Indentifying Resources and Potential Partnerships

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Andrew P. Hudgins
Project Leader II, Clean Cities
Clean Cities

Clean Cities’ Mission

To advance the energy, economic, and environmental security of the U.S. by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption in the transportation sector

• Sponsored by the DOE’s Office of Energy Efficiency and Renewable Energy's Vehicle Technologies program
• Provides a framework for businesses and governments to work together as a coalition to enhance markets
• Coordinate activities, identify mutual interests, develop regional economic opportunities, and improve air quality
Clean Cities Today

- 87 active coalitions in 45 states
- 632,000 AFVs using alternative fuels
- 5,600 AFV stations
- 6,500+ stakeholders
Petroleum Displacement Methods

- **Replace** petroleum with alternative fuels and low-level blends
- **Reduce** by promoting energy efficiency in vehicles through advanced technologies and more fuel efficient vehicles
- **Eliminate** by promoting idle reduction, greater use of mass transit, trip elimination, and other congestion mitigation approaches
## Clean Cities Portfolio of Technologies

### Alternative Fuels and Vehicles
- Biodiesel (B100)
- Electricity
- Ethanol (E85)
- Hydrogen
- Natural gas
- Propane

### Fuel Blends
- Biodiesel/diesel blends (B2, B5, B20)
- Ethanol/gasoline blends (E10)
- Hydrogen/natural gas blends (HCNG)

### Fuel Economy
- Fuel efficiency
- Behavioral changes
- Vehicle maintenance initiatives
- Vehicle miles traveled (VMT)

### Hybrids
- Light- and Heavy-duty HEVs
- PHEVs

### Idle Reduction
- Heavy-duty trucks
- School buses
- Truck stop electrification
Clean Cities Cities Alternative Fuels Portfolio

Clean Cities Portfolio Supports Low Carbon Fuel Efforts

• Low Carbon Fuel Standard reduces petroleum use in transportation sector
• Diversifying fuel supply and reducing Greenhouse Gases
• Fuel neutrality enhances efforts to introduce low carbon fuels into fleet portfolio
• Successful deployment of alternative fuel vehicles (AFVs) is critical to meeting performance-based standards
Technical Assistance

Tiger Teams & Coalition Activities
Technical Assistance

Tiger Teams

A group of experts from each area in the Clean Cities portfolio, which are deployed to solve specific problems in their area of expertise

Technical Problem Solving (Vehicle Operations)

Technical Problem Solving (Infrastructure Operations)

Evaluation of Potential Opportunities

Tiger Team experts can help evaluate local market conditions pertinent to the project, conduct a technical assessment of infrastructure and stakeholder capabilities or needs, and determine project feasibility
Technical Assistance

Applying for Assistance

Each request for technical assistance will be evaluated according to the following criteria:

- Is the problem well described and defined?
- Are the stakeholders and contacts identified and involved with the attempted resolutions to date?
- Does this request fall within the scope of Clean Cities, and is it substantial enough to warrant team deployment at this time?
- Have local resources and solutions already been applied or exhausted?
- Is there proper expertise to assist with the problem?
- Does technical assistance team have adequate time to resolve the problem?
- What is the approximate funding required to address and resolve the problem?
- Does group have adequate funding to resolve this problem?
- Would the resolution of this problem be applicable to other sites?
Clean Cities Coalition Assistance

Yellowstone-Teton Clean Energy Coalition

• Created in a ceremony at Old Faithful in September, 2002 becoming one of some 90 coalitions around the USA designated by the Department of Energy to address the U.S.’ dependence on imported crude oil and help find solutions to the nation’s energy challenges

• One of the few truly rural Clean Cities programs, the Yellowstone-Teton Clean Energy Coalition encompasses southwest Montana, eastern Idaho and western Wyoming

Phillip Cameron
Yellowstone-Teton Clean Energy Coalition
PO Box 11756
Jackson, WY 83002
(307) 413-1971
phil@ytcleanenergy.org
Fleet Experiences

Project Examples
Implementing Alternative Fuels & Infrastructure

• Assessing CNG stations in Washington, D.C.
  • Worked with fleets to analyze the stations and determine potential new sites

