

CLEAN AIR NOW! NEWS

Volume 5, Issue 2
Editor, Virginia Field

October 2004

CITY OF RIVERSIDE RECEIVES A 2004 CLEAN AIR MODEL COMMUNITY ACHIEVEMENT AWARD

On October 13, 2004 the South Coast Air Quality Management District will hold its 16th annual Clean Air Awards. In a letter to the City Manager of Riverside, Barry R. Wallerstein, Executive Officer of the SCAQMD says, "This prestigious award honors the visionaries in our region who have helped in the fight for clean air through innovation, leadership and exemplary service." In spite of the article on "The Dangerous Days of Summer," in this newsletter, Riverside is a leader in supporting programs to clean the air. If you visit the Environmental Defense web site, you will read about some of the things we can do to try to clean the air. Riverside has taken a number of these steps and deserves to be recognized for these efforts.

On November 19, 2002 the City Council adopted a resolution to implement strategic actions to make Riverside a Model Clean Air City. Eleven actions were adopted and implemented. A committee was formed to monitor the plan and has met four times. One of our main accomplishments is the commitment of our Fleet Management Department under the leadership of Bob Hall and Martin Bowman to convert as many of our fleet non-emergency vehicles to alternative fuels. The goal is to have our fleet 100% AFV within the next ten years. Presently

the targeted fleet is 35% alternative fuels including 159 CNG, 36 electric and 21 LNG.

In addition, we opened a public access CNG fueling station and will be adding a hydrogen station probably in 2005. We are purchasing ultra low sulfur "clean diesel" for all diesel vehicles equipped for the fuel. On October 19 at its 6:30 pm meeting, the Riverside City Council will vote on a resolution to name the alternative fuel station the Zweig Hydrogen and Clean Fuels Station.

Other programs which make Riverside a clean city include the programs of our Riverside Public Utilities for clean energy and energy conservation. Free shade trees offered to the community as part of the Tree Power Program are an example. And, research programs being conducted by the University of California Riverside College of Engineering Center for Research and Technology (CE-CERT) research programs on bio-diesel, a shared vehicle program, IntelliShare, waste to energy, and a state of the art smog chamber.

**CONGRATULATIONS, RIVERSIDE!
KEEP UP THE GOOD WORK!**

WHAT IS CAN DOING?

CAN Board members are a part of the solution. During the past year CAN has been involved in many important conferences to add to our understanding of ways we can clean the air. Just to name a few:

- **California Hydrogen Business Council** – meetings & symposia
- **Hydrogen Conferences** - National Hydrogen Assn's. U.S. Hydrogen Meeting, South Coast Air Quality Management District Hydrogen Conference, International Association for Hydrogen Meeting, Energy's World Hydrogen Energy Conference, Yokohama, Japan (partial list)
- **South Coast Air Quality Management District** - Hearings, panels, conferences on rule making, environmental justice, and community outreach.
- **Rail-Volution**

Hybrids and Hydrogen: Complementary, Not Contradictory

A Citizen's Guide to the Clean Fuel Future

Produced as a public service of Clean Air Now

One of the most confounding things we at Clean Air Now hear is the argument that hydrogen vehicles and the development of hydrogen infrastructure should be rejected or delayed in favor of gasoline-electric hybrid vehicles. The primary arguments are that hybrids are already available today and are 'more efficient' than hydrogen vehicles. The first point is obviously true, but the efficiency question depends on how you analyze the fuel cycle. No matter how you look at it, they do not constitute a valid argument sufficient to 'throw the baby out with the bathwater.'

There is no reason why hybrid vehicles and hydrogen vehicles can't be part of the same strategy toward a clean fuel future. It is not practical today to purchase and drive a hydrogen fuel cell or hydrogen-powered internal combustion vehicle, but that does not mean you can't take a step in that direction. Hybrid vehicles are indeed available today, and they are an excellent choice if you are buying a new car, in fact we strongly recommend that you do. While you are at it, tell your dealer that you want a hybrid that can be plugged in for recharging. Future hybrids with a plug in option can be engineered to be even more fuel efficient than current hybrid models.

Hybrid technology was developed as a result of zero-emission vehicle mandates in California when manufacturers focused on advancements in electric vehicle drive trains. It is similar technology that will be applied when hydrogen fuel cell-electrics become commonplace. So buying and driving a hybrid today helps drive the technology on which future hydrogen vehicles will be based.

