



Overview of the Clean Cities Program

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Clean Cities and the Energy Policy Act

- The U.S. Department of Energy's (DOE) Clean Cities Program is a community-based, voluntary program that provides a framework for local businesses and governments to work together as a coalition to build on the community's existing alternative fuel market.
- Clean Cities was established in response to the Energy Policy Act (EPAcT) of 1992.
- The purpose of Clean Cities is to promote the use of alternative transportation fuels that will decrease America's reliance on petroleum fuels and reduce emissions from transportation vehicles.



Clean Cities, EPAcT and American Fuels

- Biodiesel
- Electricity
- Ethanol
- Methanol
- Natural Gas
- Liquefied Petroleum Gas (Propane)
- Hydrogen



Clean Cities Coalition Members

- City and State Government Representatives
- Transit Agency
- Local Fuel Providers
- Metropolitan Planning Organizations
- Environmental Groups
- Postal Service
- Local AFV Dealers
- Private Fleets
- Niche Markets



Niche Markets



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Niche Markets Fleets

- Taxis
- Transit Buses
- Local Delivery Fleets
- Shuttle Companies
- School Buses
- Airport Vehicles
- Heavy-Duty Fleets
- EPC Act Mandated Fleets

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Steps to Designation

- Step 1. Form a Coalition and Hold Stakeholder Meetings
- Step 2. Appoint a Coordinator
- Step 3. Establish Stakeholder Commitments
- Step 4. Set Goals, Plan Action Steps and Monitor Progress
- Step 5. Establish a Market Foundation Prior to Designation
- Step 6. Develop a Program Plan
- Step 7. Sign a MOU and Celebrate Designation
- Step 8. Implement the Program Plan
- Step 9. Set New Goals and Renew the MOU

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After designation the Coalition works to:

- Obtain Stakeholder Commitments to Purchase AFVs and Invest in Infrastructure
- Identify and Educate Fleets About Alt. Fuels
- Build Necessary Refueling Sites
- Train Drivers, Mechanics and Others
- Educate the Public
- Find Adequate Resources for AFV Projects
- Encourage Legislation Favorable to AFVs

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AFV Policy

- Fuel Taxes - Highway Tax, Ethanol Production Tax Credit
- Energy Policy Act
 - Vehicle and Refueling Tax Deductions
 - Vehicle Acquisition Requirements for Federal, State, and Fuel Provider Fleets
 - Voluntary Market Development
 - **Clean Cities Program**
- Clear Act – tax incentives for alternative fuel vehicles
- Green School Bus Program – grants for alt. fuel and clean diesel buses
- TEA-21 Reauthorization



DOE provides Coalitions with:

- A DOE Regional Clean Cities Advisor
- A hotline, a Website and American fuel publications
- Discounted registration to the Nat'l Clean Cities Conf.
- Assistance with public outreach activities
- Public recognition of local stakeholders as community champions
- Networking opportunities to build AFV partnerships
- Fund raising, grant writing, and market development training
- Competitive funding opportunities - available only to designated coalitions



Clean Cities Today

- Currently 81 Active Coalitions
- 4,400+ Stakeholders
- 181M gals of petrol. displaced per year
- 32,000 metric tons of emissions reduced per year



Current AFVs in the U.S. (2002)

- Alternative Fuel Vehicles – Total Over 518,900
 - 281,300 Propane Vehicles
 - 126,300 CNG Vehicles
 - 82,500 E85 (Ethanol) Vehicles
 - 19,800 Electric Vehicles
- Alternative Fuel Refueling Stations – Total Over 5,600
 - 3,359 Propane Stations
 - 1,269 Natural Gas Stations (CNG & LNG)
 - 838 Electric Rechargers
 - 151 E85 Stations
- Approximately 39 light-duty models available ('03)
- 100 medium/heavy-duty models available



Future of AFVs in the U.S.

- Advanced technology vehicles (AFVs or advanced engine technology) are projected to:
 - Reach 2.1 million vehicle sales per year by 2020
 - 12% of total projected light-duty vehicle sales
- Alcohol flexible-fueled vehicles are expected to lead advanced technology vehicle sales, reaching approximately 644,000 units by 2020.
- About 80% of advanced technology sales are a result of Federal and State mandates for either fuel economy standards, emissions programs, etc.
- Niche Markets, such as transit are showing growth in the use of natural gas



Lessons Learned from Clean Cities

- **Legislation and incentives to encourage purchases are key**
- **Active fuel suppliers are necessary**
- **Drivers & mechanics must be educated to allay safety concerns**
- **Customers must be vocal about what they want in terms of vehicle types**
- **Coalitions with strong coordinators are needed**
- **Niche markets are a must**
- **Poor technology must be avoided**



Clean Cities International Program

GOAL: Facilitate international exchange and government/industry partnerships to promote alternative fuel technologies to address shared energy and environmental issues

ACTIVITIES:

- Reverse Technology Tours
- Information Exchange
- Training
- Coalition Formation



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Websites

- Alternative Fuels Data Center www.afdc.doe.gov
- Clean Cities www.cities.doe.gov
- Electric Drive Transportation Association www.evaa.org
- National Biodiesel Board www.biodiesel.org
- National Ethanol Vehicle Coalition www.e85fuel.com
- National Propane Gas Association www.npga.org
- Natural Gas Vehicle Coalition www.ngvc.org
- The Library of Congress <http://thomas.loc.gov/>