

# Clean Cities DRIVE

## Welcome

to the eighth 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 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 800-CCITIES.

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## NATIONAL PARTNERS TO BE HONORED AT CLEAN CITIES STAKEHOLDERS' CONFERENCE

The 1997 National Clean Cities Stakeholders Conference and Expo will be held June 24-26 in Long Beach, CA, and organizers expect record attendance. Six hundred stakeholders have already registered, and industry partners are stepping forward to help sponsor what should be the largest and most exciting Clean Cities Conference to date (see box). The conference will emphasize training and give attendees the tools to market and use alternative fuels successfully. It will cover everything from automaker offerings to programs designed to educate everyone from fleet managers to fund raisers. There will also be an awards ceremony to acknowledge the accomplishments and commitments of national partners.

On June 24, the California alternative fuel vehicle (AFV) partnership will hold round table discussions on all 12 California Clean Cities programs. State legislative and regulatory issues, incentives, and emergency response procedures will be addressed in separate forums.

Conference sessions on June 25 and 26 will be divided into training sessions that will cover a wide range of topics, including AFV fleet case studies and federal policy on alternative fuels.

For registration or sponsorship information, call the Clean Cities Hotline at 800-CCITIES (800-224-8437).

## 1997 NATIONAL STAKEHOLDERS' Conference and Expo



# Clean Cities

### Third National Clean Cities Stakeholders Conference Sponsors to Date:

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The Clean Fuels Corridors are designed to open the alternative fuels industry to trucking fleets and eliminate the worries associated with alternative fuel vehicle (AFV) range. Here's what's happening in Clean Fuel Corridor programs around the country . . .

### The Northeast

Twenty-five natural gas and several methanol and propane (also known as liquefied petroleum gas [LPG]) refueling sites have been built between Washington, DC, and Boston, MA.

"Our corridor project includes only those stations located on or near I-95," said Patricia Passarella, Northeast Corridor program manager. "Plans to open several more stations by the end of 1998 are certainly attainable goals, especially with the enthusiastic participation and support of the local Clean Cities coalitions and stakeholders." Funding is in place, and ground-breaking activities are planned.

Plans are to expand the corridor to other nearby highways, including the Pennsylvania Turnpike (I-76) between Philadelphia and Pittsburgh.



"Fleet outreach is the primary focus of this project," said Passarella. "The Philadelphia regional support office will work with the mid-Atlantic stakeholders, and the Boston office will work with the New England stakeholders, to allow each region to address its specific needs."

### The Mid-Continent Trade Corridor

Clean Cities stakeholders in the Mid-Continent Trade Corridor, also known as North America's Superhighway Coalition (NASC), are working to make alternative fuels available to long-haul trucking companies from Winnipeg, Canada, to Monterrey, Mexico.

"Because of the North American Free Trade Agreement, U.S. and Mexican officials predict that trade between the two nations will double by the year 2000 and double again by 2010," said Tiffany Newsom, NASC administrator. In February 1997, NASC approved a resolution submitted by the Texas General Land Office (TGLO) that endorses the development of dozens of natural gas fueling sites along the corridor.

A promotion that links the United States, Mexico, and Canada, focuses on the international need for clean fuel vehicles. Started by the office of Commissioner Garry Mauro of the TGLO, the "Traveling Scrapbook" has brought together Clean Cities across America and border cities in Canada and Mexico. The scrapbook traveled aboard alternative fuel school buses, farm equipment, and an ethanol-powered airplane en route from Winnipeg to Monterrey, and was presented at the Third Annual Border Energy Forum last



The "Traveling Scrapbook" links the United States, Mexico, and Canada.



November. Each of the 20 Clean Cities along the superhighway contributed one page to the scrapbook before it arrived in Monterrey.

### The West

A project designed to jump start the alternative fuel, long-haul, heavy-duty trucking industry, which features refueling along 1,800 miles of interstate highways in Arizona, California, Nevada, and Utah, is currently under way. Program officials estimate they will have 10 alternative refueling stations in place within 18 months.

According to Cliff Gladstein, president of Gladstein & Associates, "Getting truck

companies to convert to AFVs is the first step in kick starting a multimillion dollar alternative fuel trucking industry."

Approximately 65% of the \$20 million required to complete the Interstate Clean Transportation Corridor (ICTC) will come from private sector funding, according to Gladstein. Public funding will be derived from grants issued by the U. S. Department of Energy, the California Energy Commission, and the Nevada State Energy Office, among others.

