

Clean Cities DRIVE

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Welcome

to the fourth 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.

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SUCCESS MARKS CLEAN CITIES STAKEHOLDERS' FIRST ANNUAL CONFERENCE

"MEET ME IN ST. LOUIS," STAKEHOLDERS SAID

For 3 days last September, more than 300 fleet managers, fuel suppliers, auto manufacturers, and federal, state, and local officials gathered in St. Louis, Missouri, for the first Clean Cities Stakeholders' Meeting and Conference.

Instead of formal presentations and proceedings, the conference used interactive workshop formats that encouraged participation from all attendees. Panelists shared their experiences with the audience in free-flowing dialogue and question-and-answer sessions similar to television talk shows or town hall meetings. One session even gathered speakers on leather couches, and another was staged as a "theater-in-the-round."

The **St. Louis Regional Clean Cities** coalition was instrumental in hosting the event and welcomed attendees with a kick-off reception at the city's historic Old Courthouse. As the conferees

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Alternative fuel vehicles on display outside the St. Louis Old Courthouse. The famous Gateway Arch is in the background.

GAS RESEARCH INSTITUTE ANNOUNCES GRANTS FOR CLEAN CITIES

With well-deserved fanfare and amidst the beautiful flora of the St. Louis Botanical Gardens, the Gas Research Institute (GRI) announced a \$500,000 grant program offered to the Clean Cities coalitions to promote natural gas vehicle deployment. GRI's request to tap exclusively into the Clean Cities network confirms that Clean Cities coalitions are widely recognized as centers of activity for AFV use and development.

GRI issued a request for proposals (RFP) to Clean Cities coordinators in November, with proposals due January 15, 1996. Successful proposals will detail how GRI's portfolio of natural gas products will be deployed and will include matching funds from state, local, and private participants. The list of products GRI has helped to develop includes Ford and Chrysler vehicles, buses, street

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mingled inside the venerable old building, alternative fuel vehicles (AFVs) that were parked outside attracted city residents and visitors. Drivers for the area's Bi-State Transportation Authority took turns driving a 31-foot electric bus that was brought to the event by the Chattanooga Area Regional Transportation Authority.

The conference formally began Monday morning with a breakfast hosted by the United States Postal Service (USPS). William Brown, vice president of the USPS Midwest Region, announced that 83 compressed natural gas (CNG) vehicles will soon join the postal service fleet in St. Louis. USPS has made a serious commitment and now it is time for the infrastructure to catch up, Brown told attendees.

Later in the morning, the spirit behind Clean Cities efforts and accomplishments was highlighted in keynote speeches by St. Louis Mayor Freeman R. Bosley, Jr.; Dr. Joseph Romm, Acting Principal Deputy Secretary for the U.S. Department of Energy (DOE); and T. Boone Pickens, chief executive officer of Mesa, Inc. "There is a looming energy crisis, and the media by and large have neglected the issue," Romm said. The United States currently spends \$51 billion to import oil, which makes up more than 31% of the nation's trade deficit. As this trend continues, "[geopolitical issues] will go less and less the way the U.S. wants. It is the responsibility of each and every American to do something about it," Romm said. "Clean Cities is a program that works... you can only solve national problems at a local level, through public/private partnerships."

Agreeing with many of Romm's points, Pickens told the audience, "You can use the U.S. military as our energy policy or get serious about our alternatives." To encourage AFVs, he added, Clean Cities programs should include a focus on high-mileage fleets and incentives for AFVs, such as high occupancy vehicle lane

access and special parking.

In a session called "Giving Your Clean Cities a Tune-Up," Clean Cities coordinators shared how they overcame obstacles. Recognizing that Clean Cities coalitions face difficult organizational decisions, session leader Steven Howards, president of Environmental Strategies CPPI, suggested that if problems arise, "imagine your Clean City is a sinking ship and your crew is your steering committee. First you have to acknowledge the problem, then fix it. You don't just watch it sink. If your ankles are getting wet, reach out for help."

Solutions for problems ranged from simple changes (like meeting at more interesting places to enhance interest) to more complex fixes (like altering the committee structure to accomplish established goals). Many of the tips discussed are covered in the *Trouble-Shooting Guide*, which is available through the Clean Cities Hotline.

Financing is always an important issue for Clean Cities programs.

