

Centralina Clean Fuels Coalition

Clean Cities Program Plan

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Centralina

Clean Fuels Coalition



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Table of Contents

INTRODUCTION.....	1
A. LOCAL BACKGROUND AND HISTORY.....	3
1. Coalition Snapshot	3
a. General Overview	3
b. Regional Initiatives and Partnerships.....	5
1. SEQL.....	5
2. York Technical College.....	6
3. BREATHE.....	6
4. Voices and Choices	7
5. Air Awareness Program.....	8
c. Coalition Formation.....	8
2. The Energy Policy Act of 1992 (EPAct)	10
3. The Clean Air Act Amendments	11
4. Laws and Incentives	12
5. AFV Grants, Successes and Accomplishments	13
a. Mobile Source Emissions Reduction Grants	13
b. Clean Fuels Grant	13
c. Coalition Development & Planning and Alternative Fuels Transportation Project Grants	14
d. SEQL Project.....	14
e. AFV Incentive Project.....	14
f. AFV Day Odyssey.....	14
g. Kick Off Event	15
h. Honda Civic GX.....	15
i. The Mooresville Hydrail Initiative	15
j. Idle Reduction	15
k. Hybrid Activity.....	16
l. Fuel Blend Strategies	16
6. Stakeholder Description	16
a. Core Stakeholders	17
b. Timetable of Activity	24
7. Fleet Survey	25
B. GOALS AND OBJECTIVES	27
C. ORGANIZATIONAL STRUCTURE.....	40
1. Coordinator	40
2. Working Groups	40
3. Monitoring and Reporting System.....	42
D. MEMORANDUM OF UNDERSTANDING (MOU).....	44

PURPOSE

The Centralina Clean Fuels Coalition (CCFC) program plan is submitted to the U.S. Department of Energy as application for designation as a member of the Clean Cities Program. The purpose of this document is to outline the coalition's strategy to increase the community's existing alternative fuel market. The Coalition serves a population of 1.5 million in the nine-county Charlotte metropolitan region of North Carolina. The local existing alternative fuels market currently includes 672 AFVs. The coalition was originally established in May of 1999. The CCFC is staffed by the Centralina Council of Governments (CCOG). Jason Wager and Nadine Bennett share primary responsibility for the project and together are able to dedicate approximately 70% of each work week to CCFC. Both Mr. Wager and Ms. Bennett are planners with CCOG. Their other responsibilities include local land use planning and regional environmental initiatives. CCFC is funded partially by the North Carolina State Energy Office and partially by CCOG.

Introduction

Clean Cities is a locally based, voluntary federal program designed to promote, accelerate, and expand the use of alternative fuels in the transportation sector and develop the necessary infrastructure for the operation of alternative fuel vehicles (AFVs). Sponsored by the U.S. Department of Energy (DOE), *Clean Cities* encourages local governments and organizations to form public/private partnerships to develop markets for AFVs. Working through locally based government and industry partnerships, the *Clean Cities* Program seeks to expand the use of alternatives to traditional gasoline and diesel fuel. Current alternative fuels identified in the Energy Policy Act of 1992 (EPAct) are:

- ?? Natural gas
- ?? Propane
- ?? Electricity
- ?? Methanol
- ?? Ethanol
- ?? Biodiesel
- ?? Liquid fuels made from domestic natural gas
- ?? Hydrogen

Clean Cities is founded on the principle that our nation's objectives are best accomplished by motivated individuals working together to reach a common goal. Stakeholders in Clean Communities recognize the need to provide greater fuel choices in the region and to reduce its dependence on imported oil.

The three long-term goals of the Clean Cities program are:

- ?? One million AFVs operating exclusively on alternative fuels by 2010.
- ?? One billion gasoline gallon equivalents per year used in AFVs by 2010.
- ?? Seventy-five percent of Clean Cities coalitions self-sustaining by 2005.

The *Centralina Clean Fuels Coalition (CCFC)* formed to take advantage of the environmental, public health, energy security, economic benefits and financial incentives that the *Clean Cities* program will offer. Alternative fuels will benefit the region by creating commercial opportunities and jobs in the sale, conversion and maintenance of AFVs and the installation and service of associated infrastructure. In addition, benefits come from the research and development of new technologies and products and through reduced dependence on imported petroleum products. The *Centralina Clean Fuels Coalition* will provide substantial opportunities for the expansion of the alternative fuel marketplace through the recruitment of stakeholders, coordination of public education and awareness, and assistance to those fleets facing AFV acquisition mandates.

A. Local Background and History

1. Coalition Snapshot

a. General Overview

The Centralina Clean Fuels Coalition is comprised of nine counties in the North Carolina Piedmont region. This area corresponds to the geographic, economic and political boundaries of the Centralina Council of Governments and includes:

- ?? Anson County
- ?? Cabarrus County
- ?? Gaston County
- ?? Iredell County
- ?? Lincoln County
- ?? Mecklenburg County
- ?? Rowan County
- ?? Stanly County
- ?? Union County

Centralina Clean Fuels Coalition Region



Growth in the Centralina region has been rapid over the past twenty years and is projected to continue. The total population in the entire nine (9) county region of the coalition was 1,198,493 in 1990. By the 2000 Census, the population of the region had grown 29% to 1,540,714. Five of the counties in the region (Union, Mecklenburg, Iredell, Cabarrus and Lincoln) are among the 20 fastest growing in the state. Union County alone grew by almost 50% between 1990 and 2000.

Areas experiencing rapid growth are often confronted with threats to the local environment and to the overall quality of life. The Centralina region is no exception. Along with the growth in the area has come sprawl and a greater dependence on automobiles for transportation. Non-county residents hold almost one in three jobs in Mecklenburg County alone. More than 146,000 people commute into the county every day – a 43% increase since 1990.

Two-hundred-and-eighty-six Fortune 500 companies are represented in the region. As the region's core city, Charlotte is the second largest financial center in the United States. The headquarters of two national banks, Wachovia and Bank of America are located in Charlotte.

The Centralina region has an exceptional transportation network. North Carolina is in the process of building a 60-mile outer-belt that will link many highways and roads. The region lies at the junction of two major north-south interstate systems, I-77 and I-85 with east-west I-40 just forty miles north. The region's location provides ample opportunities for participation in the development of "clean corridors" that will enable travel from state to state and across the nation.

Charlotte-Douglas International Airport is, as of winter 2002, the fourteenth busiest in the nation in terms of total operations with over 540 scheduled commercial departures daily and 8.4 million passenger boardings a year, including many to international destinations.

Educational facilities abound in the region, including the University of North Carolina at Charlotte (UNCC), Gaston College, Belmont Abbey College, Catawba College, Davidson College, Central Piedmont Community College, Queens University, Johnson C. Smith College and Wingate University.

In terms of alternative fuels, bio-diesel currently has a strong presence in the region. The North Carolina Department of Transportation has more than 300 vehicles operating on a B-20 blend of bio-diesel (using 590,351 gallons last year in this region alone!), and the City of Monroe will soon begin converting its fleet. In addition, between September 2002 and October 2003 Duke Energy's use of B-20 in the Coalition's region amounted to 138,780 gallons. One hundred thirteen propane (113) vehicles were identified through the CCFC's alternative fuel vehicle survey, and there is strong interest by an active stakeholder (Alternative Fuel Solutions) to grow that market. There are 97 compressed natural gas vehicles in the area and a number of CNG stations. Although none of these stations are currently open to the public (and the station at the airport is severely under-utilized), CCFC has been working with the City of Belmont to open their station. In March of 2003, CCFC had a demonstration Honda Civic GX. The fueling was done by

special arrangement with Piedmont Natural Gas. There are 520 identified ethanol-capable vehicles in the region, but only those owned by Duke Energy have access to fueling. CCFC has begun discussions with both the airport and with Duke Energy about opening their respective stations to the public or to additional fleets. This alone would dramatically increase AFV usage in the region. In addition, with a number of regional environmental efforts coming together through the SEQL program (see below), the Charlotte area is in a unique position to make great strides in air quality in general and the AFV market in particular.

b. Regional Initiatives and Partnerships

To maintain the quality of life that draws people and business to the region, Charlotte area leaders are taking a proactive approach to solving the problems brought on by growth. The Clean Fuels effort is one of many initiatives underway in the region. The CCFC believes that each of the groups makes a positive contribution to regional issues and that it is important to work together.

1. SEQL

Centralina Council of Governments has been awarded a two-phased grant from the Environmental Protection Agency totaling over \$700,000 in grant and matching dollars to implement and expand regional efforts to protect the quality of life in the bi-state metro Charlotte region. The program is called Sustainable Environment for Quality of Life (SEQL). More information is available at the following website: <http://www.seql.org>. Recognizing that the area currently faces many environmental challenges, SEQL will address these challenges by:

- ?? Allowing local governments the opportunity to work across jurisdictional lines in regional cooperation and collaboration, setting a standard for the nation.
- ?? Providing implementation assistance to local governments on environmental “commitment action items” developed under the Charlotte/Mecklenburg Sustainability Demonstration Project.
- ?? Analyzing multiple air quality issues simultaneously, including ozone, particulate matter, and air toxics while also addressing transportation, water, land use, energy use, and economic development.

This project will support the region’s efforts to develop integrated, long-range plans to ensure economic development and a positive quality of life for its future.

During phase one of the project, local municipalities agreed to a number of action steps – one of which was to support the Clean Cities effort. During the SEQL phase of the project, members will begin implementation of the action steps.

2. York Technical College

York Technical College, located in Rock Hill, South Carolina, is recognized nationally for its efforts in promoting alternative fuel vehicles, and legislation that relates to alternative fuel vehicles. Within York Tech, the Energy Resource Center trains students and partners with local governments and major business and industry leaders in utilizing alternative fuel vehicles, including operations, maintenance, and performance. The Center also is involved in assessing the impact of alternative fuel vehicles on the environment.

York Technical College is a member of the National Alternative Fuels Training Consortium (NAFTC) and has been a Charter National Training Center since 1998. The NAFTC strives to improve air quality and decrease the dependence on foreign oil by promoting, supporting, and expanding the use of alternative fuel vehicles. As one of the 24 post-secondary institutions in the consortium, York Technical College develops and delivers standard, competency based training for automotive trainers, technicians, and others in the alternative fuel vehicle field, and educates the consumer about alternative fuel vehicles.

York Tech is involved with electric vehicle program partners across the nation, such as General Motors, Alabama Power, Boston Edison, Duke Power, Texas A&M University and Pacific Gas and Electric, to name a few. In addition, they also have compressed natural gas program partners across the country, such as U.S. Department of Energy, Portland Community College, University of West Virginia, New England Institute of Technology, and Louisiana Tech College. The Centralina Clean Fuels Coalition is fortunate to have such an industry leader involved with this program.

York Technical College's Energy Resource Center is an important participant in the Centralina Clean Fuels Coalition. Director Dr. Robert Kosak has been an active participant in the core stakeholder meetings. Dr. Kosak has made presentations to potential stakeholders and has provided valuable assistance and guidance to coalition staff and stakeholders. York Tech has committed to develop educational programs, train clean cities staff and fleet maintenance personnel in the region, conduct workshops to educate potential stakeholders, and provide guidance in fuel and vehicle selection.

