are discovering that alternative fuels can help them reduce air pollution and create domestic jobs. Those are important benefits," said Christine A. Ervin, Assistant Secretary for DOE's Office of Energy Efficiency and Renewable Energy. "We're finding that when cities join the program, they are creating partnerships that promise results. We recently surveyed cities that have already enrolled. They intend to place more than 60,000 alternative fuel vehicles (AFVs) and 700 refueling stations by the end of 1996."

DOE GRANTS SUPPORT CLEAN CITIES EFFORTS

On December 21, 1994, the Department of Energy (DOE) announced the award of \$2 million in grants to 19 qualified pilot projects submitted by state governments to accelerate the introduction and expand the use of alternative fuels and alternative fuel vehicles (AFVs).

"The grants encourage creativity and support the initiative of state and local governments," stated Christine Ervin, DOE's Assistant Secretary for Energy Efficiency and Renewable

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CLEAN CITIES FIND CREATIVE SOLUTIONS TO FUNDING CHALLENGES

Because funding for alternative fuel vehicles (AFVs) is limited at the federal, state, and local levels, and even from private-sector sources, Clean Cities stakeholders must make use of the public/private partnership opportunities within their particular programs and be creative in their approach to generating resources. Dan Hyde, Clean Cities coordinator in Las Vegas, explains that "the private sector must build the infrastructure at its own expense, and public and other fleets must patronize the sites as payback. This is a good example of the public/private partnerships that arise out of Clean Cities." The following are examples of funding opportunities available on the federal, state, and local levels.

Federal Funds

The U.S. Department of Transportation's (DOT) Congestion Mitigation and Air Quality (CMAQ) Improvement program, established by the Intermodal Surface Transportation Efficiency Act of 1991, allocates \$1 billion annually for transportation and air quality projects. Since the program's inception 2 years ago, approximately \$75.7 million has been directed toward alternative fuel projects as of May 1994—and Clean Cities have increasingly utilized these funds.

Because CMAQ funds are only available to fleets that are publicly owned or leased, the Boston Clean Cities participants leased their private fleets to the local government and then applied for the funds.

In the Albuquerque, New Mexico, Clean Cities program, \$500,000 in CMAQ funds was used to acquire vehicles for city and county fleets. Because CMAQ provides up to 80% of the cost of an approved project, Albuquerque was left with a potentially hefty \$120,000 share of the remaining cost. Instead of cash, the city opted to provide city land for a future compressed natural gas station site. The appraised value of the land equaled the city's 20% required contribution. Under a rare set of circumstances, DOT approved the contribution, marking the first and possibly only time a contribution of this type has been made.

State Resources

At the state level, Petroleum Violation Escrow Account (PVEA) funds—commonly known as state oil overcharge funds—are available for alternative fuel programs. PVEA funds consist of fines collected by the federal government from oil companies that overcharged consumers during the oil crises of the 1970s. Although only a small amount of the current funds remain unused, two large settlements are expected in the future, making as much as \$500 million available to states for energy conservation and alternative fuel programs.

Although states can use the funds for a wide variety of energy conservation and alternative fuels programs, California is one state that uses more than half of its PVEA funds for alternative fuels programs. The funds have been used to purchase two electric vehicles for Allensworth State Park, and to conduct an energy-efficient school bus demonstration program and a methanol market study.