During the session called "Making the Most of Incentives," stakeholders and DOE representatives highlighted ways to take the initiative by making full use of all available types of funding (public and private), rather than just relying on DOE funds and government grants.

Attendees were updated on several DOE programs that will help fund alternative fuels programs. This year, 18 states and the District of Columbia were awarded \$2.1 million through the State and Local Incentives Pilot Program. However, next year's funding for state grants is in question, Clean Cities program manager Marcy Rood told attendees. DOE issued a proposed rulemaking last March for the State and Local Incentives Program required under Section 409 of the 1992 Energy Policy Act. According to Rood, Congress recommends consolidating Section 409 with the existing State Energy

Conservation Program (SECP). Rood suggested working closely with state energy officials who will administer the program, and encouraged participants to pursue SECP funds to finance alternative transportation projects.

Continued DOE funding for heavy-duty AFVs is expected for 1996. In addition, DOE is expected to announce later this year the winners of the Sustainable Technology Energy Partnerships (STEP), which fund heavy-duty AFV demonstration projects.

DOE's alternative transportation fuel grant programs often give favorable ranking to projects working in conjunction with Clean Cities. Also, a funding guide is now available to provide Clean Cities stakeholders with information about potential funding opportunities (see funding guide story, page 8).

In addition to DOE and other government funding opportunities, stakeholders have found a variety of creative ways to finance their initiatives. For example, Antelope Valley School District's chief executive officer, Kenneth McCoy, has had great success securing financing for AFVs (see story, page 4). Last year, he received \$7 million in grants, supplementing a total annual budget of \$6 million. That assistance included: \$5 million from the California Energy Commission; a methanol station provided by the South Coast Air Quality Management District; a natural gas station from SoCal Gas; and electric charging stations from SoCal Edison. Grant recipients have an obligation to give data back and talk to research and development teams, McCoy added.

Other ways mentioned to maximize funds are aggregate purchasing, stakeholder membership fees, and Federal Transit Administration funds.

A session led by Peter Dykstra, **Producer of the Cable News Network's (CNN) Environment Unit**, was a highlight of the conference. With Dykstra's skillful moderating, coordinators discussed how to define the Clean Cities alternative fuel

In a September 1995 Money magazine article ranking U.S. cities on the basis of desirability, a survey revealed most Americans rate clean air and water in importance above crime, education, and jobs.





St. Louis Postal Service officials meet with other stakeholders at the 1995 Clean Cities Stakeholders' Meeting and Conference.

Photo courtesy of Business Development Group

message and get it across to the public. "It's not why they have to do it, but why they want to do it," said John McCoy, coordinator and president of the Wisconsin-Southeast Area Clean Cities program.

"Don't lose focus of the local effort and have it dismissed as a federal program," added Jay Rosser of Mesa Environmental.

Getting the local media to cooperate is another important consideration. Suggestions on how to do this included tying the message to ozone alert days or even to the media's vehicle fleets. The Los Angeles Times is one media company with AFV experience.

Clean Cities stakeholders who want media coverage of their successes may have better luck by highlighting human interest aspects of the program, according to Dykstra. (Examples might include showing how a family benefitted from an AFV-related job or how a local environmental activist supports the Clean Cities efforts.) Dykstra produces several environmental segments for CNN each week, plus a 30-minute show on the weekend. Thirty minutes of environmental degradation is too depressing, he said, so he looks for success stories such as the Clean Cities program.

But there are other ways to "get the word out," as several coordinators illustrated in other sessions. "[Congressional representatives] just don't know much about the Clean Cities program," said Nancy Etkin, director of government affairs for the Natural Gas Vehicle Coalition. Domini Hunt of Columbia Gas said she educated one U.S. Representative when she took him for a ride in a natural gas vehicle and used the time to describe the Clean Cities program.

Mountain Fuels in Salt Lake City has a unique approach to spreading the word about AFVs. The natural gas supplier recently held a workshop for area fleet managers and waived the \$75 fee if the attendees provided data on their fleet use. At the workshop, they were given an analysis of how much it would cost to switch to natural gas. The company also organized a "Natural Gas Vehicle Open" golf tournament, in which foursomes made up of a Mountain Fuels representative, a customer, and two potential customers hit the links with holes named "The Ob-NOx-ious Hole" (pointing out the low nitrogen oxide emissions) and "The Lo-CO Hole" (low carbon monoxide emissions). Through this event, Mountain Fuels was able to capture 5 hours of their potential clients' time in a relaxed setting.

