

Clean Cities DRIVE

Welcome

to the seventh issue of the U.S. Department of Energy's *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 onto our roads. If you have a story to tell, a picture to share, or information of interest to Clean Cities participants, call the Clean Cities Hotline at 1-800-CCITIES.

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BUILDING ON THE SUCCESS OF LAST YEAR'S CONFERENCE, NEARLY 500 CLEAN CITIES COORDINATORS AND STAKEHOLDERS CAME TO THE CLEAN CITY OF ATLANTA on June 18-21 for the 2nd National Clean Cities Conference. The 4-day event was packed with information sharing and networking. As the next best thing to being

there, this issue of *Clean Cities Drive* offers highlights of what we learned...

SEE 1996 CONFERENCE PHOTO HIGHLIGHTS
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DOE's Assistant Secretary Christine Ervin presents an award to Austin Clean Cities Coordinator Lisa Weston Hannemann for its newsletter. DOE's Verne Thalheimer is in foreground.

CLEAN CITIES CELEBRATES SUCCESSSES AT SECOND NATIONAL CONFERENCE

The Clean Cities coordinators and stakeholders who came to Atlanta were there to share their setbacks and successes. But first they were reminded how far they have come.

"This is the largest program for advancing the use of alternative fuels and alternative fuel vehicles," said Thomas Gross, deputy assistant secretary for the U.S. Department of Energy (DOE). Since the 1995 conference in St. Louis, 10 new cities joined the program, bringing with them 452 new stakeholders. The program now includes the first 100% alternative fuel transit fleet (**Coachella Valley, CA**), the first international program (**Paso del Norte**), the largest U.S. Clean City to date (**Los Angeles**), and the first national park (**Weld/Larimer/Rocky Mountain National Park**).

"Congratulations on what you've done so far," Gross said. But now the 48 Clean Cities have their work cut out for them. Since last year, daily world oil consumption increased from 68 to 71 million barrels. (The United States now consumes more than 11 million per day.) "Perhaps that increased demand led to increased prices," Gross said. "Maybe it's a signal, a warning that" *(Continued on page 2)*



THE CLEAN CITIES CONSTITUENCY

Not all news from Congress is bad for alternative fuels. "The more you build a constituency, the better off you are," Matthew Brown, senior policy specialist for the National Conference of State Legislatures, told Clean Cities Conference-goers last June in Atlanta. "Clean Cities is a natural constituency."

Brown recommended performing the necessary education when it is not a legislative emergency; and there are at least two new groups in Washington, D.C. designed to do just that:

House Renewable Energy Caucus — At press time, 97 members of the House of Representatives had joined the House

Renewable Energy Caucus to support research and development of renewable energy sources. Last April the bipartisan group sponsored a Renewable Energy Expo on Capitol Hill to educate members about the possibilities of technologies such as ethanol and biodiesel.

Is your representative a member? For more information, call Craig Cox in the office of Rep. Dan Schaefer (R-CO) at 202-225-7882.

Natural Gas Vehicle Task Force — "Reduce the tax on liquefied natural gas," "advance development of fuel storage technology," and "Support voluntary initiatives such as the Clean Cities program." These were just a few of the recommendations speakers

made during several House hearings held this spring by the Natural Gas Vehicle Task Force. Initiated by House Speaker Newt Gingrich (R-GA), the task force is designed to investigate the role the federal government should, or should not, play to accelerate the use of natural gas vehicles. The hearings provided a valuable opportunity for the industry to educate members on the barriers to and promises of natural gas use in transportation. The task force released its recommendations in the form of a bill this year.

Is your representative aware of these issues? For more information, call the office of Rep. Joe Barton (R-TX) at 202-225-2002.



CLEAN CITIES CELEBRATES (Continued from page 1)

perhaps can help us get people's attention."

Just as society made the switch from horses to automobiles for mobility, Clean Cities stakeholders are leading the progression from oil to clean, domestic alternative fuels. That requires a vision, Christine Ervin, DOE assistant secretary, told conference attendees. "Now we're reminding ourselves about that vision, why we're going through this transition," she said.

"Our current generation of vehicles is terribly inefficient...The only question is which countries, which companies will see the vision and profit," she said. "Our partnerships with you are key to bringing those technologies to the marketplace."

Ervin described the "puzzling disconnect between rhetoric and reality," in which Congress has lost sight of that vision. While Congress struggles with balancing the budget, "the deepest budget cuts are in those programs



aimed at developing technology that will bring jobs and clean air," she said.

"Let's not lose sight of the good news," Ervin continued. In 1992 there were four alternative fuel vehicle models available; today there are 18, she said. Ten years ago there were no directories of alternative fuel sites; today there are many. In 1992 there was no alternative fuel certification for mechanics; today there are industry-supported standards

Atlanta Clean Cities coordinator Kent Igleheart (right) speaks with moderator and fellow panelists on the "What's New in Clean Cities" panel at the 2nd National Clean Cities Conference in Atlanta.

for dozens of schools. "That momentum is building," she said. "The future doesn't happen to us, we create it," she said. "It's not always easy to be on the leading edge, but it is very satisfying."

CMAQ FUNDS CONTINUE TO SUPPORT AFV PROGRAMS

Since its inception in 1992, the Department of Transportation's (DOT) Congestion Mitigation and Air Quality Improvement Program (CMAQ) has provided nearly \$291 million for alternative fuel projects. This represents about 11% of the more than \$2.7 billion in total funds obligated or earmarked for specific projects between 1992 and 1995. A total of \$3.8 billion was apportioned to the states between 1992 and 1995. The remaining \$1.1 billion apportioned will be obligated during the allowed 3-year carryover for using funds.

An additional \$1 billion has been apportioned for 1996 and a final \$1 billion for 1997, the final year of current authorization. That makes CMAQ the largest source of potential alternative fuel funding available for Clean Cities stakeholders. "Compared to anything else out there, it is a significant source [for alternative fuel projects]," said Michael Savonis, air quality specialist for the Federal Highway Administration (FHWA), speaking at the Second National Clean Cities Conference.

CMAQ was authorized in Section 1008 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as a 6-year, \$6 billion program to provide

funding for innovative projects in the areas of congestion mitigation and air quality to promote attainment of the National Ambient Air Quality Standards (NAAQS). CMAQ provides states with about \$1 billion each year. Each state is guaranteed at least 0.5% of the annual apportionment. The rest is allocated with weight given to states with areas in nonattainment of the federal ozone NAAQS; then additional weight is given to the allocation if the state also has areas in nonattainment of the federal carbon monoxide NAAQS.

Alternative fuel vehicle (AFV) projects have been and continue to be eligible for CMAQ funding. To receive funding, however, projects must include matching state and local funds of at least 20%. "What is surprising is the large percentage [of the funds] minimum apportionment states used on alternative fuel projects," Savonis said.