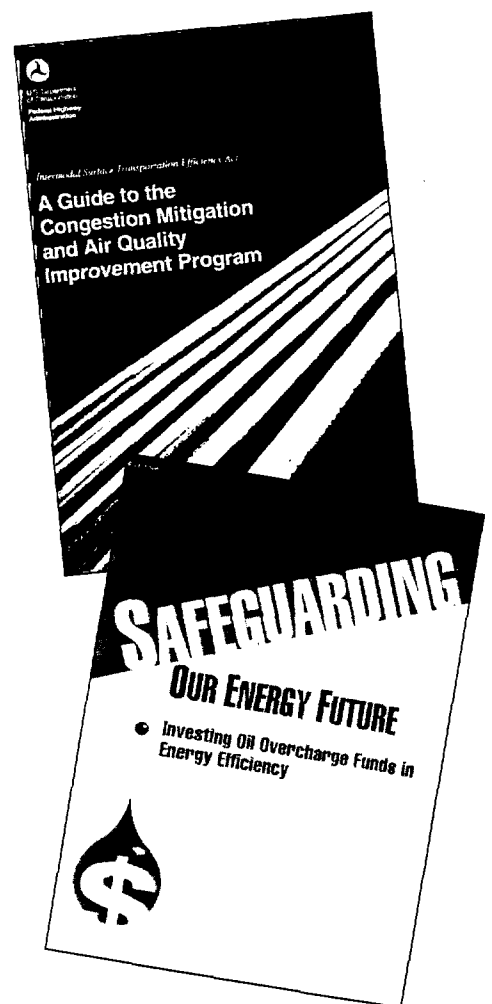
Denver's \$500,000 AFV cash rebate program, which pays for part of the aftermarket conversion of factory-produced AFV fuel system costs, is scheduled to begin this winter. These funds consist primarily of state oil overcharge funds, but matching funds from the private sector (mostly fuel suppliers) are also included. The funds in this Denver program utilize a significant portion of the \$10-\$15 million remaining in the state's oil overcharge funds.

Local Efforts

Finally, local communities can join together to purchase AFVs in bulk, potentially reducing both financial and administrative costs if the proper mechanism is either in place or created. The Metropolitan Washington Council of Governments (MWCOG), which facilitates the Washington, D.C., Clean Cities program, is continuing work to allow local governments in the D.C. program to purchase AFVs through the federal government's purchasing process. Currently, only the District of Columbia is able to do so because of its

unique relationship with the federal government. Kammy Kern of MWCOG predicts that "savings could be very high under this program, given the large number of federal vehicles involved." It is hoped that auto manufacturers will produce more AFVs in response to the demand created by bulk orders (See "Clean Cities Offer Auto Companies Prime AFV Markets," page 7). Although other cities are not able to buy vehicles directly from the General Services Administration, they can derive many of the same benefits by joining together to aggregate purchases.

For more information on funding sources for AFV purchases, call the Clean Cities Hotline.



CLEAN CORRIDORS TO CONNECT CLEAN CITIES

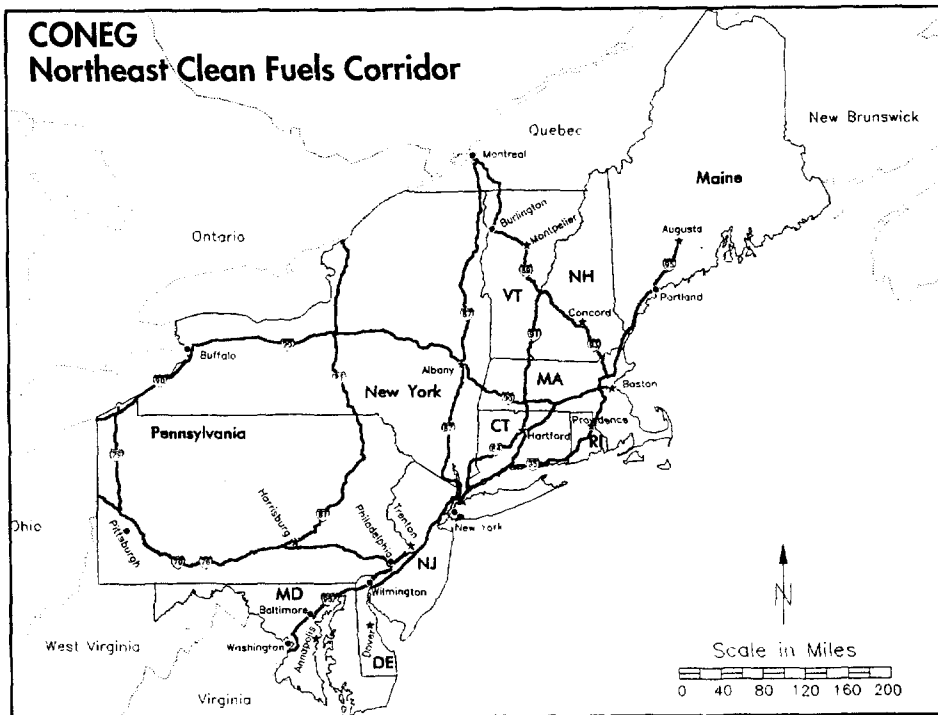
Traveling in a dedicated natural gas, electric, methanol, or propane vehicle between East Coast Clean Cities such as New York, Philadelphia, and Baltimore may soon be a reality, according to state and regional energy officials working on a potential program to link cities through refueling sites along major highways.

