

Clean Cities DRIVE

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Welcome

to the fifth 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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TECHNICAL AND TRAINING CENTERS MEET CLEAN CITIES' NEEDS FOR SKILLED MECHANICS

As Clean Cities stakeholders place more alternative fuel vehicles (AFVs) on the road, specially trained mechanics will be in greater demand. Unless more mechanics enter the field, auto manufacturers are predicting a shortage of skilled mechanics for all vehicle types.

The U.S. Department of Energy (DOE) and others are working to fill this gap through innovative programs that directly benefit Clean Cities. This year, DOE offered 127 training scholarships worth \$200,000, giving priority to mechanics working in Clean Cities. The scholarships will be administered by the American Automobile Association through a five-year cooperative agreement.

In addition to this national scholarship effort, some Clean Cities are working with training and conversion centers in their areas to attract new students and give them the special training they need for the expanding automobile field. These cooperative efforts are seen by many Clean Cities participants as increasingly important in helping them achieve their ambitious goals of increasing AFV numbers and building infrastructure.



NGV Southeast Technical Center technicians will help maintain alternative fuel vehicles during the 1996 Summer Olympics.

NEW MEXICO SETS EXAMPLE

ALBUQUERQUE FOLLOWS SANTA FE'S PIONEERING AFV TRAINING PROGRAM

One of the first AFV training programs began in 1991 at Santa Fe Community College's Alternative Fuels Vehicle Training Center. Since then, more than 200 technicians, fleet managers, automotive technology instructors, and others have been trained to work on compressed natural gas (CNG), propane, ethanol, methanol, and electric vehicles.

Just down the road, a second state school, the **Albuquerque** Technical Vocational Institute, has developed a natural gas vehicle technician training curriculum in partnership with Santa Fe Community College and with funding awarded last year through DOE's State and Local Incentives Pilot Program.

Albuquerque's first alternative fuels course will be offered in May, and another is scheduled next fall. "After that we're anticipating adding it to the curriculum," said Larry Mounger, an advisor for the school's transportation programs. "We're looking at the future, trying to prepare for what we believe will be a bigger market. Right now there is a greater demand for technicians at the local level than we have trained."

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ALBUQUERQUE (Continued from page 1)

The alternative fuels course was designed for advanced students, including those already in the industry. "We offer evening courses to help in-service technicians upgrade their skills," Mounger said. During the class, students will convert one of the school's vehicles to CNG. After completing the 45-hour class, students will be prepared to pass the Automotive Service Excellence's (ASE) alternative fuels certification exam.

The state has allocated more than \$2 million in oil overcharge funds to support AFV infrastructure development, including training programs, according to Mary Ford of the New Mexico Department of Energy and Minerals. "Clean Cities supports these activities," Ford

NEW TRAINING STANDARDS RELEASED

Centers that offer training in compressed natural gas (CNG) and propane vehicle conversion and maintenance can now earn certification through a program developed by the National Automotive Technicians Education Foundation (NATEF). Within a month of the January announcement, more than 230 schools from the United States, Puerto Rico and Canada expressed interest in earning certification through the voluntary program. "Student technicians want to know that where they're spending their time, money and effort, they'll get what they need," said NATEF executive director Patricia Lundquist.

NATEF's standards were developed as part of the U.S. Department of Energy's Certification of Higher-learning in Alternative Motorfuels Program (CHAMP). Secondary and post-secondary schools with CNG and propane training programs can earn recognition by following NATEF's guidelines and passing an on-site evaluation. NATEF will then recommend the program to Automotive Service Excellence for certification in diagnosis and repair, maintenance and conversion.

For more information, call NATEF at 703-713-0100.

said. "They have ambitious goals of numbers of conversions, and they'll need trained mechanics to work on them."

Albuquerque Clean Cities Coordinator Mike Minturn agreed: "The Albuquerque Clean Cities Program's goal is to place 2,500 AFVs on the road by 1999. To meet this goal, we must have highly skilled mechanics trained to maintain all these vehicles. Trained mechanics are the backbone of this program."