Idaho, which has no nonattainment areas, spent nearly 57% of its \$13.6 million on projects such as compressed natural gas (CNG) fueling and CNG buses. This project was recognized in DOT's new CMAQ brochure *Innovations in Transportation and Air Quality: Twelve Exemplary Projects* for using cleaner technology, creating financial partnerships, making the environment a priority, and bringing the public into the decision-making process. (For a copy of the brochure, call the FHWA Hotline at 202-366-2069.)

Washington State spent \$13 million (31%) of its obligated funds on AFV projects.

North Carolina, whose three major metropolitan areas were recently redesignated in attainment of the NAAQS, spent \$6 million or 17% of its obligated funds on AFV projects. North Carolina and all other states with areas

(Continued on page 10)



CLEAN CITIES STAKEHOLDERS ARE ALWAYS SEEKING NEW FUNDING OPPORTUNITIES, BUT ALTERNATIVE FUEL INCENTIVES DO NOT ALWAYS HAVE TO BE FINANCIAL. It is often said "you can't buy time," but perhaps someday you can by purchasing an alternative fuel vehicle (AFV).

Virginia was the first state to pass legislation that allows vehicles with a special Clean Fuel Vehicle license plate to use lanes reserved for high occupancy vehicles (HOVs), even if the driver is the only occupant. California and Arizona have similar bills pending. As those who sit in the congested lanes of the Washington, D.C., metropolitan area know, the ability to zip along the less-crowded HOV lanes in their personal AFVs is quite an incentive.

The U.S. Environmental Protection Agency (EPA) includes HOV restriction exemptions for certified inherently low-emission vehicles in its 1993 final rule for the Clean Fuel Fleet Program. However, Section 1016 of ISTEA contradicts that language by stating "A state highway department shall establish the occupancy requirements of vehicles operating in high occupancy vehicle lanes; except that no fewer than two occupants per vehicle may be required."

According to the Federal Highway Administration, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) amendment to the United States Code would prohibit states from adopting EPA's recommendation. With ISTEA up for reauthorization, this is a perfect time to clear up the confusion and recommend new language that makes room for AFV incentives such as HOV lane access.

For more information, contact Byrant Gross at 202-366-9289 or visit the Internet site: www.dot.gov/dotinfo/ost/govtaffairs/istea.

Written comments can be sent to: John Horsley, Deputy Assistant Secretary for Governmental Affairs, U.S. Department of Transportation, 400 7th Street, SW, Room 10408, Washington, DC 20590, 202-366-4563.

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STAKEHOLDERS' CORNER

THERMOGAS BUILDS PUBLIC-ACCESS PROPANE INFRASTRUCTURE

After 62 years of successfully marketing propane for residential use and becoming the fourth-largest propane retailer in the nation, Oklahoma-based Thermogas is making its first venture into public-access transportation fueling. The company plans to open its first site by Fall 1996, and is working to install four stations each in Detroit, Chicago, Milwaukee, Memphis, Kansas City, and Louisville by the end of the year. Next year Thermogas plans to expand into six more cities: Indianapolis, Minneapolis, St. Louis, Birmingham, Cincinnati, and Little Rock.

"We see a big increase in this market in the next 10 to 15 years, and we want to be the leader," said Roger Green, manager of motor fuels sales for Thermogas.

Green added that he likes to work with Clean Cities coalitions whenever possible. Thermogas supports the newest Clean City, the Central Oklahoma coalition, in its home town of Tulsa. "Clean Cities has been really helpful in establishing contacts and letting members know we're interested in supporting the infrastructure. Some gasoline retailers have stepped forward to work with their Clean Cities coalition. They are usually more progressive and we contact them first."

Working with gasoline retailers is important to the company's goal of making propane more accessible. Thermogas will guarantee the price per gallon for up to 1 year. "We also do quite a bit of the sales work," Green said, "bringing fleets into their stations." In exchange, the retailer shares in the profit.

The fuel sites are designed to be indistinguishable from gasoline stations, right down to the "pistol grip" nozzle and credit card system. "We want to make it easy for drivers to make the transition," Green said.

"Within 10 years we expect to be on every major corridor," Green told conference attendees. "We would love to be a part of your clean fuel program."

STATION CARS COMING TO SEVERAL CLEAN CITIES

When California's Bay Area Rapid Transit (BART) manager Victoria Nerenberg looks at a parking lot, she sees hundreds of pieces of metal that are not being used. "We don't need more vehicles, we need more mobility," she said.

Many people live close to mass transit stations but require personal vehicles to drive to and from the stations and to run errands. Most U.S. households own two or more vehicles; one of those could probably be replaced by an electric vehicle (EV) for local driving. With such facts in mind, BART is developing an EV station car program in California's San Francisco Bay area.

Employees at Sybase, a software development company in nearby Emeryville, are the first customers of the program and pay \$100 per month. "It's less than what you pay for a personal vehicle," Nerenberg said. The goal is to eventually include hourly or daily rates.

The first eight vehicles, designed and built by Norway's Personal Independent Vehicle Company, were delivered last year for early customers to drive to and from BART's mass transit stations. By September that number is expected to increase to include 40 personal EVs.

The idea is simple, according to Nerenberg. When customers arrive at their BART stop, they pick up the first EV available and drive to work or run errands. When they return, they plug in the EV for the next customer. That system can work at the home-end of the commute as well. "We want thousands of station cars in the Bay Area," Nerenberg said. "BART sees itself as a mobility provider, not just a train operator."

BART's station car project team includes the Bay Area Air Quality Management District, the Department of Defense, CALSTART, the California Energy Commission, Pacific Gas and Electric, and Green Motorworks.

There are similar plans for station car programs in Florida's Gold Coast and Atlanta,

according to the National Station Car Association.

- In Metro-Dade County, Florida, 10 electric Geo Prisms converted by U.S. Electricar went into service in July. The EVs are owned by Clean Cities stakeholder Alamo Rent-A-Car and are used by South Miami residents who work in a medical center complex downtown. Eight vehicles are located at the home end of their commute. Even though the complex is within walking distance of the transit station, two EVs are located there to enable employees to run errands during the day. Partners include Florida Power and Light, a Florida Gold Coast Clean Cities stakeholder, the Florida Alliance for Clean Technologies, Metro-Dade County, and the Greater Miami Chamber of Commerce.

