

U.S. DEPARTMENT of ENERGY

ALTERNATIVE FUEL NEWS

The Official Publication of the Clean Cities Network and the Alternative Fuels Data Center

By the President of the United States of America

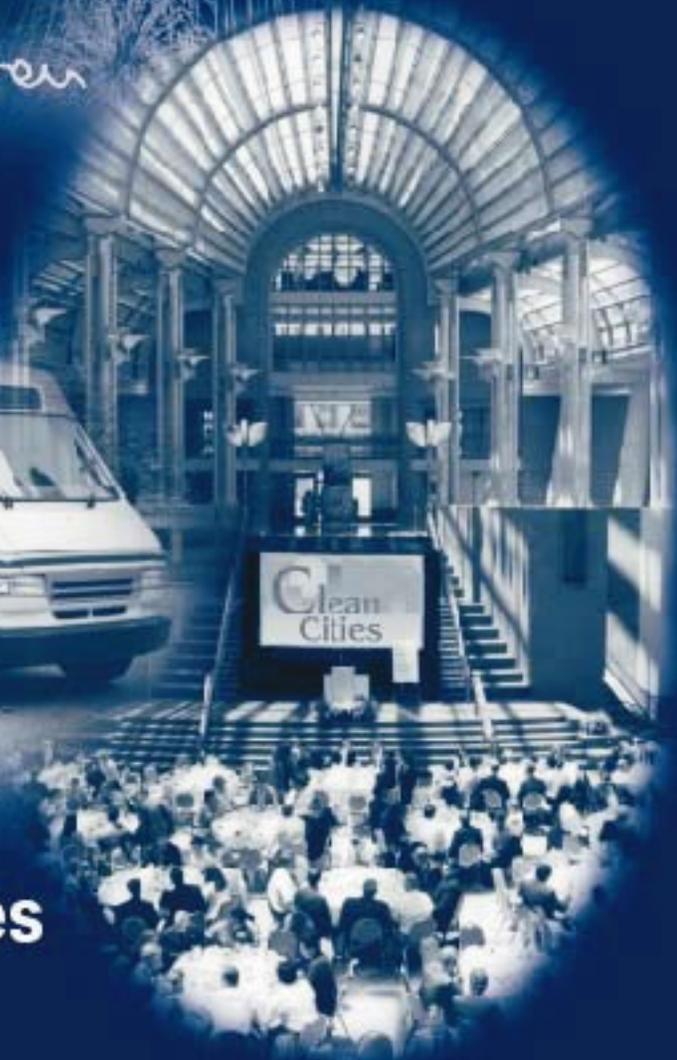
A PROCLAMATION

May 31 through June 6, 1998

National Alternative Fuels Week

I call upon all Americans to observe this week with appropriate programs, ceremonies, and activities.

William Clinton



**Special Clean Cities
Conference Issue**



Dear Clean Cities Stakeholder:

This summer has become a whirlwind of smiles, laughs, and a few sad good-byes. There was President Clinton's declaration of National Alternative Fuels Week, then Secretary Peña's address at the Clean Cities Conference and the "alternative" McLaughlin Group, Cleanest Across America, the National Partner and Clean Cities Coalition award winners, Capitol Hill sessions, and more than 700 of our closest friends/supporters that all made for a fantastic Fourth National Clean Cities Conference. We had a great time as your hosts and are looking forward to a bigger and better conference next year. You'll find all the excitement from that first week in June captured in this special conference issue. So please take a look.

After taking a couple of days to recover from the conference "crazies," my friend and colleague, Jeff Hardy, Director of the National Clean Cities Program, announced his resignation. I had the pleasure of working with Jeff for 3 1/2 years. I saw firsthand his vision and commitment to creating a viable alternative fuels market through an active and growing Clean Cities network. His work and leadership have helped make the Clean Cities Program a quality government/industry partnership—one with which I am proud to be associated (and I'm sure you'd agree). We have many thanks to bestow upon Monsieur Hardy (Jeff will be moving to France) and we wish him much success.

I do want to assure you that the National Clean Cities Program is in good hands! We have an excellent team of DOE Regional Support Office Clean Cities staff, the National Renewable Energy Laboratory, and the staff here at Headquarters. Our priorities will remain the same as those outlined in our Clean Cities Game Plan 1998/99, including the preferred fleet database for each and every Clean City, the finishing touches on the AFV Buyer's Guide, and the Advancing the Choice workshop series, not to mention the formation of the National Clean Cities nonprofit organization. The remaining months will no doubt be challenging, but with your support and continued dedication, we can make the Game Plan 1998/99 a winner.

I look forward to celebrating this year's successes at next year's National Clean Cities Conference.

Sincerely,

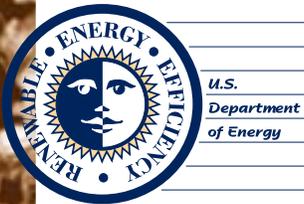
Marcy A. Rood —
Deputy Director
National Clean Cities Program



Marcy Rood

Jeff Hardy

CONTENTS



On the cover - An artistic interpretation of the events surrounding the Fourth National Clean Cities Conference held in Washington, D.C. during the week of May 31-June 6, 1998. Vehicle and luncheon photos courtesy of Don Jones, ICF Kaiser.

Fourth National Clean Cities Conference Takes the Nation's Capital by Storm	3
Highlights from the National Conference	4
Peña and Reicher Address Conference	6
National Alternative Fuels Week Proclamation	7
The Clean Cities Talk Show	8
Clean Cities Table Talks	8
Five Inducted into the Hall of Fame	9
Coalition Award Winners Announced	10
"Cleanest Across America"	10
"Sideshowes" Address Issues In-Depth	11
Bulletin Board	11
Table Talk Detail	13
Upcoming Conferences and Events	16



The Fourth National Clean Cities Conference and Expo Takes the Nation's Capital by Storm

Clean Cities

"NOW, THEREFORE I, WILLIAM J. CLINTON, President of the United States of America, do hereby proclaim [May 31 through June 6], 1998 as Alternative Fuels Week. I call upon all Americans to observe this week with appropriate ceremonies and activities."

- Presidential Proclamation, May 29, 1998



Don Jones, ICF Kaiser/PK 06270

Many conference events were held in the Ronald Reagan Building, shown here.

The Clean Cities Program answered the President's call with an action-packed week of unforgettable ceremonies and activities. From special sessions on Capitol Hill to a fireworks show and parade down Pennsylvania Avenue, the Fourth National Clean Cities Conference and Expo took Washington, D.C., by storm. The impressive new Ronald Reagan Building and International Trade Center (one of the largest federal buildings in the country, second only to the Pentagon) served as the center of the "AFV Village." Seven hundred conference participants gathered to share success stories and plan future strategies for building alternative fuel vehicle (AFV) markets. This year's conference featured the first personal visit from the former Secretary of Energy, as Federico Peña addressed the conference in a special "State of the Industry" plenary session.

Special events included a Department of Defense workshop designed to bring its fleet managers up to speed on ways to continue integrating alternative fuels into federal fleets and how the Clean Cities Program can help. The Natural Gas Vehicle Coalition sponsored a State Roundtable Meeting to discuss the current issues facing state and local government advocates of natural gas vehicles. The Electric Transportation Coalition held its Fourth National Electric Vehicle (EV)-Ready Market Launch Stakeholder meeting to celebrate the past year's successes in the nation's EV-ready communities and strategize for the future. Outside the U.S. Department of Energy's (DOE's) Forrestal Building, crowds cheered in the streets as the 14 university teams competing in the Ethanol Vehicle Challenge raced across the finish line, completing their 2-day, 600-mile trek from Detroit. And some conference participants enjoyed a "ride and drive" at Bolling Air Force Base, where they had an opportunity to truly test these vehicles from behind the wheel. All in all, this year's conference was one to remember. We've captured some of the week's highlights in the following "top ten" list.

1 Lights... Camera... Recycling... Bathrobes?

Tom Gross, DOE's Deputy Assistant Secretary for Transportation Technologies, as he brought his recycling bin to the front of his house, just as he does every week. It was no fashion show, but it clearly illustrated a very important point: most Americans are willing to make responsible energy choices, even if it means dragging a big plastic bin to the curb in your bathrobe.