The **Philadelphia Clean Cities Coalition** keeps its Clean Cities program in the news by annually celebrating the signing of the memorandum of understanding, the official written agreement among stakeholders.

"You need the right people," said Patrick Giordano of the **Chicago Clean Cities** coalition. The city's upcoming demonstration of a hydrogen fuel cell-powered bus received much publicity when Mayor Richard Daley drank water from the bus's clean exhaust in front of cameras (see Clean Cities Roundup, page 5). "It's a balance between sizzle and steak; you need both," added Giordano.

On Tuesday afternoon, attendees were able to participate in a "theater-in-the-round" session titled "Getting the Word Out: Educating the Public about Clean Cities and Alternative Fuels." In the session moderated by Alan Smith, president of Environment Plus and special consultant to the Clean Cities program, fifteen Clean Cities coordinators and stakeholders shared a variety of perspectives on what they communicate about Clean Cities concepts, their intended audiences, and case studies and success stories on their own communications strategies.

In the final session, "Creating the Ultimate Clean City," Jon Lear, vice president of the Center for Resource Management, led a group of 15 panelists representing a variety of stakeholders in a lively discussion of what barriers would need to be removed to make the ultimate Clean City.

While many attendees went home to their own Clean Cities Wednesday afternoon, more than 75 stayed to attend the Fleet Manager's Workshop for an off-the-record, give-and-take session with fuel suppliers and auto manufacturers. At least two fleet managers came away with something more than a better understanding of the issues: Lyle Howard of Bi-State Transit Agency won a conversion kit from Mesa Environmental, and Kenneth Chinn of Boatmen's Bancshares, Inc., won a conversion kit from Impco Conversion Systems.



Rich Gimmel, president of IMV Atlas, talks with a conference attendee in the exhibit hall.

The success of this first Clean Cities Stakeholders' Meeting and Conference prompted Clean Cities co-director Jeffrey Hardy to announce that "DOE will continue to hold the Clean Cities Stakeholders' Meeting and Conference as a means to both promote and develop the Clean Cities program and network around the country. The enthusiasm and commitment expressed by all of the stakeholders who attended demonstrates that Clean Cities is on the right track, and more importantly, that alternative fuel vehicle development is strongly supported by the public and private sectors in the United States."

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STAKEHOLDERS' CORNER

SCHOOL DISTRICT USES CREATIVE FUNDING TO KEEP SMOG IN CHECK

Antelope Valley Schools Transportation Agency (AVSTA) chief executive officer Kenneth McCoy knew that he had to do something when his agency was slapped with huge fines of up to \$3,000 almost every school day for violating emissions regulations. AVSTA is located 70 miles northeast of Los Angeles and operates a school bus fleet that transports students in six school districts covering an area of 1,700 square miles.

Every morning as AVSTA's aging fleet of 180 diesel-fueled buses was cold starting, the California Highway Patrol, directed to enforce stringent local pollution laws, was waiting to write tickets. After 2 years of this, McCoy figured enough was enough. This Clean Cities stakeholder was able to convince the court to reduce the fines to a total of less than \$12,000, with a warning from the judge that he did not want to see them in court again. McCoy needed to find a long-term solution.

It was at this time that McCoy became aware of the availability of Petroleum Violation Escrow (PVE) funds (also known as oil overcharge funds) from the California Energy Commission (CEC). McCoy realized that if he was willing to be a pioneer with alternative fuel vehicles (AFVs), he could get more funding than if he purchased new diesel buses.

AVSTA aggressively pursued the necessary funding from CEC and various other public and private sources to build a \$7.5 million fleet of clean, alternative fuel school buses and refueling stations. The PVE funding was enough to purchase 16 methanol, 16 compressed natural gas (CNG), and 8 advanced technology diesel buses. More recently, the agency has been notified that it will receive PVE funding for an additional 12 CNG buses.

The South Coast Air Quality Management District (SCAQMD) granted the AVSTA money to build a methanol refueling station. The agency also received \$400,000 from Southern California Gas Company to install a CNG refueling site for both the bus fleet and the general public.

More recently, AVSTA received \$20,000 for an electric recharging station, and \$262,000 from SCAQMD to purchase the first ground-up, purpose-built electric school bus manufactured by Blue Bird Bus Company and Westinghouse.