• Developing specs for alternative fuel dispenser charge card readers
  • Design and performance specs with the aim of establishing guidelines

• Developing facility specs to help transit agency add CNG to fleet
  • Helped the WAMATA in incorporate CNG transit buses

• Providing CNG bus purchasing technical assistance
  • Assisted the Natural Gas Transit Users Group

• Bringing the CNG bus concept to Beaumont
  • Identified fueling station design criteria and placement
Planning for AFV Success

• Building infrastructure partnerships in California
  • Provided fleet managers and fuel providers with a forum for identifying their needs and creating the necessary fueling infrastructure

• Planning for AFVs at airports
  • Created strategic plan that can be used as a model by fleet operators
  • Aimed to maximize economic advantages, reduce emissions, and enhance public relations through use of AFVs

• Assessing medium- and heavy-duty vehicle markets
  • Research, development, and demonstration recommendations for DOE

• Comparing emissions of AFVs and conventionally-fueled vehicles
  • Supported inclusion of AFVs in State Implementation Plans
Developing Educational and Training Tools

• **Clean Cities development & demonstration training**
  - Maximize fuel displacement, fleet participation, and vehicle miles traveled
  - Develop the local market for alternative fuels through public outreach and initiating appropriate public policy

• **Producing a natural gas transit bus training resource guide**
  - Resource guide points transit managers and maintenance personnel to sources of AFV-related training

• **Helping school districts take advantage of DOE funding**
  - Helped states and school districts prepare effective proposals

• **Disseminating information about Natural Gas Transit Users Group**
  - Composed of representatives from transit agencies, industry associations, and government entities
Yellowstone Area Project Examples
Industry Partnerships

Alternative Fuels and Advanced Technology Vehicles
Industry Partnerships

Foundation of the Clean Cities Program

• State & local levels
  • Fleets
  • Industry representatives
  • Community organizations

• National level
  • Federal agencies and programs
  • Original equipment manufacturers
  • Fuel providers
  • National associations
Industry Partnerships

Coalitions are made up of local and national stakeholders.

- Over 4,000 local stakeholders
- 49% private stakeholders
Greater Yellowstone Partnerships

Federal & Regional
Clean Cities Stakeholders

Yellowstone – Teton Industry Partnerships

- AmeriGas
- Choice Energy
- Current Transportation Solutions
- Ethanol Producers and Consumers
- Grand Teton Lodge Company
- Intermountain Gas Company
- Northwestern Energy
- Questar Gas Company
- Story Distributing Company
- Wyoming Ethanol
- Xanterra
Yellowstone Business Partnership

Unites businesses dedicated to preserving a healthy environment and shaping a prosperous and sustainable future for communities in the Yellowstone-Teton region

Promotes scientific understanding, informed dialogue, and collaborative approaches to resolving the region’s complex and socioeconomic and natural resource challenges
Yellowstone Business Partnership

- Working to improve resident and visitor mobility across Greater Yellowstone
- Studied the feasibility of a regional transportation cooperative
- Study area included the 27 counties that surround Yellowstone and Grand Teton national parks
Funding Opportunities

Federal & State
• Treasure Valley Clean Cities received $5.5 million from the DOE
• In partnership with Allied Waste, will install CNG infrastructure at facilities in Boise and Nampa
• Replacing 28 diesel refuse and recycling trucks
• Open to the public – first time CNG will be available in area
Clean Cities Funding Opportunities

Complements the mission of the NPS to promote the use and enjoyment of the national parks while preserving natural and historic resources

Will accelerate the introduction and deployment of alternative fuels and energy efficient vehicles in the national parks
Grand Teton National Park

Public Transit Pilot Project

• Park will soon be managing three major construction projects at HQ
• Moose area parking crisis for visitors, employees, and residents for 24 months
• Alleviate congestion by operating shuttle between Moose and Jackson
• Support the viability of long-term transit service between Jackson and the Park
  • Operated by START
  • Alternative fuel / advanced technology

Plug-in electric utility vehicle

• High visitor traffic areas
Yellowstone National Park

Public Transit

• Clean Cities funding provides the potential to create public transit service along the US 89 corridor
  • Would provide link between Livingston, Gardiner, and Mammoth