CONNECTICUT COLLEGE GETS SERIOUS ABOUT AFV TRAINING

PROGRAM GOES FROM CLUB STATUS TO CORE CURRICULUM

AFV fleets in Waterbury, Connecticut, may find skilled technicians among the students and graduates of Naugatuck Valley Community-Technical College, the location chosen for Waterbury's Clean Cities designation on November 21, 1994. More than 140 students are enrolled in the school's general automotive program and will be trained at the Alternative Fuel Vehicle Technology Center.

Before the center opened its doors in 1994, students could receive hands-on AFV experience only by participating in clubs. Now the AFV program is part of the core curriculum, said Barry Groman, the school's Automotive Technician Coordinator.

Initiated by a 1993-94 state grant, the center offered three programs in its first year: Electric and CNG Vehicle Technology; Operation, Safety and Inspection Procedures for AFVs; and Fleet Management for AFVs.

"We've had an exceptional response," said Groman, "especially from inspectors, regulators, instructors and mechanics." Fleet managers who attend the 3- to 4-day fleet management seminar learn how to schedule maintenance, produce a cost/benefit analysis, train drivers, and answer the public's questions about their AFV fleets.

TRAINING PAYS OFF

ATLANTA HIGH-TECH CENTER IS HOME TO SKILLED NGV TECHNICIANS

Trained AFV mechanics in Atlanta, Georgia might expect to work for specialized facilities such as NGV Southeast Technology Center, L.L.C., located just outside the city. Technicians at the center use their skills to perform conversions and will be needed to maintain greater numbers of CNG vehicles brought to Atlanta for the 1996 Summer Olympics.

NGV Southeast opened with four employees after Clean Cities stakeholder Atlanta Gas Light, natural gas pipeliner Sonat, and cylinder manufacturer NGV Systems sought to fill a gap in the southeast market. The company grew to 20 employees and moved three times to keep up with the growing demands. The center is now housed in a 35,000-square-foot auto dealership transformed into a conversion facility in suburban Riverdale. It serves three regional Air Force bases, several area police departments, and utility, state and local fleets.

A state-of-the-art emissions laboratory was recently added to the center. "We built the lab to ensure the vehicles meet federal and state standards," said Lloyd Smith, laboratory and service manager. "We'll continue to grow and diversify in the CNG market."



NGV Southeast has helped many police fleets switch to CNG.

Atlanta Clean Cities Coordinator Kent Igleheart said the conversion facility is helpful in boosting vehicle numbers. "We refer quite a few fleets their way," said Igleheart, who hopes to work with the center on developing future mechanics' training programs.

STAKEHOLDERS' CORNER

FOR SOME STAKEHOLDERS, AFVs ARE JUST PART OF THEIR BIG GREEN PICTURE

For many Clean Cities stakeholders, promoting a cleaner environment does not stop with promoting alternative transportation fuels. Innovative air quality and solid waste related programs, like those developed by Clean Cities stakeholders Ford Motor Company and Total Petroleum, influence other businesses to become good environmental citizens and promote goodwill in their communities.

TOTAL PETROLEUM'S CASH FOR CLUNKERS PROMOTES BETTER AIR QUALITY

Total Petroleum, with refineries in four states and more than 2,000 convenience stores, has taken hundreds of high polluting vehicles off the road in the Denver area and has helped provide funding for alternative fuel conversion. Total Petroleum is a stakeholder in the **Denver** and **Colorado Springs** Clean Cities programs.

As part of its Environmental Excellence Program, Total launched the Clean Cars Program in 1993, which served as a prototype for "cash for clunkers" programs in other cities. The \$500,000 program, funded entirely by Total and administered by Colorado's Regional Air Quality Council and the Colorado Department of Public Health and Environment, offered owners of high polluting vehicles up to \$500 toward repair, or \$1,000 in exchange for retiring their cars. Though the one-year program ended in April 1994, Total helped 489 people who were otherwise unable to fix their vehicles. The refiner estimates that over three years the program will have removed 245 tons of pollutants from Denver's air.

