


# The Road to Cleaner Air

Newsletter of the Ann Arbor Area Clean Cities Coalition

Spring/Summer 2000



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## The March 21st, 2000 Ann Arbor “Advancing the Choice” Event

A joint event between the Ann Arbor and Detroit Clean Cities programs was carried out with great success on March 21st at the ERIM KIVA conference center in Ann Arbor. The event marked the return of the Clean Cities Program to the ERIM conference center which was the site of the original kickoff off the Clean Cities effort in Michigan in December, 1994.

Mayor Ingrid Sheldon opened the half-day event for more than 60 attendees who learned about

a wide range of alternative fuel vehicles issues and products, ranging from upcoming federal DOE and EPA rulemaking to the latest model year 2000 Alternative Fuel Vehicles (AFVs).

An impressive display of local AFVs awaited attendees outside the KIVA conference center, including natural gas and electric vehicles from Michcon and U of M, as well as the famous “Unsmelly” Bus of Ann Arbor Public Schools and the U of M Solar Car Team’s latest vehicle.

### Upcoming Local Events

- ★ August 15, Michigan Ethanol Workshop, Lansing, MI. Held by Michigan Dept. of Consumer and Industry Services, contact Kelly Launder at, (517) 241-6223.
- ★ The next Ann Arbor Advancing the Choice Event is being planned for October. Contact Marc Jensen for more information or input. (734) 994-4780.
- ★ September 21. Eastern Michi-

gan University is holding a half-day Natural Gas Vehicle training session. People from Clean Cities stakeholder organizations are welcome to attend. Please register before September 4th. Contact Pamela Hill for registration and more information. (734) 481-0509.

★ The Atlanta-Chicago Regional Clean Cities Conference is August 28-30 in Chicago. Contact David Konkle, (734) 996-3150.

The Road to Cleaner Air is a biannual publication of the Ann Arbor Area Clean Cities Coalition, operated through the City of Ann Arbor Energy Office. Additional information on the Clean Cities Program and alternative fuel vehicles can be found at the Clean Cities website: [www.cities.doe.gov](http://www.cities.doe.gov) To contact the Ann Arbor Area Clean Cities Coordinator, David Konkle, call 734-996-3150 or through email: [dkonkle@ci.ann-arbor.mi.us](mailto:dkonkle@ci.ann-arbor.mi.us)



## New Coalition Members for Fall 2000

The following organizations are interested in joining the Ann Arbor Area Clean Cities Coalition this fall: **Recycle Ann Arbor**, the **United States Postal Service**, **Ann Arbor Yellow Cab**, **Varsity Ford** and **Howard Cooper Honda**. Each of these prospective stakeholders is interested in joining the coalition for unique reasons. Recycle Ann Arbor is committed to operating a through and through green operation and is interested in biodiesel fuel. The U.S. Postal Service, while not eligible for federal grants through the coalition, wants to be supportive of local alternative fuel activities. They are considering purchasing NGVs. Varsity Ford and Howard Cooper are interested in providing alternative fuel vehicles, especially through the Rebate Program (see page 5). Yellow Cab's interest is to save



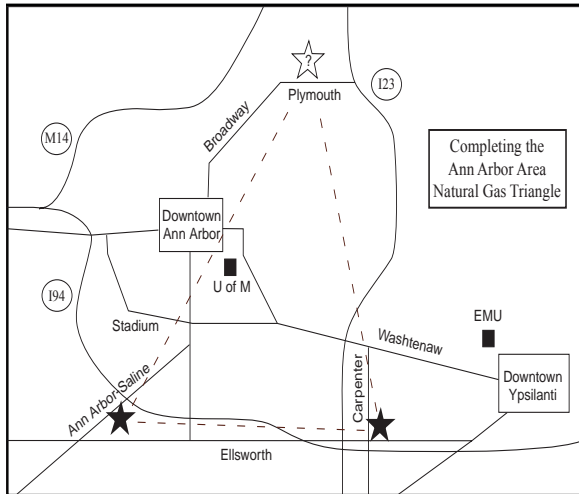
*Operations Manager of Ann Arbor Yellow Cab, Mr. John Heed, with a trial CNG Crown Victoria cab from Ford.*

money on fuel costs while helping to clean the air in the Ann Arbor area.

