

## Agenda for the 2<sup>nd</sup> Meeting of the Stakeholders of the East Tennessee Clean Fuels Coalition

When: 11am – 1pm, Tuesday, May 21, 2002

Where: The Copper Cellar on Cumberland Avenue, downstairs

Lunch: Ordering from a selection of 4 lunch items (packets of information will be placed at each seat)

1. Brief overview of what is to be covered that day
2. Quick introductions around the room (name and business/affiliation); to allow new people to meet the other members of the coalition
3. Quick information on the Web site. Web address will be [www.etcfc.org](http://www.etcfc.org) soon, which will be a simple redirect to <http://eerc.ra.utk.edu/etcfc/index.html>. Is a work in progress. Direct any comments or questions to Jonathan.
4. Getting to designation – steps required:
  - a. Develop dues structure
  - b. Develop committees or working groups with each stakeholder on a single committee; select chairs or co-chairs
  - c. Set goals and objectives
5. Dues structure. Show examples and discuss what people think about the dues structure for this coalition. Tie-in to membership's importance as a fundraising mechanism for covering the coalition's base costs.
6. Committees: 1) AFVs and Infrastructure, 2) Education and Marketing and 3) Legislative. Does group think this sets of committees will work? Do we need a "Development" committee to work on increasing membership and garnering funding? (Important point here is to evaluate the job I am doing as the membership developer. I am talking about a lot of pertinent coalition issues with a variety of regional people (most of which have become stakeholders to some extent), but will they become paying members? Who of you will become paying members? Discuss opportunities within each of these committees.
  - a. AFVs and Infrastructure: Review what data has already been found on efforts to purchase and use AFVs and infrastructure in East TN (spreadsheet); go over the environmental data for each fuel to educate the stakeholders to the environmental pros and cons of each fuel (in-car only and fuel cycle data); discuss the BBS E85 infrastructure development proposal (due May 29!; 4-state cooperative submission being discussed by about 15 people [state employees and CC coordinators]; currently in talks with Pilot Oil, Ford, and TDOT to split the necessary cost sharing); explain my perspective on why pursuing this opportunity is worthwhile.
  - b. Education and Marketing: Discuss "Advancing the Choice" opportunity (funds available from David Dunagan – as of Oct. 1, 2002); EarthDay event; what other opportunities does the group see or want to see?
  - c. Legislative: Discuss what is/has been done by other states (e.g., NC's House Bill 1213), and what opportunities have been discussed already (1/100 of a cent of state gas and diesel tax would raise almost \$400,000 annually\*).
7. Goals *must* address the below (review COFCFC Goals and Objectives to see a large variety of examples). Need to start expanding on our list of goals and objectives.
  - a. Increasing the number of AFVs on the road in our community,
  - b. Increasing the number of alt refueling/recharging stations to support AFV use in our community,
  - c. Recruit new stakeholders (*special emphasis must be placed on increasing private fleet participation*),
  - d. Promoting incentives to increase alternative fuel use,
  - e. Communicating Clean Cities messages to the public, and
  - f. Fund raising.

Discuss these within the context of the committees to be developed. Each of these fits neatly within a 4-committee setup as suggested above. Most likely, suggest that each stakeholder take the supplied list of goals and objectives and return to next meeting with comments and suggestions on what this coalition should work on.

Stay and talk with anyone who has time after the meeting.

Some additional information to pass along:

\*TN state gas and diesel taxes: Gas - \$0.20, diesel - \$0.17; add to both a \$0.01 "special" tax and a \$0.004 "environmental insurance fee," and you get the following total taxes: gas - \$0.214, diesel - \$0.184. A small portion of the "special" tax goes to the general fund, but the rest all goes straight to the Highway Fund. In a recent year, the gas tax brought in ~\$600 million, while the diesel tax brought in ~\$200 million. [1/100 of one cent raises \$280,000 from the gas tax alone.]