In this lighthearted kickoff to Monday morning's plenary session, Gross, along with celebrity pals Barney Fife, Dr. Spock, Jack Webb, and the Addams Family (from familiar television programs many of us grew up with), used the recycling movement to illustrate how people are willing to make a little extra effort and even spend a few extra dollars to save energy and clean the environment. In a walk down memory lane, Gross traced the history of recycling from the earlier days of the "throw-away lifestyle" through the first government regulations for recycling, all the way up to the present nationwide network of curbside recycling programs. The similarities between the history of recycling and the experiences of AFV advocates thus far were evident. "The proponents of recycling faced barriers, just like we have with alternative fuels," said Gross. He continued to describe how, similar to those first involved in the recycling movement, Clean Cities and alternative fuel industry stakeholders are finding working solutions that result in more AFVs on the road and the construction of more refueling stations. It's likely to be a while before the decision to purchase an AFV is as automatic as separating newspapers, bottles, and cans, but recycling has proven that public/private partnerships *DO* work.



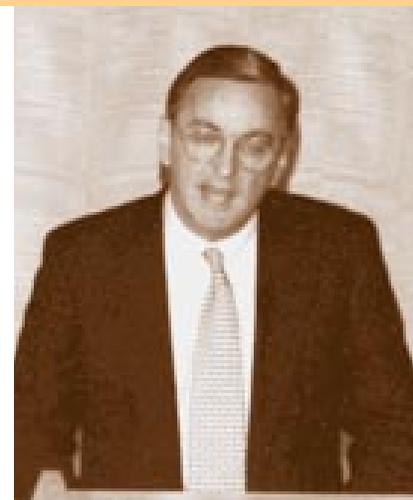
Dom Jones, ICF Kaiser/PIX 06265

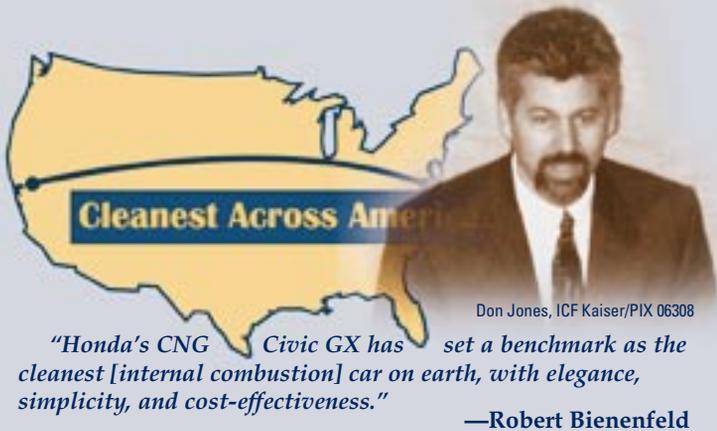
Forrest Jehlick (pictured above), a student at the University of California at Riverside, shared his personal experiences participating in the Ethanol Vehicle Challenge sponsored by General Motors and DOE. The 17 universities that competed in the vehicle challenge were each given one Chevy Malibu and two engines to rebuild for dedicated ethanol vehicles. Jehlick's heartfelt presentation revealed how he and his team worked diligently on the vehicle competition and other vehicle projects throughout college. As Jehlick prepares to graduate, his hard work and experience with the Ethanol Vehicle Challenge have positioned him to attend one of several top graduate programs to which he's been accepted.

2 State of the AFV Industry

In a unique departure from the traditional keynote speech format, this year's conference featured "Academy Awards" style industry presentations. In the "State of the Industry" presentations, players from inside Washington, D.C., and around the country, from government and from industry, each gave updates on their AFV progress and experiences. Each reiterated the importance of fulfilling the promise of AFVs, and asked for continued support of the alternative fuels industry.

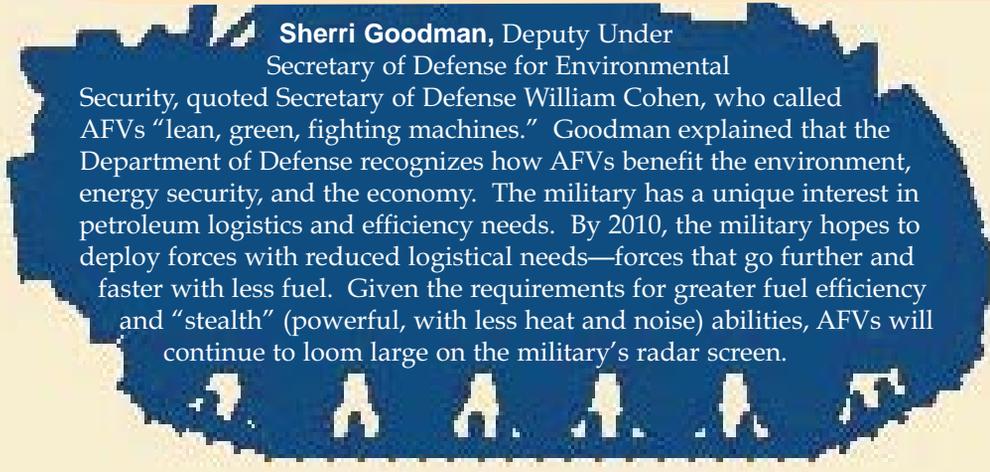
Ford's Corporate Manager for AFVs, **William Royle** (right), led the presentations. Stating that Ford is in a leadership position within the alternative fuel vehicle industry, Royle gave an overview of Ford's present and upcoming models. Ford has increased its AFV product line from 4 to 11 models; it also offers more technician training programs. Royle added that Ford offers many financial incentives, which range from \$1,500–\$5,000.





American Honda's **Robert Bienenfeld**, Manager of Market Development—dubbed "Mr. Clean" in reference to the company's advertising campaign—spoke of the many surprises that have occurred within the AFV industry. Bienenfeld described the infrastructure accomplishments demonstrated by the coast-to-coast drive, "Cleanest Across America," in the new Honda Compressed Natural Gas (CNG) Civic GX. He also talked about policy, public image, competition, and technology.

"lean, green, fighting machines"



Sherri Goodman, Deputy Under Secretary of Defense for Environmental Security, quoted Secretary of Defense William Cohen, who called AFVs "lean, green, fighting machines." Goodman explained that the Department of Defense recognizes how AFVs benefit the environment, energy security, and the economy. The military has a unique interest in petroleum logistics and efficiency needs. By 2010, the military hopes to deploy forces with reduced logistical needs—forces that go further and faster with less fuel. Given the requirements for greater fuel efficiency and "stealth" (powerful, with less heat and noise) abilities, AFVs will continue to loom large on the military's radar screen.

Chairman of the White House Task Force on Climate Change **Dirk Forrister** reiterated that the President and Vice President want to mirror the Clean Cities approach in their efforts to reduce the transportation industry's negative impact on global climate change. He relayed that the President hopes to utilize partnerships with key players to deploy energy-efficient vehicles in the marketplace, and challenge industry to reduce emissions and barriers to new technologies. Forrister noted that the President recognizes global warming as the biggest issue of the next 20–25 years, and hopes to retool existing partnerships to bring solutions to the 2008–2012 climate change reduction goals.

Dick Moreau, Director of Natural Gas Programs for General Motors (GM), presented a solid business perspective to the audience. Moreau discussed the importance of customer interest, which is needed to boost the economic, environmental, and local energy needs. He stressed the need for customer acceptance of the vehicles, which in turn would create more product demand, and drive down the cost. He concluded by reiterating GM's strong commitment to increase production of AFVs, both in terms of different models and more vehicles.

Jane Beseda, Toyota Motors' Corporate Manager for Strategic Planning, explained the need to foster a competitive market for alternative propulsion systems. Beseda outlined the different options available and announced Toyota's intention to introduce the natural gas Camry to the U.S. market. She also expressed her belief that hybrids would be the most probable next step before fuel cell EVs are ready for the road in 2004–2006. Beseda emphasized the importance of a successful transition from conventional fuels to alternative fuels to fuel cells.