## Local Stakeholder Activities

- ★ The Greater Lansing Area Clean Cities Coalition sponsored their first Advancing the Choice Event, May 18. The event was a great success with over 15 presentations made to more than 65 attendees.
- ★ Dave Konkle, our local Clean Cities Coordinator, attended the National Clean Conference in San Diego along with several representatives from the local EPA laboratory. Over 1,000 people attended the conference.
- ★ Eastern Michigan began leasing 13 CNG vehicles from the State of Michigan, including bifuel Ford Contours, a half-ton van and 3 trucks. The vehicles will refuel at the Meijers Station on Carpenter Road. On July 13, EMU held a training session for future CNGV drivers (see Events on page 1). EMU also has plans, and potential funding, to maintain a website for the Ann Arbor Area Coalition.
- ★ The University of Michigan has installed a 10,000 gallon ethanol station to fuel its 50 incoming flex-fuel vehicles. U of M was also given a test vehicle from Ford for a day and a half, the electric Th!nk City. Pat Cunningham says the U of M may purchase up to 5 Th!nk vehicles in the near future.
- ★ Fall 2000. All U of M buses will be running on 20% biodiesel, displacing over 50,000 gallons of diesel fuel each year. David Miller, one of our coalition representatives from the university, says this decision was made to improve bus emissions.
- ★ The City of Ann Arbor now owns three dedicated CNG vehicles, a pickup and 2 vans, and has plans to purchase at least three more in the next year. The City has also ordered two propane powered bi-fuel pickup trucks from Ford and is considering ordering more.
- ★ June 26-27. Carl Graham, our C.C. representative from Washtenaw County, was sent by the DOE to contribute his knowledge about AFVs to the Green Car Marketing Dialog workshop in Knoxville, TN. The county has recently purchased 6 dedicated CNG vehicles, 4 pickups and 2 passenger vans.
- ★ The Ecology Center and the Ann Arbor Energy Commission are presenting a Green Fleets Resolution to City Council August 21st. The resolution will require the City to reduce gasoline use and encourage manufacturers to produce cleaner vehicles.
- ★ A review of the Ann Arbor Clean Cities Program was presented in the Spring/Summer issue of the *Wastewatcher* (delivered by the Solid Waste Department to 45,000 local residences) along with the *Mystery of the Unsmelly Bus* cartoon.

## Completing Ann Arbor's Natural Gas Triangle



*This map shows the positioning of public CNG fast-fill stations once the third station is installed on the North side of Ann Arbor.*

Ann Arbor's lucky number three has been bouncing about Plymouth road for the better part of six months. Great efforts are being carried out to find a home for a third fast-fill compressed natural gas (CNG) station somewhere on the North side of Ann Arbor, which would prove to be geographically ideal, completing a triangle. Installation of a third station will make CNG accessible to a fairly large base of local fleet vehicles and citizens. With a third NG sta-

tion in place, roughly one in ten local refueling stations will be providing CNG, a ratio that few areas in the country can boast. The process of locating infrastructure elements can be long and enduring. Luckily we have persistent local champions, such as Rob Bacyinski of Michcon, former Mayor of Ann Arbor Lou Belcher, and our Clean Cities Coordinator, David Konkle. Currently, the most promising site is a gasoline station along Plymouth Road.

## Other Alternative Fuel Vehicle News

- ★ Detroit has recently purchased 30 Trolley-style CNG buses for operation on special routes within the City. Two new CNG stations have also been installed in the Detroit area.
- ★ April 29, 2000. A controversial two-year civil lawsuit was settled as Southern California's three largest supermarket chains, accused of violating a state anti-toxic emissions law, agreed to purchase alternative fuel trucks. The companies will

replace 150 diesel trucks with NG or other clean fuel vehicles while mailing out 25,000 warnings to inform local residents that their local delivery trucks are emitting toxic particulates that pose cancer risks.

- ★ The United States Postal Service recently purchased 500 electric vehicles, the largest AFV purchase in U.S. history. 480 of the Ford EVs will be going to California and the remaining 20 to Maryland. With the nation's

largest CNG delivery fleet, over 7,500 vehicles, the USPS is a major supporter of the AFV industry.

- ★ Beginning July 1 of 2000, AFV drivers in California will be speeding down freeways in wide open commuter lanes, regardless of the number of passengers onboard. Sporting special DMV decals, EVs and more than 6000 dedicated CNGVs (all those weighing under 14,000 lbs), as well as other types of AFVs, will be eligible for this new right of way.

- ★ July 2000. The Los Angeles metropolitan area has passed groundbreaking legislation requiring that all new transit buses and garbage trucks be clean-burning alternative fuel vehicles. For large fleets the requirements come into effect immediately while fleets with less than 15 vehicles will be allowed a one year delay.