- Just in time for the Olympics, four EVs from Georgia Power's fleet were used as station cars in a trial demonstration. Charging infrastructure was installed at three Metropolitan Atlanta Rapid Transit Authority (MARTA) transit stations for use by employees of Georgia Power, the Southern Company, and MARTA. MARTA opened its new Dunwoody Station in July with eight EV charging sites, and designed its station car demonstration to help MARTA employees get to distant work sites. They would normally drive from MARTA's downtown headquarters to sites just a few miles beyond the new rail extension, but they will now be able to ride the rail system and take an electric Geo Prism or S-10 pickup truck from the station to the work site.

The station car idea helps with Clean Cities' goals of displacing oil. "It's a total-electric transportation system," said Don Francis, senior marketing engineer for Georgia Power. "When we take people out of a gasoline vehicle, out of a diesel bus—it's a win-win." Station cars will also introduce consumers to alternative fuels. "We put these cars into the hands of someone who's never driven an EV before and doesn't know that they work," he said.

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These early demonstrations will answer many questions about the potential of station cars, according to National Station Car Association executive director Marty Bernard. "How many vehicles do you need per 20 people at a work site? What if they all go to lunch at the same time? That's part of what we're trying to answer."

Involving private businesses such as Alamo Rent-A-Car is very important to the project. "We have to prove to them the business case, that they can make money at this," Bernard

said. Alamo obviously wants to find out by participating."

For more information, call the National Station Car Association at 510-839-6054 or visit its site on the Internet at www.stncar.com.



Atlanta conference attendees tour Atlanta's alternative fuel and Olympic facilities aboard a MARTA CNG bus.

ALTERNATIVE FUELS ARE IMPORTANT TO ATLANTA'S OLYMPIC EFFORT

Conference attendees may have noticed that Atlanta was undergoing a major transformation to show the city's best face to the billions of people around the world who watched the 1996 Summer Olympic Games.

This included providing transportation for millions of visitors and athletes without polluting the air. To do that, Atlanta had a little help from the American Gas Association's "Clean Air Team." Thanks to the more than 50 companies that made up the voluntary effort, 250 natural gas vehicles and 300 buses were loaned to Atlanta from as far away as Los Angeles and Boston.

Inside the Olympic Village, electric vehicles were the predominant form of transportation. "We didn't want world-class athletes choking on

fumes," said Georgia Power's Steve Lawrence. "This gave us an opportunity to put the technology where it can be utilized." Georgia Power's 70 electric trams and six transit buses provided athletes with 24-hour transportation around the Olympic Village, and were supported

by several electric tugs to pull the battery trailers for battery "swaps" every few hours.

Georgia Power also supplied charging for several electric buses loaned to the city by Santa Barbara, California, and for the more than 300 electric golf carts that eased travel inside the village.

"As someone with asthma, I very much appreciated the steps taken by the Atlanta Committee for the Olympic Games and some of its sponsors to protect the air quality during the Games, which occurred during the height of summer and a peak period for heat and haze," said Tom Dolan, a member of the U.S. Olympic Swim Team and 1996 gold medal winner.

"I'm quite sure it's an effort that's going to perpetuate and last beyond the Olympic Games," said Kevin Young, an Atlanta native and the world-record holder in the 400-meter hurdles.

That prediction is already coming true. The Clean Air Team's vehicles supplemented the growing alternative fuel vehicle fleet that

(Continued on page 6)



WITH MANY PROJECTS TO CHOOSE FROM, THE U.S. DEPARTMENT OF ENERGY HONORED 17 GEORGIA COMPANIES WITH 1996 CLEAN AIR VEHICLE AWARDS.

The awards were designed to recognize the use of AFVs in company fleets. Three special awards were presented to MARTA, the Olympic Village, and the American Gas Association's Clean Air Team for their Olympic effort.

- ABF/CAROLINA FREIGHT CARRIER
- CHECKER CAB COMPANY
- CITY OF BUFORD
- CLAYTON COUNTY WATER
- COCA-COLA BOTTLING
- DEKALB COUNTY
- DELTA AIR LINES
- GEORGIA FLEET MANAGEMENT OF FOREST PARK
- GEORGIA STONE MOUNTAIN PARK
- LOCKHEED MARTIN
- LSG/SKYCHEFS
- NAVAL AIR STATION OF MARIETTA
- PEACHTREE CITY
- RENAISSANCE ATLANTA HOTEL
- ROBINSON PLUMBING
- SCHWAN'S SALES ENTERPRISES
- UNITED PARCEL SERVICE

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CLEAN CITIES ELIGIBLE FOR FUNDING PROGRAMS

One of the many benefits of the Clean Cities program was demonstrated this year when two funding programs worth more than \$3.6 million made Clean Cities designation part of the award-winning criteria.

State energy offices and their partners competed for grants worth as much as \$500,000 each for a variety of programs, including alternative fuels. For those projects, only designated Clean Cities or those with Clean Cities applications on file were eligible. Projects could include vehicle demonstrations, vehicle purchases, infrastructure, fleet manager and stakeholder workshops, public education, legislative strategies, or alternative fuel vehicle maintenance training programs. Submissions were due June 28.

State energy offices had until July 23 to submit proposals to the U.S. Department of Energy for \$1.5 million to be distributed through the Financial Assistance Program for State and Municipal Governments for the Demonstration of Light- and Heavy-Duty Alternative Fuel Vehicles. These grants will support state agency, school district, and other local agency alternative fuel vehicle demonstration programs. Programs in Clean Cities automatically received additional points in the evaluation process.

The great number and quality of grant proposals for the Alternative Fuels Special Projects section of the State Energy Program reveals that alternative fuel vehicle projects are a top priority for states and that Clean Cities is popular throughout the country. A total of 40 proposals were received from 26 states, the District of Columbia, and a U.S. territory. Requests for funding for Clean Cities projects totaled more than \$7.8 million, far exceeding the amount of funding requested by states for other energy efficiency programs. Winners included the states of Delaware, Georgia, Illinois, Kentucky, New York, Nevada, Oklahoma, Pennsylvania, Texas, Utah, Virginia, Washington, DC, and West Virginia. For details contact the Clean Cities Hotline.



ALTERNATIVE FUELS (Continued from page 5)

currently serves Atlanta, including 100 natural gas United Parcel Service delivery trucks and 12 natural gas vans that serve BellSouth customers. The Metropolitan Atlanta Rapid Transit Authority (MARTA) will introduce 118 natural gas transit buses later this year.

In addition to riding MARTA's buses to tour the greater metropolitan area, many Clean Cities conference-goers were among the first to take advantage of the nation's largest fleet of compressed natural gas (CNG) taxis when Atlanta's Checker Cab Company began operating 20 new CNG Ford Crown Victorias on June 19. "By introducing 20 natural gas taxis to our community instead of 20 gasoline-powered cabs, we estimate that over the next 12 months many fewer tons of pollutants will be put into the air in metro Atlanta," said Kent Igleheart, director of the Clean Cities Atlanta program.