In a first-time personal appearance at a Clean Cities conference by the former Secretary of Energy, **Federico Peña** delivered a special message from President Clinton declaring the week as “**National Alternative Fuels Week**” (see next page). Secretary Peña stressed the importance of a comprehensive energy security strategy for the country by “learning the geology before the earthquake” of an oil crisis, which could come at any time. Peña expressed the need to expand future energy choices because we are at 3% of our 10% Energy Policy Act of 1992 goal set for 2000. “We are on a mission to achieve fundamental changes in transportation,” he said, and continued by introducing two new programs to target these efforts, the EV loaner program and the E85 (85% ethanol, 15% gasoline) Action Plan. The Secretary’s final words emphasized the need to carry on the message that alternative fuels are a part of our national energy strategy.

The Director of Natural Gas Engine Development for John Deere, **Tom Cummings**, announced a new engine—the 6.8-liter natural gas engine with diesel-like fuel economy and extended oil maintenance intervals. The new engine is ideal for school buses, shuttle buses, and Class 6 and 7 pick-up trucks. In addition to meeting the Clean Fuel Fleet and EPAct standards, the new engine operates below emissions levels required in California. John Deere is still working on infrastructure development and funding availability. Cummings expressed the hope that government/industry partnerships will help this market take off.

Richard Wilson, the U.S. Environmental Protection Agency’s (EPA’s) Assistant Administrator for Air and Radiation, told the audience that 45 urban areas still do not meet air quality standards. Wilson shared that in an effort to reduce emissions by 50%, EPA is considering tightening emissions and fuel standards for 2004. He expressed the need to hasten the use of alternative fuel technologies, and also stressed that the transportation sector must play an important role.

“Clean Cities is the most important thing for Detroit,” said Corporate Manager for Alternative Fuels at the Chrysler Corporation **Mike Clement**. Because there will be 150,000 Chrysler minivan flexible-fuel vehicles on the road this year, and because E85 vehicles will pull ahead in the market to be #1 in production volume, more ethanol pumps are needed at retail gas stations. Clement challenged the audience by closing with a well-received question: “if Honda can get a vehicle across the country, can’t you get your customers to drive one across town?”

DOE’s Assistant Secretary **Dan Reicher** was the final speaker to address the state of the industry. He spoke of the critical need for action and results, specifically from the public. DOE’s challenges are getting more AFVs on the road and ensuring more fuels are available to support them. Reicher said, “It is the time to raise the profile of alternative fuels in state capitals and in Congress. We need to define a vision that Clean Cities can accomplish in the next decade.”

“My challenge to you is to create 100% niche market penetration in each of the Clean Cities. Let’s each identify a market, set a target, and go for it. And, as an incentive, we will orient the 1999 State Energy Program to reward this challenge. This is our long-term challenge. I invite each of you to participate. I invite each of you to have a hand in designing an Energy Department program that meets your needs.”

—Dan Reicher



3 *Clean Cities Receives Presidential Recognition*

During his “State of the Industry” keynote presentation, former Secretary Peña announced that on the eve of May 29, President Clinton signed a proclamation officially declaring the week of May 31–June 6 (the week of the Clean Cities Conference), National Alternative Fuels Week. The Presidential Proclamation calls for the increased use of AFVs, and recognizes the efforts of Clean Cities stakeholders across the country who are working to build a “transportation system for our Nation that meets the energy, economic, and environmental needs of Americans today and of generations yet to come.” In addition to supporting the use of alternative fuels, this announcement sends a signal to Clean Cities stakeholders everywhere that their work is not going unnoticed. The Clean Cities message is reaching more and more people across the country, and has captured the attention of the President of the United States.

National Alternative Fuels Week, 1998

By the President of the United States of America

A Proclamation

In today's robust and growing economy, the United States faces major challenges in meeting the ever-increasing demand for transportation goods and services while minimizing the adverse impact on our energy resources, environment, and future prosperity.

Today's American transportation system remains enormously dependent on oil. Highway transportation alone accounts for more than half of our Nation's oil demand, and the number of vehicles and miles driven on our roads is steadily increasing. Transportation is the second largest contributor to U.S. greenhouse gas emissions and will likely be the most significant contributor by the year 2000.

Fortunately, vehicles that are powered by alternatives to conventional gasoline and diesel fuels are already on the market, and domestically produced, renewable alternative fuels are readily available to American consumers. These alternative fuels—such as ethanol, methanol, natural gas, propane, electricity, and biodiesel—can make significant contributions to our energy security and environmental quality. By increasing the use of alternative fuel vehicles (AFVs), we can reduce our demand for imported oil, create new products, jobs, and businesses, and improve air quality by dramatically reducing carbon dioxide emissions as well as the hydrocarbons, nitrogen oxides, and particulate matter that are such major contributors to urban air pollution.

More than 350,000 AFVs are already on the road in the 60 communities participating in the Department of Energy's Clean Cities Program. This program is fostering the development of AFV markets in a network of cities across the country through partnerships among fuel suppliers, vehicle fleet operators, Federal, State, and local governments, and private sector organizations. Through the efforts of program participants, we are moving closer to our goal of building a transportation system for our Nation that meets the energy, economic, and environmental needs of Americans today and of generations yet to come.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim May 31 through June 6, 1998, as National Alternative Fuels Week. I call upon all Americans to observe this week with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-ninth day of May, in the year of our Lord nineteen hundred and ninety-eight, and of the Independence of the United States of America the two hundred and twenty-second.

William J. Clinton

4 ISSUE NUMBER ONE...

The crowd fell silent, as one of television's best-known and boldest political talk show hosts walked across the stage and settled into his chair. But this time, instead of his regular group, Eleanor Cliff and Morton Kondracke, John McLaughlin was joined by DOE's Dan Reicher, EPA's Margo Oge, Congressman Jim Nussle (R-IA), and Jim Potts of Potomac Electric Power Company (PEPCO). And then, as if his entrance had not already grabbed the audience's attention, McLaughlin's well-known, booming voice called the session to order, "ISSUE NUMBER ONE..."

The Clean Cities Talk Show, or "alternative McLaughlin Group," gave the audience a unique opportunity to learn the inside story on alternative fuels from the Clinton Administration, private industry, and the United States Congress. In his opening remarks, McLaughlin said he had accepted the assignment to participate in the conference because he wanted an issue that was "from a world view and from a policy view, very important, very contentious, and very complex." Issue number one was just that: "Alternative Fuels...Economy Buster or Oil Bluster?" The four panelists delved into issues that surround the finite supply of oil, the energy security of the United States, and the potential of a war for oil. "Oil is a one time windfall," said Reicher, DOE's Assistant Secretary for Energy Efficiency and Renewable Energy. Congressman Nussle expanded on Reicher's remark, saying the inevitable depletion of oil is like a fight over who needs it and who has it. "The next series of wars is going to be largely economic. It's not going to be territorial...it won't be a land grab," said Nussle. The group agreed that national security is directly connected to oil, but with the price of gasoline at an unprecedented low, a rallying cry is needed to alert the nation to its decreasing oil supply and to boost alternative fuels as a commercially viable option.

McLaughlin directed the next question, "Issue Number Two: Clean Air or Environmental Scare?" to Margo Oge, director of EPA's Office of Mobile Sources. Oge stated

that she believes clean air issues are a major driver for alternative fuels, and EPA's intention is to be a

leader in the development of the alternative fuels market. The discussion then turned to the viability of each alternative fuel, and whether there is a single best prospect. Potts, Vice President of Environment, for PEPCO, discussed the benefits of electric vehicles. Nussle expressed his belief that non-fossil-based renewable alternatives such as ethanol show the most promise. McLaughlin shared his satisfaction with a CNG vehicle, relating his experience with the Honda CNG Civic GX, which he drove on loan during the week prior to the conference. Reicher offered the more fuel-neutral standpoint that different niche markets warrant different fuels, and that there may not be one "best" alternative fuel to meet the country's diverse needs. Oge agreed, adding that using any alternative fuel is better than sticking with conventional fuels and choosing no alternative at all.