The refueling sites along the corridor were selected based on availability of fuels, station access, and distance between each refueling site (average 50-70 miles, maximum 100 miles). The group is aggressively pursuing various types of resources to fund the \$5.5 million project. In addition to investments by Sun Oil Company, which operates all the refueling infrastructure along the turnpike, other private sources have been tapped. Government funding is also being pursued.

Sun Oil Company, an active Clean Cities participant, ultimately will offer a variety of fuels at each of the designated stations, including compressed and liquefied natural gas, propane and methanol, and electric recharging facilities.

In a related development, the Coalition of Northeastern Governors (CONEG), in cooperation with the U.S. Department of Energy, the Northeast states, and the private sector, is exploring the possibility of developing a network of publicly accessible alternative fuel refueling facilities along major Northeastern interstates. To assess the feasibility of such a network, CONEG is conducting a study which focuses on linking designated and upcoming Clean Cities such as Baltimore, Philadelphia, Washington, D.C., Wilmington, New York City, and others. The study should be completed by early 1995.

An effort is also under way to develop a refueling corridor that will link Clean Cities along the Front Range of the Colorado Rocky Mountains (See "More Cities Sign On," page 4).



Major roads and states included in the CONEG Northeast Clean Fuels Corridor.

The Pennsylvania Alternative Fuels Highway Task Force (PAFHTF) is initiating the first East Coast alternative fuel corridor program along the Pennsylvania Turnpike, which links Philadelphia and Pittsburgh. PAFHTF, which is made up of fuel suppliers, fleets, and government agencies, is scheduled to break ground in the spring of 1995 on the first of the refueling sites along the turnpike.

MORE CITIES SIGN ON: NUMBER OF CLEAN CITIES GROWS RAPIDLY

The number of designated Clean Cities has grown rapidly, reaching a total of 34 as of November 22, 1994. Activity in the 22 new Clean Cities designated since the last newsletter in June is summarized below.

COLORADO SPRINGS, COLORADO JULY 13, 1994

Colorado Springs was awarded the 13th U.S. Department of Energy (DOE) Clean Cities designation. A major goal of the Colorado Springs program is to build a Clean Cities alternative fuel refueling corridor along the Front Range. This corridor would cover six counties in Colorado and link previously designated Denver. This follows similar efforts along the East Coast's Interstate 95 (See "Clean Fuel Corridors to Connect Clean Cities," page 3). The Colorado Springs program began in fall 1993 with 36 stakeholders. More than 350 alternative fuel vehicles (AFVs) operate in Colorado Springs' El Paso County, and as many as 5,000 AFVs are expected on the road by the year 2000.

LONG BEACH, CALIFORNIA AUGUST 31, 1994

Christine A. Ervin, DOE Assistant Secretary for Energy Efficiency and Renewable Energy, awarded Long Beach the first California Clean Cities designation. Although Long Beach has been using AFVs for 25 years, its Clean Cities effort was officially launched when the program was announced in September 1993. This Clean City boasts 325 AFVs and 50 refueling stations. The Long Beach program plans to expand to as many as 1,000 AFVs by the year 2000.

Considering California's stringent air regulations and already widespread use of

alternative fuels, it is not surprising that other California cities followed Long Beach and launched Clean Cities programs of their own.

LANCASTER, CALIFORNIA SEPTEMBER 22, 1994

Just three weeks after Long Beach was inducted into the Clean Cities program,

Assistant Secretary Ervin designated Lancaster the second California Clean City. Lancaster, which is 70 miles north of Los Angeles, became the 15th DOE Clean City. Lancaster's Clean Cities effort complements its Blue Sky Project, another community initiative that strives to meet environmental- and transportation-related goals through the use of AFVs.

Combining Clean Cities and Blue Sky goals, Lancaster plans to convert 25% of its city fleet to AFVs within the first year. The local Antelope Valley Schools Transportation Agency will run the nation's first electric school bus. In addition, Lancaster has applied for \$1.3 million in grants from state agencies to purchase AFVs and build a compressed natural gas (CNG) refueling station.