*Four of EMU's new natural gas vehicles parked at the Meijers fast-fill station on Carpenter and Ellsworth during the July 13th training event. See "Local Events" on page 1 for future training sessions.*

## Meeting the National Clean Cities Goals with. . .

The U.S. Energy Information Administration reports that nearly 450,000 alternative fuel vehicles were on the road on 1999 and that annual consumption of alternative fuels in the U.S. was over 350 million gasoline gallon equivalents. The national fleet of dedicated alternative fuel vehicles (AFVs) is growing at about 7% per year. Despite this progress, a report released in February by the General Accounting Office explains that

the ambitious goal established by the Energy Policy Act of 1992 (EPAAct) will not be met. EPAAct's goals call for a 10% displacement of conventional fossil fuels by 2000 and 30% displacement by 2010. The report states three reasons for the shortfall: a long period of low gasoline prices, lack of alternative fuel infrastructure and typically higher cost of AFVs.

The decision to enforce additional AFV purchasing mandates

on local government and private fleets has been on hold since Jan 2000. However, the Department of Energy (DOE, home of the Clean Cities Program) is responding to this shortfall with various initiatives. DOE is currently in the process of collecting public feedback on potential future regulations, but in the mean time, one of the proposed organizational changes is to shift from focusing

(continued on page 5)

## The Clean Cities 1999 National Survey

Preliminary results of the 1999 survey of all Clean Cities Coalitions were presented at the National Conference in San Diego. Highlights of the survey show that, in 1999:

✓ Coalitions added over 11,000 light-duty and 2,200 heavy-duty AFVs, representing an in-

crease by 26% and 31% respectively between 1998 and 1999.

✓ Coalitions added 150 new public and 220 new private refueling stations.  
✓ About half of the 77 Clean Cities coalitions have websites.

✓ Coalitions received over \$19 million in grants.

✓ Coalitions added 280 new stakeholders.

✓ Coalitions contain about 50% of the Nation's non-propane AFVs, 21% of all propane vehicles and about 31% of the total U.S. AFV population.

## Clean Technology Updates

★ March 30, 2000, Washington D.C. The Big Three celebrated the completion of three Program for a New Generation of Vehicles (PNGV) concept vehicles and reaffirmed commitments to produce production prototypes by 2004. On display were the Ford Prodigy and Diamler-Chrysler Dodge ESX3, both diesel hybrid vehicles, and GM's direct hydrogen fuel cell vehicle, the Precept.

★ April 6, 2000 DiamlerChrysler became the first automaker to offer fuel cell vehicles on the market. 20-30 fuel cell buses will be built over the next three years and then offered for sale in the U.S. and abroad.

★ A website has been developed by the EPA and DOE to provide information on vehicle fuel economy. The website provides rankings of 1985-2000 model year vehicles and describes various advanced vehicle technologies. Visit the site on



*The GM Precept, a concept fuel cell vehicle, is projected to get over 100 mpg and carries hydrogen fuel onboard.*

the web at [www.fueleconomy.gov](http://www.fueleconomy.gov)

★ Adding to the CNG vs. Diesel controversy, manufacturers maintain that new low sulfur diesel and particulate traps will allow diesel engine vehicles to burn much cleaner. However, the EPA states that CNG buses will likely remain favorable, mostly due to the toxicity of diesel emissions.

## . . . A New Clean Cities Strategy

(continued from page 4)

on total number of vehicles acquired to total fuel use. This change in accounting, while more complex, will tie-up the loophole in which flex-fuel vehicles are purchased but never actually fueled with alternative fuels. Another change is focusing more directly on niche markets or “activity centers” where alternative fuel vehicles work well for all parties involved. These activity centers include sites such as airports, public transit authorities, campuses,

national parks, large theme parks, delivery services and port authorities. Many of these centers may have multiple opportunities for introducing AFVs.

The DOE is also considering various non-regulatory approaches to supporting AFVs, such as a credit program for vehicles and fuel use and adjusting the conditions for receiving grants for infrastructure development.

Three workshops have been scheduled to allow for input from

private fleets, local governments and the general public. All Clean Cities Stakeholders are encouraged to contribute to this information gathering process as it is a critical time for the formation of new legislation and direction on alternative fuel vehicles. Comments can be sent in writing or by attending one of the workshops in person, the first of which is August 1 in Chicago. For details and other workshop dates, contact Dave Konkle (734) 996-3150.

