



Alternative Fuel
Information Series

Clean Cities National Partner Awards

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

Clean Cities National Partner Awards

The Clean Cities Program of the U.S. Department of Energy (DOE) is proud to present the following 10 entities with National Partner Awards, in recognition of their outstanding efforts to promote alternative fuels and alternative fuel vehicles (AFVs). The recipients were also inducted into the Clean Cities Hall of Fame at the 7th National Clean Cities Conference in May 2001. The awards recognize companies, individuals, organizations, cities, and states striving to make alternative fuel use a reality in communities throughout the United States.

American Airlines

Airports are a high priority in DOE's Clean Cities Program, and few companies have done more than American Airlines to promote clean transportation at airports. American has deployed approximately 1,000 zero-emission electric vehicles at airports nationwide.

At its hometown and major hub, the Dallas-Fort Worth (DFW) Airport, the airline operates approximately 200 electric baggage carts, tow tugs, and cargo loaders. Within three years it expects to convert its entire ground service fleet—some 900 vehicles—to electric power. At airports serving Chicago, New York City, Boston, Southern California, and other major metro areas, American has either partially or fully converted its ground service equipment to electric power. Several smaller airports

including El Paso International in West Texas have been converted as well.

American operates electric equipment at London's Heathrow Airport, and its long-term plan includes AFVs at airports worldwide. In the nearer future, it will demonstrate hydrogen fuel cell power, both in mobile and stationary applications, at several U.S. airports. American Airlines has been recognized by the Electric Vehicle Association of the Americas. Its

"Local Hero" award was presented to American for its dedication to electric vehicles at the Dallas-Fort Worth Airport.



American Airlines has deployed electric-powered ground-service equipment in airports throughout the U.S.

Metropolitan Atlanta Rapid Transit Authority

Of all American cities, Atlanta perhaps most pointedly illustrates the need for clean public transportation. The city has some of the most congested roads in the nation. Air pollution there has boosted breathing-related health emergencies and jeopardized access to hundreds of millions of dollars in federal road funds.

Effective public transit is a serious matter in Atlanta, and the Metropolitan Atlanta Rapid Transit Authority (MARTA) has responded as a leader in using natural gas-powered buses. The switch to alternative fuels began five years ago, when the agency purchased 118 CNG buses and a \$3.2 million compressor station. More than 300 CNG buses are expected on



MARTA's natural gas buses in Atlanta, Georgia, have helped to improve the region's air quality every day since they were introduced in 1996.

AGL Resources/DOE

Atlanta roads by the end of 2001. MARTA has committed exclusively to CNG in future bus purchases

Buses throughout Atlanta bear signs informing riders about safety and air quality issues, and the advantages of alternative fuels. MARTA has been so successful with CNG buses that the broader-based Georgia Regional Transportation Authority has followed suit, with plans for approximately 200 CNG buses by mid-2002. And transit agencies from other states have come to MARTA for advice on deploying natural gas buses.

Terry Henry, Fleet Maintenance Manager Denver International Airport

Every day, nearly 90,000 Colorado airline passengers can breathe easier, thanks to the efforts of Terry Henry, manager of fleet maintenance at Denver International Airport (DIA). For more than a decade,

Henry has used, researched, and promoted alternative fuels, first at Denver's former Stapleton Airport, and now at DIA. The airport maintains one of the nation's largest fleets of compressed natural gas vehicles, including 27 recently purchased CNG transit buses and 60 operations vehicles. In total, more than 240 AFVs operate within its 53-square mile territory, including a good deal of electric and natural gas-powered ground service equipment such as tugs, loaders, and baggage carts.



Terry Henry has brought alternative-fueled transit vehicles as well as airside equipment to Denver International Airport.

Warren Gretz/NREL/PIX 07341



Holiday Stationstores; the Minnesota Corn Growers Association; and the Minnesota Department of Commerce, Energy Division – E85 Infrastructure Achievement Award

Nationwide, more than 1 million individuals have purchased cars and trucks capable of operating either on gasoline or E85 ethanol fuel. These "flexible-fuel" vehicles can be a big part of the move to alternative fuels, energy independence, and cleaner air—if only their own-

ers would opt for E85. But many can't find the fuel, or don't even know that their vehicles can use it.

A solution is underway in the Twin Cities of Minnesota, thanks to a partnership of government and industry. Three of the major players are recipients of a joint award: retail operator Holiday Stationstores; the Minnesota Corn Growers Association; and the Minnesota Department of Commerce, Energy Division. All belong to the highly active Twin Cities Clean Cities Coalition, known as TC4.

Efforts by the group have done much to solve the familiar "chicken-and-egg" problem affecting alternative fuels. While retailers like Holiday make E85 available, other partners including Ford Motor Company have helped educate consumers about suitable vehicle choices such as the Taurus LX. Educational events in the Twin Cities have included "free fuel" giveaways, held at many of the area's 54 E85-ready service stations including Holiday Stationstores.

In farm country, ethanol has a double impact—its use benefits the economy as well as the environment. Corn is the most common ethanol feedstock and is raised by some 400 members of the Minnesota Corn Growers Association. The association has been active in many of the consumer education programs held in and around the Twin Cities.

While corn growers have boosted the supply of ethanol, the Minnesota Department of Commerce has worked to increase the demand. Its Energy Division has rallied other state agencies, as well as businesses and non-profit groups, to become part of Minnesota's robust alternative fuels movement.

