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Alternative Fuel  
Information Series

# Clean Cities Award Winning Coalitions

U.S. DEPARTMENT of ENERGY  
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## Clean Cities Coalition and Coordinator Awards 2003

The Clean Cities Program of the U.S. Department of Energy (DOE) is proud to announce the 2003 Clean Cities Coalition Awards. The awards honor exemplary progress toward the goals of the Clean Cities Program, which are increased sales of alternative fuel vehicles (AFVs), increased alternative fuel use, and enhanced sustainability of coalitions.

### **Movers and Shakers Awards**

This year three awards are being presented in the Movers and Shakers category: one for the most vehicles added, one for the largest percentage increase in vehicles, and one for the most points accumulated. Points are given for potential petroleum displacement, so coalitions that acquire a substantial number of heavy-duty vehicles will likely accumulate more points than some that acquire greater numbers of light-duty vehicles.

#### ***Houston, Texas***

—for greatest fuel use impact

Houston acquired 443 heavy-duty AFVs (439 liquefied natural gas [LNG] and 4 biodiesel) and 124 light-duty AFVs (17 compressed natural gas [CNG], 18 propane, 12 ethanol, and 77 hybrids). Because it added such a large number of heavy-duty natural gas vehicles, Houston accumulated the most points (22,401) for the impact of its new vehicles on fuel use.

#### ***Manhattan, Kansas***

—for greatest percentage increase

Manhattan, Kansas, known as the Little Apple, had the largest percentage increase of AFVs. The coalition added 104 light-duty AFVs to the 77 it had last year, for a growth rate of 135%. Vehicles added include 94 CNG light-duty vehicles and 10 neighborhood electric vehicles (NEVs). Many of the new AFVs were military fleet vehicles at Fort Riley.



Freightliner LNG truck

Penske Truck Leasing Company/PTX 04018

#### ***Kansas City (Kansas and Missouri)***

—for most AFVs added

Kansas City added 2,567 AFVs last year, more than any other coalition. The additions include 1,089 biodiesel, 400 ethanol, 74 CNG, and 4 propane light-duty vehicles, as well as 1,000 heavy-duty biodiesel vehicles. The biggest contributor to this increase was a law Missouri passed last year that requires all state vehicles that run on diesel to use B20 (20% biodiesel) all the time. Stakeholders in the Kansas City coalition helped in the effort to pass this bill, and to change the requirement to B20 instead of the B2 (2% biodiesel) that was originally part of the bill. Because of this law, many diesel fueling facilities across the state now offer biodiesel.

## **Rain Maker Awards**

The Rain Maker awards recognize coalitions that secured the most grant money for AFV projects. This year Clean Cities recognizes two outstanding coalitions that attracted significant funding.

### ***Sacramento, California***

—for most grants/funds leveraged

In 2002, Sacramento continued to attract grant money for AFV projects, totaling \$16,468,500. Sacramento's grants included:

- \$13.2 million from the State of California for as much as \$5,000 per new individual EV, and as much as \$11,000 per new fleet EV in areas that do not meet the state's ozone standard and that are in environmental justice areas.
- \$1.5 million from Air Resources Board, the California Energy Commission, and a local Air Pollution Control District for two CNG school bus and infrastructure projects.
- \$1.7 million from the Sacramento Emergency Clean Air and Transportation program and a local Air Pollution Control District for transit bus and infrastructure projects.

### ***Baltimore, Maryland***

—for most grants/funds leveraged

Baltimore stakeholders received \$10,569,000 in grant funding for AFV projects in 2002. Baltimore Clean Cities stakeholders received several grants from the Maryland Department of Transportation to pay for the incremental cost of CNG transit buses and the installation of CNG fueling sites in the Maryland counties of Charles, Calvert, Prince Georges, Frederick, and Montgomery.

## **Eager Beaver Award**

### ***Granite State (New Hampshire)***

—for most comprehensive program plan

The Granite State Clean Cities Coalition, designated in May 2002, submitted the strongest program plan of the year. Used as a model by many coalitions working toward designation, the plan illustrates the coalition's understanding of Clean Cities priorities and the importance placed on alternative fuel use and tangible results. A coalition's program plan is its

application for Clean Cities designation, but because DOE no longer actively recruits new coalitions, the designation process can test a community's commitment to alternative fuels. Each plan is scrutinized to help ensure that all new coalitions will be future top performers. Becoming a designated Clean City is a noteworthy accomplishment. The Granite State Clean Cities Coalition did an exceptional job with its program plan, which exemplifies what DOE looks for from new coalitions.

## **Empire Awards**

Stakeholders play important roles in any Clean Cities coalition. They may monitor legislative activities, consult with fleet managers about their needs, or promote the Clean Cities Program to other organizations. This year we're recognizing two outstanding coalitions for adding the most stakeholders.

### ***Valley of the Sun (Phoenix, Arizona)***

—for most stakeholders added

The Valley of the Sun Clean Cities Coalition added 58 new stakeholders, including Technocarb, American West Airlines, Whitton Plumbing/Fuelmaker, Carey Limousine, and SuperShuttle, in 2002 as part of its efforts to renew the Clean Cities memorandum of understanding.

### ***Massachusetts***

—for most stakeholders added

Massachusetts added 52 new stakeholders to its coalition in 2002. A few of these were Harvard University, MIT, Mass Turnpike, Massachusetts State Police, Senator Kerry's Office, and Solectria.