3. BREATHE

On March 29, 2001, the Mecklenburg County Board of Commissioners (BOCC) adopted a clean air policy and implementation strategy. The Clean Air Policy states: "Mecklenburg County wishes to achieve and maintain clean healthful air as determined by national, state and local ambient air quality standards for the well being of its citizens and the economic vitality of this community and shall act proactively at the county level to achieve this goal." Part of the implementation strategy was the selection of 27 citizens to study the problem of air quality in the region. Members of the task force included the general public, representatives from the City of Charlotte and six towns in Mecklenburg County and organizations with

interests in the environment, health, transportation and planning. Among the 17 recommendations that came from the task force are:

- ?? Accelerate the replacement/turnover of on-road gasoline-powered fleets with hybrid low emission vehicles and/or new engine technology scheduled for introduction in 2004
- ?? Local government construction projects should specify in the bidding process that contractors must achieve emission reductions relative to standard practice using methods that could include clean diesel/alternative fuel engines to reduce emissions
- ?? Establish employer programs to reduce vehicle miles traveled
- ?? Fund and implement an aggressive program to educate and motivate individuals to take actions to minimize ozone pollution
- ?? Develop episodic programs to apply during specific ozone events such as code orange or code red days
- ?? Establish a regional air quality consortium to develop a set of mandates and voluntary initiatives to improve air quality in the region
- ?? Appoint a task force to develop a proposal for creating dedicated funding sources to pay for air quality programs, premised on using fees rather than property taxes

In addition to its primary recommendations, the report contained measures “worthy of consideration” including:

“Promote alternative fuels for public and private on-road fleets where and when feasible. Consider joining and participating in the Clean Cities program, which promotes energy conservation and non-reliance on foreign gasoline.”

4. Voices and Choices

Voices & Choices of the Central Carolinas, founded in 1996 as Central Carolinas Choices, was formed in response to the 1995 Pierce Report. In the report, nationally known CITISTATES consultants Neil Peirce and Curtis Johnson called for “a regional consensus and capacity builder.” In the face of dramatic growth over the last decade throughout the region, the organization’s goals have evolved to focus on building economic and environmental sustainability. The Voices and Choices mission is to ensure a sustainable quality of life for today and the future by engaging citizens, governments and community organizations in shaping a shared vision for our region and by fostering collaboration on common concerns and opportunities. Among the objectives of Voices and Choices are to:

- ?? Encourage purchase of fuel-efficient vehicles, alternative fuel, hybrid, electric and other low-emission motor vehicles through tax incentives such as elimination of property and sales taxes.
- ?? Promote widely available public forums to educate citizens, community groups, businesses and neighborhoods on origins of air quality problems in the region and on lifestyle changes to support sustainable reductions. Work with other organizations to develop a speaker’s bureau for relevant air quality issues.

5. Air Awareness Program

The North Carolina Air Awareness Program is a public outreach and education program of the North Carolina Division of Air Quality. The goal of the program is to reduce air pollution through voluntary actions by individuals and organizations. The program seeks to educate individuals about (1) the sources of air pollution; (2) the health effects of air pollution and how these effects can be mitigated by modification of outdoor activities on ozone action days; and (3) simple "action tips", such as carpooling, vehicle maintenance, and energy conservation, that reduce individual contributions to air pollution.

NCDAQ works closely with local air agencies and councils of government to accomplish program goals. Although some program activities are centrally coordinated from the NCDAQ Raleigh Office, locally-based area coordinators direct most local program activities. In Charlotte, the local Air Awareness Programs is housed in the Mecklenburg County Air Quality agency.

Program components are:

- ?? **The ozone forecast.** Expected ozone levels, in terms of color code and Air Quality Index (AQI) number, are forecasted for May 1 - September 30 by NCDAQ meteorologists. These forecasts are distributed via fax and email to local media (television, radio, and newspaper) and to area businesses and individuals. The forecast is also displayed on the NCDAQ web page.
- ?? **School-based outreach.** Program staff conduct "Dare to Know Your Air" educator-training workshops. Workshop participants can earn credit toward Environmental Educator certification (through DENR OEE) as well as continuing education credits. Program staff also give classroom presentations at area schools.
- ?? **Regional Air Quality Coalitions.** As Coalition members, area business, agencies, and organizations multiply NCDAQ's education efforts by distributing the ozone forecast to employees and providing education about air quality.
- ?? **Public outreach.** The most visible element of the program is the ozone forecast, seen by a large segment of the public on local TV news weather segments. The program exhibits at health and environmental fairs. Plans are underway for a 2003 media awareness campaign.

c. Coalition Formation

Efforts to form the Centralina Clean Fuels Coalition began in early 1996, when the North Carolina Department of Commerce held meetings as well as an Alternative Vehicle Fuels Conference and Expo in Charlotte. Unfortunately, enthusiasm for promoting AFVs was not at a critical momentum to continue seeking Clean Cities designation status.

In 1998, York Technical College initiated a second attempt to interest various South Carolina and North Carolina organizations in the Clean Cities Program. Mr. Edward Duffy and Dr. Robert Kosak were instrumental in contacting Catawba Regional Council of Governments, Centralina Council of Governments, and Central Carolinas Choices, with much enthusiasm at the prospect of seeking a Clean Cities designation for a bi-state region. Since the region had become more educated in EPA requirements and the

Clean Air Act and its amendments, many agreed that the time was right to build a new group of stakeholders and seek Clean Cities designation.

The two regional Councils of Government, Catawba Regional and Centralina, agreed to work together. Funding for the coalition was provided through contracts with the State of North Carolina Department of Commerce-Energy Division, and the South Carolina Energy Office. The decision was made to pursue a bi-state effort due to the inter-connectivity of the region.

Working together, the coordinators developed a new stakeholder list, with representatives from business, industry, fuel providers, educators, governments, etc. In May of 1999, over seventy (70) potential stakeholders were invited to participate in a kick-off meeting to discuss the Clean Cities Program and to discuss what was needed to receive the Clean Cities designation for the North Carolina/South Carolina region. The kick-off meeting was well attended and was covered by local television, radio and print media. Over the next few meetings, a core group of stakeholders emerged who were committed to seeking designation.

In December 1999, a draft Program Plan was submitted to the Department of Energy for review. During the time that the plan was under revision, funding for the Centralina portion of the coalition ended. The two groups realized that a bi-state effort was no longer viable.

In 2001, the Centralina office received an additional grant from the North Carolina State Energy Office, and efforts to obtain designation began anew. On June 19, 2002, the Centralina Clean Fuels Coalition held a successful kick-off event at the International Trade Center in Uptown Charlotte. The kick-off event included an overview of the Clean Cities Program nationally, a panel discussion made up of members of the Triangle Clean Cities Program in Raleigh, and a lively group discussion of “next steps” for the Charlotte Region to achieve its own designation in the Clean Cities program. In addition, there was a display of AFVs at the busy corner of Trade and Tryon Streets, providing not just attendees but also local business people the opportunity to see AFVs “up close and personal.”

In September of 2002, the coalition’s Core Stakeholders began regular monthly meetings. The primary focus of these meetings was to guide the drafting of the program plan (with particular emphasis on the goals and objectives), to work on recruitment of new stakeholders and to brainstorm ideas for expanding the alternative fuels market in the Centralina region. The core stakeholders have also been actively involved in making presentations to municipalities and businesses throughout the region in order to educate them on the need for alternative fuels. On April 4, 2003 the program plan was approved by the Core Stakeholders. Since that time, the coalition has been working on revisions to the program plan, recruiting additional stakeholders, and pursuing grant funds for implementation of Coalition objectives.

2. The Energy Policy Act of 1992 (EPAct)

One of the principal goals of the Clean Cities Program is to assist local entities in satisfying the purchase requirements of the Energy Policy Act. In 1992, EPAct was signed into law with the purpose of strengthening national security by reducing dependence on imported petroleum products used in motor vehicles. EPAct set a goal of 10 percent displacement of traditional U.S. motor fuel consumption by the year 2000 and a 30 percent displacement by the year 2010, accomplished through the production and increased use of alternative fuels.

The following AFV purchase requirements are mandated for fleets located in a Metropolitan Statistical Area (MSA) with a 1980 population of 250,000 or more, that have 20 or more light duty vehicles capable of being centrally fueled, which are part of a fleet of 50 or more vehicles. The percentages in the table reflect the number of new vehicle acquisitions that must be AFVs.

New Vehicle Purchase Requirements % or Number of AFVs under EPAct

Year	Federal	State	Fuel Provider	Municipal/ Private*
1993	5,000			
1994	7,500			
1995	10,000			
1996	25%			
1997	33%	10%	30%	
1998	50%	15%	50%	
1999	75%	25%	70%	
2000	75%	50%	90%	
2001	75%	75%	90%	
2002	75%	75%	90%	20%
2003	75%	75%	90%	40%
2004	75%	75%	90%	60%
2005	75%	75%	90%	70%
2006	75%	75%	90%	70%

***These percentages are optional. No mandate currently exists under EPAct**

Regional fleets affected by EPAct are:

- ?? Duke Energy Corporation
- ?? General Services Administration
- ?? North Carolina Department of Transportation
- ?? North Carolina Motor Fleet Management

?? Piedmont Natural Gas
?? United States Postal Service

All fleets are currently in compliance.

Please see Appendix C for additional fleet information.

3. The Clean Air Act Amendments

The Clean Air Act Amendments require the protection of public health through compliance with federal National Ambient Air Quality Standards (NAAQS), which have been established for six principal pollutants including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter and lead. When an area exceeds the set limits of any of the pollutants, that area will be declared “non-attainment” by the U.S. Environmental Protection Agency (EPA) and will be required to prepare special NAAQS attainment plans detailing pollutant emission reduction and control strategies.

In accordance with the provisions of the Clean Air Act Amendments of 1990, The U.S. Environmental Protection Agency designated the Charlotte-Gastonia region of the coalition as moderately non-attainment for ozone violations which occurred during the period from 1987-1989. In 1995, as a result of three successive years of monitoring data with no ozone violations and a ten-year compliance maintenance demonstration plan, the area was officially redesignated as an attainment area for the one-hour standard.

However, the implementation of a new federal ozone standard continues. A lawsuit and court decision prevented EPA’s enforcement of a new 1997 standard, which measured over an eight-hour averaging time. Under the eight-hour standard, violations occur when ozone levels reach or exceed the standard, based on a three-year average of the fourth-highest ozone readings at each monitoring station in an area. After about four years of court proceedings, in 2001 the US Supreme Court upheld the .08 ppm eight-hour standard and asked EPA to develop a reasonable implementation plan. The plan will soon be finalized, and in April 2004, EPA will designate areas not meeting the national eight-hour ozone standard as non-attainment areas. Four exceedance days at any one monitoring site across the region over three years constitutes a violation. In 2001, Mecklenburg County exceeded the eight-hour ozone standard for 13 days. Non-attainment designation is expected to affect eight of the nine counties in the region (with the exception of Anson County).