With all his experience operating a fleet on several different fuels, McCoy is an enthusiastic supporter of local Clean Cities efforts in Lancaster, California. He not only shares his vast alternative fuels experience with other fleets in the area, but also is sharing the refueling infrastructure his agency has built with other fleets.

"Without public fleets involved, we can't demonstrate to private fleets that this can be done," said McCoy of his alternative fuels efforts. He also sees the need to introduce children in his school district to this technology early in their lives. "Clean Cities is absolutely

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Many school districts around the country are incorporating alternative fuels into their bus fleets. Below are highlights of two other programs:

- The Evansville-Vanderburgh School Corporation in Indiana began using compressed natural gas (CNG) in school buses in 1982. "We were motivated by cost factors and the availability of natural gas," said the corporation's fleet manager, Curtis Fritts. In 1986, the school board decided to add another 84 CNG buses with expectations of a 5- to 10-year payback. However, they found the payback was much faster because CNG was priced at one-third the cost of gasoline on an equivalent basis, said Fritts. "Right now we are still saving. We have 178 buses and 97 run on CNG. Many are buses converted in the 1980s, showing their durability. We are getting our CNG refueling site ready to fill 200 buses, and we hope within the next 2 years our entire fleet will run on CNG."
- In 1990, the Austin Independent School District in Texas converted 60 buses in its 485-vehicle fleet to CNG to comply with a state requirement. Because the requirement is no longer in place, Austin Independent School District's director of transportation, Dan Roberts, is keeping an eye on costs and new technologies to keep expenses down. "We have the equipment we need for conversions and refueling, and we will be expanding, at least in a limited way," said Roberts.

CLEAN CITIES UPDATE

NEW DESIGNATIONS

Since the last issue of the *Clean Cities Drive*, six new cities have been designated: **Honolulu, Hawaii; Missoula, Montana; New Haven, Connecticut; Central Arkansas; Paso del Norte, Texas; and Pittsburgh, Pennsylvania**, bringing the total number to 43.

HONOLULU, HAWAII — AUGUST 29, 1995

Honolulu became the 38th Clean City with a signing on the steps of its city hall, the Honolulu Hale. Three alternative fuels play an important role in Honolulu's program: propane, methanol, and electricity.

At the time of designation, the area's vehicle population included more than 300 alternative fuel vehicles (AFVs) fueling at 18 propane stations, one M85 station, and 7 recharging sites. The local coalition plans to add more than 480 AFVs by the year 2000, including at least 400 propane and 75 electric vehicles. The Honolulu program has received both state and federal acceptance as a non-profit organization, and is already working on its fourth quarterly newsletter.

Stakeholders include: the City and County of Honolulu; Honolulu Public Transit Authority; Hawaii Department of Business, Economic Development, and Tourism; BHP Hawaii, Inc.; HT&T Truck Center; Pacific International Center for High Technology Research; University of Hawaii; U.S. Electricar; Hawaiian Electric Company, Inc.; Hawaii Transportation Association; and the U.S. General Services Administration.

Although the area does not currently have air quality problems, environmental preservation is a priority, and Honolulu has been involved with alternative fuels for more than 25 years. Energy security is also a concern, as 90% of the state's energy comes from foreign oil. Honolulu is covered under the Energy Policy Act.

MISSOULA, MONTANA — SEPTEMBER 21, 1995

Missoula joined the Clean Cities program with more than 185 light- and medium-duty alternative fuel vehicles, including 166 operating

on propane and 18 operating on compressed natural gas (CNG). The coalition plans to add 450 by the year 2001, mostly propane and CNG, with one electric.

Stakeholders include: the City and County of Missoula; Missoula Urban Transportation District; Missoula City-County Health Department; University of Montana; U.S. Department of Agriculture's Forest Service; U.S. Postal Service; AmeriGas; Hellgate Transportation, Missoula Electric Cooperative, Inc.; Yellow Cab, Inc; Mountain Goat Couriers; Hi-Noon Petroleum; and Montana Power Company.

Missoula is not covered under the Energy Policy Act, but had episodes of exceeding carbon monoxide standards. Ethanol is produced in the state and plays a large role in the area's winter oxygenated fuels program, and it may be considered for greater use as an alternative fuel in the future.

NEW HAVEN, CONNECTICUT — OCTOBER 5, 1995

New Haven rounded off the list of designated Clean Cities at number 40, and is Connecticut's fifth Clean Cities coalition. The coalition's efforts towards designation were invigorated by the use of alternative fuel vehicles (AFVs) in the 1995 World Special Olympic Games held in New Haven this past summer.

