



RICHMOND AND HAMPTON ROADS NOW MEET FEDERAL AIR QUALITY STANDARDS

On May 29, 2007, the U.S. Environmental Protection Agency announced that air quality in Richmond and Hampton Roads now meets the federal standard to protect people's health from ozone pollution. The EPA took the action after determining that air quality in the two areas has improved since the federal government listed them among localities with unhealthy air.

Richmond and Hampton Roads were designated as "nonattainment" in 2004 because their air quality did not meet the federal ozone health standard. Outdoor air monitoring data for the 2003-2005 ozone seasons shows that Richmond and Hampton Roads are now meeting the eight-hour ozone standard.

Effective June 2007, Richmond and Hampton Roads were redesignated from "non-attainment" to "attainment" for the federal ozone health standard. This redesignation to "attainment" involved U.S. Environmental Protection Agency's approval of an air quality maintenance plan submitted by the Virginia Department of Environmental Quality, showing how Richmond and Hampton Roads will remain in attainment for ozone through 2018.

Northern Virginia remains a part of the ozone transport region, a group of northeastern states that work together to develop regional control strategies to reduce ozone levels. DEQ will submit a plan to EPA that enables Northern Virginia to meet the air quality standard by 2010. In addition, the Winchester and Roanoke areas have enacted voluntary programs to improve air quality by the end of 2007.

Congratulations to all working on projects that contribute to better air quality in Virginia. Your efforts are paying off!

Items of interest this month:

- E85 Station Opening
- Tax credit for sellers or users of CNG and LNG when used as motor vehicle fuels
- AFV Trader website launched
- EPA Proposes Tighter Standards for Ozone
- DOE Hydrogen Program Request for Information – deadline extended
- Propane making a comeback?
- Biodiesel Fuel Quality Best Management Practices Guide and Biodiesel Quick Guides Now Available
- Alternative Fuel Vehicle Inventory shows large increases in AFVs over last year

FIRST E85 STATION OPENING RESULTING FROM VIRGINIA CLEAN CITIES' DC-VA-MD E85 INFRASTRUCTURE GRANT



U.S. Energy Secretary Samuel Bodman (left) pumps E85 ethanol fuel into a General Motors E85 FlexFuel vehicle as GM Vice President Environment and Energy Beth Lowery looks on at the Georgetown Chevron station in Washington, DC Thursday, June 28, 2007. General Motors and VeraSun Energy, one of the nation's leading ethanol producers, opened the first public E85 fueling site within Washington, D.C. limits. Additional E85 ethanol refueling sites will be opening in the coming months. (General Motors Photo/ Mark Finkenstaedt)

The first recipient of money from the Virginia-Maryland-DC E85 grant managed by Virginia Clean Cities will be Mid-Atlantic Petroleum Properties LLC for adding the renewable corn-based fuel to a station on Wisconsin Avenue in the tony Georgetown neighborhood of Washington DC. Mid-Atlantic converted an existing diesel tank at the Chevron-branded location, one of about 50 retail locations owned or supplied by the company. Owners Carlos and May-May Horcasitas have plans to add E85 soon to as many as four additional Mid-Atlantic stations within the Capital Beltway, mostly in DC.

Many thanks for making E85 publicly available in DC to Mid-Atlantic and to grant partner General Motors for bringing together Verasun Energy, the second largest US ethanol producer, and Enterprise Rent-A-Car, owner of the world's largest light-duty fleet, which dedicated its premier "E85 flex-fuel branch," where 50 GM FFVs will be available to customers who may refuel with E85 at the nearby Georgetown Chevron.

Verasun's VE85 brand of the ethanol blended fuel also now will be offered at Virginia's only public E85 pump, located at the Navy Exchange on Joyce Street in Arlington, across from the Pentagon.

