

# MDE Environment

Maryland Department of the Environment

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## What's Inside...

### Pollution Prevention Training Materials Now Available

*Ready Mixed Concrete  
and Marinas videos  
first in series.....page 2*

### DNA Tests for Shellfish?

*MDE participates in new  
research to ensure  
safer harvests.....page 3*

### Sounds Like a Great Way to Recycle Tires!

*Highway sound wall barriers  
incorporate scrap tires.....page 4*

### Alternative Fuels

*Making a difference in  
Maryland's air quality  
future.....page 5*

*For the Record.....page 6*

*Enforcement and  
Compliance.....page 10*

*Meetings and  
Hearings.....page 11*

**Tawes Award  
Winners  
Honored.....  
Back Page**



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## Governor's Wetlands Restoration Initiative Sparks Funding Agreement

by Gary Setzer

Governor Parris N. Glendening's 60,000 acres wetlands restoration initiative has received support from an unlikely partner - Maryland's highways. The Maryland State Highway Administration (SHA) has emerged as an important partner in moving the wetlands initiative to fruition by taking advantage of the opportunities provided by the *Transportation Equity Act for the 21st Century* which provides \$217 billion over the next six years to improve the nation's transportation infrastructure, enhance economic growth and protect the environment.

Specifically, the Transportation Enhancement Program of TEA-21, which was signed into law by President Clinton in 1998, can be used for environmental mitigation

to address impacts associated with highway construction. In Maryland, one component of this mitigation will be to fund additional efforts to create, restore or enhance wetlands. These efforts will ultimately provide important public benefits, including water quality enhancement, natural shoreline protection, flood protection, fish and wildlife habitat and recreational opportunities.

Under TEA-21, Maryland's State Highway Administration has targeted \$500,000 a year to fund wetland projects under the Governor's initiative. Since the federal funds must be matched by an equal local contribution, Maryland can anticipate a million-dollar annual investment in its "green infrastructure." The Maryland Department of Natural Resources (DNR) will coordinate the investment strategy, in cooperation with State Highway Administration (SHA) and

the Maryland Department of the Environment (MDE). The strategy also will rely on the Landowner Stewardship Referral Service, a cooperative effort between DNR, MDE, Maryland Department of Agriculture, Maryland Environmental Trust, U.S. Fish and Wildlife Service, Natural Resources Conservation Service, Chesapeake Bay Foundation, Ducks Unlimited, and the Wetlands Restoration Steering Committee. This service encourages stewardship programs on privately owned properties to restore critical habitats and protect our waterways from pollutants.

The creation of wetlands in upland areas and the restoration of degraded or hydrologically altered wetlands are exciting possibilities for recovering Maryland's lost wetlands. Wetland creation and restoration can range

*(continued on page 4)*

## First Linked Deposit Program Loan Completed



*U-Save Service Station in Damascus will have its Underground Storage Tanks replaced thanks to a below market interest rate loan program offered by MDE.*

by Quentin Banks

The Maryland Department of the Environment (MDE) has completed

the first loan transaction utilizing its innovative Linked Deposit Program. Established in the 1998 legislative session, the Linked Deposit Program

allows a borrower a rate of interest on the bank loan to be 5.81 percent, which is 3.69 percent below the market rate. The first completed loan transaction, highlighted in a June 14 *Daily Record* article, is being made with the Farmers and Mechanics Bank of Damascus to replace underground storage tanks for U-Save Service Station.

The site for the new tanks was inspected and approved by officials from MDE. The new tanks meet all state and federal standards to protect against leakage of petroleum products into surrounding soil, where the potential exists to pollute groundwater. In turn, the bank and MDE have entered into an investment agreement in which the Department agrees to the below market rate of interest on an investment equal to the loan amount.