The floor then opened for questions, and the discussion grew even livelier. A debate over legislation for all alternative fuels and the "exoticness" of fuel cells and other advanced technology vehicles proved thought provoking as well as entertaining. Watch out, Cliff and Kondracke, the "alternative McLaughlin Group" may be ready for prime time!



John McLaughlin hosted the unique "Clean Cities Talk Show."

Don Jones, ICF Kaiser/PIX 06307

5

CLEAN CITIES TABLE TALKS

For more detailed information about the table talk presentations, go to page 13.

The national conference has always been a hallmark of the Clean Cities Program, and in just 4 short years it has evolved to become a premier event for the alternative fuels industry. Each year you can expect something new—an approach more different and innovative than the typical "talking head" format. In Atlanta, it was the "Carson-esque" talk show. In Long Beach, it was the training workshop focus. This year, the word was "table talk."

The basic premise of the table talk format is to allow conference participants to learn about what's important to them. By providing an opportunity to pick and choose from a host of topics and to do it in a way that maximizes networking time and fosters more focused, intimate discussions, the results will carry over into working relationships and productive partnerships back at the office.

Clean Cities table talk sessions were held all 3 days of the conference in multiple, half-hour time frames. Attendees

could migrate from table to table and engage experts in one-on-one personal discussions on topics including niche markets for AFVs, air quality data, training, EPart and the federal fleet requirements, products from the automakers, and two new Clean Cities products—the Customer Identification Database and *AFV Fleet Buyer's Guide*. (See page 13 for a complete list of table talk sessions and contact information.)

Although no one knew what to expect with this non-traditional format, participants seemed to enjoy planning their own agendas and discussing the issues with table talk presenters on a more personal level.

For more information on table talk presentations and for conference proceedings, check out the Clean Cities Web site at www.ccities.doe.gov or call the National Alternative Fuels Hotline at 800-423-1DOE.

6 Five New National Partners Enter the Clean Cities Hall of Fame

Once a year the Clean Cities Program inducts “National Partners” into its Hall of Fame. The prestigious National Partner Awards are given to praise the outstanding alternative fuel and vehicle contributions made by companies, cities, and states. Brian Castelli, DOE’s Chief of Staff for Energy Efficiency and Renewable Energy, presented the awards honoring those Clean Cities Partners that stepped up to build new alternative fuel markets using the Clean Cities Partnership approach to help create a legacy for the alternative fuel vehicle industry. Here are this year’s winners:

General Motors for efforts in the alternative vehicle markets: EV1, S10 pickup, bifuel CNG Chevy Cavalier, bifuel CNG pickup. Also for re-entering the CNG market and for sponsoring the Ethanol Vehicle Challenge.

Governors’ Ethanol Coalition for supporting expansion of ethanol (E85) refueling infrastructure.

American Honda for the Mr. Clean advertisements, and the first mass-produced dedicated AFV with 200–260 mile range, 1/10th the emission levels of the Ultra-Low-Emission Vehicle standard, no evaporative emissions, and superior fuel economy—the CNG Civic GX.

New York City Clean Taxi Program for putting 600 CNG taxis on the streets of New York by the year 2000.

State of California for 12 Clean Cities Coalitions, the California Energy Commission’s leadership, the Department of General Services’ efforts in promoting electric vehicles, CNG, and M85, the Sacramento EV Pilot Project, and the air district’s support of the local Clean Cities Coalitions.



7 Meetings on the Hill

On Tuesday, conference participants loaded onto CNG buses (provided by Deere Power Systems/BlueBird, Virginia Power/Advanced Vehicle Systems, Inc., and Montgomery County, Maryland) and cruised through downtown Washington, D.C., toward Capitol Hill. Once seated in the auditorium of the Dirksen Senate Office Building, we heard from Congressman Sherwood Boehlert (R-NY), Senator Christopher Dodd (D-CT), National Renewable Energy Laboratory’s (NREL’s) Director Admiral Richard Truly, and Brian Castelli, DOE’s Chief of Staff for Energy Efficiency and Renewable Energy.

Congressman Boehlert spoke of his personal connection to the Clean Cities Program—his Congressional District is home to Assistant Secretary of Energy Dan Reicher as well as Orion Bus Manufacturing, one of the leading alternative fuel bus manufacturers. “I guess I am just once again proving the adage that all politics is local,” he said. Boehlert continued by briefing the audience on the passage of the transportation bill TEA-21, which, according to Boehlert, is called “Green Tea” because “we actually managed to craft an environmentally friendly transportation bill.” He mentioned that under TEA-21, funds and grants are provided for municipalities to maintain and purchase alternative fuel, low emissions transit buses, and refueling facilities. The Congressman concluded by saying that TEA-21 will continue funding for alternative fuel projects for the next 6 years, and that this time must be used to deepen the support for alternative fuel programs.

Senator Dodd proudly spoke of the five Clean Cities in his Connecticut district and the connection he feels with the Clean Cities Program. He was quick to stress that “the environment is ultimately a local issue. We can talk about the environment all we want in Washington or Kyoto, but if people in cities and towns across the country aren’t putting these ideas into practice, all the talk and good ideas in the world will be rendered meaningless.” He complimented the Clean Cities Program for prompting people to think differently about our “sources of energy and about the way that public and private sectors work together.”

Truly said that our “world is more fragile today with our current situation regarding dependence on foreign oil.” He continued by giving his local perspective. Denver, Colorado, currently has several thousand AFVs and more than 150 refueling stations; they hope to dramatically increase those numbers in the next 3 years. Truly highlighted NREL’s willingness to do more to support the Clean Cities Program and alternative fuels through its research and development efforts, hotline, Web sites, and Clean Cities efforts.

Don Jones, ICF Kaiser/PIX 06312



Don Jones, ICF Kaiser/PIX 06315

Congressman Boehlert (left) and Senator Dodd (right) address the audience during a session at the Dirksen Senate Office Building.

8 Clean Cities Coalition Award Winners Announced at Postal Square Hall

On Tuesday evening, announcements of the 1998 Clean Cities Coalition award winners resonated throughout the marble hallways of the Historic Lobby at Postal Square Hall—graciously provided by U.S. Postal Service. DOE's Deputy Assistant Secretary Tom Gross presented 11 Clean Cities Coordinators with the coveted trophy as interested onlookers feasted on gourmet finger food, courtesy of Toyota Motors. The Clean Cities Coalition awards recognize achievements made in 1997. The awardees were chosen through the reporting interviews conducted with each Clean Cities Coordinator earlier this year. (See box at right for winners.)

9 Cleanest Across America

"...3,648 miles, 22 refueling stops, 15 different states, 9 Clean Cities regions or cities, and a whole lot of appreciation for the cleanest trip ever across America."

—Bill Fairbairn



Bill Fairbairn (right) is congratulated by David Rodgers for his successful trip across America driving a CNG-fueled vehicle.

After being the first person to solo across the country in a natural gas vehicle using only publicly accessible refueling stations, Bill Fairbairn was enthusiastic about joining us at his final destination—the National Clean Cities Conference in Washington, D.C. Fairbairn drove the new Honda CNG Civic GX from Sacramento, California, to Washington, D.C., in 7 days with very few bumps in the road. In preparation for the trip, Fairbairn researched the refueling sites he'd use along the way. He also relied on the detailed maps of the CNG refueling sites compiled by DOE's National Renewable Energy Laboratory, saying they were "a must for plan-