From preliminary studies, it appears that motor vehicles are a very large part of the problem. Since 1970, automobiles have become cleaner, but people are driving more and more each year, thus basically offsetting the benefits of the cleaner cars. Commuting times have increased more than 20 percent in the past decade for most area counties. The growing reliance on cars fed the region's sprawl and dirtied its air.

The cost of being non-attainment would be in the billions of dollars annually for businesses and consumers, not to mention the significant number of jobs that might be lost. Potential controls governments can use include the mandatory use of reformulated gasoline, the expansion of inspection and maintenance programs for motor vehicles, and additional limits on emissions from utilities and other industries. In addition Clean Cities can be used as a

tool to address air quality issues as the region develops local controls to be included in the State Implementation Plan (SIP – the document that outlines how our region will achieve better air quality).

4. Laws and Incentives

In the 2003 session of the General Assembly, HB806 was introduced to provide rebates to purchasers of AFVs and grants for the construction of AFV infrastructure projects. The proposed program would be funded from an increase in the vehicle registration fee for all vehicles. The bill specifically required that the projects be publicly accessible, serve vehicles used by the public, or be for the public benefit by reducing harmful air emissions. Individuals, companies, businesses, corporations, and units of county or city government that lease or purchase alternative fuel vehicles, including public school buses would be eligible for funding. The CCFC was active in contacting local members of the state legislature to help to educate them on the benefits of HB806. However, in July of 2003, the Bill was removed from the House calendar and referred to the Appropriations Committee, effectively stopping its progress. The bill will likely resurface in some form in the next session. In the meantime, CCFC will work with local legislators to determine what AFV incentives would be supported.

In 1999 the North Carolina General Assembly approved Senate Bill 953, which was then signed into law. The Bill seeks to reduce emissions of nitrogen oxides from all sources by at least 25% by July 1, 2009, and seeks to reduce the growth of vehicle miles traveled in the State by at least 25% of that growth that would otherwise occur by July 1, 2009.

In 1993, the General Assembly passed clean air legislation that provided that a certain portion of the taxes on the sale of gasoline in North Carolina – one sixty-fourth of every penny of gasoline sold – be used to fund portions of the state air quality program. From 1996 through 2001 the state Division of Air Quality administered the Mobile Source Emissions Reduction Grant program, which funds the incremental costs of alternative fuel vehicles and publicly accessible refueling stations.

Since 1987, the State of North Carolina has provided a corporate or personal income tax credit for the construction of certain new ethanol fuel plants in the state. Twenty percent of the construction costs of ethanol plants can be used as a state income tax credit for filers. This tax credit increases to 30% for plants using biomass as a feedstock. The North Carolina Alternative Fuel Program in the Department of Administration, Energy Division is the contact.

Purchasers of renewable energy property, including equipment that uses renewable biomass resources for production of ethanol, methanol, and biodiesel, are eligible for a tax credit equal to 35% of the cost of the property. The credit must be taken in five equal installments beginning with the taxable year in which the property is placed in service. A ceiling of \$250,000 per installation applies to renewable energy property placed in service for any purpose other than residential.

Duke Energy has a reduced rate for electricity used to charge an electric vehicle of approximately \$0.03 per kilowatt-hour (kWh) off-peak and \$0.09 per kWh on-peak. The

“EV-X” Rate was originally developed as part Duke’s Research and Development efforts with electric vehicle charging approximately nine years ago. However, due to certain constraints (including the need for an additional meter dedicated to the electric vehicle usage), the program has not been successful.

5. AFV Grants, Successes and Accomplishments

a. Mobile Source Emissions Reduction Grants

In 1993, the North Carolina General Assembly passed Clean Air Legislation which, beginning on January 1, 1995, provided certain portions of those taxes on the sale of gasoline in North Carolina be used to fund portions of the State Air Quality Program. The Department of Environment and Natural Resources formed a Grant Review Committee to help determine how to use the revenues generated from the gasoline tax. The committee represented a broad range of public interests, including environmental, industry, and city, county, and various State government agencies. Funding for these grants was provided by a tax of 1/64 of a cent per gallon of gasoline sold, which currently generates about \$800,000 annually. Grants have been awarded by the Department of Environment and Natural Resources with the assistance of the Grant Review Committee. Unfortunately, due to the State budget crisis, the Department of Environment and Natural Resources did NOT solicit new applications in 2003.

?? In 1996, the City of Gastonia was awarded \$176,000 to build a CNG fueling station.

In 1999, the City of Gastonia was awarded \$75,000 for “The City of Gastonia Alternately Fueled Vehicles” project. The money was used to fund one heavy-duty CNG transit bus and one electric pickup truck.

?? In 1998, UNC Charlotte was awarded \$10,000 to purchase and convert a small utility vehicle from gasoline power to electric power. Work on the project was done by students.

?? Also in 1998, the Gaston County Quality of Natural Resources Commission was awarded \$38,000 to purchase new alternative fuel vehicles and conversion equipment and to promote public awareness through educational programs.

?? In 1996, the City of Belmont was awarded \$232,075 to build a CNG fueling station and to convert 11 city vehicles to CNG. The CNG station is currently operating.

b. Clean Fuels Grant

In 2001, the Centralina Clean Fuels Coalition assisted the City of Gastonia in funding a CNG transit bus and two Ford Ranger electric pick-up trucks. Through the coalition, Gastonia was awarded \$30,000 in Special Projects money from the North Carolina Department of Energy.

c. Coalition Development & Planning and Alternative Fuels Transportation Project Grants

In 2001, Centralina received a grant from the North Carolina State Energy Office to plan for and obtain designation in the Clean Cities program. The CCFC is presently nearing closeout of this grant.

In early October 2003, the CCFC was awarded a second grant through the North Carolina State Energy Office. Projects under the grant must either 1) promote the acquisition of commercially-available AFV's, 2) use a deployment strategy for niche market fleets that maximize infrastructure utilization, 3) promote AFV infrastructure development (new facilities or upgrades and improvements to existing AFV fueling sites), or 4) Develop and implement a program to provide school students with a hands on opportunity to learn about the transportation challenges facing us today. The grant will provide funding for CCFC through March of 2005.

d. SEQL Project

Centralina Council of Governments has been awarded over \$700,000 in grant and matching dollars (in two phases) from the Environmental Protection Agency for the SEQL project (see "Regional Initiatives and Partnerships" section). Although none of this money is specifically earmarked for the CCFC, one of the SEQL "action items" is support of the Clean Cities program (see <http://www.centralina.org/seql/actionitems/cleancities/index.htm>). A fact sheet on Clean Cities and alternative fuels is included in the literature sent to all communities in the region. Having SEQL and the CCFC programs both staffed by Centralina Council of Governments personnel provides for truly synergistic opportunities.

e. AFV Incentive Project

The North Carolina Department of Administration State Energy Office has awarded the North Carolina Solar Center (NCSC) \$96,000 for AFV Incentive grants. This money is in addition to \$100,000 awarded to the Triangle J Council of Governments (home to the Triangle Clean Cities Coalition) for distribution in the Raleigh-Durham area. The NCSC money will cover the area of North Carolina outside of the Triangle Clean Cities region. The program will pay for a portion of the incremental costs of fuel, vehicles and infrastructure. A minimum cost share of 50% will be required for fuels, vehicles, and infrastructure projects. Applications for the funding will be due in April 2004, and CCFC Core Stakeholders are currently working on proposals for the Centralina region. Because the Charlotte area has the only organized Clean Cities coalition outside of the Triangle area, there is a strong possibility that some of this money will be awarded in this region.

f. AFV Day Odyssey

In April of 2002, the CCFC co-sponsored the National AFV Day Odyssey at York Technical College. The event attracted 250 attendees for a conference and ride and drive and built awareness and enthusiasm for AFVs in the Carolinas. In August of 2003, co-coordinators Jason Wager and Nadine Bennett and CCFC Vice-Chair Sally Thomas began attending planning sessions for the 2004 AFV Day Odyssey. The event will take

place at York Technical College in York, South Carolina, on April 2, 2004. The day will consist of morning seminars and an afternoon ride and drive. By being involved early in the planning sessions, CCFC is ensuring strong CCFC membership and North Carolina representation and support for the event.

g. Kick Off Event

As mentioned previously, on June 19, 2002, the CCFC held a kick-off event. The conference itself was attended by approximately 55 people. One high point of the day was a display of AFVs at the corner of Trade and Tryon in Uptown Charlotte. The intersection marks the center of Charlotte's business world, and the display drew a large lunchtime crowd, exposing the AFVs to a new audience.

h. Honda Civic GX

With the help of stakeholder Terry Moore of Hendrick Honda, in March of 2003, the CCFC was able to demo a Honda Civic GX, fueled by CNG. The fueling was arranged through Piedmont Natural Gas. A number of stakeholders were able to test-drive the car.

i. The Mooresville Hydrail Initiative

By around 2007, the Charlotte Area Transit System (CATS)'s 28-mile North Corridor transit line will open, connecting the Town of Mooresville and the City of Charlotte. Within a few years following the opening of this line, the Town of Mooresville, the Mooresville/South Iredell Chamber of Commerce, and GIEES, the Global Institute for Energy and Environmental Systems at UNC-Charlotte, want to make the North Corridor the operating location for the world's first hydrail passenger equipment a few years later. Hydrail is a term for trains with electric traction motors powered by onboard hydrogen fuel cells. Fairly wide use of hydrail technology may happen long before fuel cell cars are commonplace because existing stationary fuel cell technology and conventional electric rail traction can readily be mated to create hydrogen locomotion and no ubiquitous fueling infrastructure is needed for rail.

The Town of Mooresville, the Mooresville/South Iredell Chamber of Commerce and CATS are CCFC stakeholders, and the CCFC hopes to aid hydrail in any way possible with a view to bringing an eventual integrated hydrogen technology infrastructure to the area, serving multiple transportation modes.

The initiative has had a number of successes in 2004, including recognition by Senator Elizabeth Dole and formal support from CATS. In addition, Dr. Linda Rimer, NC & SC Coordinator for the US EPA has become a strong advocate in gaining government support for hydrail in NC.

j. Idle Reduction

A number of idle reduction efforts are currently underway in the CCFC region. In an August 2003 survey conducted by the SEQL program staff, six of 11 bus fleet respondents replied that they had an anti-idling policy in place. SEQL is hoping to assist

in expanding such idle-reduction efforts even further. SEQL staff has recently begun developing an "action item" specific to idle-reduction.