"The Checker Cab program should also be noted for being one of the first to implement its award-winning project in the Gas Research Institute's (GRI) recent funding program first



Atlanta conference attendees visit Atlanta's public transit refueling site at MARTA.

announced at the 1995 Clean Cities Conference," said Rajeeana Gable, manager of GRI's Natural Gas Vehicle Group. (See Winter 1996 Vol. 3 Issue 1 of the *Clean Cities Drive* p.1.)

The vehicles cost about \$3,000 more than the corresponding gasoline models, but project

coordinators estimate the company will save between \$20,000 and \$50,000 during the first year in lower fuel costs. The vehicles have a 200-mile range, and drivers can fuel at Checker Cab's headquarters or at one of the area's 10 Amoco stations that offer CNG.

VERNE THALHEIMER WATCHES PROGRAMS DIVERSIFY

As potential Clean Cities complete their program plans and memoranda of understanding, (MOUs) Verne Thalheimer is the first person at Clean Cities headquarters to review them.

He brings a lot of enthusiasm to the task.

After earning an interdisciplinary Bachelor of Arts degree in Canadian Studies and Government from St. Lawrence University in upstate New York in 1992, he joined the New York State Department of Environmental Conservation's Division of Air Resources in his hometown of Albany, NY.

He moved to Washington D.C., in January 1993 and was hired by EA Engineering in May 1994. Thalheimer has served as an on-site contractor to the Clean Cities Program since August 1994.

Clean Cities Drive: What do you bring to the Clean Cities program?

Verne Thalheimer: More than anything, my interest in alternative fuels and Clean Cities comes from a commitment to environmental integrity and the need to maintain reasonable levels of urban air quality. Many of our stakeholders are involved for financial reasons. I focus more on the environmental and public health aspects of the equation.

Drive: What is your role with the Clean Cities program?

VT: I'm kind of a "jack of all trades," ranging from the menial stuff like mass mailings and photocopying to preparing briefing materials and speeches for designation events. But, I'm probably most widely known as the person who reviews new Clean Cities applications.

Drive: What do you look for in a proposal?

VT: When I read a program plan, I'm looking for a coordinated, detailed approach to creating a locally based alternative fuel market. This includes the themes we commonly associate with Clean Cities: firm commitments to create public-private partnerships among fuel suppliers, fleet operators, and vehicle manufacturers. With the growth of the

program comes a better understanding of what works and what falls short of our larger Clean Cities goals. So, our review criteria continue to evolve as more and more interest is generated. For example, at a programmatic level, I'm looking for a sense of the local story. What spurs activity: is your area classified as nonattainment under the Clean Air Act Amendments of 1990? Are the state fleets and/or fuel provider fleets EPACT mandated? What's the degree of involvement from large private fleets in your area? Are there existing local/state/federal grant and incentive programs which fleets and stakeholders are taking advantage of?

From an administrative standpoint, I place a lot of emphasis on the relationship between a coalition's goals and objectives, its working group structure, and the stakeholder commitments. Essentially, I'm looking for a clearly defined set of coalition-based goals and objectives, with each of the working groups actively supporting the fulfillment of these goals and objectives, all supported by firm, meaningful commitments from the stakeholders.

Drive: What kind of variety do you see in the programs?

VT: Different regions of the country focus their activities on different fuels. In that sense the fuel-neutrality of the program is brought to the forefront. But at the same time, different programs, based on the stimuli which drive their interest and involvement in Clean Cities, shape their activities more toward a public or private sector approach. Smaller geographic areas like Missoula, Montana, and Southwest Kansas are going to approach the Clean Cities program and alternative fuels use differently than places like Chicago, Denver, and Atlanta.

Drive: What are some of the challenges of your job?

VT: At one level, every coalition and every application is different. Just when we think we've seen all the variables, a new coalition will present a different type of plan with its own



"I don't think anyone could have envisioned the impressive amount of public outreach and public support that the Clean Cities Program has generated."

unique challenges. Every application forces us to evaluate that coalition on its own merits while trying to ensure that the larger goals of the program are being fulfilled.

At another level, I recognize that in many cases, this is the first exposure some of these groups have had to alternative fuels. Being a detail-oriented person, I just naturally expect everyone to have clear, articulate, and comprehensive plans right out of the gate. So I've had to learn to recognize a middle ground: ensuring that program plans and MOUs contain certain fundamentals at the outset, but realizing that as programs mature, they will become more goal specific and action oriented.

Drive: What do you like best about your job?

VT: I enjoy the challenge of looking at new applications and trying to evaluate them on their own merits. It allows for creative thinking and creative problem solving, especially when the DOE regional Clean Cities program manager, the coalition coordinator, and I work through problem areas together. Sure, this can be pretty frustrating at times, but also quite enjoyable and fulfilling when we reach consensus and are satisfied with the product. My role allows me to