Speakers at the press event included General Motors Vice President of Environment, Energy and Safety Policy, Beth Lowery; United States Secretary of Energy, Samuel Bodman; USDA Assistant Secretary for Administration, Boyd Rutherford; VeraSun Energy Chairman and CEO, Don Endres; Enterprise Rent-A-Car Senior Vice President of North American Operations, Matthew Darrah; and MidAtlantic Petroleum CEO, Carlos Horcasitas.

Press release located at the end of this report.

CNG AND LNG TAX CREDIT

The Transportation Act of 2005 (SAFETEA-LU) added a \$0.50 per gasoline gallon equivalent tax credit for sellers or users of CNG and LNG when used as motor vehicle fuels. The credit is paid to all qualified users, including tax-exempt entities, such as county governments, even though such users do not pay the \$0.184 and \$0.244 per gallon federal excise tax on CNG and LNG, respectively. Other users can get the credit, but have to pay the federal excise tax. Below are a couple good resources reviewing the credit that was passed September of last year in the Highway Bill's Volumetric Energy Excise Tax Credit (VEETC) provision. If you operate a CNG station, please review the following resources as the payment can be substantial. And you can apply for it retroactively.

The first resource was compiled by NGVAmerica, and is a great overview of the credit and IRS guidance, as well as how to claim the credit: <http://www.ngvc.org/pdfs/Notice2006-92RegSum2.pdf>

NGVAmerica alternative fuel expert Jeff Clark presented on the tax credit as it applies to natural gas a couple weeks ago, and included great information. Slide 18 reviews the scenarios under which tax exempt entities qualify for the credit: http://www.eere.energy.gov/cleancities/toolbox/pdfs/clarke_webcast.pdf

AFV TRADER WEBSITE LAUNCHED

AFV Trader is a new website dedicated to the sale of municipal and commercial fleet Alternative Fuel Vehicles. Listings are free. URL: www.afvtrader.com.

EPA PROPOSES TIGHTER STANDARDS FOR OZONE

The US EPA issued a proposed rule that would tighten the air quality standards for ground-level ozone. The proposed changes would mark the first revisions since 1997 to the nation's standards for ozone. The prior change included adjusting the acceptable level downward from 0.12 parts per million (120 parts per billion) to 0.08 ppm (80 ppb), and revising the way in which non-attainment was measured -- going from a 1-hour to an 8-hour average. EPA's latest proposal would adjust the level down from 0.08 ppm (80 ppb) to a range of between 0.070 to 0.075 ppm (70 to 75 ppb). EPA, however, also is taking comments on alternative standards within a range from 0.060 ppm (60 ppb) up to the level of the current 8-hour ozone standard of 0.08 ppm (80 ppb).

The proposed standards would likely increase the number of counties in the U.S. that are in non-attainment, and make it even more difficult for areas already in non-attainment to achieve attainment. It is unclear, however, what specific measures states will need to consider and adopt in the future. Under the proposal, the initial state implementation plans to comply with the new standards would not be due until 2013. EPA will provide a 90-day comment period from publication in the Federal Register, and intends to hold four public hearings: Los Angeles and Philadelphia on Aug. 30 and Chicago and Houston on Sept. 5. To view a copy of EPA's proposal, visit the agencies website: <http://www.epa.gov/air/ozonepollution/actions.html>.

DOE REQUESTS INFORMATION ON EARLY MARKETS FOR HYDROGEN AND FUEL CELLS

The U.S. Department of Energy's Hydrogen Program released a "request for information" (RFI) on early markets for hydrogen and fuel cells. The RFI focused on opportunities for the early adoption of hydrogen and fuel cell technologies and supporting activities. **The deadline for providing comments has been extended from June 30 to July 31, 2007.**

The RFI seeks public comment on three main topics:

- Early market financial assistance
- Fuel cell performance testing
- Community partnerships

For more information about several near-term fuel cell markets that DOE is considering to help stimulate demand, refer to the recent *Identification and Characterization of Near-Term Direct Hydrogen PEM Fuel Cell Markets* report. The report focuses on using fuel cells to power forklifts and provide backup power for telecommunications and emergency response radio towers.