This action item is an important step in both educating the region about the value of idle-reduction efforts, as well as in making this topic a priority for SEQL participants. In effect, as one of a limited number of SEQL action items, this action dedicated to idle reduction guarantees that program staff and its participants will focus on moving the issue forward. As an example of the potential that an anti-idling program could provide, some preliminary research into one particular truck stop electrification technology being considered indicates that with just 100 units installed, the region would experience an annual reduction of 525,600 gallons of diesel used. Furthermore, the region is estimated to have the capacity to accept the installation of 795 units that could result in a maximum savings of 4,178,520 gallons of diesel per year.

k. Hybrid Activity

Stakeholder Terry Moore reports that since 2000, Hendrick Honda has sold 17 Honda Insights and 47 hybrid Civics. At Scott Clark's Toyota City in Charlotte, more than 25 people are on the waiting list for a Prius. The dealer gets about three of the cars a month. The wait for a Prius in the Charlotte region is three to four months. Hendrick Honda, however, reports that they have hybrid Civics available on the lot. Among CCFC stakeholders, Mecklenburg County has two hybrids, Gaston County and the City of Concord each have one. In addition, stakeholder Tom Lannin drives a Civic hybrid as his personal vehicle and is an excellent supporter of this technology for our region.

l. Fuel Blend Strategies

The NC Department of Administration initiated a state contract for the purchase of E10 for use in all state gasoline vehicles. Since October of 2003 approximately 115,000 gallons of E10 have been purchased. In addition the NC Soybean Association is actively working to promote low biodiesel blends in the farm community.

6. Stakeholder Description

Following the June 2002 kick-off event for the Centralina Clean Fuels Coalition, a Core Stakeholder group was formed to guide the coalition's efforts and to help craft the Program Plan. These Core Stakeholders met on a monthly basis between September 2002 and April 2003 (when the plan was originally submitted to DOE in Atlanta) and have been instrumental in developing goals and objectives and guiding the revision of the Program Plan for the CCFC. In addition, Core Stakeholders have made numerous presentations around the region to educate local governments and private organizations and to recruit additional stakeholders. They were also called upon to educate State lawmakers on the benefits of HB806 (see Laws and Incentives). Core Stakeholder contact information is provided in Appendix B.

A list of the broader stakeholder group is included as Appendix A. Entities are considered to be stakeholders once they have signed a letter stating their intent to sign a Memorandum of Understanding upon CCFC's designation as a Clean Cities coalition. (A sample letter is attached as Appendix D.) These stakeholders have reviewed a copy of the draft program plan and support the goals and objectives contained herein. Because this level of support

(agreeing to sign the MOU) often requires a vote by a Council (for a municipality) or approval from a higher level of the organization, not all of our contacts are currently listed as stakeholders. Two examples of this are the North Carolina Department of Transportation and the U.S. Postal Service. CCFC receives full support from each of these and other organizations, but formal “sign on” is still pending.

CCFC stakeholders are a diverse group who can contribute to the advancement of alternative fuels in a variety of ways. For example, the City of Charlotte is in the final stages of adopting an Environmental Strategies plan that includes the use of AFVs. A number of smaller municipalities have agreed to consider AFVs when adding to their fleets. Bank of America contributed the venue for CCFC’s kick off event. The Mooresville-South Iredell Chamber of Commerce provides an inroad to its many member businesses, including NASCAR. Various other stakeholders contribute to the CCFC through education and outreach efforts. CCFC’s broad base of support will be instrumental in growing AFV use in the Centralina region by 17% annually.

a. Core Stakeholders

Joe White, Chair Chairman, Mecklenburg County School Board

Joe White served as an At-Large member of the City Council since 1999, but in 2003 he turned his attention to the school board. White recently noted that “the Centralina Clean Fuels coalition represents one of the many important regional initiatives that will be needed to improve our air quality to a level that not only meets federal requirements but also provides a better living and business environment. I think alternative fuel vehicles will be an exciting piece of the air quality puzzle. If we care about the lives of our children and grandchildren, this is something that we can’t afford not to do.”

Sally Thomas (Vice-Chair) Owner, Step-Back Tours

Step Back Tours offers daily walking tours in historic Uptown Charlotte. Tours are entertaining and focus on the people, places and events of Charlotte's past. Photos are provided to fill in the blanks where buildings have been torn down and to put a face on the people of the past.

David Fogarty
Gaston County Cooperative Extension

People continue to turn to the North Carolina Cooperative Extension Service for information and assistance. Extension relies on unbiased research-based information to develop educational programs based on the issues and the needs of local citizens. The Cooperative Extension Service is dedicated to helping people improve their lives. An educational agency funded by the United States Department of Agriculture, North Carolina State University, and Gaston County, the Cooperative Extension Service provides information in six major program areas, including Natural Resources and the Environment.

David Friday, Administrative Officer, Equipment Section
City of Charlotte

Charlotte has a population of 576,000 people within 258 square miles. It is the largest city in North and South Carolina and the center of the fifth largest urban region in the country. The City of Charlotte owns and operates over 4,000 pieces of motorized equipment of which over 2,000 are on-road daily use vehicles. With a fleet of this size, Charlotte is very interested in the potential impact alternative fuels could have on regional air quality. Charlotte's Mayor and City Council have established Smart Growth principles to safeguard the environment and maintain a high quality of life for the community. The Mayor and City Council have also has adopted an action plan for the County-wide BREATHE initiative that, among other priorities, targets the testing and procurement of new motorized equipment technology and clean fuels. Charlotte has a long history of testing alternate fuels and presently has eighty (80) ethanol-based AFVs in its fleet. Charlotte remains committed to testing and expanding its use of AFV's in the future to the extent that funding will allow and is in the final stages of developing an Environmental Strategies plan. Two of the initiatives included in the plan are to support Clean Cities' initiatives by developing an Action Plan by June 30, 2004, and to accelerate the replacement of gasoline powered vehicles with cleaner technologies. The Action Plan will explore the use of cleaner fuels and will include investigation of the possibility of fueling their 80 bi-fuel vehicles with ethanol.

**Alan Giles, Communications Coordinator, Land Use and Environmental Services Agency
Mecklenburg County**

The Land Use & Environmental Services Agency (LUESA) works in partnership with the community to enhance the quality of life through environmental stewardship and economic vitality. Among their goals is to improve and maintain healthy air quality. Within LUESA, the Mecklenburg County Air Quality (MCAQ) program is responsible for assuring good air quality for the community through a combination of regulatory and non-regulatory programs. This includes conducting public awareness air quality programs such as "Spare the Air" and "Breathe" to better inform the community on air quality issues and actions.

**Mike Keziah
City of Monroe**

Monroe is a vibrant and progressive community and County seat of Union County, the fastest growing county in the region over the past decade. Monroe's citizens are provided with quality residential and job opportunities and recreational and cultural amenities. The City of Monroe is committed to providing reliable, responsive, quality service to its customers at the lowest reasonable cost. The City accomplishes this through professional and courteous service consistent with making Monroe a vibrant and progressive community. Monroe was established in 1844 and now supports a citizenship of nearly 25,000. The City of Monroe has been involved with the Centralina Clean Fuels Coalition as a member of its Core Stakeholders. The city's administration is committed to the Clean Cities Program and will strive to accomplish its initiatives. The City plans to transition its fleet to biodiesel to coordinate with the designation of the Centralina Clean Fuels Coalition.

**Robert Kosak, Director
York Technical College**

As part of the National Alternative Fuels Training Consortium, York Technical College, located in Rock Hill, South Carolina, is recognized nationally for its efforts in promoting alternative fuel vehicles and legislation that relates to alternative fuel vehicles. Within the college, the Energy Resource Center trains students and partners with local governments and major business and industry leaders in utilizing alternative fuel vehicles, including operations, maintenance, and performance. The Center is also involved in assessing the impact of alternative fuel vehicles on the environment.

**Tom Lannin, Vice President of Corporate Information Security
Bank of America**

Environmental Network of Charlotte engages associates in internal activities that promote the Bank of America's environmental commitment, which is to establish Bank of America as a leader in helping to achieve a society that provides a sustainable economy. The objectives of the Environmental Network are to:

?? Help associates understand why an active environmental program and ethic should be part of our corporate culture.

- ?? Help associates engage in environmental best practices and activities at work, at home, and in their communities.
- ?? Provide measurable results of Environmental Network activities to demonstrate the positive effects of corporate environmental responsibility.
- ?? Encourage professional development and networking opportunities.

Environmental Networks will work internally to educate and inform associates regarding environmental activities that make a difference to them, their families and their communities.

Tom is also on the Board of Directors for Voices and Choices of the Central Carolinas. As noted in “Regional Initiatives and Partnerships” section above, Voices and Choices is dedicated to ensuring a high quality of life for our region's residents by promoting economic and environmental sustainability throughout the region.

Bank of America provided the venue for the June 2002 Kick-Off event.

**Judy McGuire, Transportation Planner
Western Piedmont COG**

In 1999 the Unifour Area (Alexander, Burke, Caldwell and Catawba Counties) began serious discussions of Air Quality issues. Out of those discussions the Catawba Air Quality Committee (CAQC) was formed. The CAQC has major players from Catawba County, the City of Hickory, Conover, private industries and others. In 2002 the Unifour Area formed an Early Action Compact (EAC), which states that the area is committed to taking measures to clean the air. The Unifour Air Quality Committee (UAQC) met for the first time in March 2003. The UAQC is committed to working on measures to clean the air and to working with surrounding regions in as many ways as possible to do so.

Although not currently a part of the region, the Unifour Area borders two counties that lie within the Centralina Clean Fuels Region. There are two major commuter routes that join the Centralina and Unifour regions (I-40 and US HWY 321). The Unifour Area believes that working together the two regions can build on the existing public CNG station in Hickory and effectively work towards cleaning the air along the corridors.

**Terry Moore, Fleet Sales
Hendrick Honda**

Hendrick Honda was established in 1991 and since that time has become the leading Honda automobile, parts, and service dealership in the Carolinas. The Hendrick Automotive Group comprises over 70 automobile dealerships throughout the United States plus three of the top ten NASCAR race teams. As a participant of this large group, Hendrick is able to offer its customers innovative ideas and programs. Among these innovative ideas is the Honda Civic GX CNG vehicle. Hendrick Honda worked with the Centralina Clean Fuels Coalition to bring a demonstration Honda GX to the area for stakeholders and others to test drive. Additionally, Hendrick Honda provided the hybrid Civic for display at the CCFC Kick-off event in June 2002 and thus provided thousands of "Uptown" passerby's the chance to experience this exciting technology first-hand.

**Cynthia Moseley, Program Manager
NC Energy Office**

The State Energy Office is North Carolina's lead agency for energy programs and serves as the official source for energy information and assistance for consumers, businesses, government agencies and policy-makers. The State Energy Office administers programs in four primary areas, including alternative fuels. The Office supports demonstration efforts in renewable energy resources – wind, hydropower, solar, biomass and geothermal. It also supports a number of programs that promote alternative fuel vehicles and the production and use of alternative fuels.

**Daniel Nuckolls, Director of Fleet Services
City of Concord**

The City of Concord was established in 1796. Concord has a population of 59,000 people and is part of the Charlotte Metropolitan Area of about 2 million. Concord operates and maintains 750 pieces of equipment. The City currently has one hybrid vehicle in use, and is searching for new and cost-effective ways of incorporating AFVs into the fleet.