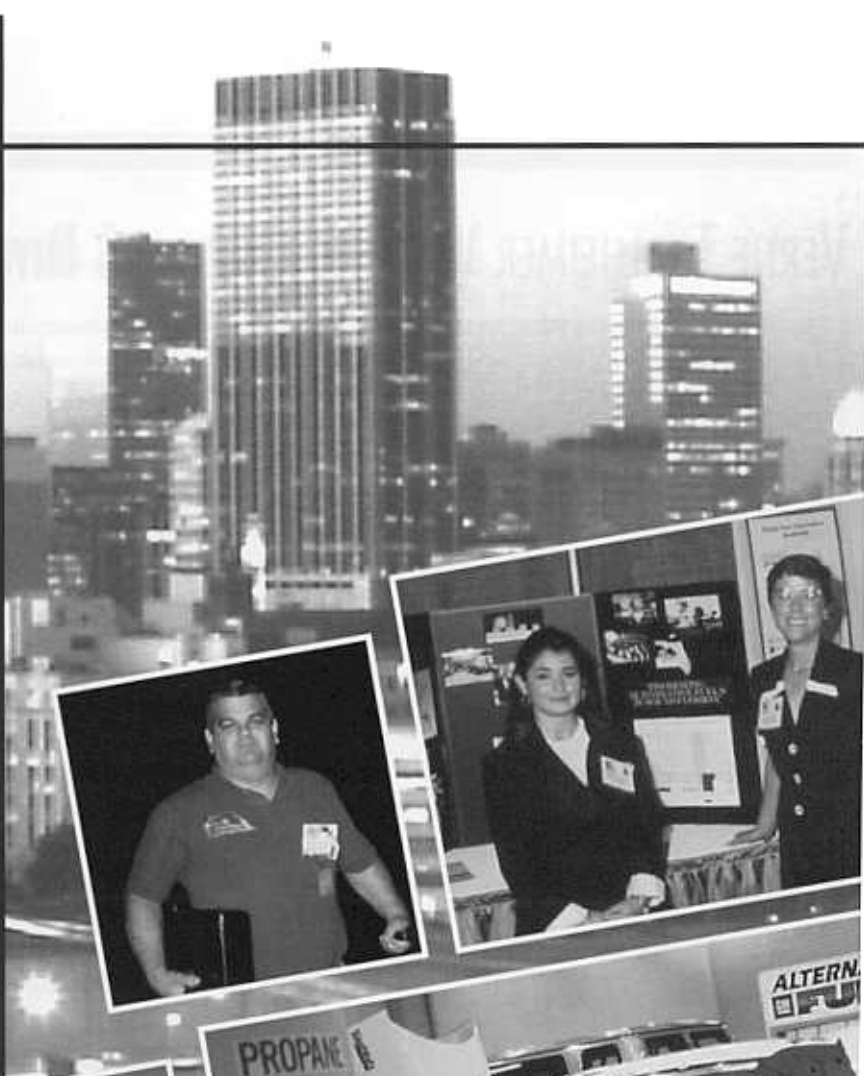
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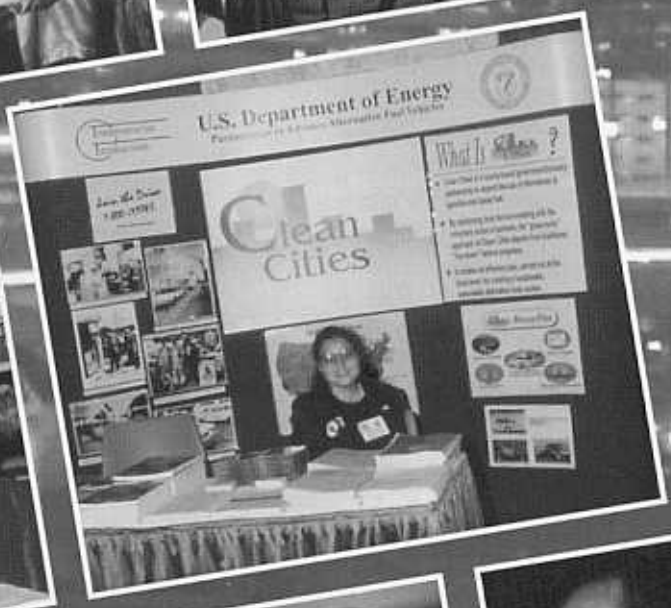
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2nd NATIONAL Clean Cities CONFERENCE

1996
ATLANTA
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HIGHLIGHTS



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CMAQ FUNDS (Continued from page 3)

redesignated as in attainment were allowed to keep all appropriated funds through the final year of CMAQ authorization.

A number of states with Clean Cities programs have already discovered CMAQ as a valuable funding source, including Texas, Kentucky, and Massachusetts. California, which received \$520 million between 1992 and 1995, spent 28% (\$146 million) of its CMAQ funding on AFVs and fueling projects throughout the state.

To facilitate approval for the use of CMAQ funds, AFVs must be included in the State Implementation Plan submitted to the Environmental Protection Agency (EPA) as required under the Clean Air Act Amendments of 1990. "Although coordinators can go through state air quality, energy, and/or transportation agencies to move the project forward, coordinators can best help themselves by getting to know their metropolitan planning organization (MPO), since funding usually goes to the MPO," Savonis said. The local MPO will add the approved project to its Transportation Improvement Program to receive funding. The MPO will also ascertain the required local marketing funds.

Under the current program guidelines, there are several ways coordinators can improve the likelihood of receiving CMAQ funds for their programs, according to Savonis. "Public-private partnerships are a big effort, but well worth it," he said. Private projects, such as fueling sites, are not eligible for funding, but working out creative state ownership arrangements can help. Savonis also recommended that projects use equipment certified by EPA, which will grease the skids for approval.

The CMAQ Program is part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which authorizes federal transit, highway, and safety programs. This legislation expires in October 1997, and DOT is completing the process of determining how a new ISTEA program, including CMAQ, might operate.

This process included a series of CMAQ-specific Focus Group meetings and regional ISTEA hearings held through the end of September. The comments provided at these meetings will help FHWA determine whether to seek reauthorization of CMAQ and if so, what changes, if any, to recommend incorporating into the program.

Based on these meetings, DOT will develop its proposal sometime later this fall. DOT will then submit the proposal to the Office of Management and Budget and the President around the end of the year. If adopted by the President, the proposal will be submitted to Congress.

The period of public comment, which ran through the end of September, was an important one for Clean Cities stakeholders who want to ensure continued support for carrying on the CMAQ Program in ISTEA as well as sustaining eligibility for alternative fuel programs. Typically, you can write to DOT or go through your local MPO. (In addition to promoting CMAQ reauthorization, Clean Cities groups need to proactively solicit AFV project funding during this final fiscal year. This is especially important since any unspent funds during this final year of apportionment can be carried over until 2000. DOE is a strong supporter of CMAQ and its use in funding AFV projects.)

To assist in seeking such funding, DOE's Clean Cities Program is developing a step-by-step guide in applying for and using CMAQ funding for AFV projects with an expected completion in the fall/winter 1996. This is to be followed by several pilot training workshops to be completed by March 1997. If well received, these workshops may continue in 1997.

"CMAQ has a lot of friends," Savonis said. But that broad constituency of those who use the funds is also competing for a larger share of the pie against other transportation needs, such as bridge and road maintenance and construction. "Will environmental projects still be able to compete with other projects?" he asked. "Now is the time for your input."

DOE SEEKS INPUT ON LOCAL/PRIVATE FLEETS

Clean Cities stakeholders have pledged their goals of putting more than 300,000 alternative fuel vehicles (AFVs) on the road by the end of the century. Today there are more than 21,000 AFVs in the federal fleet; this number will increase to 30,000 by the end of the year. Another 6,000 AFVs are expected to be placed on the road this year by state and fuel provider fleets that fall under requirements of the 1992 Energy Policy Act (EPACT). AFVs are helping to reduce imported oil dependency, but they are far fewer than the more than 60 million AFVs needed to reach EPACT's goal of 30% oil displacement by 2010.

Because private and local fleets could add another two million AFVs, the U.S. Department of Energy (DOE) released an advanced notice of proposed rulemaking (ANOPR) on August 7, 1996, to get public feedback on future private and local fleet requirements for AFVs. Under EPACT, certain private and local fleets could be mandated to acquire AFVs as early as the 1999 model year if DOE releases a final rule by the end of 1996. That is unlikely, so the ANOPR could clear the way for a mandate to begin in model year 2002.

Clean Cities stakeholders were allowed to submit written comments by November 5, 1996.