## The Ann Arbor Area Dedicated Vehicle Rebate Program

The City of Ann Arbor has been notified by the Department of Energy (DOE) that they intend to award \$70,000 to supplement the cost of purchasing dedicated alternative fuel vehicles within the Ann Arbor area over the next three years. More funds may be available if this initial \$70,000 is distributed in sooner than three years time. All together, Clean Cities programs across the country will received over \$3,000,000 through this grant program. Both Clean Cities members and the general



public may be eligible to receive rebates of up to \$2000 per dedicated vehicle. The grant will be managed by the Ann Arbor Energy Office and a promotional agenda will be designed by the Communications Working Group of the Ann Arbor Area Clean Cities Coalition. All members of the Communications Group will be encouraged to give input to this process. The main goal will be to raise awareness of this financial support for the promotion of alternative fuel vehicles in the Ann Arbor area.

## Tellus Institute Study

Through cooperation with the Ecology Center, International Council for Local Environmental Initiatives (ICLEI), and the American Council for an Energy Efficient Economy (ACEEE), the Tellus Institute is including the City of Ann Arbor in the Green Fleets Study along with Chicago, Milwaukee and Minneapolis. The study will analyze the potential to improve air quality, public health and economic prosperity by “greening” community fleets. Several of our coalition members are participating in the study.

## AFV Internet Resources

Looking for more information on Alternative Fuel Vehicles? Try the following websites:

**Alternative Fuel Vehicle Fleet Buyers Guide**

<http://www.fleets.doe.gov>

**The National Clean Cities Website**

<http://www.ccities.doe.gov>

**Alternative Fuels Data Center**

<http://www.afdc.doe.gov>

**Office of Transportation Technologies**

<http://www.ott.doe.gov>

## Earth Day 2000

Over 1500 people attended Ann Arbor's celebration of the 30th Anniversary of Earth Day. The theme of this year's celebration was "Clean Energy Now" and activities included a live cable call-in show on CTN, the main festival at Leslie Science Center and various "satellite" activities such as tours of national laboratories. The EPA Vehicle Emissions Lab displayed

several alternative fuel and hybrid vehicles as well as presentations on clean energy programs. A highlight of the festival was the dedication of the new Michcon Nature House at Leslie, a super-efficient green building sporting 4 kW's of PV panels, water conservation systems, composting toilets and other energy and design innovations that reduce environmental impacts.



## AFV Fleet Manager Survey Results

The April 2000 issue of *PropaneVehicle* reported the results of a national survey of fleet managers who were asked about alternative fuel vehicles (AFVs). There were 91 respondents from public and private fleets from across the country. 41% of respondents said they plan to purchase at least 1 AFV in 2000. The top three reasons for purchasing

AFVs were government mandates, environmental concerns and corporate image/citizenship. The top three reasons for not purchasing AFVs were lack of access to alternative fuels of choice, the cost of vehicles and conversions, and the lack of applicable laws requiring AFV purchases. Limited vehicle availability and resale were also concerns. When asked which

alternative fuel they would prefer to use in their fleet, 41% chose natural gas, 13% propane, 12% ethanol, 9% electric and 4% fuel cell (fuel type not specified). When asked where they refuel AFVs, 37% said they used public retail outlets, 23% a combination of public and private stations, 19% a single central site and 14% used a network of private sites.

## Hybrid Vehicles Arrive

The purchase price of the Toyota Prius was announced at the 2000 New York Auto Show on April 19. Praised by Toyota as a "real car", the Prius will go on sale this summer for \$19,995. A special dealer rental program began in June and the first purchased vehicles will be delivered in August. An online pre-order program is currently posted online at <http://prius.toyota.com>. Toyota expects to sell 12,000 units per year in the U.S. The Prius has a rated fuel economy of 52 mpg in the city and 45 mpg on the highway. The Prius



*The Toyota Prius, a Hybrid-Electric Vehicle*

will carry SULEV emissions certification which is 90% cleaner than ULEV emissions.

The Honda Insight has been available on Japanese markets for several years, selling over 35,000 units, and is available in limited supply in the U.S. Claiming the title of "World's Most Fuel Efficient

Vehicle", the Insight gets 61 mpg in the city and 70 mpg on the highway. For more information visit the official website at <http://www.honda2000.com/insight/homepage.html>. Alternatively, visit the official website of Ann Arbor's first Insight owner, John Johnson, at <http://www.insightman.com>.