Under this program, private property owners may borrow funds from  
*(continued on page 4)*

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## Maryland Businesses to Benefit from New Training Materials

by Herb Sachs

The Maryland Department of the Environment (MDE) in conjunction with the Maryland Center for Environmental Training (MCET) has released the first videos in a series to help selected Maryland business sectors voluntarily meet pollution control requirements. Both the ready mixed concrete industry and Maryland's marina industry can now benefit from easy to understand training materials that focus on front-line pollution control and prevention procedures specific to their industry.

"This Maryland Business and Industry Compliance Assistance Project program provides a unique partnership among many partners – business and industry, educational facilities and many units of government," said MDE Secretary Jane Nishida. "From this very modest start, we will encourage the expansion of the compliance assistance effort so that it becomes a routine part of our normal programmatic activity to protect and enhance our natural resources."

The ready mixed concrete video details information on environmental management plans, water management issues, solids management and leftover concrete recycling, job site washout procedures, air emission, spill prevention and chemical storage and plant aesthetics. The accompanying training materials include a guidebook and a PowerPoint presentation to aid in training others.

A series of three marina videos build upon the earlier published *Maryland Clean Marina Guidebook* prepared by the Maryland Department of Natural Resources (DNR) under the Clean Water Initiative. The initiative was DNR's response to the possibility of Maryland having to impose additional regulatory requirements on marinas. Federal agencies agreed to allow Maryland to pursue a voluntary approach for reducing marina-based pollution. Maryland has until the year 2000 to successfully develop and

begin implementation of the Clean Marina Initiative. The goal is to certify 25 percent of the state's marinas as Maryland Clean Marinas.

"The three-video-series gives best management practices for spring time commissioning, summer operation and winter lay-up," said Beth Valentine, coordinator of the Clean Marina Initiative at DNR. "The focus is to help marina staff prevent pollution."

Several training products also are being developed for other industry sectors. The aggregates industry will benefit from a video. A homebuilder's manual also is in its formative stages. MDE is considering two separate training packages, one for those actually engaged in the various earth moving activities of homebuilding and one for the general public on erosion and sediment control and stormwater management. Production and release of these materials should coincide with the new stormwater management regulations being promulgated and a department initiative to strengthen the erosion and sediment control program.

Still another component of MDE's compliance assistance effort will be the creation of a referral service for the State's industries and businesses. Under this effort, regulated businesses either on their own or on the recommendation of MDE will be able to seek assistance from a list of technical experts. Prospective users of the service can be assured that use of the service is completely voluntary and will be provided outside the regulatory process.

*The Clean Marinas Guidebook* is free. There is a minimal charge for the three marina videos to cover production costs. Call Beth Valentine at (410) 260- 8776 to receive the marina training materials. The ready mix concrete video and guidebook is available for a fee by calling 1-888-84NRMCA. For information on the Maryland Business and Industry Compliance Assistance Project call Herb Sachs at (410) 631-8048.

### Ten Tips for Pollution Reduction for the Ready Mixed Concrete Industry

1. Use leftover concrete for molding stackable concrete blocks, road base or foundation, grading or paving unpaved parts of the plant yard.
2. Make sure that washwater, cleaning agents, acid solutions and other fluids associated with mixer cleaning flow into a collection basin or sedimentation pit.
3. Recycle water from the washout pit to flush out mixer drums.
4. Be familiar with your spill prevention and control plan.
5. Regularly inspect fuel tanks, hoses, fittings and lines for wear and leaks or spills.
6. Consider chute closure devices to prevent spills of stone particles or concrete while trucks are in transit.
7. Do not allow spilled materials to build up. They become a wind-blown source of dust.
8. Speedy traffic kicks up dust. Go slowly in the plant yard.
9. Regularly sweep or wash paved areas to keep them free of surplus dust.
10. Learn where Material Safety Data Sheets (MSDS) are kept. Refer to them for recommended safety and environmental action in case of an emergency.