SALT LAKE CITY, UTAH OCTOBER 3, 1994

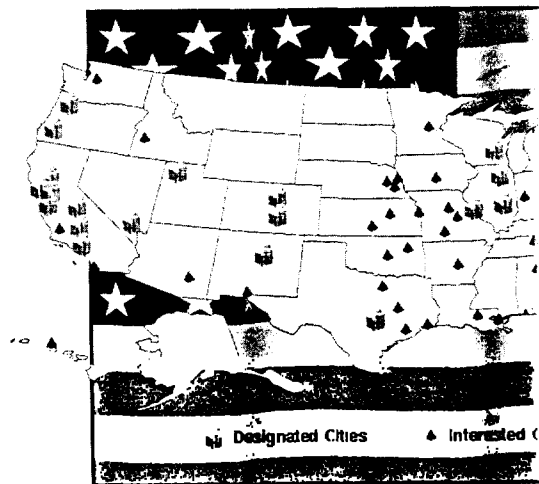
Salt Lake City became interested in the Clean Cities program in late 1993. The city has approximately 250 AFVs and hopes to have more than 1,050 by 2002, when it anticipates hosting the winter Olympic Games. The program also includes the city of Ogden, and Salt Lake and Weber counties, which are nonattainment areas under the Clean Air Act Amendments (CAAA) of 1990.

Spurred by Clean Cities efforts and CAAA requirements, Salt Lake City International Airport has converted more than 60 of its fleet vehicles and is offering significant conversion incentives to taxis and hotel courtesy vans that serve the airport. Hill Air Force Base has converted 70 of its vehicles and is developing a hybrid electric bus in cooperation with a local university. Clean Cities stakeholders are also using an alternative fuel loan fund to support vehicle conversion.

WHITE PLAINS, NEW YORK OCTOBER 4, 1994

Alternative fuels efforts began in White Plains in the mid-1970s when former Mayor Alfred DeVecchio took a personal interest in the subject. The current mayor, S. J. Schulman, chose to build on DeVecchio's vision, helping White Plains become the 17th DOE Clean City.

White Plains, with a population of about 50,000, is not required to comply with future AFV acquisition requirements mandated by the Energy Policy Act (EPACT) of 1992. However, the city's plan to convert 70 of its 400 fleet vehicles by 1998 demonstrates the type



of aggressive voluntary initiative driving America's interest in alternative fuels.

BALTIMORE, MARYLAND OCTOBER 7, 1994

DOE Principal Deputy Assistant Secretary Peter Fox-Penner presented Baltimore Mayor Kurt L. Schmoke with the 18th Clean Cities designation. Mayor Schmoke, who drives a 1993 Lincoln Continental, recently expressed his enthusiasm for the program by converting his vehicle to run on CNG. Baltimore plans to increase its number of AFVs by 10% in 1997 and 15% each year thereafter through the year 2000.

Fuel suppliers have been active in the Baltimore program, and include Amoco, Crown Central Petroleum, Baltimore Gas & Electric, MG Refining and Marketing, Sun Oil Company, and Mid Atlantic Propane Gas.



Congressman Bob Wise (D-WV) and DOE Assistant Secretary Christine Ervin designate West Virginia.



DESIGNATED CITIES:

| | |
|----------------------|------------------------|
| Albuquerque, NM | Peoria, IL |
| Atlanta, GA | Philadelphia, PA |
| Austin, TX | Portland, OR |
| Baltimore, MD | Rogue Valley, OR |
| Boston, MA | Salt Lake City, UT |
| Chicago, IL | San Francisco, CA |
| Colorado Springs, CO | San Joaquin Valley, CA |
| Denver, CO | Sacramento, CA |
| Florida Gold Coast | San Jose, CA |
| Lancaster, CA | State of West Virginia |
| Las Vegas, NV | St. Louis, MO |
| Long Beach, CA | Washington, DC |
| Louisville, KY | Waterbury, CT |
| New London, CT | Western New York |
| Norwalk, CT | White Plains, NY |
| Norwich, CT | Wilmington, DE |
| Oakland, CA | Wisconsin - S.E. Area |

**STATE OF WEST VIRGINIA
OCTOBER 18, 1994**

The West Virginia program (the second statewide effort following Delaware) began with a tremendous interest in CNG and the formation of the West Virginia Natural Gas Vehicle Coalition. Three years ago, the coalition received a DOE energy innovation award for its efforts. The coalition began work with the Clean Cities program when it was established last fall.