**Phil Ponder, formerly Equipment Services and Transit Director
City of Gastonia
(Currently with Gaston County and no longer active as a Core Stakeholder)**

Gastonia is located in the heart of the Piedmont section of North Carolina and encompasses approximately 43.5 square miles. A major regional north-south transportation route, US 321, connects Gastonia with other communities that have access to CNG in the area. With a population of 66,277 in 2000, the City is 22 miles west of Charlotte, North Carolina, and approximately 165 miles southwest of Raleigh, the state capital of North Carolina. Incorporated in 1877, Gastonia is the county seat of Gaston County and is the second largest city in the Charlotte-Gastonia-Rock Hill Metropolitan Statistical Area ("MSA") as identified by the United States Bureau of the Census. The MSA has a population of more than 1,200,000 persons and is currently listed as the 33rd

largest MSA in the nation. The City has a broad industrial, office and commercial base and is the 11th largest city in North Carolina.

The City has a long history with alternative fuels. In 1996, the City was awarded a Mobile Source Emissions Reduction Grant (MSERG) to build a CNG fueling station. In 1999, Gastonia received an additional MSERG to fund one heavy-duty CNG transit bus and one electric pickup truck. In 2001, the Centralina Clean Fuels Coalition assisted the City of Gastonia in funding a CNG transit bus and two Ford Ranger electric pick-up trucks. The City plans to obtain additional AFVs when it is practical to do so.

**Gail Thomas, Recycling Coordinator
UNC-Charlotte**

The UNC Charlotte Environmental Sustainability Task Force was formed in response to a challenge to state government issued by the governor in 1998 to set an example of environmental stewardship in the way agencies operate and conduct business. Across state government, this challenge was heard and taken to heart. It was quickly discovered that many agencies already were engaged in numerous activities to reduce the negative effects operations can have on the environment.

The University of North Carolina at Charlotte is committed to good stewardship of the physical environment, including the use of alternative fuel and low emission vehicles. UNC-Charlotte already has several alternative fuel vehicles and has set a goal of converting 20 percent of its vehicle fleet to AFVs in the next five years. Ms. Thomas is currently working to formalize UNC Charlotte support for CCFC.

**Ed White, Consultant
Alternative Fuel Solutions**

Ed White is a Georgia based consultant for the propane industry. He is a member of the Board of Directors for Clean Cities-Atlanta and is currently working with six Clean Cities Coalitions and State Energy Offices in four states to promote alternative fuel programs. His company, Alternative Fuel Solutions, is actively involved in developing infrastructure to support propane vehicles throughout the Southeast. With many years of experience in the propane business, Ed is a past member of the Board of Directors for the Georgia Propane Gas Association, member of the Propane Industry's Government Affairs Committee and advisor to the Propane Vehicle Council.

**Michael Williams, Fleet Manager
General Services Administration**

Since 1954, GSA Fleet has been providing quality vehicles and efficient and economical fleet management services to over 75 participating Federal agencies. Growing from its origin in 1954 to nearly 185,000 vehicles in 2002, the GSA Fleet is one of the largest non-tactical Federal fleets in the U.S. Government. The GSA fleet includes automobiles, passenger vans, light, medium, and heavy trucks, buses and ambulances. GSA Fleet is supported by a network of Fleet Management Centers (FMCs) who are responsible for assigning GSA Fleet vehicles, providing for their administrative support and control in

the specific geographic area they serve, and to supply preventive maintenance on all vehicles to ensure proper functionality through our National Maintenance Control Center.

GSA is committed to helping customers meet their Alternative Fuel Vehicles (AFV) goals. GSA has purchased over 45,000 AFVs. Of these, over 38,000 were acquired for GSA Fleet, making one of the largest AFV fleets in the Federal Government. The remaining vehicles are being used in other Federal agency fleets. In addition to helping Federal agencies meet environmental goals, the large number of AFVs in the Federal fleet provides an incentive for the development of a commercial refueling and vehicle maintenance infrastructure.

b. Timetable of Activity

Centralina/Catawba Clean Fuels Coalition

1999

May 6 —Planning Committee
May 19 —Kick-off Meeting
June 30—Stakeholder Meeting
July 23—Planning Committee
August 25—Stakeholder Meeting
September 9—Stakeholder Recruitment Working Group
October 6—Stakeholder Meeting
November 9—Planning Committee
December 15—Stakeholder Meeting

Centralina Clean Fuels Coalition

2002

Spring – Region-wide AFV refueling and market survey conducted
June 19 – Centralina Clean Fuels Coalition Kick-Off Event
August 20-22 – Regional Clean Cities Coordinators Meeting (St. Paul)
September 13 – Core Stakeholders meeting
October 17 – Core Stakeholders meeting
November 6-7 – Southeastern Alternative Fuels Task Force kick-off
November 18 – Core Stakeholders meeting
December 9 – Intermediate Strategies Group meeting
December 16 – Core Stakeholders meeting
December 16 – Meeting with Charlotte-Mecklenburg Schools officials

2003

January 15 – Presentation to Centralina Council of Governments Board of Delegates
January 17 – Core Stakeholders meeting
January 30 – Meeting with airport officials
February 21 – Core Stakeholders meeting
February 26 – Presentation to the Mooresville-South Iredell Chamber of Commerce
February 27 – Presentation to the American Society of Chemical Engineers
February/March – Honda Civic GX demonstration vehicle
March 3 – Presentation to the Town of Oakboro
March 4 – Presentation to City of Monroe
March 13 – Presentation to City of Concord
March 17 – Presentation to Rowan County
April 4 – Core Stakeholders meeting
April 7 – Presentation to Union County
April 10 – Presentation to the Town of Troutman
April 14 – Presentation to the City of Charlotte
April 18 – Draft submission to DOE Atlanta
May 17-21—Clean Cities National Conference
June 2 – Presentation to Town of Marshville
June-February 2004 – Revisions to Program Plan for submission to DOE

7. Fleet Survey

An understanding of the Centralina region's current and projected AFVs is pertinent to developing a viable program plan. This information has been gathered from public and private fleets across the region by way of mailed or faxed written surveys, telephone calls, and one-on-one discussion.

An initial AFV fleet survey was conducted by the Centralina/Catawba Clean Fuels Coalition in 1999. The survey was mailed to over 400 businesses, organizations, and municipalities identifying 119 alternative fuel vehicles operating in the twelve-county bi-state region.

Following reorganization, the Centralina Clean Fuels Coalition developed a revised questionnaire in February of 2002. In a region of over 1.5 million people, it quickly became clear that a comprehensive survey of all fleets across the region would be cost and time prohibitive. To address this issue, a round-table brainstorming process among staff identified key entities and types of fleets within the transportation sector in the region that were most likely to have AFVs. The new survey involved placing phone calls with follow-up faxes to approximately 150 fleet managers located throughout the nine-county Centralina region. These fleets included local and state governments, school districts, universities, transportation providers, cable television and telephone companies, fuel providers, and distribution companies. Furthermore, all known fleets effected by EPA Act were contacted. The fleet database was compiled from various resources including telephone directories, internet searches, industrial directories, AFV operating fleets identified by the initial 1999 survey, and general staff knowledge of the region. As a supplement to the February 2002 effort, the Coalition has followed up with fleets known to operate AFVs and/or refueling stations in the Spring of 2003 to assure that our numbers are current. Results from the survey, along with a sample survey form, are included in Appendix C.

With a population of 1,540,714 in nine counties, the Centralina region must have a minimum of 500 AFVs. The survey identified 1122 AFVs in the region. Of this total, 672 are currently able to routinely use alternative fuel. Although the survey identified 520 vehicles able to run on ethanol, only those owned by Duke Power have access to fueling. The remaining 450 vehicles are flexible fuel vehicles and are projected to be fueled with ethanol by 2008. This projection is strongly tied to securing ethanol access for FFVs across the region – one of the primary goals of the CCFC.

Including the aforementioned FFVs, 819 additional AFVs are projected to be operating across the region within the next five years. See the summary table below for a quick breakdown of current and projected vehicle numbers, by fuel.

	CNG	LPG	Ethanol	Methanol	Electric	Biodiesel	Total
2003	97	113	70	0	6	386	672
2008	125	235	655	0	6	470	1,491

Fueling station numbers were compiled during the 2002 survey and updated in 2003. Additional fueling stations were located using the Alternative Fuels Data Center. A total of 47 fueling stations were identified, with the majority being LPG. Eight CNG sites were identified, three electric, and nine biodiesel. Only one ethanol fueling station was identified in the area. This station is owned by Duke Energy and is only accessible to Duke vehicles. However, CCFC has been in discussions with Duke regarding the possibility of opening this station to a limited number of fleets.

B. Goals and Objectives

The Centralina Clean Fuels Coalition seeks to improve the quality of life in the nine county region by creating public/private partnerships to enhance the development of an alternative fuel vehicle marketplace and supporting infrastructure.

The Centralina Clean Fuels Coalition Program Plan has been developed as a process to assist in addressing the needs of stakeholders and other applicable entities. During regularly scheduled meetings and periodic work sessions, stakeholders and staff worked together to identify barriers to developing an AFV marketplace and implementing a successful Clean Cities Program in our region. Following is a list of the potential barriers identified:

- ≠≠ Lack of Infrastructure
- ≠≠ Availability of Vehicles
- ≠≠ Economic Viability (cost vs. benefit)
- ≠≠ Lack of Adequate Project Funding and Incentives
- ≠≠ Lack of Public Education
- ≠≠ Available Technology
- ≠≠ Availability of Alternative Fuels and Alternative Fuel Suppliers

To overcome these barriers, to achieve the goals of the Clean Cities program, and to increase AFVs in the region by 17%, our coalition outlined the following goals and objectives.

Goal I: Increase Alternative Fuel Vehicles and Infrastructure

- 1.1** Establish publicly available ethanol in the region. (This is a top priority for the coalition, as a number of fleets in the region have ethanol vehicles but no refueling station. The availability of ethanol would immediately increase the number of viable alternative fuel vehicles in the area.)
- a) Work with Duke Energy District Manager Joni Davis to explore opening their private ethanol fueling facility to a limited number of public fleets.
 - b) Continue to pursue opportunities through the National Ethanol Vehicle Coalition.
 - c) Publicize ethanol available in South Carolina (outside of the CCFC area but still within the metropolitan area). South Carolina's Palmetto Clean Fuels Coalition is currently using a portion of fines levied against Willamette Industries to develop ethanol refueling stations in the nine-county region. At this time, two vendors have agreed to install E-85 for the public. CCFC can build on this base to promote E-85 in the Charlotte region.
 - d) Work with United Energy to locate a viable Charlotte location for public ethanol. Although United Energy is not yet a stakeholder, they have been active in bringing biodiesel and ethanol to South Carolina and currently distribute fuel (petroleum) to a number of Charlotte area stations. Due to the proprietary nature of their contacts in the industry and the commercial station customers they serve, we are only able to state that we will focus our efforts in coordination with United Energy and any other interested parties on the location of 2 new publicly available ethanol fueling locations in our region. These stations would be located to serve fleets that have or will have large numbers of ethanol capable vehicles including the United States Postal Service, the City of Charlotte, NC Motor Fleet Management, and others.

