



Alternative Fuel  
Information Series

May 2001

# Clean Cities Award Winning Coalitions

U.S. DEPARTMENT of ENERGY,  
OFFICE of ENERGY EFFICIENCY and RENEWABLE ENERGY

## Clean Cities Coalition Awards

Thanks to their outstanding accomplishments, nine local coalitions earned national recognition in the 2001 Clean Cities Coalition Awards competition. The awards honor coalitions across the nation for exemplary progress in meeting specific objectives of the Clean Cities Program, and promoting the role of alternative fuel vehicles (AFVs) in a cleaner environment.

### The Winners' Circle

***Empire Award***—for adding the most new stakeholders.

Large, lively, and diverse groups of coalition stakeholders play a vital role in spurring the use of alternative fuels and vehicles in communities across the nation. **Wisconsin Clean Cities Southeast Area**, Inc. recognized this as it worked diligently to add 40 new stakeholders to its roster in 2000, boosting its total to more than 370. The varied group of new stakeholders consists of private citizens, air quality and environmental groups, energy companies, private businesses, state government organizations, and an international airport.

***Movers & Shakers***—for introducing the most AFVs.

The number of AFVs on the road in and around Kansas City topped the charts in 2000. Congratulations are in order for the **Kansas City Clean Cities Coalition**, which helped bring more than 1,200 AFVs to roadways in Kansas and Missouri last year. This outstanding number included 120 CNG, 99 propane, one electric, and roughly 1,000 ethanol vehicles.

***Gold Star Award***—for adding the most AFV refueling stations.

A mountainous landscape and mild climate make Los Angeles an appealing place to live. They also combine with a growing population and traffic congestion to make the area susceptible to air quality problems. Enter the **Los Angeles Clean Cities Coalition**. As part of its Quick Charge LA Program, the coalition established 126 new electric vehicle (EV) recharging stations in 2000, bringing its total to 380. The stations are open to the public, so city and local organizations as well as other EV users enjoy the convenience of additional recharging options. This is the second time the coalition has earned the Gold Star Award for increasing the number of AFV refueling stations in the Los Angeles area.

***A Few Good Fleets Award***—for recruiting the largest number of private fleets.

Vehicle fleets that switch to alternative fuels can make a significant impact on our nation's oil independence. With 185 private sector participants, the **Wisconsin Clean Cities Southeast Area**, Inc. is promoting the use of domestically produced alternative fuels. Its membership includes such organizations as Federal Express, United Parcel Service, Ameritech, B&G Construction, Master Lock Corporation, Blue Cross Blue Shield, NCR Corporation, and Cellular One.

***Madison Avenue Award***—for outstanding public outreach efforts.

The **Central Oklahoma Clean Cities Coalition** isn't shy about spreading the Clean Cities message. Alternative fuels and vehicles were the focus of much media attention in 2000. The lead sentence in one article in the *Daily Oklahoman* (circulation 600,000) read, "Oklahoma City is moving one step closer to increasing its clean air using innovative technology." This article about the city's new AFV refueling station was one of 14 articles in numerous local and regional newspapers that focused on the coalition and alternative fuel projects. The coalition also hosted AFV displays and provided Clean Cities information at local events, including an EV display at the airport, TreeFest 2000, and the Oklahoma City and Tinker Air Force Base Earth Day celebrations. The coalition also plans to complete its new Web site this summer.

The **Weld/Larimer/Rocky Mountain National Park Clean Cities Coalition** also enjoyed the limelight in 2000. Two outdoor billboards featuring Clean Cities information graced Colorado's Highway 85 for six months. Seven articles plus an editorial by coordinator Sheble McConnellogue ran in the *Coloradoan*, *Greeley Tribune*, *Longmont Daily Times Call*, and *Topeka Capital Journal*. Add to this impressive list a live radio broadcast at the coalition's "Clean Cities at the Fort Collins Mall" event, a Clean Cities display at the Rocky Mountain National Park's Visitors Center, and participation in the Greeley Conservation Fair (among other events), and it's no wonder residents of Colorado are jumping on the AFV bandwagon. Not content to stay put, this tireless coalition also takes the Clean Cities message on the road and hosts Clean Cities information booths at popular Rocky Mountain ski resorts.

**Rain Maker Awards**—for securing the most funding from grants and other sources.

Writing a grant proposal can be a complicated and time-consuming process. Such hard work certainly paid off for the **Southern California Association of Governments Clean Cities Coalition**. In 2000 its stakeholders obtained \$4,064,399 in grants and provided \$1,649,022 in matching funds for AFV projects. This impressive figure included a \$3 million Congestion Mitigation and Air Quality (CMAQ) grant for CNG buses in Simi Valley, grants from various air pollution control districts in southern California, and matching funds from a state program that provides funding for clean air projects.