1998 Clean Cities Coalition Award Winners

- **Chicago Area Clean Cities Program—Empire Award** for adding the most stakeholders/building an empire. In 1997, Chicago Clean Cities added 40 new stakeholders to its coalition.
- **Salt Lake Clean Cities—A Few Good Fleets Award** for adding the largest number of private "few good" fleets to the coalition. Of the 26 new stakeholders added to the Salt Lake City coalition in 1997, 21 were private entities.
- **Albuquerque Clean Cities Program—Fleet Finder Award** for the best fleet identification system. Albuquerque developed a program to access data from the State Motor Vehicle Department that includes data in 15 different fields, including fuel type, vehicle weight, and type of vehicle.
- **Delaware Clean State Program—Gold Star Award** for the coalition with the greatest percentage increase in the number of AFV refueling sites. In 1997, Delaware went from 10 to 24 AFV refueling sites, a 140% increase.
- **Greater Long Island Clean Cities Coalition and Clean Communities of Central New York—Legal Eagle Award** for supporting AFV legislation in 1997. The Long Island and Central New York Coordinators were particularly active on a Business Task Force that educated Albany lawmakers about the need for a New York State AFV tax incentive package. This legislation has put in place a 60% credit on the incremental cost of AFV acquisition and a 50% credit for an EV, for a maximum of \$5,000. The legislation also provides for a 50% tax credit on the construction of an alternative fuel station.
- **Coachella Valley Clean Region and Greater Philadelphia Clean Cities Program—Madison Avenue Award** for outstanding public outreach programs. Coachella Valley's efforts include a color newsletter that is also published as a full-page ad in the local newspaper, an Earth Day event with celebrity participation, a prestigious annual awards ceremony for local AFV standout organizations (awards are presented by prominent local celebrities and the winners are featured on television), press coverage, and tours and events for local officials. Greater Philadelphia outreach efforts include a newsletter, Web site, workshops, press coverage, displays at conferences, Earth Day awards, and a legislative conference. The coalition also won the Pennsylvania Governor's Award for Environmental Excellence because of its active communications campaign.
- **Clean Cities Atlanta—Movers & Shakers Award** for the coalition with the largest increase in alternative fuel vehicles. In 1997, Atlanta stakeholders added 1,109 AFVs to their fleets and 36 new AFV refueling sites.
- **Paso del Norte Clean Cities Coalition—Rainmaker Award** for leveraging the most funds from outside sources. In 1997, the Paso del Norte coalition increased its budget from \$90,000 to \$620,000, including grants, money for AFV projects, and in-kind contributions. It also manages the distribution of \$1,000,000 in CMAQ funding for AFV projects.
- **Red River Valley Clean Cities—Triumph over Adversity Award** for triumph over seemingly insurmountable odds. In 1997, the Grand Forks, North Dakota, area survived blizzards in the winter, and floods and fires in the spring and summer. Despite natural disasters, the Red River Valley Clean Cities Coalition is still supporting AFVs as part of its efforts to rebuild the community.

ning a trip with an AFV." After the journey, Fairbairn said, "I forgot I was driving an alternative-fueled vehicle." At the luncheon on Monday (sponsored by Honda), Fairbairn was welcomed and congratulated by David Rodgers, Director of DOE's Office of Technology Utilization (OTU).

Fairbairn also logged his travels along the way to let everyone know how his journey was progressing. You can find his travel log on the Clean Cities Web site at www.ccities.doe.gov/cleanest.html or contact him at his office, the California Natural Gas Vehicle Coalition (NGVC), at 916-448-5036.

10 Sideshows

At the same time the table talks were being held, the “sideshows” were taking place. The sideshows were more in-depth presentations discussing issues that affect the AFV industry. The different shows (see box at right) covered several issues, including “Ethanol Infrastructure for the Next Millennium—Implementing the E85 Action Plan.” Nebraska’s Governor E. Benjamin Nelson spoke on the ethanol panel that was hosted by David Rodgers, Director of DOE’s Office of Technology Utilization. Nelson gave a wonderful speech about the history and ongoing efforts of the ethanol industry. “The future belongs to those who prepare for it today,” he stated. He continued to explain that although the benefits of ethanol for each state differ among clean air, environmental compliance, and jobs, ethanol is the common solution. He strongly supports the jointly developed E85 Action Plan to expand the number of ethanol refueling stations, and suggested that the market base for E85 vehicles must expand beyond government use.

Another exciting sideshow featured “Clean Cities Coordinators—Best Practices,” which highlighted how coalitions succeeded in getting more AFVs on the road, expanding infrastructure, and building coalition strength and

SIDESHOWS

How to Acquire AFVs from the General Services Administration

•
Heavy-Duty Vehicle Issues

•
Clean Cities Coordinators—Best Practices

•
Creating EV-Ready Communities

•
Ethanol Infrastructure for the Next Millennium—Implementing the E85 Action Plan

•
Advanced Technology Vehicles for the 21st Century

•
Renewables Research and Development/E85

•
International Panel

political support. It was a great opportunity to hear from the Clean Cities Coordinators—Carlton Bennett, Kent Igleheart, Melissa Howell, George Nichols, Tracy Daly, and David Byerman—regarding their experiences with many innovative programs they’ve implemented.

For more information on the sideshow presentations, go to the Clean Cities Web site at www.cities.doe.gov.

BULLETIN BOARD

Look for more information on other relevant topics in upcoming issues of AFN...



memo: *Familiar Faces Speak Their Minds*

Many attendees extended their stay in the nation’s capital after the Clean Cities Conference to participate in the final public hearing for the local government and private fleet rule (see *Alternative Fuel News*, Vol. 2, No. 2). The hearing room at DOE was packed with familiar faces—Clean Cities coordinators and stakeholders, including school district, utility, and state energy office representatives, and fleet managers—people recognized as alternative fuel industry leaders in their Clean Cities and their states.

Tom Gross, DOE’s Deputy Assistant Secretary for Transportation Technologies, served as the hearing’s primary official. Joining him from DOE were David Rodgers, Director, Office of Technology Utilization; Ken Katz, Program Manager for EAct Compliance and Rulemaking; Paul McArdle, Program Manager for EAct Implementation and Analytical Support; and Vivian Lewis, Attorney-Advisor, Office of General Counsel.

In general, speakers seemed concerned about the broad scope of public issues associated with transportation fuels; they were not there simply to defend or promote their own self-interests. “I’m here to let DOE know that there are some success stories out there,” said Larry Rodriguez, from the CNG/Liquefied Petroleum Gas (LPG) Alternative Fuels Technician Training Program for Tulsa Public Schools. “We see the cost savings. We have a duty and a responsibility to get the cleanest technology and to ensure cost savings, reduced maintenance costs, and driver acceptance,” he said.

Most speakers felt that mandates would result in greater petroleum displacement and succeed in increasing the number of AFVs on the road only if accompanied by financial incentives, and only if compliance is strongly enforced. Many of them also support voluntary alternative fuel use in private, but felt encouragement by way of a strong package of incentives would be helpful. However, speakers overwhelmingly believed government fleets at all levels, including municipal, should be required by law to acquire AFVs. Mandates for transit bus and commercial urban vehicles, such as delivery trucks, were also suggested. AFV credits were also mentioned as a way to ensure alternative fuel use. In the proposed system, dedicated vehicle owners would receive more credits than flexible-fuel vehicle owners and the credit system would be based on fuel consumption rather than vehicle acquisition.

The public comment period closed on July 16. DOE now has until May 1, 1999, to review the comments, decide whether or not to move forward with a rulemaking, and publish a Notice of Proposed Rulemaking (NPR) —a draft rule that would outline the specifics of any proposed regulatory program. The final rulemaking deadline is January 1, 2000. Stay tuned to upcoming issues of *Alternative Fuel News* for details.

**memo : *EV Loaner Program***

If you were asked why fleet managers are reluctant to acquire electric vehicles, what would you say? The cost is too high? Yes, it is high, but that's not what stops most fleet managers from using EVs. The range is too short? Yes, compared to most conventional vehicles, that's true, but in many cases it's adequate to fulfill fleet vehicle missions. If you answered that it's because EVs are an unfamiliar technology, you would be right.

Fleet managers don't want to compromise their fleet's ability to fulfill its mission by acquiring a vehicle with which they have little experience and little or no knowledge about, especially if it costs more than a conventional vehicle. That's why DOE, PEPCO, and Ford Motor Company have teamed up to establish an EV Loaner Program for federal fleets in the Washington, D.C., area.

This EV Loaner Program will allow federal fleets, which have an interest in EVs and have duty cycles that may suit EVs, to try an electric Ford Ranger pickup for 30 days with

no obligation. After this loaner period, the fleet will then have an opportunity to sign a 3-year lease for electric Rangers. Incentives from Ford and DOE will bring the lease rate for an electric Ranger down to below \$450/month and PEPCO will install as much as \$2,000 of infrastructure per EV leased, at no charge to the leasing fleet.