- e) Focus on obtaining grant money through the newly announced AFV Incentive program scheduled to be offered in the Spring 2004 (see “AFV Grants, Successes and Accomplishments”, subsection “e”) to achieve greater ethanol availability in the region.
- f) Work strategically and creatively with the US Postal Service to identify ways of refueling their vehicles with ethanol while respecting their internal fleet policies and procedures.

Point of Contact: Coordinator, Fuels and Fleets Working Group

Time Frame: Winter 2003/2004 and ongoing

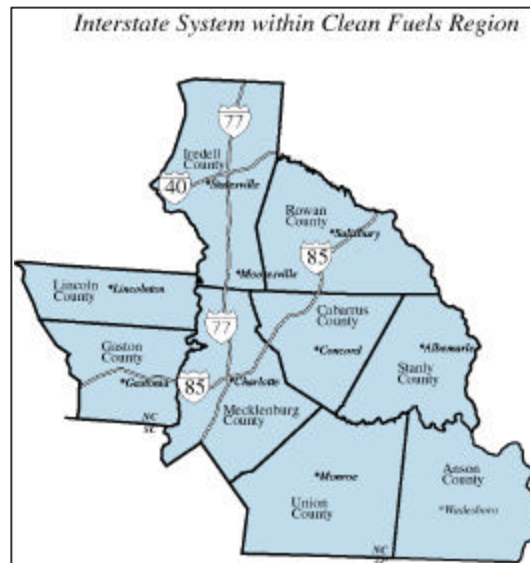
1.2 Coordinate fuel providers, fleets and maintenance providers. A major impediment to AFVs identified by core stakeholders is the lack of coordination between fleets, fuel providers, and particularly maintenance providers. CCFC will seek to provide a connection among these groups.

- a) Fleet locations will be mapped digitally and made available on the Centralina Clean Fuels Coalition (CCFC) web site.
- b) Alternative fuel infrastructure locations will be mapped digitally and made available on the CCFC web site.
- c) Maintenance locations will be identified, mapped and made available on the CCFC web site.
- d) Create brochures for distribution to local government offices showing infrastructure and service locations.
- e) Identify and target fleets within a certain distance of current refueling stations.
- f) Identify fleets along corridors.

Point of Contact: Coordinator, Fuels and Fleets Working Group

Target Date: Winter 2004 for mapping--brochures to follow mapping

1.3 The Charlotte area is at the crossroads of two major interstates – I-85 and I-77 – with I-40 just 40 miles to the north. We will partner with other states to support the development of Clean Corridors along these and other routes to allow alternative fuel vehicles to easily travel along or near major highways by assuring the availability of adequate fueling and recharging stations.



- a) Work with the Southeast Alternative Fuels Task Force to establish “clean corridors” throughout Georgia, North Carolina, South Carolina, and Tennessee.
- b) Coordinate with the Triangle Clean Cities Coalition and the Palmetto State Clean Fuels Coalition.
- c) Work to develop US 321 between Hickory, North Carolina and York, South Carolina as a model alternative fuels corridor building on current CNG presence in Gastonia, Hickory and York.

Point of Contact: Coordinator, Phil Ponder, Judy McGuire, and Wendy Bell (Palmetto Coordinator)

Time Frame: Winter 2003/2004

1.4 Work with school bus fleets to develop alternative fuel vehicles. Encourage the interim use of bio-diesel where propane or other alternative fuels are not available but interest exists.

- a) Continue discussions with Charlotte/Mecklenburg County School System. Joe White (Chairman) began contact in December. Richard Laird (Manager of Transportation Services and Maintenance for the school system) attended the February Core Stakeholders meeting to share ideas/concerns. Follow-up from this point will include overcoming any barriers.
- b) Work with NC Purchasing and Contracting and Department of Public Instruction to place alternative fuel school buses on the approved purchasing list and to make sure that the fuels are on the contract list (Mike Keziah and David Friday)
- c) Arrange an event to promote the new dedicated Propane school bus made by GM and Corbeil. The bus is will be touring the U.S. in 2004 and is sponsored by the Propane industry. The contact for this tour is April Fetzik at AR & Company in San Luis Obispo, CA.

Point of Contact: David Friday, Mike Keziah, Joe White and Coordinator

Time Frame: Spring 2004

1.5 Hold advancing the choice event. Coordinate with York Technical College on AFV Day Odyssey. Participate in planning activities to ensure strong North Carolina representation.

Point of Contact: Coordinator

Time Frame: Fall 2003-April 2004

- 1.6** Continue working with David Henry of Ford Motor Company to obtain a list of FFVs in the region. Information would include purchaser by county over the past four years by fuel. This list would establish that a market exists in the Charlotte area and would specify where this market is, showing a need for ethanol stations in the area.

Point of Contact: Coordinator and Fuels and Fleets Working Group

Time Frame: Coordinate with objective 1.1

- 1.7** Work with NC State agencies with fleets in the Coalition area to encourage the acquisition and utilization of alternative fuel vehicles.
- a) NC Motor Fleet Management decision makers have indicated that they would be strongly supportive of purchasing ethanol for their fleet vehicles in this region if the fuel were available at a commercial station. To this end, they have indicated that they would re-locate as many E-85 capable vehicles as possible to this region and require, where feasible, that drivers of those vehicles fuel with ethanol.

Point of Contact: Coordinator and Fuels, Fleets Working Group, and Fleet Director, NC Motor Fleet Management

Time Frame: Coordinate with objective 1.1

- 1.8** Provide technical support and experience available from stakeholders.
- a) Draw on the following stakeholders: Duke Energy, UNCC (Gail Thomas), Ed White (Alternative Fuels Solutions) and Wendy Bell (Palmetto State Clean Fuels Coalition)
 - b) Work with York Technical College to expand and offer training programs on AFV maintenance. Bob Kosak is able to provide course work on CNG, LPG and electric. Four full days of training can be tailored to meet specific needs.

Point of Contact: Coordinator

Time Frame: Ongoing

- 1.9** Continually update the database of alternative fuel vehicles in the region.

Point of Contact: Coordinator with Fuels and Fleets Working Group

Time Frame: Ongoing

- 1.10** Work with Charlotte Douglas International airport to promote greater AFV use in and around the airport facility.
- a) Work with Brian Hennessey (airport contact) to encourage related industries (e.g., car rental companies, taxi and shuttle companies, etc.) to use the airport's currently underutilized CNG fueling station.
 - b) Work with Joe White and Jerry Orr, Airport Director, to establish a memorandum of agreement between the airport and the State and County for Emission Reduction Credits (ERCs). This memorandum would be similar to that between Raleigh-Durham Airport and the North Carolina Division of Air Quality. These ERCs would recognize voluntary emission reductions and can be credited for future use.

Point of Contact: Coordinator and Fuels and Fleets Working Group
Time Frame: Winter 2004 and ongoing

- 1.11** Work with local marketers to construct fueling infrastructure for fleets that will use propane.

Point of Contact: Fuels and Fleets Working Group, Ed White, and Henry Bodie
Time Frame: Ongoing

1.12 Mecklenburg County Program Intentions

At the current time, Mecklenburg County has not identified a funding source to purchase additional alternative fuel vehicles or build alternative fuel infrastructure. The Charlotte Mecklenburg School System currently operates eight natural gas school buses and a fueling facility. The County is committed to the wise use of resources, including fuel, and is committed to achieving emission reductions from mobile sources. We anticipate our commitments to this program through 2009 will include activities like use of hybrid vehicles, consideration of fuel economy in fleets, and idle reduction programs.

Point of Contact: Fuels and Fleets Working Group, Alan Giles
Time Frame: Ongoing

- 1.13** The City of Charlotte uses Fuelman cards and Carolina Petroleum for approximately 4,000 pieces of motorized equipment, 2,000 of which are on-road. Investigate ways to get them to use alternative fuels. Make sure that there are alternative fuels on the networks (in locations that make sense). Work with City of Charlotte in crafting and implementing an action plan for alternative fuels.

Point of Contact: Fuels and Fleets Working Group, David Friday
Time Frame: Winter 2004

- 1.14** Work with Ed White and the Charlotte Area Transportation System (CATS) to coordinate a demonstration project for propane electric hybrid special assistance shuttles.

Point of Contact: David Friday and Ed White
Time Frame: Spring 2004

- 1.15** Work with Alternate Neighborhood Transportation (a North Carolina company currently based in Southport, NC that specializes in street legal low speed electric vehicles) for a vehicle to be used at the University of North Carolina at Charlotte.

Point of Contact: Gail Thomas
Time Frame: Spring 2004

1.16 Act as a clearinghouse of information on alternative fuels and alternative fuel vehicles. Information will be made available to stakeholders through meetings, periodic mailings, quarterly coalition newsletters, the CCFC web site, and a printed brochure. Additionally, staff will continue to make presentations to civic groups and will conduct educational outreach on an on-going basis.

Point of Contact: Coordinator, Education and Outreach Working Group

Time Frame: Current and ongoing

1.17 Identifying and working with targeted markets (in particular, nationally identified Clean Cities niche markets) will be an ongoing process.

- a) Fuels and Fleets Working Group will continue to identify targeted markets
- b) School systems, niche markets, stakeholders and municipalities will be top priorities

Point of Contact: Fuels and Fleets Working Group

Time Frame: Ongoing

1.18 Work with the Town of Oakboro to determine which type of AFV best meets their fleet needs when the time comes to purchase vehicles.

Point of Contact: Fuels and Fleets Working Group and Michael Williams

Time Frame: As needed by the Town

1.19 Work with the Town of Marshville to determine which type of AFV best meets their fleet needs when the time comes to purchase additional vehicles.

Point of Contact: Fuels and Fleets Working Group

Time Frame: As needed by the Town

1.20 The Town of Troutman plans to add AFVs when they purchase vehicles for the Public Works department during the next several years. The vehicles will likely be bio-diesel. CCFC will assist with logistics.

Point of Contact: Fuels and Fleets Working Group,

Time Frame: As needed by the Town

1.21 Work with the Town of Mt. Holly to explore the possibility of transitioning their fleet to propane. Mt. Holly borders Mecklenburg County's proposed new 300-acre whitewater park on the Catawba river. The \$21.5 million park is expected to be completed in 2006 and will be one of four Olympic kayak training centers in the nation. Mt. Holly hopes to capitalize on this park and become the "environment friendly" place to do business.

Point of Contact: Coordinator, and Ed White

Time Frame: Fall 2004

1.22 Work with stakeholder Ed White of Alternative Fuel Solutions to determine the best fueling infrastructure for fleets (such as the Town of Mt. Holly) that wish to transition to propane. Mr. White has stated that if a fleet expresses interest in transitioning to propane, he will find them a vendor based on the size of the fleet and the fuel usage.