AFV projects on the East Coast also achieved success thanks to the fortitude of the **Ocean State Clean Cities Coalition** in Rhode Island, which used its whopping \$4,500,000 CMAQ grant to boost the region's AFV fueling infrastructure, training opportunities, and AFV incremental cost assistance. Ocean State also received a \$29,673 State Energy Program grant for CNG police cruisers that leveraged \$163,891 in matching funds.

**Legal Eagle Awards**—for supporting major AFV legislation at the state or local level.

The **Denver Clean Cities Coalition** actively supports state and local AFV legislative initiatives. The City and County of Denver Executive Order #3 (Green Fleets Program) mandates that 10% of its light-duty fleets must operate as AFVs. In 1997, the State passed a rebate and tax credit program for AFVs purchased by businesses. In 2000, the coalition supported Colorado HB00-1067, which extends the AFV income tax credits and State rebate program for AFVs to include municipalities and individuals. The rebates also apply to hybrids. Blue Energy, Inc., a coalition stakeholder, has aggressively supported alternative fuels legislation.

During the past four years, the **Greater Portland Clean Cities Coalition** in Maine has successfully supported legislation to help promote the purchase and use of AFVs. The coalition introduced two bills to the 119th legislature in 1999 that became law in 2000. The first bill removes the training requirement for users of propane or natural gas refueling dispensers. The second equalizes the state highway tax on alternative fuels compared to the Btu content of gasoline. The coalition's legislative subcommittee (with strong support from the coordinator) spent many hours persuading legislators and writing educational materials in support of this legislation, all in the face of strong opposition.

The **Los Angeles Clean Cities Coalition** supported several state and local rulemakings during 2000. Here's how:

- The coalition hosted semimonthly meetings that focused on the development of the South Coast Air Quality Air Management District 1190 Series Rules for Fleet Vehicles, which include emissions limits for light- and medium-duty public fleet vehicles, on-road transit buses, on-road residential and commercial refuse collection vehicles, commercial airport ground access vehicles, and on-road heavy-duty public fleet vehicles. Coalition members also provided written comments and rule language, and participated in numerous public workshops and other forums.

- The coalition offered its support for the California Air Resources Board (CARB) Urban Bus Rule, which was intended to further reduce emissions of ozone precursors and toxic air contaminants from the California urban transit bus sector.
- The coalition provided written comments for the Diesel Risk Reduction Plan, which recommends fuel reformulation to very low sulfur content.
- A coalition representative on the CARB Advisory Committee recommended reauthorization of the Carl Moyer Air Quality Standards Attainment Program, which provides \$500 million over a 10-year period for incentives to replace heavy-duty diesel engines with alternative fuel engines.
- The coalition monitored these and other legislative AFV efforts and informed coalition members about developments.

## About Clean Cities...

The Clean Cities Program is a voluntary, locally based government and industry partnership. The program, now in its eighth year, seeks to expand the use of alternatives to gasoline and diesel fuel in order to reduce dependence on imported oil, lessen air pollution, and increase public awareness about the benefits of using alternative fuels over gasoline and diesel. At least 80 coalitions and some 5,000 stakeholders have joined to support the Clean Cities Program.

In addition to presenting the Clean Cities Coalition Awards, the Clean Cities Program annually recognizes the outstanding achievements of National Partners. Together with its partners and coalitions, Clean Cities strives to promote alternative fuel use, develop AFV infrastructure, and support alternative fuel and AFV legislation.

For more information, you can

- call the Clean Cities Hotline at 1-800-CCITIES
- visit the Clean Cities Web site at [www.ccities.doe.gov](http://www.ccities.doe.gov) or [www.ccities.doe.gov/international](http://www.ccities.doe.gov/international)
- e-mail the Clean Cities Hotline at [ccities@nrel.gov](mailto:ccities@nrel.gov)

Sponsored by the U.S. Department of Energy  
Energy Efficiency and Renewable Energy  
Office of Transportation Technologies  
Prepared by  
the National Renewable Energy Laboratory (NREL)

NREL is a U.S. Department of Energy National Laboratory  
Operated by Midwest Research Institute • Battelle • Bechtel

NREL/FS-540-30085  
May 2001

Printed with a renewable-source ink on paper containing  
at least 50% wastepaper, including 20% postconsumer waste

Neither the United States government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States government or any agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States government or any agency thereof.