The program was officially kicked off with a formal signing ceremony on May 21, 1998. The event featured former Secretary of Energy Peña, PEPCO CEO John Derrick, and Ford AFV Program Manager John Wallace. The first loaner vehicles are expected in early July and fleets are already being signed up for the program. If you are interested in enrolling in the program, or just want more information, contact Bonnie Grazianno of PEPCO at 202-872-2973. And federal fleet managers, remember that each EV acquired by a federal fleet counts as two AFV credits under Executive Order 13031. DOE is working to replicate this program nationwide, so stay tuned for news of EV loaners in your area.

**memo : *Incentives and Laws***

If you'd like to get the most up-to-date facts on incentives for and laws governing alternative fuels, the online *Guide to Alternative Fuel Incentives and Laws* is your best bet. The *Guide* is updated frequently, and changes are incorporated almost as soon as they occur. We are currently updating the hard-copy document and plan to publish a limited quantity.

To access the Web site, go to www.fleets.doe.gov. If you'd

like a free hard copy of your state's laws and incentives, or the most current federal facts, please call 800-CCITIES, or send e-mail to ccities@nrel.gov.

If you find incorrect or missing information in the online version or the hard copy of the *Guide*, please contact the National Conference of State Legislatures at 303-830-2200 x 253, or e-mail afv_inlaws@afdc.nrel.gov.

**memo : *Fleet Buyer's Guide***

In case you haven't already discovered this valuable tool ...the Alternative Fuel Vehicle Fleet Buyer's Guide Web site (www.fleets.doe.gov) offers lots of information on current incentives and laws that help to take the guesswork out of acquiring alternative fuel vehicles. Federal and state regulations and laws may be requiring more public agencies and private companies to add alternative fuel vehicles to their fleets. To help you meet those requirements, we've developed this site to give you all the information you need, right at your fingertips.

You can use it to:

- Learn what regulations and incentives apply to you
- See specifications on available alternative fuel vehicles
- View dealer information
- Make vehicle purchase decisions
- See refueling site locations

and much more!

Bookmark this Web site! www.fleets.doe.gov.

TABLE TALK DETAIL

Monday - June 1, 1998*

Table 1: Training - Using Clean Cities Customer Identification Systems (CIS)

Discussion Leader: Mike Laughlin, Engineer, QSS Group Inc.

Clean Cities Customer ID System: what it is, what it contains, and what it can do for Clean Cities Coordinators. A demonstration of CIS will be included.

Table 2: Influence the AFV Choice - "AFV Fleet Buyer's Guide"

Discussion Leader: Cynthia Riley, Manager, Alternative Fuels Data Center, NREL

A web-based guide to help take the guesswork out of acquiring AFVs. Learn about regulations, incentives, specifics on available AFVs, how to find refueling sites, and more.

Table 3: Natural Gas

Discussion Leader: Rich Kolodziej, President, Natural Gas Vehicle Coalition (NGVC)

Natural gas vehicle availability, upcoming technological improvements, the role of natural gas in hybrid and fuel-cell vehicles, incentives and initiatives, marketing targets and public awareness.

Table 4: E-85 (Infrastructure Plans)

Discussion Leader: Philip Lampert, Project Coordinator, NEVC

A discussion focusing on the strategic plans for increasing E85 use. Plans include developing and applying E85 efforts for a "Model Cities" program-the first three cities include Minneapolis, Chicago, and Denver.

Table 5: Propane

Discussion Leader: Joe Colaneri, Executive Director, Propane Vehicle Council, and Bob Myers, Technical Consultant, Propane Vehicle Council

Current goals of the Propane Vehicle Council in the areas of development, demonstration and marketing, and legislative plans for future impact on developing propane motor fuel markets.

Table 6: M-85

Discussion Leader: Gregory A. Dolan, Director of Communications, American Methanol Institute

Methanol as an alternative fuel, an additive in cleaner-burning gasolines, and the hydrogen carrier of choice for fuel-cell vehicles.

Table 7: Biodiesel

Discussion Leader: Russell Teall, Director of Legislative Affairs, Biodiesel Development Corporation

Table 8: EPAAct - Fuel Provider - State Compliance/ANOPR

Discussion Leader: Kenneth Katz, Project Manager, EPAAct Rulemaking and Compliance Assurance, U.S. DOE

An update on the Alternative Fuel Transportation Program with a status report on compliance by fuel providers and state fleets and other relevant issues.

Table 9: EPAAct - Section 506 Report

Discussion Leader: Richard Bechtold, Senior Project Manager, QSS Group Inc.

An explanation of the EPAAct 506 report, its background, findings, key issues, and perspectives.

Table 10: OTU 1998 Program/ Budget

Discussion Leader: David Rodgers, Director, Office of Technology Utilization, U.S. DOE

Table 11: Clean Cities Success Story: Using GIS/ArcView to Increase AFVs on Road

Discussion Leader: Lynn Richards, Environmental Planner, Metropolitan Washington Alternative Fuels Partnership

With the New York Avenue corridor as a pilot region, this project details routes traveled by private fleets, which are then overlaid with existing AFV infrastructure to show ease of using AFVs for private fleets.

Table 12: Urban Consortium

Discussion Leader: Larry Blackstead, author, *Greening the Fleet, A Local Government Guide to Alternative Fuels & Vehicles*

Alternative Fuel Vehicles, local experience, review of research from urban consortium energy task force grants.

Table 13: Market Sector - Taxi

Discussion Leader: Mark Simon, Alternative Fuels Program, Department of Transportation, NY

Table 14: Heavy-Duty Vehicles

Discussion Leader: Thomas E. Cummings, Business Manager, On-Highway Natural Gas Engine, Deere Power Systems Group

Table 15: Marine Corps Success Stories/Army Success Stories

Discussion Leaders: Charlie Smith, Senior Program Management Analyst, Marine Corps

Gary W. Funk, Department Head, Base Motor Transport, Marine Corps
Dave Fuchs, Traffic Management Specialist, Army

An explanation of what the department is, a situation analysis, the strategic approach, the status of the AFV fleet, a success story, and the AFV procurement plan.

Table 16: Advanced Diesel Technologies

Discussion Leader: John Fairbanks, Program Manager, Light Truck Diesel Engines, U.S. DOE

Diesel engine emissions have been reduced by 90% over past 10 years. Advantages of diesel vs. gasoline engines, including lower CO₂ emissions.

Table 17: Liquid Biomass-Based Fuels

Discussion Leader: Rick Andlinger, President, Pure Energy

Can liquid biomass-based alternative motor fuels be engineered and produced in a cost-competitive fashion? A case study of Pure Energy's P-series non-petroleum alternative fuel.

Table 18: EPA's Clean Fuel Vehicle Program

Discussion Leader: Sally Newstead, Environmental Protection Specialist, U.S. EPA

Useful information for fleet operators and other interested parties covered by the federal Clean Fuel Vehicle Program that will be implemented September 1, 1998, along with contact information for each covered area.

Table 19: Environmental Benefits (Air Quality Data)

Discussion Leader: Alex Farrell, Ph.D., Principal, Energy & Environmental Research Association

The current emission profiles of AFVs and the status of relevant air quality regulations in the U.S.

Table 20: Model Procurement Plan, Purchasing of AFVs

Discussion Leader: Susan Ghertner, Director, Alternative Fuels Division, Texas General Land Office

A model plan to acquire AFVs based on Houston's strategic planning process, which includes the procurement process, incentives, and recruitment.

Table 21: Fleet Resources & Services

Discussion Leader: Nivedita Agnihotri, Fleet Consultant, CAL-START & Mark Kragen, Program Associate, CALSTART

How fleets can use existing data-base information on clean fuel vehicles and related infrastructure to successfully deploy clean fuel vehicles.

Table 22: Electric Station Cars

Discussion Leader: Marty Bernard, Executive Director, National Station Car Association

The status of current demonstrations and the expected evolution of the electric station car.

Table 23: Benefits of AFV Emissions Reductions: Regulated & Real

Discussion Leaders: Dan Santini, Section Manager, Argonne National Laboratory/Steve Howards, President, Environmental Strategies CPP Inc.