In 1993 and 1994, Total donated \$10,000 in \$5 gasoline coupons to the Denver Regional Air Quality Council for use as ride-sharing incentives, helping 2,000 carpoolers further reduce their commuting costs. When the Denver area changed emissions testing requirements to the

stricter IM240 program, Total printed and distributed brochures at its stations that explained the testing program to confused motorists.

Total also teamed up with other Colorado businesses to offer car and truck owners rebates of up to 50 percent of the cost to convert their vehicles to run on natural gas (see Clean Cities Roundup). Total donated \$100,000 to the Denver Clean Cities program for the rebates.

Total offers natural gas fueling at 8 of its 130 Colorado stores. "The use of natural gas fuels is increasing, and we're trying to make it more convenient," said Total spokesperson Chris Langer. It is too early to say if natural gas could play a major role in Total's market, she said. "We've had success in encouraging people who have fleet vehicles to convert, but it's an extremely small part of our business at this point."

According to Langer, the motivation behind Total's efforts is a sense of community as well as good business. "Everybody wants clean air. We live in the communities we work in." Adherence to environmental policies is also part of Total's employee performance evaluations, she added.

"We're interested in encouraging the development of technology for cleaning up the environment by using more efficient technology in vehicles and also providing clean-burning fuels," Langer said.

FORD'S RECYCLING PROGRAM INFLUENCES OTHER BUSINESSES

The vast U.S. car market does more than pollute the air—it also overwhelms landfills. Like all manufacturers, Ford Motor Company wants new cars on the road. However, Ford builds them with materials such as recycled computer and telephone housings, plastic bottles and rubber tires. Ford's recycling program is a first for the industry and works through a cooperative effort with some of its major material suppliers.

In addition to supporting the nationwide Clean Cities program, Ford is a stakeholder in local coalitions including **Colorado Springs**, Colorado; **Chicago**, Illinois; **Louisville**, Kentucky; the **Florida Gold Coast**, and upcoming Clean Cities in Richmond, Virginia and New Jersey.

About 94 percent of all cars and trucks scrapped in the United States are dismantled and shredded and 75 percent of their weight content is recycled. "With our recycling initiatives, we are going after the other 25 percent of the car that currently isn't in the recycling chain, including plastics, textiles, rubber, adhesives, paint, glass and composites," said Susan Day, Ford's



Diagram illustrating Ford's recycling of used automobile parts.

vehicle recycling coordinator. "When people think about recycling, they usually think about soda bottles and newspapers," Day said. "At Ford, we are looking for new, creative, recycled materials that meet our tough performance standards and reduce the amount of waste sent to our landfills each year."

The used computer and telephone housings are collected from several North American consumer and business distribution centers. The plastics are separated, ground and re-pelletized for use in grilles for new F-Series pickup trucks and Econoline vans. Plastic soda bottles are also

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FORD'S RECYCLING (Continued from page 3)

recycled into new luggage racks and door padding. The program will use nearly 2 million pounds of recycled plastic each year, saving approximately 500,000 pounds of post-consumer products from landfills.

The company's policy to purchase recycled materials if the price and performance are equal to nonrecycled goods has encouraged many of its suppliers to offer recycled and recyclable parts and supplies. Ford may see longer term cost reductions in its operations as a result of reduced

scrap materials, according to spokesperson Karen Holtschneider.

Ford's work with Michelin is an example of the auto maker's resolve to work with its suppliers on recycling issues. Each year, approximately 250 million tires are discarded and less than 5 percent are recycled. To reduce this problem, Ford teamed up with Michelin to develop tires that use up to 10 percent recycled rubber tire content. Ford and Michelin estimate that recycling scrap tires could spare 30 million tires from going to landfills each year.

Customers have noticed Ford's interest in recycling and have taken time to comment and make suggestions to the company at

environmental expos and other forums. "No longer does the public see Ford as simply a company that makes cars," said Holtschneider. "They see we are trying to minimize the effects of our business on the environment. One-half of the research at our Dearborn [Michigan] laboratory is devoted to environmental research."

GO WEST ON THE PROPOSED INTERSTATE CLEAN TRANSPORTATION CORRIDOR

Trucks making the long haul through the western deserts may find the drive a little cleaner if plans to create an Interstate Clean Transportation Corridor (ICTC) meet with success. The proposed corridor will link several western Clean Cities together and involves stakeholders across the region.