## **Legal Eagle Award**

### ***Salt Lake City, Utah***

—for supporting major AFV legislation at the state or local level

The Salt Lake Clean Cities Coalition was instrumental in passing HB171, which legalized NEVs on low-speed streets in Utah. AFV tax credit requirements have been revised and simplified, as has AFV road tax collection, which is now part of the vehicle registration fees instead of a separate tax certificate. The coalition hired a lobbyist to monitor the state legisla-

## 2003 Outstanding Coordinator Award

### Erin Russell-Story, Vermont Clean Vehicles Coalition

Erin Russell-Story has been involved with Clean Cities since 1998. She helped bring the Northeast Ohio Clean Cities Coalition to designation on September 14, 1999, and was its first coordinator. She later moved to Vermont and was selected as the Vermont Clean Vehicles Coalition's (VCVC) first coordinator at its Clean Cities designation in June 2001. She is on the board of advisors of National Clean Cities, Inc.

Under her leadership, the coalition added 150 new AFVs in 2002, including 120 NEVs, 6 light- and 6 heavy-duty biodiesel vehicles, 14 propane heavy-duty vehicles, 2 electric vehicles, and 2 CNG light-duty vehicles, bringing its total number of AFVs to a little more than 400. This represents a vehicle growth rate of 48% last year—well above the 17% goal. Vermont stakeholders operate 39 fueling sites for AFVs, including a network of 13 public and 4 private charging sites for electric vehicles, 13 public and 5 private propane stations, 1 public and 1 private CNG station, and 2 private biodiesel fueling sites.

She helped the University of Vermont (UVM) (a VCVC stakeholder) prepare and host this year's Aiken Lecture Series event, "Beyond Petroleum: The Future of Personal Transportation." This event received a great deal of media coverage: a four-page, full-color insert was added to the local free weekly arts paper (circulation 60,000), and the daily *Burlington Free Press* covered the story. The combined media and event exposure was approximately 150,000–200,000 people.



Erin Russell-Story, 2003 Outstanding Coordinator of the Year

Russell-Story is the executive director of EVermont, which advocates cleaner and more energy-sustainable AFVs. Its Nickel Metal Hydride Bus research project (funded by Defense Advanced Research Projects Agency and the Northeast Advanced Vehicle Consortium) also received a great deal of media coverage this year. This bus was operated all summer as a visitor shuttle at Shelburne Farms, a former Vanderbilt family summer estate. A front page "Vermont" section news story on the bus was featured in a Saturday issue of the *Burlington Free Press*.

VCCC has been extremely successful in finding funds for its AFV activities. It received more than \$517,000 in grants and matching funding for AFV projects in 2002, including a statewide electric station car/shared demonstration project. It also secured \$2 million to fund a CNG fast-fill station in Burlington and CNG shuttle buses for the University of Vermont.

For such creative and diligent efforts in creating and managing these projects and outstanding overall leadership to the program, Russell-Story has been awarded the Outstanding Coordinator of the Year for 2003.

tive session, work with legislators and stakeholders, provide assistance to legislators and staff, and promote AFVs at the federal level.

### Gold Star Award

#### **Sacramento, California**

—for most AFV refueling sites added

Sacramento added 82 fueling sites in 2002, including 4 public and 6 private CNG stations, and 63 public and 9 private electric charging sites. At this rate Sacramento will have an AFV station on every corner.

### Madison Avenue Award

#### **Central Oklahoma**

—for best public outreach

The wind may howl across the Oklahoma plains, but the Central Oklahoma Clean Cities Coalition made its own noise with 53 AFV news stories in 2002. Coverage included news of the Clean Cities Conference on the ABC, NBC, CBS, and CNN affiliated television stations, and 47 editorials and articles about AFVs and Clean Cities in the *Daily Oklahoman*, *Midwest City Sun*, *Capitol Network News*, *The Journal Record*, and *The Norman Transcript*.

**2003 Rookie of the Year****Nic Van Vuuren, Hampton Roads**

Nic Van Vuuren was largely responsible for rebuilding the Hampton Roads (Virginia) Clean Cities Coalition. Although new to Clean Cities, Nic did an excellent job shepherding the coalition through its 5-year memorandum of understanding renewal. He created a nonprofit organization to support the coalition, renewed stakeholder commitments, organized funding for administrative costs, and created a dues structure for stakeholders with a base of 24 paying stakeholders. Nic also rebuilt the organizational structure of the coalition and set up several key committees, including infrastructure, biodiesel implementation, and executive committees.

The Hampton Roads coalition received \$28,000 in grants for AFV projects in 2002, and received press coverage in newspapers such as the *Virginian-Pilot* and the *Washington Times*. Nic conducts continuous outreach to stakeholders, including AFV demonstrations, educational meetings and presentations, AFV project proposals, and general AFV advocacy.

Always looking toward the future, Nic even created a Hydrogen Economy Roundtable for Virginia. He also developed a coalition Web site and conducted AFV



Nic Van Vuuren and his CNG Crown Victoria

demonstrations at Langley Air Force Base, the City of Norfolk, the City of Chesapeake, and the County of York.

Nic Van Vuuren has quickly become a fixture in the Clean Cities community. His commitment to the AFV field is demonstrated by the fact that he drives a dedicated natural gas vehicle. For his outstanding efforts at rebuilding the Hampton Roads Clean Cities Coalition, Nic has received the Rookie of the Year Award for 2003.

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