The value of emissions reductions achieved by AFVs is discussed, along with a summary on how emissions reductions are credited and valued through the existing and evolving regulatory structure.

Table 24: Ford Motor Company/ Hitting the Bull's-Eye with Events

Discussion Leader: Natalie Weimer, AFV Strategic Event Planner, Ford Motor Company

How Ford Dealers and Clean Cities Coordinators can work together.

Table 25: MEMO - 1A

Discussion Leader: Richard Ackerman, Senior Environmental Engineer, U.S. EPA

The evolution of EPA's tampering enforcement policy for alternative fuel after-market conversion systems.

Table 26: Training - Land Use Planning

Discussion Leader: Ward Huffman, Senior Financial Specialist, Center for Sustainable Development

Table 27: Marketing Clean Vehicles

Discussion Leader: Martin Thomas, ACEEE

*Please Note: Some Table Talks were not held.

TABLE TALK DETAIL

Tuesday - June 2, 1998*

Table 1: Clean Cities Success Story: D.C. Gas and Utility Fleet

Discussion Leader: Ron Flowers, Fleet Manager, District of Columbia

Discussion of methods found successful in funding alternative fuel mandates for the District of Columbia government.

Table 2: AFVs to Help Mitigate Air Pollution and Congestion

Discussion Leader: Jill Kruse, Research Coordinator, Surface Transportation Policy Project

The partnership between AFVs and the Intermodal Surface Transportation Efficiency Act (ISTEA), what funding exists for AFVs and what programs in ISTEA mitigate air pollution.

Table 3: Market Sector - School Bus

Discussion Leader: Joe Kiefer, Southern Indiana Gas & Electric

Evansville-Vanderbergh School's conversion to natural gas buses, why it doesn't work in every location, the financing, and how to keep on the program.

Table 4: Market Sector - School Bus

Discussion Leader: Doug Lowell, Technical Director, EA Engineering, Science, and Technology

An overview of alternative fuel school bus activities around the U.S. Issues addressed include technology status, commercial availability, choice of fuels, funding support, air quality impact, and more.

Table 5: Market Sector - Airport

Discussion Leader: Steve Howards, President, Environmental Strategies CPP Inc.

Examining the role airports play in expanding AFV use, reducing air pollution, and expanding regional fueling infrastructure.

Table 6: Market Sector - Airport

Discussion Leader: Doug Wheaton, Project Manager, Transportation, Massachusetts Port Authority

Table 7: EPAct - Federal Fleet Status

Discussion Leader: Lee Slezak, Program Manager, U.S. DOE

How federal agencies' AFV requirements and compliance with EPAct and Executive Order 13031 are determined. In addition, a summary of AFV acquisitions by the federal fleet and projections of future federal AFV acquisitions will be provided.

Table 8: Market Sector - USPS

Discussion Leader: Ron Robbins, Environmental Compliance Coordinator, National Programs, United States Postal Service

Table 9: Electric Charger Project for the Pentagon

Discussion Leader: Ted Reed, Alternative Fuel Vehicle Action Officer, U.S. Air Force

Table 10: Training - Obtaining Nonprofit Status

Discussion Leader: Peter C. Wolk, Esquire, Center for Nonprofit Law
How to become a nonprofit organization, obtain charitable funding, and make coalitions attractive to potential donors.

Table 11: Training - Fundraising

Discussion Leader: Carlton R. Bennett, Clean Cities Coordinator, Paso Del Norte Clean Cities Coalition

Table 12: AFVs and Sustainability

Discussion Leader: George L. Nichols, Metropolitan Washington Clean Cities Coordinator

Exploring the linkage between sustainable community development and AFVs and ways to capitalize on both emerging issues.

Table 13: Training - Ways to Partner with your State Energy Office

Discussion Leader: Ruth Horton, Program Manager, NY State Energy Research & Development Authority

A discussion of the role a state energy office can play in facilitating the success of Clean Cities programs, using the example of NYSEDA's work with New York State Clean Cities.

Table 14: Training - Joining Clean Cities

Discussion Leader: Christy Ficker, National Clean Cities Program, U.S. DOE

How to join Clean Cities, the process of program plan development, and the designation and approval process.

Table 15: Training - Grant Writing for Private Foundation Funds

Discussion Leader: Warren B. Clayton, Development Counsel

The techniques of donor research, effectively involving program personnel in proposal development, drafting the basic elements of the proposal, and appropriate follow-up with the donor.

Table 16: Training - Media Relations

Discussion Leader: Scott Rayburn, Principal, Synthesis Business Communication Services

The tools, techniques, and strategies that enable Clean Cities advocates to work with the news media to achieve communication and publicity goals.

Table 17: Educating in Schools

Discussion Leader: Dave Goldstein, AFV Program Manager, Booz-Allen and Hamilton

Table 18: Educating in Schools

Discussion Leader: Jim Lester, Ph.D., Director, Environmental Institute of Houston

Table 19: Educating in Schools

Discussion Leader: Jerry Katz, President, National Energy Education Development Project

Table 20: Training - Grass Roots Coalition Building

Discussion Leader: Tommy Foltz, President, Clean Fuels Strategies

Come learn about the power of grass roots activism. Clean Cities can learn how to make a favorable impact on policy at the state and local levels.

Table 21: Training - "Let's Talk AFVs"

Discussion Leader: David Byerman, Executive Director, Greater Philadelphia Clean Cities, Inc.

An introduction to the general concepts behind successful speechwriting and delivery, applied to the specific challenge of speaking about AFVs

Table 22: Barwood Cab Focus Fleet

Discussion Leader: Peg Whalen, Senior Engineer, NREL

The real-world experience of CNG vehicles in the Barwood Cab fleet, including a review of project results through the midway point of the study.

Table 23: Training - Alternative Fuel Technicians

Discussion Leader: Don Dew, ASE/NATEF

The availability of training to prepare technicians to work on AFVs, the national certification of AFV training, and scholarships to pay for such training.

Table 24: Training - EV Technician Training

Discussion Leader: Sandra Stephens, Business & Industry Director, Mid-Del Lewis Eubanks AVTS

A survey of the overall philosophy and core curriculum for training technicians in electric vehicles.

Table 25: Market Sector-Transit Bus

Discussion Leader: Tracy Daly, Deputy General Manager, SunLine Transit Agency

Compressed natural gas...is it really cost effective compared to diesel? The answer is yes, and there are some public relation benefits too.

Table 26: Training - PORTS

Discussion Leader: John Lear, Ruby Mountain Inc.

Table 27: Ford Motor Company/How to Look Four Color on a Black & White Budget

Discussion Leader: Rachel Dickerson, AFV, Marketing Group Leader, Ford Motor Company

Maximize your marketing dollar through printing strategies and other clever cost-cutting methods.

Table 28: Heavy-Duty Engines

Discussion Leader: Jim Branner, Technical Specialist - Alternative Fuels Projects, Cummins Engine Co.

Dedicated heavy-duty gaseous fuel engines, overview of Cummins natural and propane gas spark ignition offerings with U.S. EPA, ultra-low-emission vehicle (ULEV) and/or low-emission-vehicle (LEV) certification for urban truck and bus applications.

Table 29: Training-Alternative Fuels Technicians

Discussion Leader: William H. (Bill) McGlinchey, Facility Manager, National Alternative Fuels Training Program, West Virginia University

The NAFTA Consortium offers technician-level courses, workshops, and seminars of particular interest to Clean Cities stakeholders at over 20 community and junior colleges across the country.

*Please Note: Some Table Talks were not held.

TABLE TALK DETAIL

Wednesday - June 3, 1998*

Table 1: Training - Clean Cities Customer Identification Systems

Discussion Leader: Mike Laughlin,, Engineer, QSS Group Inc.

Clean Cities Customer ID System: what it is, what it contains, and what it can do for Clean Cities Coordinators. A demonstration of CIS will be included.