"Heavy-duty interstate trucks are the last and biggest reservoir of emissions reductions needed to address the twin problems of urban air pollution and diminishing rural visibility," said Cliff Gladstein, president of Gladstein and Associates and a leader of the effort. "This project targets those sources unlike any other effort before it."

Since the idea was formulated last year at a conference addressing western regional environmental problems, several groups have been working on a plan to link Salt Lake City, Las Vegas, Los Angeles, Sacramento, and California's San Joaquin Valley with alternative refueling opportunities for heavy-duty trucks. The initial plan focuses on Interstates 5, 15 and 80, and may enable others to build on that popular heavy-duty truck route to expand the infrastructure to Arizona, Texas, New Mexico and Oregon.

The program is fuel-neutral, but the liquefied natural gas (LNG) industry has already expressed interest in developing sites because the fuel's efficiency makes it especially popular for long-haul, heavy-duty truck drivers. Organizers hope other fuels, including compressed natural gas, propane, biodiesel, ethanol, methanol and developing fuels will also play a role.

California-based Gladstein and Associates plans to have commitments for 10 to 15 sites

Clean Cities as Environmental Leaders

CLEAN CITIES' COMMITMENT TO ENVIRONMENTAL ISSUES IS WELL DOCUMENTED IN THE CITY OF LANCASTER'S BLUE SKY PROJECT. In early 1994, Lancaster was officially designated a "Blue Sky City" by CALSTART, the state-wide, non-profit consortium helping to develop advanced transportation technology industries in California. The purpose of the Blue Sky Project is to create a healthy environment and economy for the community through a variety of programs.

Some of Lancaster's numerous environmental initiatives include:

- Attracting businesses that use recycled materials
- Transit system promotion and improvement and bikeway construction
- Demonstrations of commuters' use of electric vehicles and solar charging carport for electric vehicles with California utilities
- Alternative fuel vanpool incentives and encouraging utilities to provide alternative fuel vehicle displays at major public events
- Encouraging community groups to plant trees which led to Lancaster's designation "Tree City USA."

Even though some designated Clean Cities do not fall under mandates of either the 1992 Energy Policy Act or 1990 Clean Air Act Amendments, they have joined the program because of their community's long-standing commitment to the environment. These communities include Rogue Valley, Oregon; Southwest Kansas; Western New York (Buffalo); and Missoula, Montana.

Many other designated Clean Cities—perhaps in part because of their non-attainment status—support environmental initiatives. A number regularly participate in annual Earth Day events. Last Spring, the City of Albuquerque made sure AFVs were showcased in its "Rally for the Environment." The Philadelphia Clean Cities Program held an AFV Recognition Ceremony and sponsored an AFV Caravan as part of its 1995 Earth Day events.

located approximately 180 miles apart in place by early 1997. The sites will serve 250 new alternative fuel heavy-duty vehicles and an additional 500 alternative fuel local delivery fleet vehicles. Organizers anticipate LNG will displace about 4.7 million gallons of petroleum and more than 286 tons of pollution each year.

The project's estimated \$500,000 budget will be cost-shared by federal and state agencies with private fleets. The U.S. Department of Energy's Clean Cities program has announced it will be a sponsor. Numerous public and private groups have also expressed interest, including the California Air Resources Board, California's South Coast Air Quality Management District, the San Bernardino Association of Governments and the Nevada Energy Office.

"We're taking the Clean Cities momentum to put this together," said Jon Lear, vice president of the Center for Resource Management and a consultant to Salt Lake City's Clean City program. "The goal is to create a completely integrated system, with long haul and short haul trucks bringing goods to market using alternative fuels."

Corridor development is still only on paper, but Sacramento is already doing its part. A partnership of LNG-supplier Applied LNG Technology and fuel distributor Ramos Oil is opening a card-lock fueling site for LNG fleets in West Sacramento. As part of the cooperative agreement, an additional \$200,000 for the site came from the Sacramento Air Quality Management District (SAQMD), Pacific Gas and Electric, and the Yolo/Solano Air Quality District.

