

## *Crater Lake Trolleys are powered by natural gas*

There is something new at Crater Lake National Park this summer — clean-burning, natural gas-powered trolleys that carry tourists around the rim of the nation's deepest lake. Crater Lake Trolley Tours began July 2 as the venture of The Shuttle, a Klamath Falls transportation company.

The trolleys are powered by compressed natural gas through a partnership with Avista Utilities. Avista provided the equipment, fueling station and personnel for refueling the trolleys. The company website states, "The reduction in emissions in Crater Lake National Park will be significant since there will be substantially less traffic on the Rim Drive with guests having the ability to use the trolley tour instead of driving."

The trolley tours are a pilot project that may be expanded into a network of shuttle trolleys to reduce congestion on the roads and emissions in the air, Park Superintendent Craig Ackerman told the Herald and News. Hikers could ride trolleys to reach trailheads. Eight, two-hour tours are planned daily with park rangers providing information about the 1,900-foot deep lake that sits in a massive caldera. The 25-passenger trolleys are designed to accommodate visitors with disabilities. Ticket prices are \$27.50 for adults and \$20.00 for children 6-12 and free for children ages 5 and under. Tickets are available at the Community House at Rim Village near the Crater Lake Lodge beginning. Tours run every hour from 9:30 am to 4:30 pm. Find a link to the Herald and News article and learn more about the trolleys online, <http://www.craterlaketrolley.com/contactus.htm>



*Crater Lake Trolley illustration from the Herald and News.*

### **Extending the electric highway to Southern Oregon**

The State of Oregon is working with eTek to install nearly 2,500 electric vehicle charging stations between Eugene and Portland. The infrastructure is scheduled to be up and running in time for Nissan's release of the all-electric sedan, the Leaf. Is it possible to expand the EV project south? During the June 23 meeting, Rogue Valley Clean Cities Board members asked that question of Erik Andersson, Economic Development Manager for Pacific Power. He said the Rogue Valley Clean Cities Board has done much to build the foundation for expansion of an electric highway. Read more in the June 23 minutes and powerpoint on the news page, [www.roguevalleycleancities.org](http://www.roguevalleycleancities.org).

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## Clean cities coordinators converge on mile-high city

By Sue Kupillas

**Rogue Valley Clean Cities Coordinator**

Denver Colorado was the site for the Clean Cities Coordinators Conference at the Downtown Sheridan Hotel, June 13 through 17. Coordinators from the northwest, west and southwest regions came to learn and network.

Information included program re-designation required by the Department of Energy (DOE). Coordinators learned about new tools available on the Clean Cities site and were given an update on progress with federal fleets, private and public.

The conference included a workshop on training the trainers for first responders; some police and fire first responders took the training along with coordinators. In addition there was media training given by some very highly-qualified people.

One of the most interesting sessions at the conference included presentations done by each coordinator about local programs. Each report included the structure of the diverse local organizations; statistics of petroleum reduction technology (PRT) and success of PRT. Each coordinator outlined the greatest achievements; (what worked and what didn't work). The conference was mandated by DOE to provide coordinators with the latest information nationally as well as keeping informed about local progress.



*RVCC Coordinator Sue Kupillas with Kay Kelly of Clean Cities USA at the Denver conference.*

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## Alternative Fuels Q&A

**Question:** Can the Nissan Leaf be charged with Level 1, Level 2 and Level 3 charging stations?

**Answer:** The Nissan Leaf will be equipped with the standard port J1772 which can accept Level 1 or Level 2 charging. The DC fast charge port (Level 3, which requires three-phase power) will be an option on the vehicle but will be included free for all the ETEC/DOE program vehicles. *From Brian Verprauskus, Nissan USA*

**Question:** Are there any Level 2 or Level 3 charging stations in Oregon?

**Answer:** All of the stations that have been put in are Level 1, as far as we know. However many of them were designed to be upgraded to Level 2. The reason is that the connector standard was delayed for quite awhile. Now it has been finalized and there weren't many vehicles able to take a Level 2 charge. By the end of this year that will all begin to change as vehicles come to market and we start installing a couple thousand chargers. Current plans call for 2,200 Level 2 chargers and 47 Level 3 chargers. We are working on more chargers for a mid- and a long-term expansion plan. *From Rick Wallace, Oregon Department of Energy*

*The Chronicle* is a monthly publication of Rogue Valley Clean Cities Coalition. The Coalition is made up of businesses and agencies with a shared goal of reducing the nation's dependence on imported oil. Contact Sue Kupillas, coordinator, by email, [sue@roguevalleycleancities.org](mailto:sue@roguevalleycleancities.org). Learn more: [www.roguevalleycleancities.org](http://www.roguevalleycleancities.org)