Point of Contact: Ed White and Coordinator

Time Frame: Ongoing

1.23 For those local government entities that are currently not required to pay state taxes on fuel, NCDOT is willing to partner with them by opening up DOT alternative fueling facilities for such local government vehicles and then, in turn, invoice them for the amounts of fuel used. Currently, NCDOT has ethanol, bio-diesel, and propane fueling capacity in the Centralina region.

Point of Contact: Coordinator

Time Frame: Summer 2004

1.24 Investigate the possibility of opening the City of Belmont's and the Charlotte-Douglas International Airport's CNG fueling stations to the public.

Point of Contact: Coordinator

Time Frame: Summer 2004

Goal II: Communicate the Clean Cities Message to the Public

2.1 Continue publishing a quarterly newsletter on Clean Cities activities in the region to provide ongoing and up-to-date education and information for stakeholders and the public. The newsletter will be made available on the web site, emailed to stakeholders, shared by stakeholders, and sent to municipalities for distribution.

Point of Contact: Coordinator

Time Frame: Current and Ongoing

2.2 Establish ongoing relationships with local media outlets.

- a) Send out regular press releases on the CCFC and its activities to local news outlets, including the Charlotte Observer, local TV and radio stations.
- b) Establish relationships with a variety of reporters, including Diane Whitaker, "Dr. Traffic" and Bruce Henderson, local government and environmental reporters.
- c) Prepare the first press release (Alan Giles, Mecklenburg County Land Use and Environmental Services Administration) to coordinate with announcement of designation. The release will explain the mission of CCFC and will include a "success story" and a quote from Joe White.
- d) Connect press releases to "events". (e.g., high ozone periods, gas and diesel price spikes)

Point of Contact: Education and Outreach Working Group, Alan Giles, Sally Thomas, and Coordinator

Time Frame: Winter 2004 and Ongoing

2.3 Continue participating in Earth Day festivities at the University of North Carolina at Charlotte.

Point of Contact: Coordinator and Gail Thomas

Time Frame: April 2004

2.4 Utilize the local NPR station for publicity.

- a) Underwrite a show
- b) Arrange a show with Chairman and Coordinator on “Charlotte Talks with Mike Collins”

Point of Contact: Coordinator and Sally Thomas

Time Frame: Coordinate with designation

2.5 Integrate CCFC effort with all air quality efforts in the region.

- a) Work with the North Carolina Lung Association and other air quality health-related organizations
- b) Work with local governmental initiatives, such as Breathe and the DAQ Air Awareness Program, and SEQL.
- c) Be an active partner in the Air Awareness sponsored 5K race at the beginning of each ozone season.
- d) Share database with other groups
- e) Integrate the AFV message into the overall emissions reduction message (i.e., the Air Awareness agenda)
- f) Work with Voices and Choices of the Central Carolinas (specifically their State of the Region Report)

Point of Contact: Education and Outreach Working Group

Time Frame: Current and Ongoing

2.6 Continue presentations to elected bodies and school boards and broaden the scope to include the private sector, civic groups, major utilities and Chambers of Commerce.

Point of Contact: Education and Outreach Working Group

Time Frame: Current and Ongoing

2.7 Partner with other groups on Advancing the Choice event for broader outreach.

Point of Contact: Coordinator

Time Frame: April 2004, Odyssey Day event

2.8 Utilize existing public service announcement developed through the Kansas City and St. Louis coalitions that can be obtained for free. Tailor it to the region and get it to the media.

Point of Contact: Coordinator

Time Frame: Spring 2004

2.9 Continue to update web site to include:

- a) Easy to use interactive forms for requesting more information downloadable fact sheets
- b) List of maintenance resources
- c) Maps
- d) Newsletter
- e) Add a link to the EPA's Fuel Economy guide

Point of Contact: Coordinator

Time Frame: Current and Ongoing

2.10 As alternative fuels become publicly available in the region, ensure that there is sufficient signage and public outreach to promote its use.

Point of Contact: Fuels and Fleets Working Group and Coordinator

Time Frame: As fueling becomes available

Goal III: Promote Incentives to Increase Alternative Fuel Use

3.1 Seek to influence National and State energy policy and legislation.

- a) Design an email action alert to send to regional environmental groups for distribution through their membership lists to educate group members about proposed legislation.
- b) Coordinate efforts with other Clean Cities groups, including attending annual Washington Day activities.

Point of Contact: Legislative Working Group

Time Frame: As needed/Will participate in Washington Day February 2004

3.2 Raleigh-Durham airport has recently given credit in the bidding process to alternative fuels included in proposals for a new on-property fueling facility. We will work with Anne Tazewell in Raleigh to see if we can employ this same model in Charlotte.

Point of Contact: Coordinator

Time Frame: Winter 2004

3.3 Work with DOT and regional Metropolitan Planning Organizations to allow AFVs to use HOV lanes as they are developed in the region.

Point of Contact: Coordinator

Time Frame: Winter 2004

3.4 Work to designate public and private AFV parking slots in Uptown Charlotte.

Point of Contact: Legislative Working Group

Time Frame: Winter 2004

3.5 Educate the State on the benefits of eliminating alternative fuels from the state road use tax.

Point of Contact: Legislative Working Group
Time Frame: Winter 2004

Goal IV: Recruit new stakeholders

4.1 Use the “Tiger Team” concept for the region. Send out appropriate members to solve specific problems relating to alternative fuels. Only stakeholders would be eligible to use this service.

Point of Contact: Coordinator
Time Frame: As needed

4.2 Put a stakeholder enrollment form and a downloadable MOU on the web site.

Point of Contact: Coordinator
Time Frame: Fall 2003

4.3 Give current stakeholders recognition. Make it attractive for others to sign on.

- a) Press releases
- b) Names on the web site
- c) Links to stakeholder web sites
- d) Continue to include a “member focus” section in the quarterly newsletter
- e) Publicity through the Advancing the Choice event

Point of Contact: Education and Outreach Working Group
Time Frame: Ongoing (some items currently being done)

4.4 Continue to pursue natural gas representation (SCANA).

Point of Contact: Fuels and Fleets Working Group
Time Frame: Ongoing (currently working on this)

4.5 Ensure continuous active stakeholder involvement by all types of alternative fuels, vehicles and infrastructure providers. Categorize all stakeholders and use this to ensure that all “holes” are filled in.

Point of Contact: Fuels and Fleets Working Group
Time Frame: Ongoing

4.6 Use the Advancing the Choice event to recruit stakeholders.

Point of Contact: Coordinator
Time Frame: Spring 2004

4.7 Target EPAAct mandated fleets.

Point of Contact: Fuels and Fleets Working Group

Time Frame: Ongoing

4.8 York Technical College will develop educational programs as needed, educate clean cities staff, train fleet maintenance personnel, and conduct workshops to educate potential stakeholders and provide guidance in fuel and vehicle selection.

Point of Contact: Bob Kosak

Time Frame: Ongoing/as needed

4.9 Seek out regional retail fuel providers to encourage them to join our stakeholders group. As retail fuel providers become more acquainted with CCFC initiatives, they will be encouraged to begin offering alternative fuels to businesses, government agencies and the general public. One specific targeted fuel provider is United Energy Distributors. United Energy is currently active with alternative fuels in South Carolina but also provides fuel to a number of stations in the Charlotte area.

Point of Contact: Fuels and Fleets Working Group

Time Frame: Ongoing

4.10 The Town of Mooresville is known as “Race City USA” and is home to more than 60 NASCAR racing teams. Between races, cars from NASCAR, Busch Grand National and the Craftsman Truck Series all head back to Mooresville for maintenance, improvements and testing. Pursue and involve the NASCAR industry as a stakeholder. Work with the NASCAR Technical Institute Senior Education Manager in Mooresville, NC to explore ways that they could incorporate AFVs into their programs.

Point of Contact: Fuels and Fleets Working Group

Time Frame: Winter 2004

4.11 Target private fleets that currently have AFVs but are not stakeholders (e.g., propane distributors such as Suburban Propane).

Point of Contact: Fuels and Fleets Working Group

Time Frame: Winter 2004

4.12 Target specific private fleets in the area. Top priorities for recruitment are: Schwann’s, UPS, and Lowe’s Home Improvement Center. (Lowe’s will be opening corporate offices in Iredell County. It has been suggested that we focus on opportunities surrounding their corporate vehicles.)

Point of Contact: Fuels and Fleets Working Group

Time Frame: Winter 2004

Goal V: Coalition Sustainability (Fundraising)

5.1 Develop a “bank” of grant proposals for funding. Possible sources include:

- a) Special Project dollars from North Carolina State Energy Office
- b) CMAQ funding
- c) National Science Foundation
- d) Propane Education and Research Council vehicle demonstration grants
- e) Mobile Source Emissions Reductions Grants (as they are available)

Point of Contact: Sustainability Working Group

Time Frame: Ongoing

5.2 When the goal of publicly available alternative fuel becomes a reality, investigate the possibility of obtaining royalties as outlined by Peter Wolk.

Point of Contact: Sustainability Working Group

Time Frame: Coordinate with publicly available alternative fuel

5.3 Identify and pursue private funding sources to support program objectives.

- a) Utilize the newly established 501(c)3 at Centralina Council of Governments (Centralina Foundation) to accept private donations.

Point of Contact: Sustainability Working Group

Time Frame: Fall 2003 and Ongoing

5.4 Seek funding from major businesses in the region for special events and other outreach programs.

Point of Contact: Sustainability Working Group

Time Frame: Winter 2004 and Ongoing

5.5 Utilize interns coordinated through local schools, colleges, and universities to research grant opportunities, disseminate this information to stakeholders and to assist with all program objectives. Queens College and UNCC put out questionnaires on intern needs at the beginning of each school year and match interns with the appropriate organizations.

Point of Contact: Coordinator

Time Frame: Spring 2004

5.6 Periodically contact local and state air quality enforcement divisions to investigate the use of fines levied for violations.

