

2005 INNOVATIONS AWARDS PROGRAM

APPLICATION

Deadline: April 4, 2005

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1. Program Name

Southeast Alternative Fuels Task Force (Task Force)

2. Administering Agency

The Task Force is not administered by one specific agency; it is guided by a steering committee which is a coalition of multiple agencies from North Carolina, South Carolina, Tennessee, and Georgia that oversees and participates in Task Force efforts.

3. Contact Person (Name and Title)

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8. Web site Address

www.sealtfuels.org

9. Please provide a two-sentence description of the program.

The Southeast Alternative Fuels Task Force is a team comprised of state environmental officers, energy officers, transportation officers, Clean Cities coalitions, and private sector stakeholders that works together to advance the use of cleaner burning fuels in the four states of North Carolina, South Carolina, Tennessee, and Georgia. The Task Force is currently focused on developing refueling corridors, along with the demand to support these corridors, such that by 2010 there will be strategically located facilities providing biodiesel and ethanol along key interstate highways to allow confident travel between major destinations.

10. How long has this program been operational (month and year)? **Note: the program must be between 9 months and 5 years old on May 1, 2005 to be considered.**

The Task Force was formally created in November of 2002 following a workshop called Building Alternative Fuel Networks in the Southeast.

11. Why was the program created? What problem[s] or issue[s] was it designed to address? **Indicate how the program applies to the “change driver” that you listed above.**

The Southeast Alternative Fuels Task Force was created in response to the issues addressed in a document entitled Southern Air Principles signed by the four governors in December of 2001: “Scientific research and evaluation show that air pollution is not confined to state boundaries as evidenced by the adverse impacts of air pollution on the Southern Appalachian Mountains... The southern states are experiencing unprecedented population and economic growth, as well as associated increases in energy and vehicle use. To ensure clean air and a reliable, affordable energy supply, we must develop new strategies (including innovative transportation and energy policies) to address issues such as regional haze and pollutants that threaten public health and the environment.”

The use of cleaner fuels not only improves air quality by reducing harmful emissions from vehicles; it also increases national energy security by reducing the United State’s dependence on imported oil.

12. Describe the specific activities and operations of the program in chronological order.

- Sought funding for regional workshops 2003 – 2004
- Established committee structure and management 2003 – 2004
- Developed a detailed work plan for each committee (see attachment) 2004 – 2005

Planned Activities:

- Hosting the Southeast Regional Biofuels Workshop June 6th & 7th, 2005
- Supporting, in conjunction with the American Lung Association, alternative fuels workshops focusing on air quality and human health in each of the 4 participating states. Fall 2005

13. Why is the program a new and creative approach or method?

The Southeast Alternative Fuels Task Force is both a new and creative program because it addresses the issues of air quality and energy security from a multi-state, multi-level approach. The Task Force operates on the fundamental belief that all stakeholders working together can accomplish feats that simply could not be achieved from an individual platform.

14. What were the program's start-up costs? (Provide details about specific purchases for this program, staffing needs and other financial expenditures, as well as existing materials, technology and staff already in place.)

The Southeast Alternative Fuels Task Force is a voluntary, cooperative effort and as such there were no formal start-up costs.

15. What are the program's annual operational costs?

The Task Force has no annual budget. It is staffed by individuals who work for agencies that have a stake in the development of alternative fuels in the Southeast.

16. How is the program funded?

An EPA grant of \$70,000 is providing the majority of the funding necessary for Tennessee Department of Environment and Conservation to host the 2005 Regional Biofuels Workshop. A portion of this grant will also be used to support, in conjunction with the American Lung Association, the air quality and human health workshops to be held in each participating state this fall.

The states are also contributing matching funds of \$2,500 to augment the workshop budgets.

17. Did this program require the passage of legislation, executive order or regulations? If YES, please indicate the citation number.

The development of the Southeast Alternative Fuels Task Force is a voluntary effort resulting from the signing of the Southern Air Principles by the governors of North Carolina, South Carolina, Tennessee, and Georgia on December 3rd, 2001.

18. What equipment, technology and software are used to operate and administer this program?

Due to the large area that the Task Force covers, most of the program's interactions take place over monthly conference phone calls and emails.

Additionally, the Task Force's website, www.sealtfuels.org, is an important tool in administering the program. It houses information about the program's participants, mission, and current projects including regional maps that delineate the existing infrastructure for the alternative refueling corridors. The evolution of these maps is crucial in tracking the progress of the Task Force.

19. To the best of your knowledge, did this program originate in your state? If YES, please indicate the innovator's name, present address, telephone number and e-mail address.

There was no single innovator. The organizers were a group of staff members from various state agencies and Clean Cities coalitions who developed common ideas and proceeded to organize the Task Force.

20. Are you aware of similar programs in other states? If YES, which ones and how does this program differ?

No

21. Has the program been fully implemented? If NO, what actions remain to be taken?

The program has not been fully implemented.

- Detailed work plans (see attachment) have been developed which detail the actions that must take place within a specified time frame to accomplish the fundamental goal of advancing the use of cleaner burning fuels in the southeast.
- The regional workshop planned for the summer and the 4 state workshops for the fall will realize a significant portion of the Task Force's outreach activities.

22. Briefly evaluate (pro and con) the program's effectiveness in addressing the defined problem[s] or issue[s]. Provide tangible examples.

Pros:

- Because air pollution crosses state boundaries, it must be addressed from a regional approach in order to achieve a significant positive impact. In this respect the Task Force, which combines the efforts of 4 southeastern states, is effective.
- Another aspect of the Task Force that has made its progress particularly effective is recognizing that increasing the use of alternative fuels is a two-tiered issue: not only must there be an adequate supply of alternative fuels available in the region, but there must also be an adequate demand in order to

sustain the market. Thus, the workshops hosted by the Task Force target both fleet managers and fuel providers, seeking to maximize the interaction between both groups to establish a continuing dialogue.

Cons:

- The large area that the Task Force covers creates certain logistical issues. For example, bringing the members together from all four states for regular meetings is too costly to be practical. Therefore, conducting meetings via conference phone calls is the most pragmatic solution to overcome this barrier.
- The Task Force's work progress, with no external budget or dedicated resources, is largely dependent on the extent of volunteer effort.

23. How has the program grown and/or changed since its inception?

More alternative refueling sites exist and more fleets are using alternative fuels! Additionally, more fleet managers and fuel providers are knowledgeable about biofuels.

24. What limitations or obstacles might other states expect to encounter if they attempt to adopt this program?

One of the biggest obstacles manifest in this program is working with fleet managers and fuel providers who do not want to "take a risk" on alternative fuels. Much energy and in-depth knowledge is demanded to instigate the voluntary acceptance of the fuels.

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