The ICTC, which will link Las Vegas, NV; Los Angeles, Sacramento, and the San Joaquin Valley, CA; and Salt Lake City, UT (all major nonattainment areas), will have refueling stations in and between each city. To date, three liquefied natural gas/compressed natural gas (LNG/CNG) refueling stations—one in Los Angeles, CA, one in Ontario, CA, and one in Las Vegas, NV—are operating. The ICTC team is working to develop eight more refueling stations along the 1,800-mile triangle

created by routes I-15, I-80, and I-5/CA-99. Two of these will be completed by the end of 1997, according to Gladstein.

"We are trying to commercialize alternative fuel use in the trucking industry by expanding the infrastructure," said Gladstein. "To do that, we must directly link the construction of the stations to the deployment of AFVs. Our project seeks to help truck companies purchase large numbers of alternative fuel heavy-duty trucks, enough vehicles to make a fuel provider see a business opportunity in providing alternative fuels." The ICTC has initiated dialogue with stakeholders on projects that will help develop and integrate as many as 80 LNG trucks, 40 CNG trucks, 160 light-duty CNG vehicles, and the refueling stations included in ICTC plans.

At normal operating capacity, the 10 ICTC fueling stations can refuel 250 heavy-duty and 500 local delivery AFVs regularly. These AFVs will displace more than 4.7 million gallons of petroleum and



reduce emissions pollutants by more than 286 tons annually, according to Gladstein. "The ICTC project has enjoyed some significant success, but a great deal of work still needs to be done to develop clean fuel corridors throughout the west," he said. "A shortage of high horsepower engines that operate on alternative fuels and a federal tax structure that unfairly burdens LNG are significant barriers."

## Private Fleet Adds Fueling Station, LNG Trucks to Fleet

Raley's, a supermarket chain in Northern California and Northern Nevada, recently committed to use the fueling infrastructure along the Interstate Clean Transportation Corridor (ICTC), after launching the first commercial fleet of liquefied natural gas (LNG)-powered trucks based in California. According to the California Trucking Association, LNG reduces smog-producing nitrogen oxide emissions by 60% compared to diesel fuel. Ten heavy-duty trucks—20% of Raley's fleet—began to operate in early April. "The LNG used in this program will displace 100,000 gallons of diesel annually," said Michael Teel, Raley's president. "This program will take nearly 5 tons of NO<sub>x</sub> out of the air every year."

Raley's now operates eight LNG Kenworth T800-112 trucks and two LNG Ottawa Yard trucks, powered by Cummins engines. The Kenworth trucks will be used to haul goods from Raley's North Natomas Distribution Center to Raley's supermarkets and will use sections of the ICTC. The Ottawa trucks will remain at the distribution center.

Aside from the 10 AFVs added to Raley's fleet, the 87-store chain is currently constructing a public-access LNG fueling station at the distribution center. The station features a 13,000-gallon vertical storage tank and fuel dispenser.

"Although there are no cost benefits to the LNG program, we will remain committed to doing what's right for our community," said Kathleen Tschogl, a spokesperson for Raley's. "Financial benefits are not always a driving force with Raley's when the cleanliness of the environment is at stake."

Raley's is investing \$1.05 million in the LNG project, with a \$600K grant from the Sacramento Air Quality Management District (SAQMD). Each LNG truck costs almost \$40K more than the diesel trucks in Raley's fleet, so SAQMD funds will cover the \$380K in incremental costs. The remaining \$220K from SAQMD will help cover construction costs for the refueling station.

"Raley's is a true leader in the private fleet industry with regard to cleaner air and energy security," said Clara Chun, Clean Cities regional program manager. "Other private fleets should follow its enthusiastic leap into the alternative fuels market."

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# COORDINATORS' CORNER

## FORMERLY KNOWN AS "CLEAN CITIES ROUNDUP"

■ Debra Boldt, the original Chicago Clean Cities coordinator, was recently named president of the National Biodiesel Foundation (NBF). As the City of Chicago's Director of Emerging Technologies, Boldt played a key role in the growing use of biodiesel in local fleets before leaving that post to accept the position at the NBF . . .

■ Clean Cities in New York state may soon have more assistance paying for alternative fuels and vehicles. Their voters recently approved a Clean Air Bond Act that will provide \$230 million for air quality projects, including \$75 million for low-emission buses and electric vehicles . . .

■ The world's first and only CNG-powered monster fire engine is owned by the Virginia Beach Fire Department, a stakeholder in the Hampton Roads Clean Cities program . . .