As of early 1994, West Virginia operated 500 CNG vehicles and 14 public access refueling stations, with plans to increase the number of vehicles by 15% per year for the next 5 years. West Virginia Clean Cities efforts are supported by a State Executive Order mandating that state vehicles convert to CNG. In addition, a 1993 State Senate Bill requires state and local governments to include AFVs in their scheduled fleet purchases. Also contributing to the high level of

activity in West Virginia is the Public Service Commission's allowance of limited rate-basing of costs for the CNG infrastructure and West Virginia's National Center for Alternate Transportation Fuels.

**LOUISVILLE, KENTUCKY
OCTOBER 18, 1994**

Less than a year after alternative fuels efforts began in Kentucky, the City of Louisville/Jefferson County, with the help of the Kentucky Clean Fuel Coalition, was designated the 20th Clean City by DOE's Assistant Secretary for Policy Susan F. Tierney.

The designation will enable stakeholders in the Louisville program to access \$1.87 million in matching federal grant money to purchase and convert fleet vehicles. According to Louisville Clean Cities Coordinator Melissa Howell, "By creating a base of customers using alternative fuels, the grant will have the added benefit of encouraging private businesses to make investments [in alternative fuels]." SuperAmerica, a subsidiary of Ashland Oil, plans to build a CNG refueling facility for local fleets.

**ROGUE VALLEY, OREGON
OCTOBER 18, 1994**

Spurred by the Clean Cities efforts in Kentucky, Louisville-based Atlas Machine and Supply, Inc., entered a joint venture with IMW Industries of Canada to manufacture compressors for refueling stations for the Rogue Valley (Oregon) Transportation District's bus system.

Comprised of Medford, Ashland, Talent, Phoenix, Jacksonville, Central Point, and White City, Oregon, the Rogue Valley Coalition is one of the smallest Clean Cities programs to date. Although not required to comply with EPACT fleet requirements, Rogue Valley has joined the program for environmental reasons and will operate more than 120 AFVs in the region by the year 2000.

Future AFV acquisitions will be assisted with \$200,000 from the state for CNG/gasoline bi-fuel minivans for the Rogue Valley Transportation District and \$2.5 million from the Federal Transit Administration to purchase 10 CNG buses and construct a refueling site.

**OAKLAND, SAN FRANCISCO,
SAN JOAQUIN VALLEY, SACRAMENTO,
SOUTH BAY (SAN JOSE AREA), CALIFORNIA
OCTOBER 21, 1994**

During the Clean Cities program's busiest week, five Northern California cities were designated by DOE Secretary Hazel R. O'Leary. This effort brought the total to 26, surpassing O'Leary's pledge to President Clinton to designate 25 Clean Cities by the end of 1994.

Oakland and its Clean Air Vehicle Coalition launched the Northern California Clean Cities initiative more than 2 years ago. Oakland was joined by the San Francisco Bay Area Clean Air Vehicle Coalition, the San Joaquin Valley Clean Air Transportation Coalition, the Greater Sacramento Region Clean Air Coalition and the South Bay Clean Cities Coalition. These five regions have a combined population of 7.1 million, about one-fourth of California's total. These five Clean Cities programs add more than 3,200 AFVs and 150 refueling stations to U.S. Clean Cities efforts. Their first-year commitments have the potential to displace more than 200 barrels of petroleum per day and reduce total emissions by up to 580 metric tons per year.

Generally, California Clean Cities have been organized around the air quality



DOE Secretary Hazel R. O'Leary (center), is joined by (left to right) Rep. Vic Fazio (D-California), Ed Begley Jr., California Energy Commissioner Charles Imbrecht, and Aerojet V. Dr. Suzanne Phinney to induct 5 Northern California cities into the Clean Cities program.

management districts (AQMD), which provide significant funding for such projects. For each vehicle registered in California, a \$4 surcharge is collected for the local AQMDs and distributed to local communities for various air quality projects, including the acquisition of AFVs. The Bay Area AQMD's '94 Air Quality Plan, for example, endorses the local Clean Cities coalitions and will make grant monies available to likely candidates.