This RFI is part of the Hydrogen Program's effort to facilitate market transformation. Visit DOE's E-Center to view the full RFI (funding opportunity number: DE-PS36-07GO37002) and for information on how to provide comments. http://www.hydrogen.energy.gov/earlymarkets_rfi.html

PROPANE MAKING A COMEBACK?

Propane is recognized as an environmentally friendly source of energy for its clean and efficient properties. It's an approved alternative fuel listed in both the Clean Air Act of 1990 and the National Energy Policy Act of 1992 and 2005.

According to the Propane Research and Education Council, here are a few reasons why using propane can cut emissions and protect the environment:

- Propane-fueled vehicles produce significantly lower particulate, carbon monoxide, nitrogen oxide, hydrocarbon, and greenhouse gas emissions than gasoline or diesel engines.
- Compared to gasoline, propane cuts emissions of toxins and carcinogens such as benzene and toluene by up to 96 percent
- Per pound of fuel consumed, propane emits less than half as much carbon dioxide as coal and almost no sulfur dioxide. So consumers can help improve air quality and reduce greenhouse gas emissions by using propane gas for heating, cooking, and other activities instead of coal-generated electricity

Propane can offer fleet operators distinct economic advantages over conventional fuels (gasoline and diesel). The Battelle Memorial Institute found that propane is the most economical alternative fuel for fleets (on a per mile basis) when operating, ownership, and infrastructure costs are all taken into consideration (Source: <http://www.amistadpropane.com/onmove.html>). Operating costs associated with propane fleets typically range from 5-30 percent less than those of gasoline fleets (Source: National Propane Gas Association).

PERC claims that from an economic perspective, propane is the most cost effective alternative to conventional transportation fuels when capital costs (vehicle and infrastructure) and operation and maintenance costs are all taken into consideration. Of all available alternative fuels, propane offers the best mix of vehicle driving range, durability and performance.

Propane has fallen off the map in recent years as manufacturers pulled out of making vehicles, and conversions left fleet managers with a bad taste in their mouths. However, OEM's are responding to market demand and are debuting two new options which may prove to be important players in the alternative fuel vehicles arena.

2 New OEM Propane Options:

1. Roush Liquid Propane Injection F-150 (visit <http://www.propanetruck.us/> for more info)

Roush dynamometer test results have confirmed projections – no loss in horsepower or torque when converting the engine from gasoline to liquid propane injection. Using liquid injection provides increased air charge and a cold dense mixture into the combustion chamber, resulting in the expected horsepower and torque values.

A new design billet fuel rail with industry standard DEKA II injectors is being installed on the development and emission data test vehicles prior to starting the EPA and CARB certification process. This design combines the high strength of billet aluminum with the precise control of liquid injection.

Based on customer surveys and discussions, the Roush liquid propane injection F150 will be equipped with either the standard underbody fuel tank or an extended range in-bed tank. The standard tank version was introduced at the Alternative Fuel Conference in Anaheim, California on April 2, 2007. The optional in-bed tank was first shown at the NLPG Convention in Atlanta on April 14, 2007.

This truck will use liquid port injection. This will eliminate problems that have been associated with other propane products such as hard starting, poor performance and poor reliability.



Photo: Roush Liquid Propane Injection F-150. Source: <http://www.propanetruck.us/>