**U**nderstanding environmental requirements can be especially challenging for small businesses that may lack resources or may not even be aware of what environmental regulations apply to their industry. The Small Business Assistance Program, a program of MDE's Environmental Permits Service Center, offers free information and individualized assistance to small businesses to help fill their environmental permitting and compliance needs. For more information contact Andrew Gosden at (410) 631-3772

# What's New in Protecting Maryland's Shellfish Waters?

by Kathy Brohawn

This past season's oyster harvest shows a 70 percent increase over last year's harvest and a 279 percent increase over the all time low in 1994. The dockside value of this year's harvest of approximately 302,000 bushels is estimated at \$5.94 million dollars.

The numbers sound good but keeping areas of the Chesapeake Bay open to harvesting is a challenge considering increases in development and population along the shores. As the agency that is responsible for protecting the waters, the Maryland Department of the Environment (MDE) is meeting the challenge by researching new and innovative techniques for detecting pollution sources, participating in a national study of *Vibrio parahaemolyticus*, as well as maintaining the essential elements for protecting Maryland's shellfish harvesting waters.

MDE recently received funding for research on ways to trace the source of nonpoint bacterial pollution. The research project, entitled *Fecal Coliform Fingerprints from Nonpoint Source Pollution in the Pocomoke &*

*Wye River Watersheds* will explore emerging DNA technology. Analyses for fecal coliform bacteria do not currently identify the source of bacteria. A project designed to trace the DNA fingerprint of the fecal coliform in geese droppings, chicken waste and other possible sources in a watershed will be useful in determining the pollution sources causing areas to be closed to shellfish harvesting. The DNA finger printing technique was developed by Dr. George Simmons of Virginia Polytechnic Institute & State University. Dr. Simmons will be collaborating with MDE on the study. Dr. Elichia Venso and Dr. Mark Franna of Salisbury State University will conduct microbial and DNA analysis. MDE will be collecting samples in the Wye River, which was recently closed to harvesting, and the Pocomoke River, which has been closed for over 20 years to harvesting. Current monitoring has not revealed the source of elevated bacteria levels in shellfish waters in these watersheds.

"I am really looking forward to working with MDE on this project," said Dr. Venso. "Once the project is

completed MDE may be able to develop new management strategies to allow these areas to be open to shellfish harvesting."

Maryland also will participate in a voluntary scientific study that will help to identify background levels of a naturally occurring bacteria called *Vibrio parahaemolyticus*. Found seasonally in estuarine waters, certain strains of this bacteria can cause acute gastroenteritis in humans.

Until recently, illness transmitted by shellfish in the U.S. occurred sporadically. However, in 1997 and 1998 *Vibrio parahaemolyticus* outbreaks linked to consumption of raw oysters from the Gulf Coast, Washington State, and New York, has caused increased concern regarding this organism. Eight other states (WA, TX, LA, AL, VA, NJ, CT, & NY) also are participating in this national study. Not all strains of *Vibrio parahaemolyticus* are disease causing, in fact, nearly all the strains obtained from environmental sources are non-pathogenic. The study includes funding to train Department of Health and Mental Hygiene (DHMH) lab

personnel for analyzing these strains and requires a commitment from MDE for collecting shellstock samples twice a month for one year. It is a great opportunity to have DHMH laboratory personnel trained in analyzing *Vibrio parahaemolyticus* and providing much needed background to assist in evaluating the human health risk from this naturally occurring bacteria.

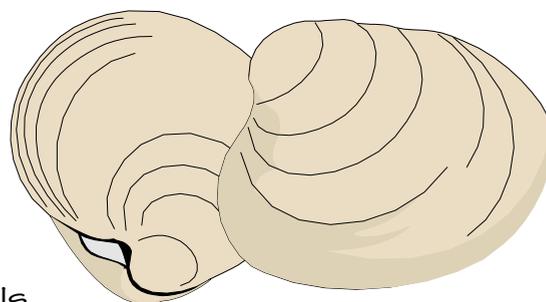
The backbone of the shellfish program is the daily monitoring of bacteriological water quality and MDE's effort to identify, evaluate, and minimize pollution sources impacting shellfish harvesting waters. This summer, MDE has five shellfish teams collecting water samples from over 900 stations for bacteriological analysis. The teams collect over 5,000 water samples a year and evaluates over 4,000 properties a year for pollution sources.

