



CCFC Core Stakeholder Meeting Minutes

July 13, 2006

9:30 – 11:30 am

ATTENDEES:

Lawrence Howell
Tim Whitesides
Daniel Nuckolls
Art Szmuriga
Mike Keziah
David Friday
Alan Giles
Darryl Parker
Coach Joe White
Jason Wager
Sarah Niess

MINUTES:

Updates and Roundtable

Major alternative transportation goal for coming year?

Mike Keziah: Hybrid vehicles (3-4 passenger vehicles)

Alan Giles: Working with Clean Air Works to encourage employees to implement programs for Ozone Alert days; also focused on non-road projects (REA construction interested in retro-fits); In August plan to have a “don’t drive day” – meeting with CATS about possible discount or free day.

Dan Nuckolls: Have a CMAQ grant to build a biodiesel fueling facility for city employees and transit; city officials have been moving from SUVs to smaller vehicles and hybrids (although no budget for hybrids this year).

Tim Whitesides: Continue to open public locations for biofuels and continue to educate dealers/station owners on biofuels.

Larry Howell: Under state mandate, UNCC will reduce its oil use by 20% in the next five years. Will pursue E-85 as part of this plan – will purchase 4-5 flex fuel vehicles per year to accomplish this goal. By the fifth year of the plan will have a tank at the campus to

fuel the vehicles. Need a small pick up truck that is flex fuel because the campus uses these size vehicles quite a bit. UNCC is also implementing a Clean Air Initiative for employees to identify ways to reduce VMTs – employees are currently responding to a survey on commuting habits.

Art Szmuriga: Duke is using a multi-facted approach with rising fuel costs. State Energy Office is mandating that vehicles for vehicles less than 8500 pounds meet certain alternative fuel requirements.

Darryl Parker: Establishing outreach to the consumer about alternative transportation through internet marketing, etc. to increase awareness.

David Friday: CLT is up to 21 hybrids and identified 12 more for replacement for this year – up to department heads to make this decision. Goal is to be at 30 in the next year for a total of 40-50 hybrids for the City and County combined. Currently using Honda Civics and Ford Escapes – Toyota is not willing to be on a state contract. Trying to get a second user to test biodiesel this year – attractive with increased cost of diesel. CLT has two flex-fuel vehicles but not currently using E-85. Also participating in the Clean Air Initiative with County to reduce idling.

Biggest concerns re: hybrids, flex-fuel vehicles, etc to share with possible radio talk show audience next week:

Hybrids: For driving on the interstate it does not help to have a hybrid – highest benefit is for in-town use. Engine types are smaller so there is still some fuel savings even when using the gas engine. Should make the point that there is a long warranty on the batteries – Honda is 10 years for example. The batteries are costly but are coming down from \$4,000 to \$2,000 and may be even lower when these do come off warranty. The City of CLT has not had any issues with batteries – the local Honda dealer has reported two battery replacements (one at 80K and one at 104K). Maintenance costs are the same or less than similar vehicles. There is a payback period that varies depending on the inputs – part of this depend on the residual value. Awareness has come a long way in the past few years as well.

Flex fuel vehicles: No reported issues. One report of the vehicle oxygen reading gage needing to be updated because of the switch between E-85 (105 octane) to a lower octane. Can see a performance difference. Thomas Petroleum uses an additive that is mixed into the ethanol at blending – without additive fuel economy reduction is large – on Tim's Yukon he is getting 12 mph without the additive and 15.9 with the additive and the vehicle is rated 14/16. Also, everyone is running E-10 which is being mixed at Paw Creek. Article in Observer discussing limitations of ethanol as a solution – will need to prepare a response that includes the example of Brazil.

Diesel vehicles: B-20 is actually costing less than regular diesel. No reported mechanical problems. Need for more commercially available biodiesel. 1990 or newer engine can

run B-20 without any issues – any older will require some conversions. EPA is mandating 2007 vehicles to meet very stringent emission standards.

CFAT Funding:

Potential funding for stations and for heavy duty hybrids.

Hybrid Utility Trucks:

Duke purchased 3 bucket trucks that are currently located in Durham, Matthews and Greenville, SC and have on-board monitoring system to determine fuel consumption, idle time, location, other data. Have three sister trucks doing the same work at same locations to have comparison data. Started in May and will be collecting data. Normally have to idle the truck while using the boom – with the hybrid trucks can just use the electric battery. Cycle time is about two minutes of operation which is enough for the work environment. Side benefit is reduced noise pollution.

Truck is built by Eaton and International. Have built 25 trucks for utilities. International is going to build 100 more vehicles. Trucks for Duke had some grant money attached. International needs to build 3000/yr to make it justify the costs.

Demonstrations can be arranged in Matthews. Art can arrange this – will not be able to drive but can demonstrate. Can do this a few times if necessary – Mike and Larry interested. Today is being demonstrated at Triangle coalition meeting. If anyone is interested in the trucks/funding they can contact Art.

Coalition Communication:

Technology: Website, email or discussion boards with a digest option are all options. Darryl recommends using yahoo groups – has a digest option and archive option.

Content: Most feel that they are ok with getting information that is relevant – incentives, new technologies, availability of biofuels. Don't want 10 emails a day but a few a week would be ok. Coach feels still valuable – know that things are being done elsewhere – why aren't we doing this?

We may want to look at the EPA listerv – can select the issues that are interested in – this would be a valuable tool. Can categorize groups.

Bylaws:

Article 2:

Membership fees: Positive feedback on membership levels – important to have a free level to allow trial membership for some stakeholders. Value in sponsorship levels with recognition – some companies looking for the public image. Banks and beverage companies could be interested in pursuing this type of sponsorship. BOA active recently

in giving incentives for hybrids. Coalition can accept donations that would be tax deductible.

Need to vary the TA time to better reflect the \$250; in note 3 also need to better spell out the difference in the sponsorship levels.

Article 3:

3.1: Open invitation to stakeholders for Core meetings may be ok – as long as manageable. However, difficult to give full access and then take it away. May be better to share minutes/synopsis and if there are any major issues to vote on could put it out to the broader group. Minutes could be put on the website. This vote could be done electronically – Yahoo Groups has this ability. This may be very sporadic.

3.3: Terms could start at a specified month for a period of X years. This would happen around the time of the annual meeting – should add ability for overlap to allow for exchange of information, etc. Darryl will send a document he has about public responsibilities. If resignation – may want to address vacant position if new representative is not appointed – filled by Coordinator nomination and confirmed by Core Stakeholder vote until next annual meeting with input from resigning member.

Should address that seat is an individual person not the organization so that one person attends all the meetings – permanent person more attractive for coalition.

Quorum – if don't have a quorum and need a vote could do this electronically. Do not include language about postponing a vote.

3.4: Might be good to have a "Past Chair" position.

Next Meeting Date: September 21, 2006, 9:30 to 11:30 am