For more information, call the Clean Cities Hotline at 800-CCITIES or visit the Clean Cities site on the Internet at www.ccities.doe.gov.

NATIONAL PARKS SUPPORT CLEAN CITIES GOALS

By designating Colorado's Weld/Larimer/Rocky Mountain National Park the 47th Clean City, the contribution national parks can make toward the goal of increasing the use of alternative fuels was officially recognized (see *New Designations*, p. 13). Participation in that Clean Cities coalition is just one sign the Department of Interior is looking closely at alternative fuels as part of its strategy to protect natural resources.

In areas where clean air and spectacular views are the main attractions, park officials are increasingly concerned about growing air quality problems. This summer a commission of governments and representatives from eight western states gave the U.S. Environmental Protection Agency (EPA) its recommendations for improving visibility in the Colorado Plateau's 16 national parks, monuments, and wilderness areas.

Expanding the use of clean fuels was one recommendation of the governors and tribal leaders from Arizona, California, Colorado, Nevada, New Mexico, Oregon, Utah, and Wyoming, which comprise the Grand Canyon Visibility Transport Commission.

The commission's report advised EPA to 'pursue emission control strategies, such as alternative clean fuels, for all federal fleets. At a minimum, incentives for converting vehicles used for mass transportation and delivery within national parks on the Colorado Plateau, as well as in nearby urban areas, to natural gas, propane or alcohol-based fuels should be provided.' Even though many parks are in remote areas, air pollution can come from miles away, and the commission supports alternative fuel corridors in urban areas and along major trucking routes.

Rocky Mountain National Park (RMNP), located along Colorado's front range, began working with alternative fuels several years

before it joined forces with its fellow Clean Cities stakeholders. Four years ago, RMNP began to demonstrate a few compressed natural gas (CNG) vehicles through a program with the General Services Administration and Public Service Company of Colorado. Park fleet managers took a harder look at propane when they became involved with the Clean Cities program 2 years ago, according to Steve Iobst, RMNP's chief of facilities management.



Rudy Marquez, heavy equipment mechanic and alternative fuel coordinator, Rocky Mountain National Park, with newly installed propane fueling station.

"When you add up the 120 vehicles we drive and the number of miles, you can quickly see that Rocky Mountain National Park—a pristine area—is a polluter," Iobst said. Iobst said the park is aiming at a target of having 75% of its fleet alternatively fueled in the next 4 to 5 years.

Today, Iobst's fleet includes 14 propane Ford Explorers and two other CNG vehicles. These vehicles perform general purpose duties that include law enforcement and park maintenance. "If they're heading out of the park, people start to get nervous about finding fuel," Iobst said. "But we have enough vehicles that trading can be done for those needs. One

reason behind Clean Cities is to get people interested and press private industry to get fueling out there. There's not a big difference yet, but it's changing."

"It's early, but we expect to see benefits of less wear and tear on the engines," Iobst said. Conversions do not always have improved emissions, so RMNP's vehicles are checked periodically to ensure they are getting all the positive results of running on cleaner fuels. The park is using its experiences to provide feedback to the industry.

With three million visitors each year, the park has a captive audience. The vehicles have stickers that identify them as alternative fuel vehicles, and the park has started an interpretive energy conservation program at the visitors' center. "We also get publicity out of it by going with the Clean Cities program," Iobst said. "We're doing it because it's the right thing, plus we can educate the general public."

Not all parks are in remote wilderness areas. In the Washington, D.C., area and West Virginia, the Department of Interior is joining forces with the U.S. Department of Energy in a 3-year demonstration of heavy-duty vehicles that run on CNG, propane, and biodiesel.

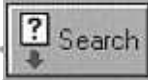
Since 1990, the National Park Service has been building other partnerships of federal land management agencies and tribal leaders in the Sierra Nevada, the Southern Appalachians, Arizona, the Northern Great Plains, the North Cascades, the California/Nevada Desert, and the Northeast region. "We realized we can help each other out," said Erik Hague, environmental specialist for the National Park Service, "especially in light of budget cuts." These coalitions can help complement the Clean Cities partnerships in their efforts to expand the use of alternative fuels.

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World Wide Web Site: www.ccities.doe.gov ♦ E-mail address: CCITIES@nrel.gov



ON THE INTERNET



Enhancing access to information was one request Clean Cities stakeholders made at the Second National Clean Cities Conference in Atlanta last June. Such access is something the U.S. Department of Energy (DOE) is always working on, and includes continual improvement to the Clean Cities home page on the Internet located at www.ccities.doe.gov.

From there, Internet users have a choice of obtaining information about events, general information



about Clean Cities, copies of the *Clean Cities Drive* newsletter, names of Clean Cities, contacts, and details about the latest communities to be designated Clean Cities. Fleet managers can find information on vehicle availability and fueling sites. Popular documents such as the *Guide to Alternative Fuel Vehicle Incentives and Laws*, *The Road to Clean Cities*, and the *Trouble Shooting Guide* are also available. *The EV Community Market Launch Manuals Volumes I and II* have recently been added.

For those with international interests, information on the Hemispheric Clean



Cities program in English or Spanish is available, as well as details on the new Clean Airports program.

For more detailed information on alternative fuel vehicle demonstrations, including data on light- and heavy-duty vehicle emissions and costs, individuals can visit the DOE Alternative Fuels Data Center (AFDC) web site located at www.afdc.doe.gov. The AFDC has developed a search engine so users can type in keywords to find the documents they need.



CLEAN CITIES NETWORK



THIS BUS IN PORTLAND IS A DRIVING ADVERTISEMENT FOR THE BENEFITS OF ALTERNATIVE FUELS. What is your Clean City doing to capitalize on the good public relations potential of switching to alternative fuels?

Please send us photos of vehicle designs in your city and we may print them in upcoming issues of the *Clean Cities Drive*.

Do you have any questions about what other Clean Cities are doing? Let us know and we may make it the next topic for a "Clean Cities Network."

Send your questions and photos to:
Clean Cities Drive, P.O. Box 12316,
 Arlington, VA 22209.

You can also reach us by
 fax at 703-528-1953 or send an
 E-mail to ccities@nrel.gov.



CLEAN CITIES UPDATE

NEW DESIGNATIONS

WELD/LARIMER/ROCKY MOUNTAIN NATIONAL PARK, COLORADO — MAY 21, 1996

By Spring 1996, with nearly 235 operational alternative fuel vehicles (AFVs) already in use, the Weld/Larimer/Rocky Mountain National Park area was already achieving many program goals to increase the use of alternative fuels. On May 21, the coalition was officially designated the 47th Clean City and the third Clean City in Colorado.