The region's U.S. General Services Administration and Pacific Gas and Electric Company were key stakeholders in all five Northern California programs, facilitating many of the Clean Cities efforts.

To build upon the seven California cities actively participating in the program, the California Energy Commission is leading a statewide effort to coordinate activities under an umbrella group called the California Alternative Fuel Vehicle Partnership.

WESTERN NEW YORK NOVEMBER 4, 1994

DOE's Susan F. Tierney awarded the "Clean Communities of Western New York" with the 27th Clean Cities designation. The western New York program includes Buffalo, Tonawanda, Amherst, and Cheektowaga, all of which are in attainment under the CAAA, but active in the area of alternative fuels. More than 500 AFVs are on western New York roads, and are served by 12 refueling stations. Vehicle and station numbers are expected to double within 5 years. Impetus for the program came from the community, which has a history of supporting programs with environmental benefits.

PORTLAND, OREGON NOVEMBER 10, 1994

Portland received the 28th Clean Cities designation from DOE's Peter Fox-Penner. The Portland designation coincided with the first anniversary of the city's passage of the Carbon Dioxide Reduction Strategy. The strategy is the first by a major city and includes a goal of purchasing 15,000 AFVs by 2010. Portland has already converted 300 vehicles to run on alternative fuels and plans to convert an additional 1,246 by 2004. Oregon offers businesses a 35% state tax credit to offset their investments in energy efficiency projects, including alternative fuels.

ST. LOUIS, MISSOURI NOVEMBER 18, 1994

DOE Deputy Assistant Secretary for Transportation Technologies Tom J. Gross designated St. Louis the 29th Clean City. Led by the region's East-West Gateway Coordinating Council, this is the second program (following Washington, D.C.) to cross state lines. On the state level, Missouri has taken the lead. The program covers five Missouri and three Illinois counties, 200 local jurisdictions, and a combined population of 4 million. Although the Council is accustomed to working on a variety of bi-state issues with government agencies, the Clean Cities program encouraged the Council to coordinate both public and private alternative fuel interests.

The St. Louis program has emphasized three criteria: all fuels must meet both EPACT and CAAA requirements; vehicles of all sizes must be included; and all refueling stations will be open to the public.

Stakeholders include the Bi-State Development Agency (transit agency), Laclede Gas, Illinois Power, Phillips 66 (propane), Missouri Corn Growers Association (ethanol), the National Biodiesel Board, Union Electric, and a large number of fleet managers from the area.

GREATER WATERBURY, GREATER NORWALK, CONNECTICUT NOVEMBER 21, 1994

GREATER NORWICH, GREATER NEW LONDON, CONNECTICUT NOVEMBER 22, 1994

Communities in Connecticut, with a history of operating independently, chose to pursue four separate Clean Cities designations. Although these cities have organized their programs individually, fuel suppliers and other private alternative fuel interests will likely link these cities with refueling stations.

Stakeholders include Norwich Department of Public Utilities, U.S. Navy Underwater Warfare Center, Yankee Gas, Connecticut Municipal Electric Energy Cooperative, American Lung Association of CT, Naugatuck Valley Community-Technical College, U.S. Postal Service (Northeast Region), and Mashantucket Tribal Council.

Norwalk became involved in order to be eligible for funding for an alternative fuel infrastructure. Waterbury's designation coincided with the grand opening of its new Alternative Fuel Vehicle Technical

WHY JOIN THE CLEAN CITIES PROGRAM?

"Becoming part of the Clean Cities Program was a logical step in building on the extensive regional network we have developed through our state alternative fuels initiatives." —Tommy G. Thompson, governor, State of Wisconsin, Wisconsin SE Area Clean Cities program.

"Communities that join the Clean Cities Program benefit from national—and local—recognition for their efforts toward cleaning the air and using alternative fuel vehicles." —Joe Garcia, marketing representative, Pacific Gas and Electric, key stakeholder in a number of the Northern California Clean Cities programs.

"We view the Clean Cities Program as one that can spur the Massachusetts economy while improving air quality." —Ed Tarallo, president, Metropolitan Area Planning Council, Boston Clean Cities program.

Center, located with the Naugatuck Valley Community-Technical College, and a British Petroleum alternative fuel refueling station. Norwalk and New London, with populations close to 30,000 each, are probably the smallest Clean Cities to be designated to date.

