

JOHN DAVIS: You might see them every day and not take notice – a hybrid school bus or delivery truck going about their daily routines, an electric car recharging outside a local grocery store, or a commercial lawn mower running on propane fuel. Alternative fuel and electric vehicles are becoming more commonplace in every facet of our lives. But the charging stations and fueling depots that support these vehicles, the technicians who repair them, or the first responders who might encounter them at the scene of an accident, all likely owe a portion of their existence or expertise to ARRA funding. Developing the infrastructure for alternative fuels has up to now been a chicken and egg proposition. Both vehicle makes and fuel providers have been understandably reluctant to commit resources in the absence of customer demand. Through 25 Recover Act grants the Department of Energy's Clean Cities Program has been able to encourage both to grow in tandem. We visited a few projects to see the results for ourselves.

Parcel carrier UPS has purchased 48 liquid natural gas (LNG) powered big rigs. And with that guaranteed customer base it makes fiscal sense for clean energy to expand its LNG fueling network across the west. This new station is a vital link in UPS operations between California, Arizona, Nevada, and Utah. With it these rigs can do a compete trip between Las Vegas and Ontario, California on one fill-up.

TOM BRESSLER: LNG is the cleanest fuel for a diesel truck. It's cleaner, cheaper. It's domestic. We're charging \$2.79 when diesel in the area is running \$4.50-\$4.55 at this moment.

JOHN DAVIS: Stimulating partnerships between fleets and alternative fuel providers is rewarding all of us with reduced dependence on oil, reduced vehicle emissions, and more cost-effective transportation.

For the residents of Boise, Idaho it is also meant a little extra sleep on trash day pickup day. Republic Services used an ARR grant to install a time-fill, overnight, CNG refueling system at its parking facility and to help them buy a new fleet of CNG-powered refuse haulers. Not only do they save money with lower fuel and maintenance costs, but the new rigs are 7 times quieter than the old diesel – meaning fewer noise complaints from the citizens they serve.

RACHELE KLEIN: What started here and what is successful here in the Boise market has carried throughout our company from coast to coast. And have 14 new stations under construction and fleets coming on line where we ordered over 500 natural gas trucks just this year alone.

JOHN DAVIS: And in Connecticut ARR funding has prompted 2 taxi companies to join forces and make a clean switch to natural gas – and in the process granted new freedom of movement to thousands of wheelchair-bound residents. Metro Taxi of Westhaven and Yellow Cab of Bloomfield are the first companies in the country to take delivery of the MV1. A purpose-built, wheelchair-accessible taxi made in South Bend, Indiana's former Hummer factory by VPG Automotive. The 2 companies split an order of 140 MV1s and 74 Transit Connects all running CNG – and both have installed public-access CNG fueling stations.

These are just a few example of public and private interests working together – and it's not just about CNG. Similar projects are underway in 36 states helping to deploy more than 8,500 advanced technology vehicles and also build nearly 1,600 fueling stations for electric charging, propane, natural gas, E-85 Ethanol, and BioDiesel. In fact, \$300 million of DOE's Clean Cities Recover Act Awards have stimulated private investment in nearly a billion dollars of alternative fueled vehicles and infrastructure projects. There is no magic bullet for cleaning up our cleaning up our automotive act or reducing our dependence on petroleum. What works in Wisconsin may not play in Peoria. But, by investing in local initiatives and well as national programs, the American Recovery and Reinvestment Act has succeeded in laying the groundwork for a clean-driving future that all Americans can benefit from.