The city enters the program with 100 AFVs and plans to add more than 122 AFVs in the next five years operating on a variety of alternative fuels, including CNG and electricity.

Stakeholders include: Greater New Haven Chamber of Commerce; Regional Water Authority; Connecticut Limousine Service; Connecticut Transit Company; GLD Associates, Inc.; Miller's Building Maintenance, Inc.; 1995 World Special Olympic Games; Robert's Chrysler-Plymouth Dodge, Inc.; Southern Connecticut Gas Company; Southern New England Telephone Company; United Illuminating; and Yale University.

CENTRAL ARKANSAS — OCTOBER 25, 1995

Clean Cities program co-director Tommy Foltz personally welcomed his hometown of Little Rock to the program when Central Arkansas was designated on October 25.

The coalition entered the program with 315 alternative fuel vehicles (AFVs), including 243

propane, 69 compressed natural gas (CNG), and one electric. By the year 2000, more than 655 additional AFVs are expected in the region.

The four-county metropolitan area has succeeded in attaining federal air quality standards under the Clean Air Act Amendments of 1990 (though it is covered by the Energy Policy Act of 1992), and local efforts are underway to maintain air quality. Clean City stakeholders include: the cities of Little Rock and North Little Rock; Faulkner, Lonoke, Pulaski, and Saline Counties; Central Arkansas Transit Authority; Greater Little Rock Chamber of Commerce; Little Rock Municipal Water Works; Little Rock School District; Metroplan; Arkansas Propane Gas Association; ARKLA; Entergy Corp.; NGV Refueling and Conversions of Arkansas; Thermogas Company of Little Rock; and Whitey's Truck Center.

PASO DEL NORTE, TEXAS — NOVEMBER 17, 1995 PITTSBURGH, PENNSYLVANIA — DECEMBER 5, 1995

Paso del Norte and Pittsburgh were the most recently designated Clean Cities— look for details in the next *Clean Cities Drive*.

CLEAN CITIES ROUNDUP

...While Clean Cities stakeholders were meeting in St. Louis, the **Chicago** Transit Authority (CTA) introduced the zero-emission Ballard hydrogen fuel cell bus that will join its fleet next year. The 275-horsepower fuel cell engines will be placed in a low-floor bus chassis built by New Flyer Industries.

The three prototype vehicles that are scheduled to be tested starting in mid-1996 are part of a \$5.8 million program. Two more units may be added if more funding becomes available. "Once the test program is proven successful, conversion of CTA's 2,000-bus fleet will be considered as buses become due for replacement," said CTA president Robert Belcaster...

...That was **Atlanta** Clean City Coordinator Kent Igleheart you saw refueling his natural gas vehicle on CNN's 'Future Watch' on Sunday, November 19. The 30-minute segment focused on new developments in transportation and highlighted natural gas vehicles, as well as Pacific Gas & Electric's electric vehicle station car

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CLEAN CITIES ROUNDUP (Continued from page 5)

demonstration in northern California....

...The City of **Portland** is working with the Portland Auto Dealers Association (PADA) to make the 1996 Portland Auto Show in February a showcase for alternative fuel vehicles (AFVs). Local AFV supporters are showing PADA the excitement AFVs can bring. AFVs on display could include General Motors' electric Impact; Mazda's hydrogen HR-X; a compressed natural gas racing Corvette conversion performed by Guldstrand; and Honda's electric Civic.

Along with the auto show, organizers plan

to put on an AFV Conference for fleet managers. Curt Nichols, the city's alternative fuels program manager, sought input from Clean Cities partners on what topics should be included. Those with suggestions can call him at 503-823-7418....

...The Texas Railroad Commission named **Fort Worth** one of its "Propane SuperStars" for leadership in using propane as a transportation fuel. Fort Worth's 850 propane-powered police cars and other city vehicles make it one of the biggest municipal propane fleets in the United States....

...And finally, the Clean Cities program participated in the October 1995 conference, NGVs: Moving Ahead in Los Angeles, California with a new Clean Cities "Not-So-Trivia" booth. Brave conference attendees dialed a staged Clean Cities Hotline, and, instead of offering a question, were *asked* one question about the Clean Cities program. Correct answers earned attendees a Clean Cities pin and a chance to win a Clean Cities T-shirt. The Clean Cities program hopes to continue to take this show on the road, spreading the word about Clean Cities in a fun, interactive way!

