



U.S. Department of Energy
Energy Efficiency
and Renewable Energy



Massachusetts Clean Cities Coalition

Jack Bevelacqua

**Northeast / Mid-Atlantic Region
Clean Cities Coordinator Peer Exchange
Pittsburgh, PA
June 27-29, 2007**



Coalition Status and Sustainability

- **Current Status**

- The Massachusetts Clean Cities Coordinator is a full time state paid position
- Monthly meetings
- 10 to 30 attendees

- **Membership Structure / Strategies**

- The MCCC consist of 50 to 60 active members
- New members join based on word of mouth.
- New members are attracted by grant opportunities.
- No fees for members



Significant/Noteworthy Vehicle Projects

- Wood Hole Steamship Authority 4 CNG buses operating 3 years
- Town of Weston 2 CNG school buses operating 4 years
- MBTA 350 CNG buses operating 2 years
- Massachusetts Bio-Fuels mandate for state fleet. All state owned diesel fuel tanks all dispense a 5% blend of biodiesel by July 1 2007
- State Fleet currently has 961(+/-) Alternative fuels and Hybrid vehicles



Significant/Noteworthy Fueling Infrastructure Projects

- 21 active CNG stations
- 3 MBTA Metro Boston stations restricted
- 11 open to the public 24/7 - credit card access
- 7 Rebuilt to medium capacity restricted use
- All maintained by AVSG 24/7



Significant/Noteworthy Coalition Outreach Activities

- **Clean Air Cabs**

- Introduction of hybrid and alternative fuel vehicles into area Taxi fleets
- CleanAir Cabs started in 2004 with the idea of a concerned citizen, John Moore
- Stakeholders involved include the Boston's city Hackney Division,
- MassPort/Logan Airport, Massachusetts Clean Cities Coalition, Keyspan, a local bank, and local cab company
- Massport adopts a policy to promote the use of "clean" emissions taxis at Logan
 - Reduction of ground access fees.
 - Limited Front of Line Logan Taxi Pool Privileges
- Pilot program currently underway.



Significant/Noteworthy Expanded Portfolio Activities

- The MCCC has made several attempts to promote idle reduction projects. There have been many interested equipment suppliers truck stop owners seem to need better incentives to make an investment.



Lessons Learned

- Fleet vehicles alone will not create enough demand for public investment in alternative fueling infrastructure. Consumers vehicle must be included in the mix.
- Financial incentives are needed to attract consumer to alternative fuels.



Goals for 2007 & Beyond

- Members are working to pass legislation to provide incentives in the Commonwealth to promote alternative fuels.
- Working to expand the use of biodiesel and E85 and develop the production of energy crops in Massachusetts.