PEORIA, ILLINOIS NOVEMBER 22, 1994

Peoria was designated the 34th Clean City following efforts begun by the Central Illinois Light Company's CNG vehicle program. Ethanol and propane interests soon joined, and today the Peoria program has approximately 85 AFVs and six refueling stations. A total of 185 AFVs and eight refueling stations are projected for 1995.

Key stakeholders include the U.S. Postal Service, Midwest Grain Company, the Greater Peoria Mass Transit District, Peoria School District 150, the City of Peoria, the Peoria Park District, and Caterpillar, Inc.

Although Peoria is in attainment under the CAAA, its population of nearly 300,000 means it must comply with EPACT fleet requirements.

OTHER CLEAN CITIES NEARING DESIGNATION

Among the cities expected to earn DOE designation in 1995 are New York, New York; southwestern Kansas; Dallas, Texas; Cleveland and Cincinnati, Ohio; Minneapolis/St. Paul, Minnesota; Los Angeles, California; Tucson, Arizona; and San Bernardino, California. Current designated cities cover 21 states plus the District of Columbia, 25 nonattainment areas, and 30 cities with populations of 250,000 or more.

CLEAN CITIES OFFER AUTO COMPANIES PRIME AFV MARKETS

More than city governments are taking an interest in the U.S. Department of Energy Clean Cities program. U.S. automobile manufacturers are finding that the program offers them a target market for their alternative fuel vehicles (AFVs).

Chrysler Corporation, which has introduced vehicles that run on methanol, compressed natural gas (CNG), and electricity, is targeting its alternative fuel marketing efforts at upcoming and already-designated Clean Cities, as well as areas receiving federal AFVs.

With the sponsorship of four New England gas utilities in Boston, Chrysler presented its vehicles before a crowd of more than 100 enthusiastic public and private fleet owners. "The Clean Cities program educates people and puts them in the right mood for switching to alternative

fuels," said Chrysler Alternative Fuel Vehicle Sales Manager Mike Clement. "Chrysler wants to sell as many of these vehicles as possible, and the Clean Cities are a major target of the company's alternative fuels marketing effort."

"What Chrysler is doing is important to the Clean Cities program," added Clement. "The things we're doing help make the Clean Cities program work. We are actually doing something to advance the use of alternative fuels," he said. Dealers are being encouraged to stock a CNG vehicle for demonstration to customers. Moreover, Chrysler has committed to training the sales and technical personnel necessary to support its CNG program.

Having major automobile manufacturers such as Chrysler dedicating their efforts to AFVs is crucial and "helps bring credence" to alternative fuels marketing efforts, said Bill Chapman, New England Gas Association's (NEGA) Executive Director of Natural Gas Vehicle Development. "Although programs are being standardized to certify conversion companies and repair shops, having the major auto companies involved means that cars are backed with warranties and

dealers can repair the vehicles." These vehicles can meet stricter emissions standards when dedicated to a single alternative fuel, added Chapman. NEGA is a Clean Cities stakeholder in Boston.

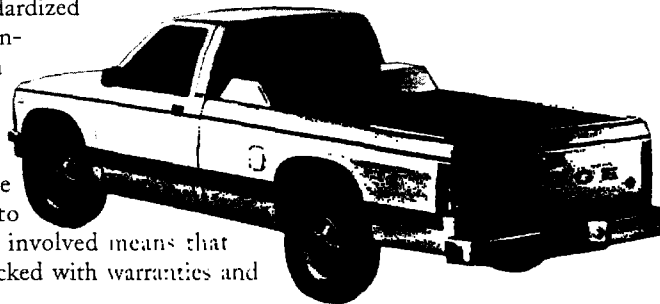
Events held by Chrysler in conjunction with natural gas utilities have drawn fleet owners, government officials, fuel suppliers, and automotive dealers from around the country. These events, which offer a preview of Chrysler's natural gas vehicles, have been held in Seattle, Northern and Southern California, Colorado Springs, Denver, Milwaukee, Chicago, Boston, northern New Jersey, New York City, Philadelphia, Baltimore, Washington, D.C., Atlanta, Phoenix, and Miami.

Ford Motor Company is also actively pursuing Clean City markets for its AFVs, targeting Clean Cities such as Atlanta and the Florida Gold Coast to introduce its new products, according to a company spokesperson.