Together with routine monitoring, Maryland's participation in research studies helps to ensure that Maryland can maintain as many areas open to harvesting as possible, meet increasing challenges, and continue to assure that Maryland shellfish are safe to eat.

## Shellfish are....

bivalve mollusks,  
commonly known as **clams**,  
oysters,  
& mussels.

{The term **Shellfish** does not include crabs, lobsters, or shrimp.}



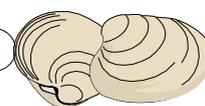
If the water is contaminated with disease-causing (never has happened in Maryland) organisms, they are also trapped....

and....  
consumed....

**AS FOOD.**



**S**hellfish are....  
filter-feeding organisms.  
They strain the surrounding water through their gills which....  
**trap and transfer....**  
food particles to their digestive tract....



**B**ecause **Shellfish** pump large quantities of water through their gills each day, concentrations of harmful organisms in **Shellfish** from polluted waters can reach dangerous levels. If **Shellfish** containing these organisms are eaten raw or partially cooked, illness may result. To protect your health, please be sure that shellfish are harvested from approved **Shellfish** waters.

## Sounds Like a Great Way to Use Scrap Tires

by Abigail Pascual

A project being conducted in Maryland has set out to answer the question “Can tires absorb sound?” The Maryland Department of the Environment is working in conjunction with Maryland Environmental Service and Maryland’s State Highway Administration in a contract with Concrete Placement Systems, Inc. to build a highway soundwall barrier which incorporates scrap tire chips into the concrete wall panels. The soundwall project is located on I-95 near the Beltway in the Arbutus area of Baltimore County and will protect the Arbutus and Halethorpe communities from the roar of highway traffic.

The purpose of incorporating the scrap tire chips into the soundwall panels is to more effectively allow the road noise to be absorbed rather than reflected back and forth across the roadway. The soundwall system is made up of four-inch thick, 4,000 psi structural concrete with wire mesh,

along with an additional four-inch layer of acoustical concrete which is a mixture of scrap tire chips and concrete. The ribbed face of the walls also provide more noise absorptive surface area than a flat surface.

This design will allow various lengths of sound waves to enter the open textured acoustical concrete where the sound waves can be dissipated.

Prior to the installation of the soundwall barrier, baseline noise levels

were measured. Noise levels after construction of the sound wall, sometime this month, will be monitored on a quarterly basis for two and a half years to determine the acoustic performance of the structure. The project also will be evaluated for durability and ease of construction and maintenance.

The equivalent of more than 400 passenger car tires are incorporated into each panel of the wall, and a total of approximately 250,000 scrap tires were recycled for construction of the 55,000 square foot absorptive soundwall system. The Used Tire Cleanup & Recycling Fund will be used to partially pay for this project. This fund, established with the 1991 Scrap Tire Recycling Act, is maintained by a one dollar fee collected on the sale of each new tire in Maryland.

The fund is used for the scrap tire licensing and inspection program, remediation of old tire dumps and financial assistance to projects that recycle old tires, such as this.



Individual concrete and scrap tire soundwall panels ready for installation.

continued from front page....

## Loan Program Underway

private lending institutions located in their neighborhoods to finance projects to control non-point source pollution. These loans may be used for design and construction of a wide variety of water quality improvements to protect groundwater and surface water from pollution attributed to non-point sources, such as leaking underground storage tanks, failing septic systems, and rainfall runoff from farms.

In 1991, MDE began operating federally mandated low-interest loan program for owners of underground

storage tanks to assist them with upgrades or replacements. That loan program was discontinued by law in June 1998. The Linked Deposit Program continues to facilitate funding to upgrade or replace leaking tanks.