Regular cab - Styleside	SuperCab – Styleside	SuperCrew – Styleside
<ul style="list-style-type: none"> • XL or XLT trim line 4x2 and 4x4 6.5' and 8.0' boxes available (126" and 145" wheelbases) • 5.4L 3-valve dedicated propane engine <ul style="list-style-type: none"> • 4 speed automatic transmission with overdrive • 17" wheels, P255 x17 tire • 20+ gallon toroidal or 50+ gallon in-bed fuel tank • Air conditioning standard • Optional heavy duty payload package (8200 GVWR) • Trailer tow package required 	<ul style="list-style-type: none"> • XL or XLT trim line 4x2 and 4x4 <ul style="list-style-type: none"> • 5.5', 6.5' and 8.0' boxes available (133", 145" and 163" wheelbases) • 5.4L 3-valve dedicated propane engine <ul style="list-style-type: none"> • 4 speed automatic transmission with overdrive • 17" wheels, P255 x17 tire • 20+ gallon toroidal or 50+ gallon in-bed fuel tank • Air conditioning standard • Optional heavy duty payload package (8200 GVWR) • Trailer tow package required 	<ul style="list-style-type: none"> • XL or XLT trim line 4x2 and 4x4 <ul style="list-style-type: none"> • 5.5' and 6.5' boxes available (139" and 150" wheelbases) • 5.4L 3-valve dedicated propane engine <ul style="list-style-type: none"> • 4 speed automatic transmission with overdrive • 17" wheels, P255 x17 tire • 20+ gallon toroidal or 50+ gallon in-bed fuel tank • Air conditioning standard • Trailer tow package required

2. Bluebird Propane Powered Vision School Bus (visit <http://www.propanevision.com/> for more info)

Blue Bird Corporation unveiled the Propane Powered Vision School Bus at the National Association of Pupil Transportation Conference and Trade Show in Kansas City, Missouri on November 7, 2006. This school bus beats the hard to meet 2007 EPA school bus engine requirements. The dedicated propane powered school bus is the first to be offered by any major manufacturer in the U.S. since 2002. The Propane Vision has three engine options and the propane engine is currently priced in the middle. The propane option is \$8506 more than the lowest diesel engine, (before discounts) and \$10,000 less than the highest diesel engine. Up to an \$8,000 incremental tax credit is available through the alternative motor vehicles credit, and a \$.50 per gallon excise tax credit is available through the alternative motor fuels credit (discussed above). Some argue propane is the least cost option now that 2007 diesel engines have become pricier.

Propane-Powered Vision



Technical Specification Highlights

Capacity	<i>Multiple floor plans available with passenger seating up to 77</i>	Transmission	<i>Allison® PTS 2300 Series</i>
Exterior Width	<i>96"</i>	Engine	<i>GM® 8.1L with LPI (Liquid Propane Injection) System, 330hp</i>
Interior Width	<i>90 3/4"</i>	Tire Size	<i>11R22.5(G)</i>
Aisle Width	<i>Varies by floor plan</i>	Alternator	<i>200 amp</i>
Skirt Length	<i>16 1/4"</i>	Brakes	<i>Hydraulic disc brakes with 4-wheel anti-lock brakes</i>
Interior Headroom	<i>74" standard; 77" optional</i>	Suspension	<i>Front - 8,000 lb. parabolic springs Rear - 17,000 - 21,000 lb. 2-stage leaf springs (rating varies by wheelbase)</i>
Overall Height	<i>124" - 127"</i>	Steering	<i>TAS 55</i>
Wheelbase	<i>189" / 217" / 238" / 252" / 273"</i>	Front Axle	<i>12,000 lb.</i>
Fuel Tank	<i>Located between frame rails in rear overhang; range is comparable to a 60-gallon diesel tank</i>	Rear Axle	<i>21,000 lb.</i>
Entrance Door	<i>27" wide x 78" high / double "full view" outward opening</i>	Wheel Cut	<i>50°</i>
Rear Door	<i>37.7" wide x 52.5" high</i>		

Rely On...