Point of Contact: Sustainability Working Group

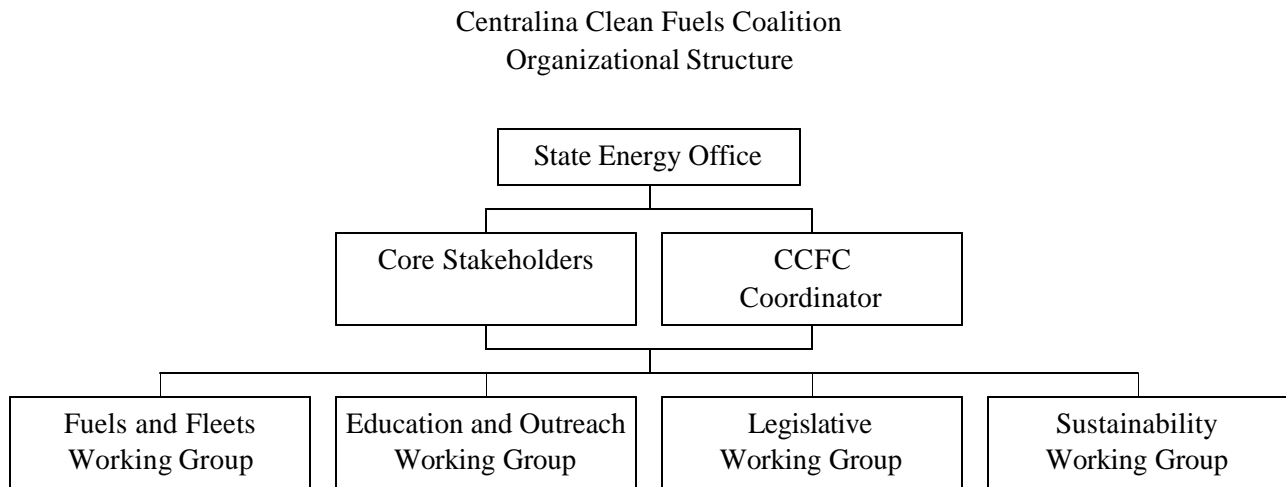
Time Frame: Fall 2003 and Ongoing

5.7 Consider establishing a dues structure for stakeholders.

Point of Contact: Sustainability Working Group

Time Frame: Winter 2004

C. Organizational Structure



1. Coordinator

The CCFC is staffed by the Centralina Council of Governments (CCOG). Jason Wager and Nadine Bennett share primary responsibility for the project and together are able to dedicate approximately 70% of each work week to CCFC. Both Mr. Wager and Ms. Bennett are planners with CCOG. Their other responsibilities include local land use planning and regional environmental initiatives. CCFC is funded partially by the North Carolina State Energy Office and partially by CCOG.

2. Working Groups

Four working groups were formed as part of the organizational structure to assist with various work related duties. These work groups include:

- ☞☞ Fuels and Fleets Working Group
- ☞☞ Education and Outreach Working Group
- ☞☞ Legislative Working Group
- ☞☞ Sustainability Working Group

The **Fuels and Fleets Working Group** will be responsible for a majority of the tasks related to increasing the number of AFVs in the Centralina area and promoting the development of additional infrastructure. The committee will also be involved in activities supporting the general operation of the Coalition, such as identifying and pursuing new stakeholders.

Members:

Ed White
Alternative Fuel Solutions
80 Cliffcreek Trace
Atlanta, GA 30350
Ph: 770-650-5868
Edianew@attbi.com

Henry Bodie
Blossman Gas
P.O. Box 775
Easley, SC 29641
Ph: 864-855-5280
hdbodie@blossmangas.com

Alan Giles
Mecklenburg County
700 North Tryon Street
Charlotte, NC 28202
Ph: 704-336-5836
gilesas@co.mecklenburg.nc.us

David Friday
City of Charlotte
829 Louise Avenue
Charlotte, NC 28204
Ph; 704-336-3032
Dfriday@ci.charlotte.nc.us

Daniel Nuckolls
City of Concord
P.O. Box 308
Concord, NC 28026
Ph: 704-920-5431
Nuckolls@ci.concord.nc.us

The **Education and Outreach Working Group** will help develop and disseminate relevant alternative fuel information. The group will be actively involved in publicizing activities of the Coalition and identifying media outlets for information dissemination. In addition, the group will take the lead in making presentations to groups targeted as stakeholders.

Members:

Mike Keziah
City of Monroe
P.O. Box 69
Monroe, NC 28111
Ph: 704-282-4603
Mkeziah@monroenc.org

Robert South
2335 Turnberry Lane
Charlotte, NC 28210
Ph: 704-973-2634
RSOUTH@webtonetech.com

Bob Kosak
York Technical College
452 South Anderson Road
Rock Hill, SC 29730
Ph: 803-325-2865
Kosak@yorktech.com

Darryl Parker
232 Hillandale Dr.
Charlotte NC 28270
(704) 442-0347
darryl@parkermedia.com

The **Legislative Working Group** will be primarily responsible for educating policy makers at various levels for alternative fuels incentives.

Members:

Joe White
City of Charlotte
600 East Fourth Street
Charlotte, NC 28202
Ph: 704-336-5774
Coachjoew@prodigy.net

Judy McGuire
Western Piedmont COG
P.O. Box 9026
Hickory, NC 28603
Ph: 828-322-9191
judy.mcguire@wpcog.dst.nc.us

Sally Thomas
Step-Back tours
720 Brockbank Road
Charlotte, NC 28209
Ph: 704-565-6858
Sallymthomas@earthlink.net

The **Sustainability Working Group** will primarily focus on identifying and pursuing funding sources for the CCFC (including maintaining a “bank” of proposals for grants).

Members:

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Ed White
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80 Cliffcreek Trace
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Edianew@attbi.com

3. Monitoring and Reporting System

To manage the effectiveness of the Clean Cities program, the following specific activities in a monitoring and reporting system will be established. The Coalition will:

- ?? Review the CCFC Goals and Objectives to determine actual versus planned activities and accomplishments on an annual basis.
- ?? Request and evaluate comments from stakeholders on overall program progress and success in meeting goals and objectives.
- ?? Provide CCFC Coalition status and other information to DOE as requested.
- ?? Hold stakeholders’ meetings/events at least quarterly.

- ?? Hold Core Stakeholders and Working Group sessions at least once every two months or more when needed.
- ?? Maintain a log of CCFC activities. The contents of the log will be summarized and presented at each Core Stakeholders meeting and will be included as part of regular evaluations.
- ?? Conduct an annual survey of new AFV purchases and conversions and alternative fueling sites. This information will be submitted to Coalition stakeholders and to DOE as part of the Clean Cities Annual Report.
- ?? Solicit and evaluate comments from stakeholders on the success of Program Plan implementation and submit to DOE.
- ?? Submit photographs and stories as appropriate and available to publications and media outlets in the CCFC area.

D. MEMORANDUM OF UNDERSTANDING (MOU)

CENTRALINA CLEAN FUELS COALITION

Formally Established to Create a More Efficient, Domestically Secure, Environmentally Harmonious, Sustainable and Safe American Energy Transportation Sector

MEMORANDUM OF UNDERSTANDING

*By and Among,
(Signing Entity)*

And

U.S. Department of Energy

Introduction

A. Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is:

- ?? More efficient;
- ?? Less dependent on foreign sources;
- ?? Less environmentally disruptive;
- ?? Sustainable; and
- ?? Safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12844; Federal Use of Alternative Fuel Vehicles, and the Clean Air Act Amendments of 1990, all establish guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program is an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other Federal directives, such as the Clean Air Act.

B. Purpose

The purpose of this Memorandum of Understanding (MOU) is to set forth the agreements, respective responsibilities, and procedures necessary to carry out the objectives of the DOE Clean Cities program which accelerates the introduction and expands the use of alternative fuels and alternative fuel vehicles.

C. Authority

This MOU is authorized under the following laws and regulations: Energy Reorganization Act of 1974, which permits DOE to use the facilities of public agencies, requires DOE to consult with the heads of other agencies on the use of their facilities, and allows DOE to enter into cooperative projects with other public and private agencies; the Energy Policy Act of 1992, Section 505, Voluntary Supply Commitments, which requires DOE to obtain non-binding, voluntary commitments to help achieve replacement fuel goals from fuel suppliers, fleet owners, and vehicle suppliers. Under this MOU, these groups, united with other local stakeholders, signify their commitment to contribute to the goals of the program.

D. Policy

Signatories under this MOU undertake their best efforts to achieve the specific goals and objectives set forth in the Program Plan.

MANAGEMENT AND PROGRAM GUIDELINES

This MOU commits the undersigned to work together toward achievement of Clean Cities goals and the goals and objectives as stated in the Program Plan.

Clean Fuels Coordinator(s) Responsibilities

- ?? *Coordinate and document coalition activities*
- ?? *Maintain database of stakeholders, community fleets, AFVs, and infrastructure*
- ?? *Assist with overall implementation of Program Plan and development of new goals*
- ?? *Coordinate meetings and reporting activities*
- ?? *Participate as a member of the Steering Committee*
- ?? *Delegate and monitor activities/responsibilities to other key stakeholders*
- ?? *Act as a liaison between the Steering committee, working groups and DOE*
- ?? *Work directly with DOE Regional Support Offices to report coalition activities, progress, concerns, issues, etc.*
- ?? *Provide assistance in public education activities*
- ?? *Maintain and update, in concert with the coalition, the Program Plan*
- ?? *Monitor and disseminate Federal/State/Local legislative and incentive information to the coalition*
- ?? *Assist with recruitment of stakeholders*
- ?? *Represent the Centralina Clean Fuels Coalition and the Clean Cities Program at other local functions and DOE events.*

DOE Responsibilities

- ?? *Provide a Federal advisor*
- ?? *Provide program implementation and MOU drafting guidelines*
- ?? *Guide placement of Federal AFVs responding to Centralina Clean Fuels Coalition recommendations and resource matching plans*
- ?? *Direct the award of Federal funds and grants as available*
- ?? *Provide information, general assistance and material for public relations and promotional activities*
- ?? *Provide training for coordinators, fleet operators and other participants*
- ?? *Provide hotline/clearinghouse for technical and other information*
- ?? *Conduct information exchange workshops*
- ?? *Provide assistance in public education activities.*

Stakeholder Responsibilities

?? Signed stakeholders to this document agree to fulfill their voluntary commitments to the Clean Cities Program as delineated in the Goals and Objectives section of the associated Program Plan

Guidelines

The Clean Cities program will be administered according to the Program Plan. The signatories herein have agreed that the Program Plan is designed to achieve Clean Cities objectives and follows the guidelines described here:

- ?? Set forth goals reflecting the planning process and defining what the organization seeks to accomplish and why
- ?? Creates an organizational structure enabling Clean Cities to effectively carry out its mission
- ?? Sets forth intermediate objectives, action steps or commitment, such as vehicle acquisition targets or legislative proposals, designed to be the “how to” (objectives) elements of the Program Plan
- ?? Delineates estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals
- ?? Establishes a monitoring system for program management, advertisement of program success, and method for conveying program performance to DOE

Supplementary Interagency or Other Agreements

Because the DOE Clean Cities program supports Congressional and Executive directives and many involve other Federal, State, and local governmental entities, Clean Cities program commitments may be subject to modification upon intervening Congressional or Executive guidance.

ADMINISTRATION

Public Information Coordination

Subject to the Freedom of Information Act (5 U.S.C. 552) decisions on disclosures of information to the public regarding projects and programs referenced in this MOU shall be made by the DOE following consultation with the other parties’ representatives.

Amendment and Termination

This MOU may be amended by the mutual written agreement between DOE and signatories. This MOU may be terminated by the mutual written agreement of DOE and signatories. Signatories may terminate individual participation upon a 30-day written notice.

Effective Date

This MOU shall become effective upon the latter date of signature of the parties and shall remain in effect for a period of five years, upon which the MOU becomes eligible for renewal.

MOU Signatories

*Name, Title
Company/Entity*

*Name, Title
Company/Entity*

*Name, Title
Company/Entity*

*Name, Title
Company/Entity*