For information about the Linked Deposit Program contact the local Soil Conservation District, local health department or MDE at (410) 631-3574. Information also is available on MDE’s web site at <http://www.mde.state.md.us/wqfa>.



Construction of the Arbutus/Halethorpe Soundwall barrier is expected to be underway by August 1.

Photos courtesy of Concrete Placement Systems, Inc.

continued from front page...

## Wetlands Funding

from the construction of a relatively simple farmland nontidal wetland by plugging existing drainage ditches to the construction of more extensive wetlands through mass grading and manipulation of the site’s hydrology. In both instances, however, successful engineering requires basic knowledge of wetland ecology and its principles to construct and restore wetlands as part of the natural landscape. As the complexity of a project increases, so does the cost of construction. As a result, it is difficult to estimate the potential acreage that could be recovered with TEA-21 financing. The cost

of wetland construction experienced by the State’s programmatic mitigation program averages approximately \$10,400 per acre. Based on this figure, Maryland’s wetland base could increase by nearly 600 acres.

If you are interested in helping Maryland to achieve its wetland restoration goal, while enhancing fish and wildlife habitat and improving water quality on your property, contact the Maryland Department of Natural Resources, Landowner Stewardship Referral Service at (410) 260-8810. For further wetlands information call (410) 631-8091.



MDE’s Stephen Kraus (left), and MDE’s Ginny Kearney (right) pose with Farmers and Mechanics Assistant Vice President Patrick Shurney at the recent loan closing.

# A Nation Driving Clean

by Bob Maddox and Tim Shepherd

Americans rely on cars. We use them to go to work, to school, and run everyday errands. When we go on vacation, we pack up the car and drive for hours. In the Baltimore area alone, vehicles travel over 65 million miles a day. What does all this traveling mean for the quality of our air and how might alternative fuel vehicles (AFV) make a difference in our air quality future?

“About 116 tons of nitrogen oxide emissions are released into Baltimore’s air each day from driving,” said Secretary of the Environment (MDE) Jane Nishida. “Nitrogen oxides are the result of burning fossil fuels and are a contributor to ground-level ozone which is Maryland’s most persistent air pollutant.”

Nationally, motor vehicle use contributes 78 percent of the carbon monoxide, 45 percent of the nitrogen oxides (NOx), and 37 percent of the volatile organic compounds (VOC) found in the air in major metropolitan areas. When NOx and VOCs are combined in strong sunlight ground-level ozone is formed. Ozone can cause inflammation of the respiratory tract, eye and throat irritation, and is especially harmful to children and to people who have respiratory illnesses. Over 125 million people live in areas where ozone levels are elevated.

In conjunction with the Clean Air Act which improves air quality by reducing the polluting emissions from gasoline-powered vehicles, the Energy Policy Act of 1992 (EPACT) was passed with the following purposes: reduce U.S. dependence on imported oil and strengthen U.S. energy security. The goal of EPACT is to increase the number of alternative fuel light duty vehicles in use and displace the amount of gasoline used. An AFV is a vehicle designed or equipped to use a fuel other than gasoline or diesel. Alternative fuels qualifying under the EPACT must be primarily non-petroleum in nature. Electricity, compressed natural gas, and ethanol are some of the alternative fuels that are used in vehicles (see sidebar on types of alternative fuels). The goal is the replacement of 10 percent of light

duty motor fuel use with alternative fuels by the year 2000, and 30 percent by 2010. Requirements in the Act mandate that federal and state government fleets and large utility (e.g. Baltimore Gas and Electric) fleets begin integrating alternative fuel vehicles in the yearly fleet acquisition.

Maryland has made a strong commitment to early acquisition of alternative fuel vehicles in the State

***Nationally, motor vehicle use contributes 78 percent of the carbon monoxide, 45 percent of the nitrogen oxides (NOx), and 37 percent of the volatile organic compounds (VOC) found in the air in major metropolitan areas.***

fleet. Then Governor William Donald Schaefer signed an Executive Order in August 1993 requiring all State agencies to comply with EPACT requirements. Governor Parris N. Glendening has built upon the State’s commitment by providing tax incentives to the private sector for AFV fleet purchases.