BLUE BIRD

Propane-Powered Vision Specifications

CHASSIS

- 50,000 psi steel frame rails 10 1/8" high x 3" flanges x 5/16" thick
- GM® 8.1L with LPI (Liquid Propane Injection) System; 330 horsepower
- Allison® automatic transmission, PTS 2300 Series
- Synthetic transmission fluid
- Fuel tank between frame rails in rear overhang; equivalent to 60 gallon diesel tank
- 200 amp alternator
- 11R22.5(G) tires
- Large, easy to read gauges
- 12,000 lb. front axle with 8,000 lb. parabolic spring suspension
- 21,000 lb. rear axle with a two-stage rear suspension system (rating varies by wheelbase)
- Blue Stripe rubber coolant hoses with constant torque clamps
- Hydraulic brake system
- Anti-Lock brakes
- 15" steel front bumper
- "E-Z Adjust" tilt/telescoping steering column
- Three "Group 31" batteries
- "Huck Spin" fasteners on all permanent frame fixtures

DURABILITY

- All parts are pre-primed or thoroughly rust-proofed after fabrication and before assembly
- Entire underbody (body skirt and floor) is undercoated before mounting on chassis
- Exterior surfaces are painted with heat-cured polyurethane
- Interior surfaces are painted with high-quality, hot-sprayed, baked-on enamel
- 1/2" grade plywood for insulation of the floor
- 1/8" smooth black rubber flooring, 3/16" ribbed rubber aisle
- Goodyear Hi-Miler heater hose with constant torque clamps
- Blue Stripe rubber cooling hoses with constant torque clamps
- Synthetic transmission fluid
- 11R22.5(G) tires
- Spicer® "lube for life" driveline
- Rubber molded wheelhouse
- 12,000 lb. front axle with 8,000 lb. parabolic spring suspension
- 21,000 lb. rear axle with a two-stage rear suspension system (rating varies by wheelbase)
- Side exhaust before rear wheels
- "Huck Spin" frame fasteners

STRENGTH

- 14-gauge steel, hat shaped posts and roof bows
- Rigid 16-gauge steel roof longitudinal internal structural members
- 16-gauge, channelled interior steel window headers
- A massive 16-gauge continuous belt of interior steel armor above and below floor line
- Riveted and welded construction
- Four full-length, 16-gauge exterior side rub rails
- 20-gauge fluted exterior side panels
- 22-gauge interior galvalume side panels
- 14-gauge steel floor panels
- 50,000 psi steel chassis frame, 5/16" inch thick with permanent fixtures and attached with "Huck Spin" fasteners



"E-Z Adjust" Steering Column



Redesigned Driver's Area

SAFETY

- 4-wheel anti-lock brakes
- Single halogen headlights
- Drivers three-point seat belt with adjustable 7 1/2" pillar loop
- "Full view" outward-opening entrance door with 1,350 square-inch tempered safety glass
- "Safety View" vision panel with a wide angle Fresnel lens for view of loading/unloading zone
- Best drivers line of sight in the school bus industry
- 50-degree wheel cut reduces need for backing
- 9" x 17" oval-shaped, flat and convex rearview mirrors
- 11" x 13" oval shape crossover mirrors with tinted band to reduce glare
- Electric horn with high and low note
- Blue Bird's unitized construction of the passenger compartment
- 15" steel front bumper, 12" steel rear bumper
- Side exhaust before rear wheels
- 8.25 x 22.5 Disc, hub-piloted steel wheels
- 11R22.5(G) tires

SERVICEABILITY

- Chassis multiplex wiring
- Large work space under hood
- Easy hood assist requires less than 10 lb. opening effort
- Body wiring terminal is easily accessible through exterior electrical compartment
- Wiring is color coded and continuously numbered for easy identification
- Automatic resetting circuit breakers for body wiring
- Tempered glass, split-sash windows
- Grease fittings on emergency door hinges
- Easy-opening, outward opening entrance door; features long-lasting, oil-impregnated, bronze pivotal bearings
- Body wiring is encased in "easy to access" ABS molding above passenger windows
- Side exit exhaust

COMFORT & CONVENIENCE

- 74" headroom at aisle, front to rear
- Split-sash, tempered windows
- Shaded windshield
- 90,000 btu front heater and defroster
- Power accessory socket for cellular phones, CB radios, etc.
- 1/2" plywood for insulation of the floor
- Full "panoramic" cockpit view
- Full body insulation
- Acoustic headlining (Driver's and 1st Sections)