"Denver, Colorado Springs, and now Weld/Larimer/Rocky Mountain National Park make up a 180-mile corridor of Clean Cities," said Linda Devocelle, environmental specialist for air quality at the Fort Collins Natural Resources Department. "Air quality in this region is on the upswing, and communities all over are joining in because they feel it's the right thing to do."

The coalition celebrated its designation with an AFV caravan from the city of Loveland up the Big Thompson Canyon to Rocky Mountain National Park. About 15 vehicles participated in the journey to show the public

that alternative fuel use is on the rise. The ceremony was held at the park's Hidden Valley Education Center.

"Our goals are simple," Devocelle said. "Through cooperation with car dealerships and private fleets, our Clean Cities program hopes to increase public awareness of alternative fuel use. With increased awareness will come a demand for more refueling stations in the region."

Weld/Larimer/Rocky Mountain National Park stakeholders hope to double the number of AFVs currently in use by the year 2001, and

(Continued on page 14)



DOE WELCOMES FIRST "CLEAN AIRPORTS"

■ On June 13, the **TEXAS STATE TECHNICAL COLLEGE AIRPORT** in Waco became the first Clean Airport in a new spinoff on the U.S. Department of Energy's (DOE) successful Clean Cities program (see Summer 1996 issue of *Clean Cities Drive*). The airport has been home to general aircraft alternative fuel research performed by Baylor University's Renewable Aviation Fuels Development Center.

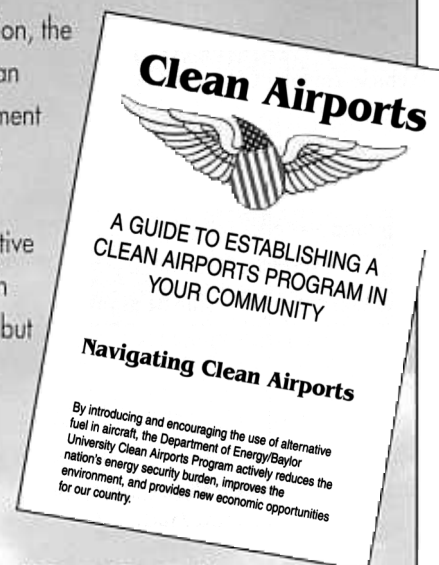
"For 15 years, Baylor University has been the leader in researching and testing alternative aviation fuels," said John Russell, former director of DOE's Office of Alternative Fuels. Max Schauck, chairman of Baylor's center, holds several flying records, including the first coast-to-coast and transatlantic flights on ethanol.

In May, one of the school's long-term projects came to fruition when the Federal Aviation Administration certified the Cessna 152 to run on ethanol with prescribed modifications. Even though the model is no longer manufactured, it is the most popular training aircraft in the United States.

Following the designation, the university assumed the Clean Airport program's management responsibilities. The "Clean Airports" objective is to showcase the use of alternative aviation fuels, particularly in small, recreational aircraft, but Clean Cities plans to concentrate on ways to include larger, commercial aircraft in Clean Cities plans.

For more information, call Grazia Zanin, director of Baylor University's RAFDC at 817-755-3563.

■ ON AUGUST 28, the State of West Virginia celebrated the addition of the **CITY OF MORGANTOWN'S CLEAN AIRPORT** designation to its Clean State Program. The airport is home to West Virginia University's Cessna 150, which has logged more than 25 hours running on ethanol.



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NEW DESIGNATIONS (Continued from page 13)

increase the number of public fueling stations from 20 to approximately 30.

Devocelle also expressed the need for a testing program to help track AFV emissions as a means of ensuring accuracy when compiling data on the vehicles.

CENTRAL OKLAHOMA — MAY 29, 1996

With nearly 300 other attendees, the U.S. Department of Energy's (DOE) Chief of Staff Brian Castelli helped Central Oklahoma celebrate its designation as the 48th Clean City at Tinker Air Force Base in an Earth Day event called "Partners on the Prairie."

There was a lot to celebrate. In addition to being home to the U.S. Department of Defense's largest AFV fleet, Oklahoma can boast of an AFV training center at the Francis Tuttle Vehicle Training Center in Oklahoma City as well as progressive legislation that includes generous tax credits for AFV purchases through 2002, and a revolving loan fund.

Those programs are bringing results. Coalition organizers estimate as many as 3,000 AFVs travel Central Oklahoma's roadways.

Stakeholders in the newest Clean City coalition are numerous and diverse, and include the Great Plains American Lung Association, Keep Oklahoma Beautiful, the Oklahoma City Chamber of Commerce, Oklahoma City Public Schools, the University of Oklahoma, the Oklahoma State Motor Pool, Oklahoma Natural Gas, Oklahoma LP Gas Administration, and Love's Country Stores.

ROUNDUP ...

AIRPORT UPDATE

IN THE LAST ISSUE OF THE CLEAN CITIES DRIVE WE HIGHLIGHTED how several airports are supporting Clean Cities programs around the country in "Airports Provide a Centerpiece for Clean Cities Program" (*Clean Cities Drive*, Summer 1996 issue). Here are a few more:

■ The **SALT LAKE CITY INTERNATIONAL AIRPORT** supports the local Clean Cities coalition's goals with its strong policy of increasing alternative fuels use.

In 1991, the Salt Lake City Airport Authority began a program to convert all of its light- and medium-duty vehicles to alternative fuels, and intends to continue this trend in the future.

The airport also implemented a program to give commercial ground transportation providers a credit against ground transportation fees — worth as much as \$2,300 — for converting a vehicle to run on an alternative fuel. Today, the airport has successfully made the transition to using alternative fuels whenever possible and has more than 100 alternative fuel vehicles in operation.

■ **BOSTON'S LOGAN AIRPORT** joins other airports in making clean air a priority. Its Clean Air partners — which include the U.S. Environmental Protection Agency, Massport, the NEES companies,

and Boston Edison Company — are coordinating a number of activities: New England's first electric taxi will make runs from the airport to downtown Boston; several rental car companies will operate compressed natural gas (CNG) shuttle buses between airport terminals and rental car offices; Massport shuttle will operate electric and CNG shuttle buses at the airport this summer; and the Airport Water Shuttle — which operates between Rows Wharf and the airport — will run on biodiesel. Public service aspects of the program include discount coupons for taking the Beacon Management Company's biodiesel-powered water shuttle to the airport; information brochures on clean fuel technologies; public service announcements in the airport and at Massachusetts Bay Transportation Authority subway stations that serve the airport; and an airport kiosk with information about clean air, fuels, and vehicles.

MORE ROUNDUP

■ **Central New Yorkers** welcomed the first municipal natural gas station in Onondaga County when a station opened in June. The \$170,000 station will supply natural gas to vehicles operated by the city and county of Syracuse. Centro, the local transit agency, also plans to sell natural gas to the public when it opens its own fueling site next year.