According to Timothy Taylor, SAQMD program manager, the project makes sense to his region, which is aggressively pursuing a heavy-duty low emission vehicle program. "The Clean Cities program has traditionally focused on light duty vehicles, but here in Sacramento much of our air quality problem comes from heavy duty NOx [oxides of nitrogen] emissions."

"We're developing LNG refueling capability in Sacramento that will be useful for the corridor concept," Taylor said.

The United Parcel Service has already agreed to convert part of its local delivery fleet. Other

Ford to Offer First Light-Duty Propane Vehicle

PROPANE HAS LONG BEEN A POPULAR ALTERNATIVE FUEL FOR FLEET MANAGERS, BUT UNTIL NOW, LIGHT-DUTY PROPANE VEHICLES HAVE BEEN AVAILABLE ONLY BY CONVERSION. By 1997, fleet managers may be able to include propane vehicles in their new purchase orders. Ford Motor Company recently announced it will be the first domestic auto manufacturer to enter the market by offering a propane version of its F-Series pickup truck.

The bi-fuel trucks will be manufactured through Ford's qualified vehicle modifier (QVM) program as early as next year. The QVM program allows approved companies to equip Ford-prepped vehicles with compressed natural gas or propane fuel systems. The vehicles are then sold through Ford dealers with the full warranty. IMPCO is the first approved converter in the propane QVM program.

This is not Ford's first experience with propane. The auto manufacturer has offered a medium-duty F-700 propane model for more than 30 years.

Ford's gaseous fuel vehicle models are available through approved dealers. For a list, call the Ford alternative fuel hotline at 1-800-ALT-FUEL.

Ford's light-duty propane vehicle.



potential fleets include refuse haulers, construction vehicles and beverage delivery, according to Taylor. "There are a lot of heavy duty vehicles that don't drive long distances."

The focus on heavy duty vehicles brings many benefits. "When you look at fuel consumption and air quality, some of the biggest impacts come from heavy duty trucks," noted Lear. That fits well with the goals of the Clean Cities program. "This opens up alternative fuels to a whole new sector of fleets," said Renee Tanner, Salt Lake City's Clean City coordinator. "This will broaden the scope and enable new stakeholders to join."

Jack B. Kelley, Inc. is eager to be the corridor's first major customer. Jack B. Kelley, Inc. recently joined with Cryenco Sciences to form Applied LNG Technology and is a participant in the corridor project.

The LNG transporter wants to be both a fuel provider and user, according to Steve Bartlett, Jack B. Kelley, Inc.'s technical support director. The company has several of its own fueling sites for its growing LNG truck fleet. "If people who are a part of Clean Cities realize what we're doing, maybe they can help," Bartlett said.

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CLEAN CITIES UPDATE

NEW DESIGNATIONS

PASO DEL NORTE, TEXAS — NOV. 17, 1995

The Clean Cities program officially went international with the designation of the 42nd coalition, Paso del Norte, Texas on November 17, 1995. Jurisdictions represented in the Paso del Norte coalition include the City and County of El Paso, Texas; Dona Ana County; the cities of Sunland Park and Las Cruces, New Mexico; and Ciudad Juarez, the fourth largest city in Mexico.

"Air pollution knows no boundaries," said Tommy Foltz, co-director of the Clean Cities Program. "Juarez' problems are El Paso's, and vice versa. This is our first partnership with

another country to address this issue."



Garry Mauro, Commissioner, Texas General Land Office, addresses the newly designated Paso del Norte Clean Cities Coalition

Paso del Norte joins the program with 2,000 alternative fuel vehicles (AFVs), including 1,845 propane and 155 compressed natural gas vehicles. The coalition's plan calls for adding at least 2,000 AFVs and 25 fueling stations by the year 2000; 90 percent of which will be propane.

Poor air quality has spurred the area's use of AFVs. The United States and Mexico have been cooperating to address environmental problems in the border area since 1983. El Paso also falls under requirements of the 1992 Energy Policy Act.