DRIVER ERGONOMICS

- "Best in class" driver visibility
- 50-degree wheel cut reduces need for backing
- Power steering with "E-Z Adjust" tilt/telescoping column
- Large, easy to read gauges
- Backlit, easy to reach switch panel with rocker switches
- Electric, intermittent, single switch windshield wipers
- Manual "glide-type" outward opening door
- 3-point seat belt with 7 1/2" vertical adjustment
- National® fully adjustable driver's seat
- Cruise control
- Improved vision in loading zone with "Safety View" window and large glass paneled door
- New wraparound dash

OPTIONAL FEATURES

- Hendrickson® front and rear air ride suspension
- Electric, remote control and heated mirrors
- Laminated glass
- 77" headroom/12" split sash windows
- Dedicated door and wheelchair lifts; along with recessed wheelchair securements for special-needs passengers
- Underfloor luggage compartments with locking doors
- Tinted glass
- Mud flaps
- Vandal locks
- AM/FM/CD Radio with deluxe speakers
- Air brake system
- Bode® electric door
- 10,000 lb. front springs

DIMENSIONS

Headroom	74"
Width Exterior	96"
Width Interior	90 3/4"
Skirt Length	16 1/4"
Overall Length	289" - 471"
Overall Height	124" - 127"
Wheelbase/Passenger Capacity	189" = 48 217" = 54 238" = 60 252" = 66 273" = 72/77

Blue Bird Corporation

402 Blue Bird Blvd.
P.O. Box 937
Fort Valley, GA 31030
1-800-486-7122
www.blue-bird.com

Rely On...



BLUE BIRD

Specifications shown were in effect on the date they were approved for printing. In keeping with its policy of continual product improvement, Blue Bird reserves the right to change specifications without notice and without incurring obligations. Some equipment and features shown may be optional—your Blue Bird Distributor will explain.

SB-VIS-GM-0307

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BIODIESEL FUEL QUALITY BEST MANAGEMENT PRACTICES GUIDE AVAILABLE ONLINE

Virginia Clean Cities recently completed a biodiesel fuel quality best management practices guide for biodiesel blenders and handlers. The guide covers biodiesel preparedness, biodiesel blending practices, cold weather handling, ASTM, BQ9000, and administrative to-do's for biodiesel distributors, marketers and users, and is posted on our resources page: <http://www.hrcce.org/resources.html>.

GENERAL MOTORS, VERASUN ENERGY AND ENTERPRISE RENT-A-CAR BRING HOME-GROWN, RENEWABLE FUEL TO D.C. MOTORISTS *E85 Ethanol Becomes Publicly Available in Nation's Capital*

WASHINGTON, D.C. – Drivers of flex fuel cars and trucks that can run on either gasoline or ethanol will now, for the first time, be able to fill up on E85 ethanol in our nation's Capital. General Motors and VeraSun Energy, one of the nation's largest ethanol producers today announced the opening of the first retail pump of VE85™, VeraSun's branded E85 ethanol, within Washington, D.C. limits.

Located at the Georgetown Chevron, 2450 Wisconsin Ave, N.W., Washington's first retail E85 ethanol pump will be followed by the opening of additional refueling sites in the coming months. A second VE85 fueling site is also available to the public at the Navy Exchange station near the Pentagon in Arlington, VA.

Also joining GM and VeraSun Energy's efforts to promote the availability and use of E85 ethanol, Enterprise Rent-A-Car announced that it is designating its premier rental location in Washington D.C. as an official "E85/FlexFuel branch." The new fueling locations are a part of a larger, national effort among the companies to boost the use and awareness of ethanol-based E85 fuel in the United States as just one way toward displacing petroleum and increasing energy security.

"GM wants to be a part of the solution to reduce this nation's dependence on petroleum," said Elizabeth Lowery, GM vice president of environment, energy and safety policy. "At GM, we believe that biofuels like E85 give us the greatest near-term potential to actually reduce gasoline consumption and vehicle emissions. That's why GM is committed to building vehicles that can run on E85 ethanol with over two million of our flex fuel vehicles on the road today and plans to expand production going forward."