MARKETING OPPORTUNITIES ABOUND FOR STAKEHOLDERS

An abundance of marketing opportunities exist for Clean Cities stakeholders, such as fuel suppliers, automobile manufacturers, aftermarket converters, and fleet owners. If you are interested in joining the Clean Cities program, please call the Clean Cities Hotline at:

1-800-CCITIES



DOE GRANTS *(continued from page 1)*

Energy. "By awarding incentive funds to support these projects, DOE is also able to create tremendous leverage of public resources for the expansion of the alternative fuel market." It is anticipated that the pilot projects will advance state, local, and federal alternative fuel programs and maintain the unprecedented market momentum generated since the Energy Policy Act was signed in late 1992. Moreover, the grants will play an important role in advancing contributions from states and cities that have previously stepped forward to make alternative fuel commitments through the DOE Clean

Cities program. Applicants were chosen for awards based on a number of criteria, including Clean Cities involvement and availability of other public and private resources.

Selected projects propose to: put more AFVs on the road; create refueling infrastructure; stimulate public interest and participation; link and advance environmental objectives; provide specialized training; and, construct alternative fuel corridors. Grants were issued to California, Colorado, the District of Columbia, Florida, Illinois, Indiana, Kentucky, Massachusetts,

Minnesota, Nebraska, New Jersey, New Mexico, New York, Nevada, Ohio, Oregon, Pennsylvania, Texas, and Wisconsin.

"The strategy behind the DOE pilot program is to tap the strength of states active in the transportation sector, with a stake in the way we fuel our automobiles, improve our air quality, and stimulate economic growth," added DOE's Ervin. "The overwhelming response, in terms of the number and quality of proposals, demonstrates the nationwide support and exceptional potential for creating a sustainable alternative fuel and vehicle market."

DOCUMENTS AVAILABLE THROUGH THE CLEAN CITIES HOTLINE



CLEAN CITIES CALENDAR

The Clean Cities Hotline has copies of the *Road to Clean Cities* and the *Clean Cities Resource Guide*, as well as updated lists of Clean Cities, Clean Cities contacts, Clean Air Act Amendments and Energy Policy Act summary documents, and fact sheets on alternative fuels.

The Clean Cities Hotline is colocated with DOE's National Alternative Fuels Hotline (NAFH). In operation since June 1992, the NAFH provides a broad range of information and referral services to the public on alternative transportation fuels. The NAFH works with the Alternative Fuels Data Center (AFDC) in Golden, Colorado, which provides free public access to a national data base offering information on emissions, maintenance and operations of federal fleet and other vehicles, and alternative fuel refueling sites nationwide. The Clean Cities Hotline and the NAFH share information, so callers interested in information from both Hotlines can simply make one call to receive materials from both and to be added to both mailing lists.

To take advantage of the resources available through the Hotlines, call the Clean Cities Hotline at 1-800-CCITIES, Monday through Friday, 10:00 a.m. through 6:00 p.m., E.S.T., except federal holidays.

January 31 - February 2

AFV '95 Conference and Exhibition.
Houston, TX.

Contact: Penn Well,
713-621-8833.

February 1

Albuquerque Fleet Managers' Orientation.
Albuquerque, NM.

Contact: Mike Minturn,
505-758-5357.

February 6

Philadelphia Clean Cities meeting.
Philadelphia, PA.

Contact: John Hadalski,
215-686-3499.

February 8-12

St. Louis Regional Clean Cities Program at
International Auto Show.
St. Louis, MO.

Contact: Chris Amos,
314-854-6115.

February 13

Florida Gold Coast Clean Cities Coalition
meeting.
Hollywood, FL

Contact: Juliet Burdelski,
305-985-4416.

February 21

Metropolitan Washington, D.C. Alternative
Fuel Vehicles Partnership meeting.
Washington, D.C.

Contact: George Nichols,
202-962-3200.

February 23

Denver Clean Cities meeting.
Denver, CO.

Contact: Theresa Donahue,
303-640-2119.

March 1

Delaware Clean Cities meeting.
Smyrna, DE.

Contact: Charlie Smisson,
302-739-5644.

March: TBD

San Francisco stakeholder/recruitment
meeting.

San Francisco, CA.
Contact: Ramon True,
415-266-4720.



P.O. Box 12316
Arlington, VA 22209