Holiday Stationstores promotes E85 fuel in Minnesota's Twin Cities region.



New York State Clean Fueled Vehicles Council

New York State's Clean Water/Clean Air Bond Act of 1996 outlined a comprehensive plan to improve air and water quality in the state. The Clean Fueled Vehicles Council (CFVC) was formed to guide state agencies in complying with the legislation.

The council initiated a statewide CNG fueling infrastructure plan, which calls for the installation of 30 low-volume fast-fill stations at sites operated by the state's Department of Transportation. A second phase of the plan will include construction of 16 high-volume CNG stations along heavily traveled routes and in metro areas.

The CFVC has advised state agencies, local authorities, and universities in acquiring AFVs, and incorporating them into daily operations. Last year, New York State replaced 948 older vehicles. EPA's Act required at least 50% to be alternative-fueled, but the state beat that target substantially, replacing nearly 58% with AFVs. New York now has approximately 1,300 AFVs.

The CFVC infrastructure plan will help AFV operators to ensure their fleets are near fueling stations. The council has also assumed a valuable partnership with industry, offering feedback to vehicle manufacturers on existing AFV product lines. It has sponsored and participated in many public AFV events throughout the state.

Before CFVC took the lead in 1998, New York was one of only two EPA-Act-mandated states not reporting their EPA-Act progress to DOE. The council's efforts have resulted in one of the most successful state AFV programs in the nation.

Northside Independent School District

This school district in San Antonio, Texas, is the fifth-largest in the state. It includes 44 elementary schools, 12 middle schools, 10 high schools, and 11 special education schools. It operates 472 school buses that log more than 8 million miles each year. Of these, 442 are either dedicated propane or bi-fuel propane vehicles.

The district began to convert its school buses to propane in 1981 and is committed to having all its buses run on propane. The district has some 1985 and 1986 models that were not converted because of local regulations. These will be phased out in three years, when all the buses should be either dedicated or bi-fuel propane. The district keeps its buses for 18 years. Some of the propane and bi-fuel vehicles have been running that long, and very successfully.

The move to propane has reduced not only fuel expenditures, but also maintenance costs, due to decreased wear on internal engine parts.

Schwan's Sales Enterprises

Schwan's, of Marshall, Minn., distributes frozen food to commercial and residential customers in 48 states. Of its 7,500 medium-duty trucks, more than 7,000 are dedicated propane vehicles. Schwan's trucks travel a total of about 190 million miles annually and consume 45 million gallons of propane. Vehicles are refueled at the company's 600 depots located across the country.



Schwan's operates more than 7,000 dedicated propane delivery trucks in 48 states.

The company has taken a proactive approach to driver education, providing training in refueling and vehicle operations. Schwan's drivers are commissioned salespeople; compared to most fleet drivers, they have a higher stake in the vehicles. If their trucks don't function, drivers don't make money.

The company has relied on propane since the late 1970s, when owner Marvin Schwan decided to convert his fleet to propane in response to gasoline shortages and unstable prices. Schwan's is a Clean Cities stakeholder in the coalitions serving Atlanta, Colorado Springs, Evansville, Ill., and California's NW Riverside County, as well as New York's Capital District, Central Oklahoma, Vermont, and the Alamo Area of Texas. In future expansion of its AFV fleet, the company says, it will focus on larger urban, non-attainment areas.

Waste Management

When Pacific Gas & Electric decided to build a new power plant in southern California, it wanted credit—or more correctly, credits—to satisfy the complex emissions rules affecting such projects, administered by state agencies and the U.S. Environmental Protection Agency. Essentially it needed to find a trading partner to secure credits to offset the emissions from its proposed power plant.

It found a partner in the El Cajon division of Waste Management, Inc. An industry leader, Waste Management operates refuse trucks and landfills across the country. The two companies struck an innovative deal in 2000. PG&E purchased the emissions credits it needed from Waste Management—which in turn cut its own emissions by replacing diesel trucks with refuse haulers fueled by natural gas.

Such a deal was unprecedented. Credits previously had been issued only to stationary industrial emitters such as refineries and power plants—not to mobile sources such as vehicle fleet operators. Changes in government policy yielded valuable, trade-able emissions credits for Waste Management for converting its approximately 120 aging diesel trucks to natural gas. The company has since replaced a quarter of its fleet with LNG-powered trucks and must complete the change-over before PG&E's new plant opens in 2002.

Serving PG&E and assisting Waste Management throughout the process was Gladstein & Associates. The environmental consulting firm labored first in finding an appropriate trading partner. It then worked with legislators at the state and federal levels to re-shape regulations, recognizing mobile emissions on a plane equal to industrial sources.

For its diligence in the process, Clean Cities National Partner Award winner Waste Management will gain more than public admiration. According to G&A senior associate Erik Neandross, many municipalities have been specifying the use of clean fuels by suppliers of public services in solicitations for new business.

In Southern California, Waste Management's LNG refuse trucks will effect an emissions reduction equivalent to removing 9,200 new cars from the road.

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 National Partner Awards, the Clean Cities Program annually recognizes the outstanding achievements of Clean Cities Coalitions. 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 or www.ccities.doe.gov/international or
- e-mail the Clean Cities Hotline at ccities@nrel.gov

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