■ CALSTART, a stakeholder in several Southern California Clean Cities, has added the Clean Vehicle Resource Center, located on its World Wide Web Site ([www.calstart.org/fleets](http://www.calstart.org/fleets)). The site is a one-stop site for fleet managers interested in finding, buying, and using AFVs . . .

■ Time Shuttle of Connecticut will convert all 120 of its new vans to run on CNG. This is the first airport service in the Northeast to convert to CNG. Vehicles will be converted by the Southern Connecticut Gas Company . . .

■ San Francisco Clean Cities coordinator Rick Ruvolo was recently honored by the Environmental Protection Agency's Transportation Partners Program. Ruvolo received an award for using video conference technologies to conduct meetings between San Francisco public defenders and prisoners detained in correctional facilities outside the city limits. "Normally, the public defender makes

numerous trips to each jail," said Ruvolo. "With the video conferences, not only does the city save money, but taking the automobile trips out of the equation saves the environment through emissions reductions." Also in San Francisco, a new commuter van pool project, "SMARTPOOL," was launched last fall. Fourteen CNG-powered vans were introduced in this first phase. The program

other Clean Cities that are using the vehicles as part of a pilot program . . .

■ The Colonial Williamsburg Foundation, a stakeholder in the Hampton Roads Clean Cities Program, received one of the Natural Gas Vehicle Coalition's Fourth Annual Achievement Awards for its efforts to phase clean-burning natural gas into its diesel fleet . . .



CNG-powered fire truck owned by Virginia Beach Fire Department

is designated to replace daily round-trip commutes of 30 to 60 miles per day in Northern San Mateo County . . .

■ Last fall, the Central Oklahoma Clean Cities coalition kicked off its Kids for Clean Cities Program, a pilot initiative designed to advance the knowledge and understanding of AFVs and air quality issues among 6th, 7th, and 8th graders at Oklahoma City public schools . . .

■ The Dallas-Fort Worth Clean Cities Program cosponsored a training course for secondary school teachers. More than 60 teachers attended. The course, developed by the Texas Railroad Commission, outlined the importance of accelerating and expanding the alternative fuel industry . . .

■ Also last fall, Los Angeles added four CNG-powered street sweepers and two CNG-powered refuse collection trucks to its Public Works Department fleet, joining

■ In November, the General Services Administration delivered a 15-passenger Ford Club Wagon powered by CNG to the Veteran's Administration Domiciliary's transportation fleet, a stakeholder in the Rogue Valley Clean Cities Coalition. The vehicle serves domiciliary residents for trips between Sacramento and Portland . . .

■ On October 31, the Coachella Valley Clean Cities Coalition held its first Clean Cities Summit in Palm Springs, CA. The event included a press conference headed by State Senator Dave Kelley (R) who recognized the "Top Ten Clean Cities Achievements." Presentations were made by Senator Kelley, U.S. Department of Energy Representative Clara Chun, and Tracy Daly, Clean Cities coordinator for Coachella Valley. The keynote speaker was Cliff Gladstein, President of Gladstein & Associates of the Interstate Clean Transportation Corridor.



## EV MARKET LAUNCH

The Electric Vehicle (EV) Market Launch workshops have helped get communities excited and ready for EVs and EV charging. "These workshops have brought out a high level of enthusiasm for the vehicles and the tasks involved with making communities EV ready," said Electric Transportation Coalition executive director Kateri Callahan.

### New York

One hundred fifty New York area civic and business leaders gathered on September 19, 1996, at the World Trade Center for the Greater New York EV-Ready Market Launch Workshop. They learned about current activities such as the introduction of an electric school bus manufactured by Blue Bird, station car projects, and plans by New York City to purchase EVs for its municipal fleet. The city announced it would add 500 alternative fuel buses, including some electric hybrids, to its fleet during the next few years.

Workshop speakers included then Assistant Secretary of Energy Christine Ervin, John Cahill (acting commissioner of New York's Department of Environmental Protection), and Clarence Rappleyea (chairman and chief executive officer of the New York Power Authority), whose

organizations aggressively promote EVs. Northeast Utilities, Public Service Electric and Gas, Jersey Central Power and Light, Consolidated Edison, and Long Island Lighting Company also provided program updates.

The workshop featured a "Ride and Drive" event and a short road rally between Toyota's RAV4, General Motor's (GM) EV1 and S10 pickup, and Solectria's Force. The Ford Ranger EV was also demonstrated.

### Richmond

With the largest attendance to date of any EV Workshop, Richmond demonstrated on September 5 that it has a plan for the arrival of EVs.