For the 2007 model year, GM offers 14 E85 ethanol-capable vehicle models—more than any other automaker—with an annual production of more than 400,000 vehicles.

VeraSun and GM have been working in partnership since 2005, having successfully worked with retailers in Sioux Falls, S.D., Chicago, Minneapolis-St. Paul and Pittsburgh to increase the availability of both flexible fuel vehicles and VE85™. Today, VE85™ is available at more than 90 stations in nine states and D.C.

"These flex fuel vehicles are on the road today and it's critical that there are more E85 pumps to fuel them," said Don Endres, VeraSun's chairman and CEO. "We are excited to continue to expand our ongoing partnership with General Motors to increase the availability of E85 and to promote the many benefits of using this domestically-produced, renewable fuel."

Enterprise Rent-A-Car's E85/FlexFuel branch – located at 1029 Vermont Ave. NW in Washington, D.C – will include 50 GM E85 ethanol-capable vehicles stocked with materials about the Georgetown Chevron fueling station location and the benefits of E85 ethanol. "As owner of the world's largest fleet of vehicles, we want to send a loud and clear message that, as alternative technologies like flex fuel become commercially available we will embrace them," said Matthew G. Darrah, senior vice president, North American Operations, for Enterprise Rent-A-Car.

Representatives from the District, the U.S. Department of Energy, the U.S. Environmental Protection Agency and the U.S. Department of Agriculture were also on hand to make the announcement.

General Motors Corp. (NYSE: GM), the world's largest automaker, has been the annual global industry sales leader for 76 years. Founded in 1908, GM today employs about 280,000 people around the world. With global headquarters in Detroit, GM manufactures its cars and trucks in 33 countries. In 2006, nearly 9.1 million GM cars and trucks were sold globally under the following brands: Buick, Cadillac, Chevrolet, GMC, GM Daewoo, Holden, HUMMER, Opel, Pontiac, Saab, Saturn and Vauxhall. GM's OnStar subsidiary is the industry leader in vehicle safety, security and information services. More information on GM can be found at www.gm.com.