The Paso del Norte coalition has the potential to serve as a model for future international

Clean Cities activities between the U.S. and Mexico, and also between the U.S. and Canada.

PITTSBURGH, PENNSYLVANIA — DEC. 5, 1995

When Pittsburgh officially became the 43rd Clean City, there were more than 650 compressed natural gas (CNG) vehicles refueling at 23 public stations in the area. The coalition has ambitious plans to add another 40 refueling stations and 1,650 alternative fuel vehicles (AFVs), mostly CNG with some electric, by the year 2000.

Many Pittsburgh fleet managers are required to comply with the 1992 Energy Policy Act, and there is concern that the area's high ozone levels will drop its nonattainment classification from moderate to serious under the Clean Air Act.

In addition to the coalition's 27 government and industry stakeholders, the Pittsburgh Region Clean Cities Program will include a group of "Clean Cities Advocates" that consists of individuals from the energy and alternative fuels industry, as well as policy advocates from government agencies and other areas. These advocates will participate in meetings and provide expertise on many vital aspects to success-

from the University of Pittsburgh, which recently announced Technology Assistance Program to research and provide information on the operation of NGVs in the region. The \$1.13 million program is being funded through Congestion Mitigation and Air Quality Improvement Program grants, Pennsylvania's Alternative Fuels Incentive Grant Program, and by Equitable Gas.

Clean Cities Program co-director Jeff Hardy is excited about the addition of Pittsburgh, noting the potential for a "Clean Corridor" between Pittsburgh and Philadelphia, Pennsylvania's two leading commercial centers.

CLEAN CITIES ROUNDUP

■ **ATLANTA'S** Clean Air Group is targeting 4,000 local fleet managers as part of its Atlanta Fleet Identification and Education Project. The Group, with \$150,000 in funding, spent several months working to identify fleet owners with

more than 5 vehicles to enroll them in the Atlanta Clean Fuel Fleets program (under the 1990 Clean Air Act Amendments), educate them about alternative fuels, and encourage participation in the Clean Cities program. An interactive computer program detailing all aspects of alternative fuels will be sent to each fleet. Funding for the project was provided by the U.S. Department of Energy (DOE), Georgia Environmental Protection Division, Georgia Environmental Facilities Authority's Energy Division, Amoco, Atlanta Gas Light and Chrysler Corporation....

■ The United States Postal Service (see Fall 1995, Volume 2, Issue 2 of the *Clean Cities Drive*), one of the original **AUSTIN** Clean City stakeholders, recently delivered 97 converted compressed natural gas (CNG) long-life delivery vehicles to the local fleet. The vehicles represent 20 percent of the postal service's Austin fleet.

Austin is also trying to develop other alternative fuel fleets. The city recently took over an old Air Force base to build a new airport and is trying to include alternative fuel refueling infrastructure in the plans. The local fire department is in the process of adopting codes for safety issues regarding alternative fuel refueling sites within the Austin City limits....

■ Massachusetts Gov. William Weld (R) announced a new administration policy requiring the Massachusetts Bay Transportation Authority in **BOSTON** to purchase only alternative fuel buses for its 1,009-bus fleet effective September 1995. "Alternative fuel vehicles make environmental and economic sense," Weld said. "The new technologies for these fuels are being developed right here in Massachusetts by our own universities and high-tech manufacturing companies, and will benefit every resident of this state."....

■ In the **CENTRAL NEW YORK** Clean Cities program, the Syracuse Metropolitan Transit Commission has purchased 15 natural gas buses and a refueling site in part with DOE grant money. The city's goal is to convert both the entire transit and school bus fleets to alternative fuels in 1996....

■ **COLORADO SPRINGS**-based Olson Plumbing and Heating recently became the first company

to take advantage of Colorado's Alternative Fuels Financial Incentive Program designed to help companies make the switch to alternative fuels. Through the rebate program, formed in a partnership between natural gas fuel suppliers, DOE and the State of Colorado, Olson Plumbing and Heating received more than \$800 to offset the costs of converting one of its service vans to CNG.