The 250 participants witnessed delivery of the city's first two clean, quiet electric buses at the Science Museum of Virginia. Stakeholders celebrated Richmond's accomplishments, beginning with its "EV Ready" campaign, chaired by Virginia delegate John Watkins. Four committees have formed since the workshop to address EV infrastructure issues such as vehicle charging and government policies.

A number of EV chargers have been installed in the Richmond area. The science museum has solar-powered EV chargers and inductive chargers for public display and use. The Richmond International Airport will have public EV charging on its new parking deck, and charging units have been installed for school and transit buses.

Virginia Power, southeastern distributor for GM's Delco inductive charging system, used the opportunity to announce its partnership with GM.

U.S. Department of Energy Deputy Assistant Secretary for Transportation Thomas Gross summarized data about the nation's growing dependence on imported crude oil and the need for a more secure energy future.

### Boston

The Boston Workshop, held June 27 at the JFK Library, gave Massachusetts Governor William Weld the opportunity to announce legislation he introduced to establish tax credits and incentives for alternative fuel vehicles (AFVs) and EV recharging. He also announced an Executive Order which will ensure that 75% of all state vehicle purchases will be AFVs by 2001.

Thomas May, president and chief executive officer of Boston Edison, and Robert Purcell, executive director of advanced technology vehicle programs for GM, announced a joint marketing initiative for EVs and chargers.

More than 20 vehicles were available for a "Ride and Drive."

### Atlanta

The Atlanta Workshop on October 8, 1996, focused on quality of life and the city's emphasis on improving air quality.

The workshop featured two videos that promoted the use of EVs (one detailed the Olympic Village, which used electric trams that logged 165,000 miles and transported 1.35 million passengers, and one promoted the theme of EV readiness).

Atlanta-based Georgia Power has spearheaded a number of EV activities. Several locations, including rail stations and Emory University, boost EV charging facilities.

A "Ride and Drive" featured vehicles from Toyota, GM, Ford/TDM, and Solectria, as well as the EV Warrior electric bicycle.

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# DOE COMMENTS ON PROPOSED PRIVATE AND MUNICIPAL FLEET RULE

*Future policy decisions that affect private and municipal fleet purchase requirements of the Energy Policy Act of 1992 (EPACT) will have a major impact on the Clean Cities Program nationwide. The Clean Cities Drive recently interviewed David Rodgers, director of the Office of Technology Utilization at the U.S. Department of Energy (DOE), on the Advanced Notice of Proposed Rulemaking (ANOPR) issued last fall. Fleet industry and municipalities flooded DOE with more than 170 comments on the ANOPR. DOE decided against implementing an early rule.*

**Clean Cities Drive:** Could the delayed rulemaking be interpreted as a sign that DOE has caved in to political pressures, or has lost faith in the industry's ability to fulfill EPAct requirements?

**David Rodgers:** The fact that DOE did not promulgate a private and local mandate on the early schedule does not indicate that DOE has decreased its support in any way for alternative fuel vehicles (AFVs), nor does it mean we will not continue to impose EPAct regulations. In fact, DOE

remains very committed to EPAct, and is already in the process of implementing the rule by 1999.

**CCD:** Can DOE meet the goals of EPAct without implementing a private and municipal rule?

**DR:** No. To date, DOE is unaware of incentives that can drive AFV penetration at a level equivalent to EPAct specifications. The year 2000 goal (10% petroleum displacement) will be met given the current program (including voluntary efforts from Clean Cities and state fuel providers), but contributions from private and municipal fleets will be necessary to meet 2010 goals (30% petroleum displacement). There are no current programs that could put as many AFVs on the road as do the EPAct private and local mandates.

**CCD:** Have voluntary programs put more AFVs on the road?

**DR:** The successes of voluntary efforts of Clean Cities stakeholders, private fleets, and local governments have been nothing

short of amazing. These groups show good citizenship, without mandates, by helping us protect the environment and reduce reliance on imported oil. We cannot, however, expect these good citizens to continue to buy AFVs while their competitors do not.

**CCD:** DOE has 2 years to decide whether to implement the private and municipal rule, and there is concern in the AFV industry that the wait could cripple the momentum the AFV industry has built. Are there plans to expedite the process?

**DR:** DOE has until May 1, 1999, to decide whether to propose a rule. Allowing adequate time for public comment and consideration of all factors is important. We have a lot of work to do between now and then. At that pace, DOE can explore options and look at technologies and refueling infrastructure. The process is designed to allow the public as much input as possible. I'm hoping the network can facilitate the process, and enable us to complete the needed work in advance of the deadline.