GRANTS FOR CLEAN CITIES (Continued from page 1)

sweepers, and refuse haulers. Organizers anticipate that as many as five projects planned for 1996 implementation will be selected in March.

"The magic of this cooperative initiative is how closely the Clean Cities and GRI objectives coincide," said Rajeeana Gable, manager of GRI's Natural Gas Vehicle (NGV) Group. "Deployment of GRI's NGV portfolio of products and technologies is very important to implementing the NGV Industry Strategy, which focuses on high-fuel-use fleets and open-access fueling facilities. Through this cooperative effort with DOE's Clean Cities, we can see an immediate impact in the marketplace from our joint efforts," she said.

For more information, contact Alissa Oppenheimer, GRI, 8600 Bryn Mawr Avenue, Chicago, IL 60631-3562 or call 312-399-4616.

PROPANE VEHICLE CONTEST TO CHALLENGE STUDENTS

During a luncheon hosted by the National, Missouri, and Illinois Propane Gas Associations and the Propane Vehicle Council, U.S. Department of Energy (DOE) federal fleet program manager David Rodgers announced the 1996 Propane Vehicle Challenge.

Engineering students in the United States and Canada will have an opportunity to develop and design advanced propane vehicles for a

competition being organized by DOE through Argonne National Laboratory. The 1996 Propane Vehicle Challenge will be held May 30—June 4, 1996, in Windsor and Toronto, Canada, and will encourage students to convert 1996 Chrysler minivans from conventional gasoline to propane. Winners will develop an ultra-low emission vehicle that has a minimum range of 400 km (250 miles) and performance equal to or better than that of an equivalent gasoline-fueled vehicle.

The Challenge is sponsored by DOE, Natural Resources Canada, and Chrysler Canada, Ltd. The National Propane Gas Association and the Propane Gas Association of Canada are also supporting the competition.

To sponsor or participate in the Propane Vehicle Challenge, contact Shelley Launey, Manager of Vehicle Competitions (EE-30), U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585; Fax: 202-586-9815; E-mail: shelleylauney@hq.doe.gov.

AUTOMAKERS ANNOUNCE CLEAN CITIES MARKET PUSH FOR 1996

Chrysler announced it will work with the U.S. Department of Energy (DOE) to promote a special marketing program in Philadelphia (see story, page 7). This initiative, launched October 20, is a 1-year marketing effort designed to assist Chrysler with the sale of up to 1,000 compressed

natural gas (CNG) vehicles in the Greater Philadelphia Region. If successful, this targeted effort will nearly equal the number of CNG vehicles which Chrysler sold nationwide last year. A similar program was introduced in Atlanta in November and covered by the Cable News Network (CNN). (See Clean Cities Roundup, page 5.)

In addition to Chrysler's efforts, Ford Motor Co. is also stepping up its marketing plans. "Ford Motor Co. is expanding its lineup of alternative fuel vehicles in hopes of increasing customer acceptance," said Tom Artushin, Ford's specialty fleet manager, at the St. Louis conference. The automaker's 1996 lineup includes several vehicles certified as transitional low emission vehicles in California: a dedicated CNG Crown Victoria (certified to federal ultra-low emission vehicle standards); a flexible fuel Taurus that runs on a methanol- or ethanol-gasoline blend; a bi-fuel CNG F-series pickup and Econoline van; and a propane-fueled F-700 medium-duty truck.

Ford also reduced the cost on its AFVs. With the new pricing, the alcohol Taurus will cost the same as the gasoline version. The incremental cost of the CNG Crown Victoria has been reduced from more than \$6,000 to about \$3,000 over the gasoline version. The cost difference on the F-Series trucks has been reduced by \$3,000-\$5,000, and the E-Series is \$5,000-\$7,000 more than are the corresponding gasoline versions.

STAKEHOLDERS' CORNER (Continued from page 4)

necessary to the future of our children," said McCoy. Because they will be making decisions in the future, "it is just critical that we act now and train our kids to be environmentally conscious."

The community is proud of the AVSTA's accomplishments. Before AFVs were added to the fleet, McCoy said, "all you could see on a cold morning was a massive ball of pollution coming down the road. Now I can see 50 miles from my window." Parents have praised the cleanliness of the vehicles, and positive press has appeared in the *Antelope Valley Press*, *The Los Angeles Times*, *The Sacramento Bee*, and other newspapers.