However, hybrids are not the 'be all end all.' Essentially, gasoline-electric hybrids are not 'alternatives' in the sense that they offer an alternative to gasoline or that their emission profile is inherently cleaner. You still have to fuel up at a gas station, and the emissions are still the emission of a gasoline internal combustion engine. What they are is simply a very fuel-efficient gasoline vehicle. But that is a good thing – get a hybrid! More models are coming available just about every year, and they are affordable.

Hydrogen has been the subject of public discussion quite a bit in the past few years. This has

been a much welcome change for those of us at Clean Air Now who have advocated the rapid development and commercialization of clean renewable hydrogen for the past 13 years. It has also been difficult at times due to the fact that people in influential positions believe that it would be a good idea to derive hydrogen from fossil and nuclear sources. This approach defeats one of the primary attractions of hydrogen, the fact that it can be derived via electrolysis of water using clean energy sources such as wind and solar. Many people have come to the conclusion that hydrogen is not a good path and that other alternatives such as hybrids and biodiesel should be pursued more aggressively, and in place of hydrogen. Others have argued that hydrogen-based systems are inefficient and therefore should be rejected. In fact, due to pressure from EV advocates, at least one municipality turned down the opportunity to advance into the hydrogen era when it rejected an offer to take possession of a hydrogen fuel cell vehicle for city use in a test program.

Is hydrogen today economically competitive as a fuel? No, today it is not as cheap as other fuels, especially when the competition externalizes many of its true costs and enjoys government support, but cost is not necessarily the best or only criterion on which to base a fuel choice. Furthermore, the challenge, the work before us, is to improve the efficiency and cost-effectiveness of hydrogen-based systems, not abandon them in frustration because they are 'inefficient.' If we were to abide by this thinking, not a single solar panel would exist on any roof in the world, photovoltaic conversion of sunlight to electricity is very inefficient – but most folks really like the idea of solar power.

All other alternative fuels probably have a future at least for limited applications. But all will require the development of new infrastructure and none result in completely clean emissions. Even so, if you have the interest, wherewithal, technical know-how, or resources to do it, alternatives such as battery EVs, biodiesel, vegetable oil, compressed natural gas, alcohol fuels such as ethanol and methanol are out there and doable to varying degrees though each have their draw-

backs. So the bottom line? In our view the path of least resistance is also the best path to a future of cleaner air - purchase a gasoline hybrid electric vehicle today, and join Clean Air Now to work toward a clean, sustainable, community-based hydrogen economy in the near and sustained future.

*W. Woodland Hastings
Board of Directors, Clean Air Now*

second worst air pollution for the most kids

Summer days are meant to be fun and care-free, with kids out of school and playing outside. But for millions of kids in Riverside-San Bernardino and other cities across the U.S., summer can be dangerous to their health. **The culprit? Dirty air** -- unhealthy soot particles, smog and other pollutants

Riverside-San Bernardino ranks #2 with the second highest number of "dangerous summer days" - days with unhealthy levels of smog and soot that affects the most kids. **Nearly 70% of summer days** were dangerous for children with asthma, and more than one-third of summer days were harmful for all children. The Riverside-San Bernardino area was ranked second to Los Angeles only because of its lower population of children.

Excerpted from the Environmental Defense website. For more information on this article, go to <http://www.environmentaldefense.org/dangerousdays.cfm>

A PLEA(SE) FOR HELP

Clean Air Now has been able to continue our effort on behalf of clean air for a number of years with only a request for membership support. We have not done any fund raising activities or solicitations except asking you to join us and/or renew your membership from time to time, but we are reaching a critical point where we will need your help to continue to have newsletters and do other work for improved air quality. In this newsletter you learned we will be opening a web page which will link us with other organizations. To do this we need your help. Please join our fight for clean air by contributing to CAN today (registration form at back of this newsletter).

ZWEIG SCHOLARSHIP

Thank you to all of you who contributed to the Robert M. Zweig, Scholarship fund. We have raised over \$30,000. The first scholarship will be rewarded the spring of 2004 for the 2005-06 academic year. This is an endowed scholarship

JOIN CLEAN AIR NOW! NOW!!

Clean Air Now Membership Form

Membership Categories

Student	\$ 10
Individual	\$ 25
Premium Individual:	\$ 45

The Dangerous Days of Summer

New report ranks Riverside-San Bernardino as city with

Sustaining: \$100
Sponsor: \$250
Corporate: \$500
(Memberships include CAN Newsletter)

Contributions may also be made to the
Robert M. Zweig Memorial Scholarship
Division of Biomedical Sciences
B600 Statistics/Computer Bldg.
University of California
Riverside, CA 92521
Attention: Richard Jarvis

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