## NEW CLEAN CITIES

### Hampton Roads, Virginia—October 4, 1996

Hampton Roads was chosen as the 49th Clean Cities Program, and the first program to operate solely in Virginia. (The Washington, DC, program, initiated in October 1993, contains a small area of Virginia near the nation's capital.)

Almost 150 alternative fuel vehicles (AFVs) were already operating at the time of the Hampton Roads designation. About 110 use compressed natural gas (CNG), 30 use propane (also known as liquefied petroleum gas [LPG]), and 10 use electric power. The vehicles refuel at 14 CNG

stations, two LPG stations, and four electric vehicle (EV) recharging facilities.

By the end of the year 2000, Hampton Roads plans to increase its AFV fleet to more than 2,000 vehicles, and double its refueling and recharging sites to 40.

Even the U.S. Navy is involved. Eighteen bi-fuel CNG vehicles currently operate on Norfolk Naval Base, and the Navy plans to add 100 AFVs by the end of 1997.

With the Navy's involvement in the Clean Cities Program left to the land-lubbers, Tidewater Transit has completed a \$1.1 million conversion of one of its three passenger ferries from diesel to CNG.

"The ferry went into service on July 4, 1996, and is used primarily to transport passengers from Portsmouth, VA, to the

minor league baseball stadium in Norfolk," said Janet Crumbly, spokesperson for Tidewater Transit District Commission. "We figured that was a highly visible way to begin the program, and we expect the ferry to be used in daily transit routes next season."

### San Diego, CA—December 12, 1996

San Diego kicked off its designation as the 50th Clean City at a ceremony held at SeaWorld. More than 100 people attended, and were treated to a Clean Cities celebratory cake and stuffed-toy versions of Shamu the Whale.

The 11th California Clean City, San Diego entered the program with nearly 1,500 operational AFVs. Of those,

## SPOTLIGHT ON DOE'S DAN DEATON



Photo Courtesy of Dan Deaton/PIX 04704

**D**an Deaton worked for 20 years at the U. S. Department of Energy's (DOE) former Dallas Regional Support Office, on energy efficiency and renewable energy activities in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. He is currently an employee of the Denver Regional Support Office at its Dallas Duty Station, where he works on Clean Cities Program activities in Louisiana, New Mexico, Oklahoma, and Texas. Born and raised in Plano, TX, he graduated from the University of Texas with degrees in engineering. Before coming to DOE in 1974, he worked for the U.S. Army Corps of Engineers in Fort Worth, TX.

**Clean Cities Drive:** How has the Clean Cities program affected your region?

**Dan Deaton:** The program has spurred the interest of public and private fleet owners, local governments, and state energy offices into expanding the use of alternative fuel vehicles and infrastructure. Clean Cities has greatly helped nonattainment areas by implementing programs to achieve the goals of the Clean Air Act Amendments and the Energy Policy Act.

**CCD:** How are the state governments helping the Clean Cities Program?

*"A very diverse and enthusiastic group of stakeholders, . . . and support from states are all needed for Clean Cities to be truly successful."*

**DD:** State agencies in Texas are working with current Clean Cities (Austin, Dallas/Fort Worth, and Paso del Norte) and potential Clean Cities (Houston/Galveston, San Antonio, and Corpus Christi) to identify fleets and alternative fuel infrastructure locations to help market alternative fuels to fleet owners and operators. The Texas State Energy Conservation Office is funding each current and future Clean City with \$100K for 3 years, to hire full-time coordinators. Oklahoma has provided funds for full-time coordinator positions for Central Oklahoma and the Tulsa programs. New Mexico has funded the development of a strategic plan for the Middle Rio Grande area from Las Cruces to Albuquerque to Santa Fe. Louisiana currently has no designated Clean Cities, but I am aggressively working with the State Energy Office to form coalitions there.

**CCD** How do you motivate cities that may lag behind others in the program?

**DD:** Information sharing is very important in the Clean Cities Program. One example is Texas's funding of full-time Clean Cities coordinators based on Oklahoma's experience. Also, New Mexico's funding for the development of a strategic plan is based on similar work being done in Texas.

**CCD:** If you could change one thing about the Clean Cities Program, what would it be?

**DD:** We need a good database to identify private fleets in each Clean Cities area and a good marketing plan that points out the costs and benefits of converting fleets to AFVs.