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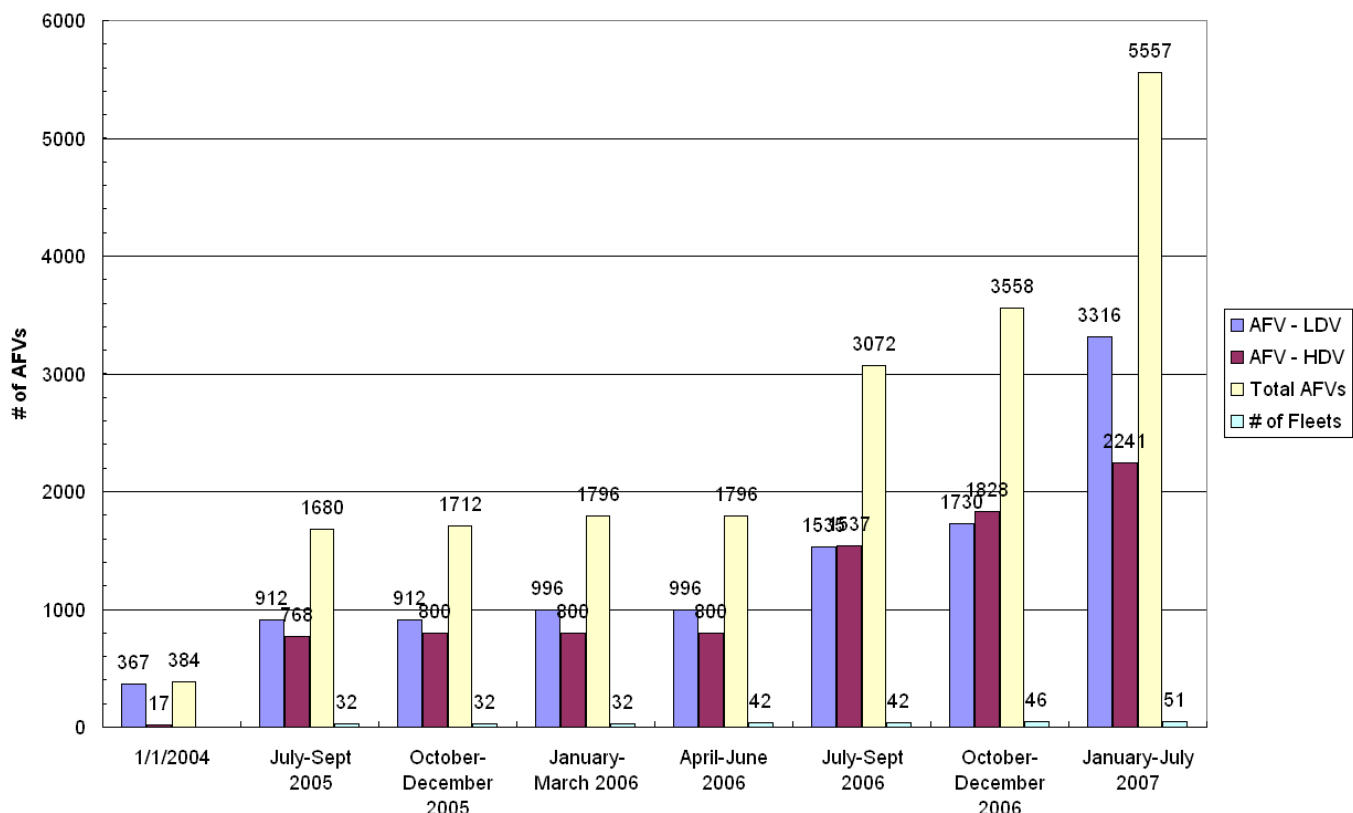
Contacts:

Carolyn Markey
 Manager, Policy and Washington Communications
 General Motors
 Phone: 202-775-5016
 E-mail: carolyn.markey@gm.com

Mike Lockrem
 Corporate Communications Manager
 VeraSun Energy Corporation
 Phone: 605-696-7527
 E-mail: mlockrem@verasun.com

ALTERNATIVE FUEL VEHICLE INVENTORY SHOWS LARGE INCREASES IN AFVs OVER LAST YEAR

Alternative Fuel Vehicles - Clean Cities Fleet Totals



Thanks to all of our dedicated stakeholders, Virginia Clean Cities has seen alternative fuel vehicle fleets grow substantially over the last few years. Note that numbers from quarter to quarter are not necessarily reflective of alternative fuel vehicles put into service in the quarter designated. Data collection methods have improved and more fleets recognize Virginia Clean Cities as the alternative fuels and vehicles resource of Virginia, and therefore report alternative fuel vehicles more regularly. However, it's safe to say there have been substantial increases over the past few years due to the remarkable commitment of our stakeholders. Thanks to you for contributing to our mission of reduced imported petroleum usage and cleaner air!

Calendar

September 4	Hydrogen Teachers Workshop at Nauticus 8 am to 3 pm
October 2-4	NHA Hydrogen Uses in the Military in Columbia SC
October 16-18	Commonwealth Energy & Sustainability Conference, Lexington, VA
October 24-25	3 rd annual Henrico County Energy Fair at Mills Godwin High School
November 14-17	NAAEE Conference in Virginia Beach
Dec 2-5	International Electric Vehicle Symposium in Anaheim CA
Mar 30-Apr 4, 2008	NHA annual hydrogen conference in Sacramento CA
April 2008	Environment Virginia annual conference at VMI (dates not yet announced)
May 4-5, 2008	National Association of Fleet Administrators exhibition Salt Lake City
May 11-14, 2008	AFVi annual conference at Rio Hotel & Casino, Las Vegas

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