"The drivers and mechanics have been very supportive. They love alternative fuels—they're part of our culture," said McCoy.

PHILADELPHIA GETS TO WORK

The grand opening of the first public dedicated compressed natural gas (CNG) station within the Philadelphia city limits combined with Chrysler's marketing program are signs the Philadelphia program is moving forward with alternative fuels. PAF Fueling Systems and American Refining plan to build 10 more stations throughout the region over the next 3 to 4 years to support the growing CNG vehicle population. By working with the Clean Cities program, Chrysler hopes to sell more than 1,000 CNG vehicles in the Greater Philadelphia Region.

The **Philadelphia Clean Cities** program is the first of two that involve working with Chrysler in a coordinated, long-term effort. Four local Chrysler dealerships have stepped forward to receive special training for selling and servicing the CNG models. Other Clean Cities stakeholders will provide additional support with market identification, public information, and fueling.

The initiative has already received much attention. Several hundred people attended the October 20 grand opening and Chrysler CNG marketing announcement, including Mayor Ed Rendell and Brian Castelli, Chief of Staff, Office of Energy Efficiency and Renewable



Pacific Gas & Electric G-Van (General Motors) recharges in San Francisco, CA.

Energy, U.S. Department of Energy. "It is a really good compliment to the Clean Cities program," said David Byerman, Philadelphia Clean Cities program coordinator. "The list of speakers read like an all-star cast." The event was covered on two local evening newscasts.

Public information has been a highlight of the Philadelphia program since its designation more than 2 years ago. The coalition has held fleet manager forums, visited local schools, sponsored an Earth Week Alternative Fuel Vehicle recognition ceremony, and organized an AFV caravan that attracted national attention. Members also make presentations to local business, community, and civic groups.

SELECT CLEAN CITIES TO BE EV-READY

When a coalition of electric vehicle (EV) groups and federal agencies set a goal of placing 5,000 EVs on the road in 10 communities by 1997, they looked first to the list of Clean Cities. After evaluating potential "EV-Ready" communities for their existing networks and EV interest, a final list was selected: **Los Angeles; Sacramento; Atlanta; Washington, DC; Phoenix; New York City; Richmond; Boston; Detroit; and Ft. Lauderdale.**

As part of the EV Market Launch Framework, community leaders in those areas will be asked to address four issues necessary to support high EV populations:

- A policy framework to encourage the purchase and use of EVs
- Building, electrical, health, and safety codes that would expedite the infrastructure and make EV-charging equipment cost-effective
- A schedule for the deployment of charging

equipment, and training for emergency, fire, and rescue personnel

- A public information campaign.

The program brings together the strengths of the Electric Transportation Coalition, the Electric Vehicle Association of the Americas, the U.S. Department of Transportation, and the U.S. Department of Energy. Representatives from the four groups are developing a

3-volume manual to serve as a reference on how to establish an EV-ready community.

As an element of local Clean Cities programs, the market launch will bring key public and private sector parties together to coordinate their efforts. Local, state, and federal government fleets will purchase EVs produced by vehicle manufacturers that meet certain performance standards, and utilities in the communities will provide up to \$2,000 per vehicle for charging infrastructure. The program will start with a series of informational workshops in each of the 10 cities.

Clean Cities member **Sacramento** has already served as a good example of a community committed to building an EV infrastructure. Since 1991, the Sacramento Municipal Utility District (SMUD) has placed EVs with 80 organizations in the community through its EV loan program, opened 29 EV charging locations in Sacramento, and has worked with the city to provide free EV parking. The City of Sacramento has supported this forward-looking program with an ordinance requiring all new residences to include EV recharging capabilities.

"We were doing a lot of what Clean Cities is doing now, such as community-wide fleet forums and education," said Timothy W. Taylor, director of the Sacramento Air Quality Management District's Clean Fuels Program. "But what we have been doing fits perfectly into the Clean Cities Program."

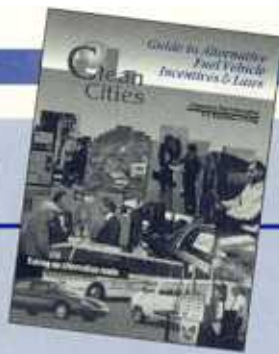
SMUD, McClellan Air Force Base, and their Clean Cities partners have developed a goal of having 10,000 EVs operating in Sacramento by the year 2000 and 50,000 by 2004. Electric transportation-related jobs in Sacramento are projected to reach 7,000 before the end of the decade.