Table 2: Influence the AFV Choice "AFV Fleet Buyer's Guide"

Discussion Leader: Cynthia Riley, Manager, Alternative Fuels Data Center, NREL

A web-based guide to help take out guesswork in acquiring AFVs. Learn about regulations, incentives, specifics on available AFVs, find refueling sites, and more.

Table 3: Clean Cities Success Story: Electric Bikes

Discussion Leader: Doron Amiran, ZAP Power Systems

Electric-bicycle success stories from around the country. A discussion of the latest technology, fleet applications, and funding opportunities.

Table 4: Clean Cities Success Story: Tulsa Public Schools

Discussion Leader: Larry Rodriguez, Alternative Fuels Program

Table 5: Clean Cities Success Story: California Natural Gas Vehicle Coalition

Discussion Leader: Bill Fairbairn, California Natural Gas Vehicle Coalition

A look at the history of natural gas vehicles in California, including infrastructure, legislation, and a look to the future.

Table 6: Market Sector - National Parks and other Interior Bureaus

Discussion Leader: Bob Jarcho, Alternative Fuels Coordinator, U.S. Department of Interior

Discussing the Department of the Interior's efforts to increase use and promotion of AFVs in the national parks, refuges, and other Department facilities.

Table 7: Navy Success Stories/Defense Logistics Agency (DLA) Success Stories

Discussion Leaders: Bob Gill, Transportation Director Public Works Center Washington, U.S. Navy

Colleen (Kelly) Morris, Chief, Natural Gas Division, Defense Energy Support Center, DLA

Penny Casey, Public Utilities Specialist, Defense Energy Support Center, DLA

A brief history of the AFV program's start, where it is today, and tales of the rough road to success.

Table 8: Heavy-Duty Vehicles

Discussion Leader: Paul Norton, Senior Engineer, NREL

Heavy-duty alternative fuel vehicle technology being developed and issues related to the use of alternative fuels for heavy-duty-vehicles.

Table 9: Market Sector - Police

Discussion Leader: Chuck Dougherty, Alternative Fuels Vehicle Program Manager, Puget Sound Energy

Pros and cons of AFVs in police service, a police agency case study from the Northwest, as well as information from two other police agencies using natural gas vehicles.

Table 10: Market Sector - Rental

Discussion Leader: Jeffrey Pink, EV Rental Cars, LCC

Electric vehicles in the rental car market and how they are used, what types are used, and what type of maps are given to locate recharging locations.

Table 11: EV Fleets

Discussion Leader: Dana O'Hara, Program Manager, U.S. DOE

The current EV vehicle testing program, what vehicles are out there, and how they are performing.

Table 12: Environmental Benefits (Air Quality Data)

Discussion Leader: Bill Dougherty, Senior Scientist, Tellus Institute

Table 13: The Road to Hydrogen Fuel-Cell Hypercars—Fueling the Future: Can We Pick a Winner?

Discussion Leader: Brett Williams, Senior Research Associate, Rocky Mountain Institute

The future of hydrogen fuel, "hypercars," ultralight hybrid-electric fuel-cell vehicles, and other uses of the hydrogen fuel cell.

Table 14: Corridor Development

Discussion Leader: Clifford E. Gladstein, President, Gladstein & Associates, Director, Interstate Clean Transportation Corridor

A discussion about the Interstate Clean Transportation Corridor (ICTC) and how the ICTC model can be replicated in other parts of the country.

Table 15: National Efforts - USPS

Discussion Leader: Ron Robbins, Environmental Compliance Coordinator, National Programs, USPS

A brief update on the current national AFV initiatives in the Postal Service. Topics covered include fuel availability, calculating real economic and environmental benefits, and the importance of Clean Cities partnerships.

Table 16: Voluntary Measures

Discussion Leader: Mike Ball, Program Manager, U.S. EPA

State implementation plan credit for voluntary mobile source emission programs and how third parties can partner with state and local government to get air quality credit.

Table 17: Market Sector - Police

Discussion Leader: Paul Nelson, Vice President, Marketing, Natural Fuels Corporation

Information on police departments' use of AFVs for both pursuit and non-pursuit vehicles.

Table 18: Ford Motor Company/Hitting the Bull's-Eye with Events

Discussion Leader: Natalie Weimer, AFV Strategic Event Planner, Ford Motor Company

How Ford Dealers and Clean Cities Coordinators can work together.

Table 19: Chrysler Corporation

Discussion Leader: Mike Clement, Manager, Alternative Fuel and Vehicle Sales and Marketing, Chrysler

Table 20: General Motors Corporation

Discussion Leader: Joseph P. D'Antonio, Sales/Marketing Manager, GM Advanced Technology Vehicles
1998/1999 GM Advanced Technology Vehicles product offering, describe products available, order timing, build schedule, GM support for alternate fuel vehicle sales, product training, product development/new product offering, and key contacts for GM AFV support.

Table 21: Toyota Motor Sales, USA, Inc.

Discussion Leader: Ed LaRocque, EV Fleet Manager, Toyota Motor Sales, USA, Inc.

Toyota's role in the transition to clean technologies.

Table 22: American Honda

Discussion Leader: Stephen Ellis, AFV Business Manager, American Honda Motor Company

Table 23: Solectria Corporation: Practical electric vehicles on the road today

Discussion Leader: Karl Thidemann, Director of Marketing, Solectria Corporation

An introduction to Solectria and their EV sedans such as the Force Sedan and CitiVan, background on the company, and some applications of existing vehicles.

Table 24: Market Sector - Taxi

Discussion Leader: Kent Igleheart, Executive Director, Clean Cities - Atlanta

Experiences with incorporating AFVs into taxicab operations.

Table 25: Training - Media Relations

Discussion Leader: Scott Rayburn, Principal, Synthesis Business Communication Services

The tools, techniques, and strategies that enable Clean Cities advocates to work with the news media to achieve communication and publicity goals.

Table 26: Ford's Marketing Handbook

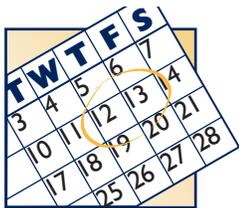
Discussion Leader: Lisa Olmsted, Marketing Coordinator, Ford Motor Company

*Please Note: Some Table Talks were not held.

**National Alternative Fuels and
Clean Cities Hotline**

NREL

1617 Cole Blvd. MS/1633
Golden, CO 80401



Upcoming Conferences and Events

16th Natural Gas Vehicle Conference and Expo

September 13-15, 1998
Providence, Rhode Island
Contact: Kelly Batte, Natural Gas Vehicle Coalition,
at 703-527-3022

17th Congress of the World Energy Council and Expo

September 13-18, 1998
Houston, Texas
Contact: Susan Nelson, U.S. Energy Association, at 202-331-0415
Web site: www.wec98congress.org

14th Annual Mobile Sources/Clean Air Conference

September 15-17, 1998
Breckenridge, Colorado
Contact: Birgit Wolff, Colorado State University, at 970-491-0542
Web site: www.colostate.edu/depts/NCVECS/ncvecs1.html

SAE's Design of Hybrid Electric Vehicles

September 21-23, 1998
Troy, Michigan
Contact: Marianne Kuenzig at 724-772-7148

Texas Auto Show

September 25-October 18, 1998
Dallas, Texas
Contact: Kelly Pound at 214-421-8728

National Conference of State Fleet Administrators

September 30-October 4, 1998
Oklahoma City, Oklahoma
Contact: Gaye Horton at 606-873-2981

For more information on these events, visit the Alternative Fuels Data Center Web site at www.afdc.doe.gov.



**Clean Cities
Conference Notes Available on the
Web site at
www.ccities.doe.gov/conference.html.**

If you missed out on this year's Clean Cities Conference...don't fret! We are making available as much detailed information as possible by obtaining the speakers' notes and presentation materials. As we receive this information, we are posting it on the Clean Cities Web site listed above.

You can also call the Alternative Fuels Hotline at 800-423-1DOE.

Questions? Comments? Suggestions?

Call the National Alternative Fuels Hotline at 800-423-1DOE or the Clean Cities Hotline at 800-CCITIES.
Check out the Alternative Fuels Data Center Web site at www.afdc.doe.gov or the Clean Cities Web site at www.ccities.doe.gov.