Funds provided by the Colorado Interstate Gas Company and Total Petroleum (see story p.3) were matched by the state. The rebates are available to any non-state agency or utility, and can be used for natural gas vehicle purchases or conversions....

■ The **DENVER**, Colorado Clean Cities program is working on setting up its own homepage on the Internet in addition to producing a newsletter....

■ The City of Sunrise, a member of the **FLORIDA GOLD COAST** coalition, was a winner in DOE's 1995 National Awards Program for Energy Efficiency and Renewable Energy. The award recognizes those projects that implement energy related measures and benefit the nation's environment, economy and security.

The city's CNG Alternative Fuel Program has helped develop the local infrastructure to support other local fleets operating a total of 36 CNG vehicles. Sunrise has added 94 CNG vehicles to its fleet and demonstrated fuel cost savings of more than \$50,000.

"We're extremely proud that our project has been selected for this award," said Harry Zehender, director of Gas System. "We want to encourage others to examine this project and, if possible, replicate it in their own communities. By doing this, other communities can take the reins of energy conservation and make a positive impact locally." ...

■ The emerging **FLORIDA SUNCOAST** Clean Cities Coalition held a kickoff meeting in November to introduce the program to interested participants in the Tampa area. More than 65 potential stakeholders attended the informational meeting sponsored by the University of South Florida's Center for Urban Transportation Research....

■ More than 50,000 people saw light-duty vehicles powered by electricity, methanol, and

propane and one electric bus as part of **HONOLULU'S** City Lights Christmas Parade show. Most importantly, attendees had the propane vehicle to thank for the lights. Instead of using a generator, the vehicle powered the whole show using its own inverted energy....

■ In February 1996, the City of **LANCASTER**, California, completed installation of 6 electric charging stations, 4 of which are public.

Lancaster stakeholder Antelope Valley School Transportation District (AVSTD) has applied for funding from the California Air Resources Board to add a hybrid electric school bus to its fleet. If the school district's chief executive officer Kenneth McCoy's past successes (see the Winter 1996 issue of the *Clean Cities Drive*) are any indication, the bus will arrive soon....

■ **LAS VEGAS**, Nevada, is demonstrating the capabilities of alternative fuels in its fleet of 105 CNG vehicles and 7 street sweepers. If the 2 dedicated street sweepers perform well, the city's public works department will commit to purchasing only CNG vehicles. Las Vegas Clean City program coordinator Dan Hyde drives his own dedicated CNG truck and regularly attends public events as a speaker.

The city's commitment seems to be rubbing off on other stakeholders. In addition to the City of Las Vegas, Clark County and the Regional Transportation Commission each have more than 100 CNG vehicles. In 1995, there were about 800 alternative fuel vehicles (AFVs) in the Las Vegas area, compared to 500 in 1994. A total of 1,000 are anticipated by June 1996....

■ Melissa Howell, program director of the Kentucky Clean Fuels Coalition (KCFC) and coordinator for the **LOUISVILLE** Clean Cities coalition, received the Kentucky Governor's Environmental Excellence Award for Energy Conservation for her work in promoting the widespread use of AFVs.

Howell's award is just one indication of the state's commitment to alternative fuels. Kentucky's newly-elected Lt. Governor Steve Henry (D), a founding member of the KCFC who drives a CNG car, should help bring more statewide political support to alternative fuels.

The Louisville area postal service also added 82 CNG delivery vehicles to its fleet. This

spring the area will celebrate the grand opening of a new SuperAmerica CNG public fueling station near the Louisville International Airport. The station will help support the area's 350 CNG vehicles....

■ Several **NORWALK**, Connecticut, stakeholders contributed \$1,000 each to produce a video that covers clean air issues and goals for the local Clean Cities effort. The video is aimed at new stakeholders as well as area school children and is expected to be completed by Earth Day 1996....

■ The Greater **PHILADELPHIA** Clean Cities Program (GPCCP) is living up to its city's history by laying out a framework for others to follow. The coalition recently approved by-laws which will transfer the functions of the steering committee to an elected board of directors made up of 9 stakeholders. The first election is scheduled for May.