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FUNDING UPDATE

FUNDING GUIDE NOW AVAILABLE!



Although there are many funding programs available to a variety of consumers for acquiring alternative fuel vehicles (AFVs), sometimes the trick is finding out about them. To help, the Clean Cities program recently released the *Guide to Alternative Fuel Vehicle Incentives and Laws*, the latest publication in the U.S. Department of Energy's *Taking An Alternative Route* series.

This comprehensive guide to funding AFV acquisitions provides information on local, state, and federal incentives; private assistance; and other ways AFVs can be even more attractive to fleet managers. Applying these incentives to AFV purchases is like clipping coupons. The guide can be thought of as a coupon book that shows what discounts and incentives can apply to AFV purchases in different parts of the country. It also provides a valuable resource for finding specific contacts in each state.

For a copy of the *Guide to Alternative Fuel Vehicle Incentives and Laws*, contact the Clean Cities Hotline by phone at 1-800-CCITIES, World Wide Web Site: www.ccities.doe.gov, or E-mail: CCITIES@nrel.gov.

DOE CLEAN CITIES — DESIGNATION DATE



- | | |
|------------------------------------|---|
| 1. ATLANTA, GA - 9/8/93 | 23. OAKLAND, CA - 10/21/94 |
| 2. DENVER, CO - 9/13/93 | 24. SAN JOAQUIN VALLEY, CA - 10/21/94 |
| 3. PHILADELPHIA, PA - 9/22/93 | 25. SAN FRANCISCO, CA - 10/21/94 |
| 4. WILMINGTON, DE - 10/12/93 | 26. SOUTH BAY (SAN JOSE), CA - 10/21/94 |
| 5. LAS VEGAS, NV - 10/18/93 | 27. WESTERN NEW YORK - 11/4/94 |
| 6. WASHINGTON, DC - 10/21/93 | 28. PORTLAND, OR - 11/10/94 |
| 7. BOSTON, MA - 3/18/94 | 29. ST. LOUIS, MO - 11/18/94 |
| 8. AUSTIN, TX - 4/18/94 | 30. NORWALK, CT - 11/21/94 |
| 9. FLORIDA GOLD COAST - 5/3/94 | 31. WATERBURY, CT - 11/21/94 |
| 10. CHICAGO, IL - 5/13/94 | 32. NORWICH, CT - 11/22/94 |
| 11. ALBUQUERQUE, NM - 6/1/94 | 33. NEW LONDON, CT - 11/22/94 |
| 12. WISCONSIN - SE AREA - 6/30/94 | 34. PEORIA, IL - 11/22/94 |
| 13. COLORADO SPRINGS, CO - 7/13/94 | 35. KANSAS - SW AREA - 3/30/95 |
| 14. LONG BEACH, CA - 8/31/94 | 36. CENTRAL NEW YORK - 6/15/95 |
| 15. LANCASTER, CA - 9/22/94 | 37. DALLAS/Ft. WORTH, TX - 7/25/95 |
| 16. SALT LAKE CITY, UT - 10/3/94 | 38. HONOLULU, HI - 8/29/95 |
| 17. WHITE PLAINS, NY - 10/4/94 | 39. MISSOULA, MT - 9/21/95 |
| 18. BALTIMORE, MD - 10/7/94 | 40. NEW HAVEN, CT - 10/5/95 |
| 19. LOUISVILLE, KY - 10/18/94 | 41. CENTRAL ARKANSAS - 10/25/95 |
| 20. ROGUE VALLEY, OR - 10/18/94 | 42. PASO DEL NORTE, TX - 11/17/95 |
| 21. STATE OF WV - 10/18/94 | 43. PITTSBURGH, PA - 12/5/95 |
| 22. SACRAMENTO, CA - 10/21/94 | |

CLEAN CITIES CALENDAR

February 1996 (tbd)

Albuquerque Clean Cities second annual fleet operators workshop.
Contact: Mike Minturn, 505-768-5357.

March 21, 1996

GreenFleets Workshop sponsored by EPA (New England) and DOE (Boston Regional Support Office).
Contact: David Chamberlain, 617-565-9734.



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