**CCD:** Define your role as regional coordinator.

**DD:** To monitor the pulse of all alternative fuel activities in each state assigned to me. To work with current Clean Cities, to nurture other cities to join the program, and to provide the directors of each state energy office with DOE information regarding alternative fuels. Basically, I try to help a city whenever there is a need.

**CCD:** What is the key to a successful Clean Cities program?

**DD:** A very diverse and enthusiastic group of stakeholders, strong support from the organization that houses the Clean Cities program, and support from states are all needed for Clean Cities to be truly successful.

approximately 1,300 operate on CNG, 60 on LPG, 60 on methanol, and 60 are off-road EVs. Local infrastructure includes 37 CNG stations, five methanol stations, and five EV recharging facilities.

Stakeholder plans call for 2,200 additional AFVs by the year 2000. Nearly 2,100 of these vehicles will run on CNG, and more than 100 refueling stations will be added to fuel the additional vehicles.

### Long Island, New York—October 18, 1996

The Long Island Clean Cities Program has yet to add a CNG passenger ferry to its list of accomplishments, but officials are working on ideas of their own.

Long Island was the officially designated New York State's fourth Clean Cities Program. Stakeholders in the Long Island Clean Cities Program plan to add 235 AFVs by June 1997, nearly double the 270 now operating. An additional 14 refueling

sites are scheduled to be added to the 25 that currently service Long Island. Most new AFVs, along with new fueling sites, will run on CNG, but Long Island Clean Cities officials note the concern expressed by the fleets.

"Fleet operators are cautiously optimistic," said Mark Noonan, Clean Cities coordinator for Long Island. "They feel it's a great way to go, but there is concern about incremental costs."

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# ONE-OF-A-KIND CLEAN CITIES REGIONAL MEETING FOCUSES ON CORRIDORS

The first-ever regional Clean Cities meeting was held by the Denver Regional Support Office March 4-5, 1997, in Albuquerque, NM. The forum included Clean Cities coordinators and coalition members from 12 states, and provided an opportunity to discuss ways of promoting corridor projects. The workshop was managed by Ernie Oakes and Dan Deaton, regional program managers for the Clean Cities Program.

"This workshop was a fantastic way to develop synergy among the coalitions," said Jeff Hardy, director of the Clean Cities Program. "We look forward to the day when every region holds workshops as cooperative and productive as the one held in the Denver Region."

"The purpose of the meeting was to create an opportunity for coordinators to share ideas on many subjects," said Oakes.

"The coordinators discussed how to keep stakeholders interested in their programs, involve the entire community, and trade ideas on developing the Clean Airports program." Oakes used the Salt Lake City International Airport as an example of the innovative thinking needed to make a Clean City a success. "More than 70% of the airport fleet are AFVs, and the alternative fuel taxis and shuttle vans are charged a reduced service fee at the airport."

A major focus was the development of Clean Corridors in New Mexico, Texas, and in the Rocky Mountains. Compressed natural gas, propane (also known as liquefied petroleum gas), and ethanol refueling stations in place between the Weld/Larimar/Rocky Mountain National Park Clean Cities coalition and the Colorado Springs program along I-25 would create a 120-mile alternative fuel corridor.

"We hope to see the corridor completed by the end of the year," said Oakes.

Immediately after the regional meeting, several new stakeholders, including the City of Santa Fe, joined the Albuquerque Clean Cities Coalition. "The City of Santa Fe decided to join the Albuquerque Clean Cities coalition to strengthen the partnerships for promoting AFVs and infrastructure along the Middle Rio Grande corridor," said Dan Deaton. "Linking the two cities creates a 50-mile corridor, and when outfitted with alternative refueling stations, will provide another link in the Mid-Continent Corridor."

Representatives from the National Propane Gas Association, the National Ethanol Vehicle Coalition, and the Natural Gas Vehicle Coalition attended the conference and overviewed the direction each organization is taking to increase availability and promote its fuel.

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## CLEAN CITIES CALENDAR

### June 7-10, 1997

National Association of Regional Councils,  
Charlotte, NC

### June 12-13, 1997

International Climate Change Conference  
and Technologies Exhibit, Baltimore, MD

### June 19-21, 1997

International Light and Medium Truck  
User Expo, Anaheim, CA

### June 24-26, 1997

Clean Cities Conference, Long Beach, CA

### July 13-15, 1997

National Association of Counties Annual  
Meeting, Baltimore MD

For information on these conferences, contact  
the Clean Cities Hotline at 800-CCITIES  
(800-224-8437).



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