The MDE now has six alternative fuel vehicles, five passenger cars which are powered by compressed natural gas (CNG) or gasoline and a three-quarter ton truck that runs on CNG only. (See sidebar on types of alternative fuel vehicles.) The Maryland Department of Transportation uses CNG shuttle buses at the Baltimore-Washington International Airport to take airline passengers between the terminal and the parking areas. Several county and local governments are also using alternative fuel vehicles in their fleets: Baltimore County, Baltimore City, and Montgomery County. Prince George’s County is planning to acquire several CNG school buses.

For Maryland, alternative fuel vehicles are a vital step in cleaning the air and minimizing the pollution that enters the Chesapeake Bay. Air pollution affects the Bay as toxics and nitrogen settle into Bay waters directly from the air, and indirectly, in the form of runoff water from the land.

“The first alternative fuel vehicles were gasoline-powered vehicles that were converted for alternative fuels,”

said Marcia Ways of MDE’s mobile sources control program. “Now many major auto manufacturers, like Ford and General Motors (GM), make cars and trucks that run on alternative fuels.”

The vehicles currently manufactured for alternative fuels perform cleaner and more efficiently than the first alternative fuel vehicles. Ford manufactures a Contour sedan bi-fuel vehicle that has a range of 120 miles

using CNG and a F250 pick-up that has a range of 325 miles using CNG.

GM manufactures a Saturn sedan electric vehicle that has a range of 70 to 90 miles when fully charged. Solectria produces the Sunrise sedan electric vehicle with

a range of 200 miles.

The next step is to expand the alternative fuel infrastructure to promote wider use of AFVs. For example, many of the CNG refueling sites in Maryland are for private or government use. There are 16 CNG refueling sites available to the general public, with most sites located in the Baltimore-Washington Metropolitan area. The acquisition of more CNG vehicles by State agencies is reliant on expanding infrastructure needs, including maintenance service sites.

“There are three projected new CNG refueling sites,” explained Susanne Sullivan, Maryland Energy Administration. “One of those will be on the Eastern Shore and another is planned for the Frederick-Hagerstown area. A third will be opening soon in Anne Arundel County. Also under discussion are future sites for ethanol. There haven’t been any decisions about whether these new sites will be open to the general public.”

In the states surrounding Maryland – Pennsylvania, Delaware, Virginia, West Virginia, and Washington, D.C. – there are over 100 CNG refueling sites open to the general public. The locations of the refueling sites can be found on the World Wide Web at <http://www.afdc.doe.gov/altfuel/cng.html>.

Although the use of alternative transportation fuels and AFVs is not new, the emphasis on their broad scale use is. The demand to improve air quality and decrease use of imported petroleum is increasing every year.

## A Primer for alternative fuels and alternative fuel vehicles...

### Types of Alternative Fuels

Compressed natural gas – is made primarily from methane and is extracted from underground reserves.

Liquified petroleum gas – commonly called propane, is a by-product of natural gas processing or petroleum refining.

Methanol – is a clear, odorless liquid produced from natural gas, coal, wood, or urban waste.

Ethanol – is a liquid alcohol produced from grain or agricultural waste.

Electricity – is a fuel produced by rechargeable batteries that power an electric motor.

### Types of Alternative Fuel Vehicles

Dedicated vehicles — run on only one type of fuel.

Bi-fuel vehicles – can run on two types of fuel, but not at the same time.

Flex fuel vehicles – can run on two or more types of fuel simultaneously, normally gasoline and methanol or ethanol.

**To learn more about alternative fuels and alternative fuel vehicles call Maryland Energy Administration at 1-800-72-ENERGY, or U.S. Department of Energy’s Clean Cities Hotline at 1-800-224-8437, or their Web site at <http://www.ccities.doe.gov>.**