The new organization was created partly to handle the coalition's growth through its "Accelerate the Drive!" membership campaign. Outreach efforts include the Second Annual AFV Recognition Ceremony and AFV Caravan.

Recently, coalition members have been successful in other outreach efforts to increase coverage of Clean Cities events and establish the coalition as a source for information on alternative fuels and Clean Cities. Tony Pontello, Acting Director of the DOE Regional Support Office (RSO) in Philadelphia, James Ferguson, Clean Cities contact also from the DOE RSO in Philadelphia, David Byerman, Clean Cities coordinator for the GPCCP, and Charles Baxter, Director of DOE RSO in New York met with the editors of the *Philadelphia Inquirer* and *Philadelphia Daily News* to brief them on the issues. In addition, a luncheon for reporters covering the environment took place in early 1996.

In January 1996, Philadelphia stakeholder PECO Energy opened a new CNG fueling station in Delaware County. Another site at Temple University is scheduled to open in April and will be operated by Philadelphia Gas Works and PAF Fueling Systems.

Philadelphia Clean Cities stakeholders are also working closely with stakeholders from the recently designated **PITTSBURGH** Region Clean
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CLEAN CITIES CALENDAR

April 22, 1996

Designation of **Coachella Valley**, CA.
Contact: Tracy Daly, 619-343-3456.

Second Annual Greater Philadelphia Clean Cities Program Recognition and Awards Ceremony.
Contact: David Byerman, 610-408-8791.

April 24, 1996

Electric Transportation Coalition's EV-Ready Market Launch Workshop, Phoenix, AZ.
Contact: Kathryn Saatkamp, ETC, 202-508-5995.

Week of May 13, 1996

Designation of **Central Oklahoma**, OK.
Contact: Jennifer James, 405-848-8961.

May 30, 1996

Electric Transportation Coalition's EV-Ready Market Launch Workshop, Ft. Lauderdale, FL.
Contact: Kathryn Saatkamp, ETC, 202-508-5995.

June 1996 (TBA)

Electric Transportation Coalition's EV-Ready Market Launch Workshop, Boston, MA.
Contact: Kathryn Saatkamp, ETC, 202-508-5995.

CLEAN CITIES UPDATE (Continued from page 7)

Cities Program to find innovative ways to work together on alternative fuel projects such as state lobbying and a clean fuel corridor on the Pennsylvania Turnpike....

■ Those who met the National Association of Fleet Administrators' **St. Louis**, Missouri chapter chairman Chris Amos at the September 1995 Clean Cities National Clean Cities Stakeholders' Meeting and Conference may be pleased to know that he has accepted a position as Commissioner of Equipment Services for the City of St. Louis....

■ **Charleston**, West Virginia was the site of the first DOE Clean Cities town hall meeting on February 16th, 1996. Approximately 225 people and local media attended the West Virginia Town Hall Meeting on Natural Gas, hosted by DOE's Assistant Secretary for Energy Efficiency and Renewable Energy Christine Ervin and Representative Bob Wise (D-WV). The meeting highlighted Clean Cities program successes, benefits of CNG, impacts of fleet mandates, and provided a forum for the public to learn more about alternative fuels.

The meeting was instrumental in persuading the West Virginia Legislature to unanimously pass the Alternative Fuel Tax Credit, which was signed by Governor Gaston Caperton (D) in April. The law will allow taxpayers not mandated to buy AFVs to take state tax credits for the incremental cost of AFVs ranging from \$3,750 to \$50,000, depending on vehicle size. For more information, contact Jeff Herholdt, West Virginia Energy Office, 304-558-4010.

■ The **Southern California Association of Governments (SCAG)** and **Los Angeles**, California were designated as the 44th and 45th Clean Cities on March 1 and 22, 1996, respectively. Energy Secretary Hazel O'Leary attended the Los Angeles event. Look for details in the next issue of the *Clean Cities Drive*.

■ And finally, in December 1995, the Clean Cities "Not-So-Trivia" booth made another appearance at the *Electric Vehicle Association of the America's North American EV and Infrastructure Conference* in Atlanta, Georgia.

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...hosted by the
CLEAN AIR VEHICLE CONFERENCE & EXPO
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