The project is the latest in the area's effort to convert 75% of all fleet vehicles to natural gas. Centro operates 13 natural gas buses and plans to convert 90 more by 1999. A \$230,000 grant from the New York State Energy Research and Development Authority paid for the buses and the station.

The area's Clean Cities program has already helped economic development, noted an article in the *Post-Standard*, one of the area's local newspapers. The area's new natural gas buses are made almost entirely in New York...

■ In late May, City Gas of Florida, a stakeholder in the **Florida Gold Coast** Coalition, opened a state-of-the-art natural gas refueling station that not only dispenses fuel, but also runs on it. The station can serve as many as 400 vehicles, and is designated solely for use by the National Aeronautics and Space Administration (NASA). NASA plans to have 900 natural gas vehicles by 1999 and 1,200 by 2002, and intends to expand this station and add another. The station opened 2 years after City Gas started breaking ground for a 25-mile natural gas pipeline, bringing natural gas to Kennedy Space Center for the first time...

■ The Pennsylvania Department of Environmental Protection (DEP) awarded grants totaling \$40,000 to Clean Cities programs in **Philadelphia** and **Pittsburgh** in late June. The grants will support outreach activities that promote the use of AFVs, as well as technical training and services to AFV

operators. Pittsburgh will receive \$35,000 and Philadelphia will receive \$5,000, supplementing \$30,000 from DOE. In addition, DEP provided the Philadelphia program with \$2.9 million from the Alternative Fuels Incentive Grant program, which is funded with revenues from a tax on utilities' gross receipts. *For more information, contact the DEP Office of Pollution Prevention and Compliance Assistance at 717-783-0540 or visit the DEP website at <http://www.dep.state.pa.us...>*

■ The **Red River Valley** kicked off Clean Cities activities in February 1996. The cross-border program includes a number of Canadian and U.S. stakeholders in Manitoba (Canada), Minnesota, and North and South Dakota, and focuses on three fuels — natural gas, ethanol, and propane. The program is being coordinated through the Energy & Environmental Research Center in North Dakota. *For more information, contact Tim Gerlach, 701-777-5000...*

■ In June, two electric vehicle (EV) charging stations opened in **Sacramento's** Arden Fair Mall. The stations will provide shoppers with a convenient and safe way to charge their EVs while they visit one of Northern California's largest shopping malls. The stations contain inductive and conductive charging units, and 110- or 220-volt charging systems.

The project was initiated by the Greater Sacramento Regional Clean Air Coalition in response to the increasing number of EVs on the road. The Coalition also sponsors the region's "EV Market Launch" in conjunction with the Sacramento Municipal Utility District.

On a related note, Butte County, California, officially joined the Greater Sacramento Clean Cities Coalition in June...

■ **St. Louis'** Laclede Venture, a nonutility subsidiary of Laclede Gas, is hoping to help local fleets use alternative fuels by financing,

building, and maintaining a public refueling station for Bi-State Development Authority, the local transit authority in the St. Louis metropolitan area. The \$4.4-million station, scheduled for completion in early 1997, is expected to serve Bi-State's fleet of 200 vehicles...

■ The **Salt Lake City** Clean Cities Coalition has set a goal of 5,000 AFVs by the year 2001, which may be seen as ambitious for an area in a state with fewer than 2 million people. Clean Cities coordinator Renee Tanner believes that the Salt Lake City Winter Olympics in 2002 may help the program reach its goal the way the 1996 Summer Olympics helped increase **Atlanta's** AFV population...

NEW CLEAN CITIES CD-ROM INVITES PARTICIPANTS

The opportunity is here to become an underwriter or participant for the upcoming new national Clean Cities CD-ROM. This CD-ROM is the definitive, one-stop source for information on the U.S. alternative fuel and vehicle markets and, it is the first multimedia effort to integrate comprehensive data and video into an easy-to-use interactive format that places information about available alternative fuels, vehicles, mandates, incentives, and other resources at your fingertips. The CD-ROM includes:

- Specific Clean City-by-Clean City information
- Federal, state, and local alternative fuels laws and incentives
- Comprehensive information and data on vehicles, engines, fuels, and other products
- Valuable directories of industry and government contacts and resources

Please call the Clean Cities Hotline at 800-224-8437 for more details.

Clean Cities HOTLINE: 1-800-CCITIES

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CLEAN CITIES CALENDAR

New Designations

See details in next *Clean Cities Drive*.

October 4, 1996

Hampton Roads, VA Clean Cities designation.
Contact: James Ferguson, 215-656-6977.

October 18, 1996

Long Island, NY Clean Cities designation.
Contact: Noel Clay, 617-565-9716.

November 12-13, 1996

"Turning Clean and Green into Gold:
Fundraising for Clean Cities," Chicago, IL.
Contact: Melinda Latimer, 312-886-8582.

November 15, 1996

Washington, DC EV Market Launch Workshop.
Contact: James Ferguson, 215-656-6977.

December 3-4, 1996

"Turning Clean and Green into Gold:
Fundraising for Clean Cities," Denver, CO.
Contact: Ernie Oakes, 303-275-4817.

THALHEIMER (Continued from page 7)

play both good cop and bad cop, and that's something I've really grown to enjoy.

Drive: You've been with the Clean Cities program since its earliest days. Has it met expectations?

VI: In many ways, I think the program is an overwhelming success. It's an innovative government program with underlying legislative drivers, but plenty of latitude and flexibility to help ensure its success. I don't think anyone could have envisioned the impressive amount of public outreach and public support that the Clean Cities Program has generated. But, I will also say that there's still plenty of room for improvement. Our Clean Cities partners need to ensure that the commitments they make early on are fulfilled. This means placing more vehicles on the road, building infrastructure, lobbying to have more local/state/federal grant and incentive programs introduced, and working with and not against each other to

make alternative fuels a common reality. We still have a long way to go.

Drive: What do you see in the Clean Cities program's future?

VI: We have already started to place a renewed emphasis on increasing private fleet involvement in the program. There's little doubt that private fleets are going to have to step up and demonstrate that alternative fuels are a cost-effective solution. So here's a hint for representatives of emerging coalitions who may be reading this: make sure you recruit a solid number of private fleets.

I'd also like to see a renewed effort to evaluate existing Clean Cities' activities to date, vis-a-vis the commitments made prior to designation. There's very little accountability associated with the commitments element of the program. We use a good faith approach. While that is all we can really expect of a voluntary program, I believe that some sort of enforcement would lead to even greater results.

3RD NATIONAL

CLEAN CITIES CONFERENCE

JUNE 24-26

LONG BEACH, CA

For general information contact:

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