• Addition of alternative-fueled Yellow Bus service from Mammoth to locations within Yellowstone

Lamar Buffalo Ranch Field Campus

• Plug-in electric utility vehicles
  • Charged by PV system
Federal Transit Administration Announces $24.8 Million for Public Transportation in America’s National Parks, Forests, Wildlife Refuges

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Contact: Paul Griffon
Telephone: (202) 366-4064

Visitors will have a greater number of options for getting around in America’s national parks and on other public lands, thanks to $24.8 million in federal funding announced today by the Federal Transit Administration.

National parks, forests, and wildlife refuges in 20 states will receive funds from the Paul S. Sarbanes Transit in Parks Program to implement public transportation within the facilities.

“As Franklin Roosevelt said, “There is nothing so American as our national parks,” said U.S. Transportation Secretary Ray LaHood. “The national parks are American treasures, and Transit in Parks funding will make these national treasures more accessible and enjoyable to everyone.”

The U.S. National Park Service, the U.S. Forest Service, and the U.S. Fish and Wildlife Service will receive funds for 46 projects ranging from new diesel buses at Yosemite National Park in California to ferry improvements at Gulf Island National Seashore in Florida, and visitor shuttle buses in Mount Rainier National Park to bus stop improvements in Acadia National Park in Maine.

“The transportation improvements to our national parks and wildlife refuges will help preserve and protect our cultural and natural resources while ensuring all Americans have access to America’s Great Outdoors,” said Secretary of Interior Ken Salazar.

Funding to federal land management agencies is administered through reimbursable interagency agreements, and funding to state, local, and tribal recipients is administered like any other FTA grant.

“By reducing traffic, Transit in Parks will help preserve the splendor of the national parks experience and protect our country’s natural resources,” said FTA Administrator Peter Rogoff. “The program also improves visitor mobility and ensures access to all, including persons with disabilities.”

Congress established the Paul S. Sarbanes Transit in Parks Program to enhance the protection of national parks and federal lands and increase the enjoyment of those visiting them.

Administered by the FTA in partnership with the Department of the Interior and the Forest Service, the program funds capital and planning expenses for alternative transportation systems, such as shuttle buses and bicycle trails in national parks and public lands. The goals of the program are to conserve natural, historical, and cultural resources, and reduce congestion and pollution.
Incentives & Laws

State Incentives and Laws
To view a state’s incentives and laws related to alternative fuels and advanced vehicles, select a state from the map or menu below.

Montana Incentives and Laws
Listed below are incentives, laws, and regulations related to alternative fuels and advanced vehicles for Montana. For more information, contact your Clean Cities regional project manager or other agencies through the points of contact section.

Incentives and Laws
Information in this list is updated annually after Montana’s legislative session ends. Last Updated June 2009

State Incentives
- Renewable Energy Property Tax Incentive
- Ethanol Production Incentive
- Biodiesel Blending Tax Credit
- Biodiesel Production Facility Tax Credit
- Biodiesel Production Incentive
- Biodiesel Tax Refund
- Alternative Fuel Vehicle (AFV) Conversion Tax Credit

Laws and Regulations
- Biodiesel Tax Exemption
- Fuel-Efficient Vehicle Acquisition Requirements
- Medium-Speed Electric Vehicle Access to Roadways
- Ethanol Fuel Blend Use Requirement
- Biofuels Promotion
- Ethanol Blend Mandate
- Alternative Fuel Promotion
- Compressed Natural Gas (CNG) and Liquefied Petroleum Gas (LPG) Tax
- Compressed Natural Gas (CNG) or Liquefied Petroleum Gas (LPG) License

http://www.afdc.energy.gov/afdc/laws/
Clean Cities Web Resources

Clean Cities strives to advance the nation's economic, environmental, and energy security by supporting local decision to adopt practices that contribute to the reduction of petroleum consumption. Clean Cities has a network of approximately 90 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and advanced vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

Clean Cities is part of the Office of Energy Efficiency and Renewable Energy's Vehicle Technologies Program.

AFDC
FuelEconomy.gov