



# Volunteer Vibes

International Right of Way Association - Tennessee Chapter 32

September 2012

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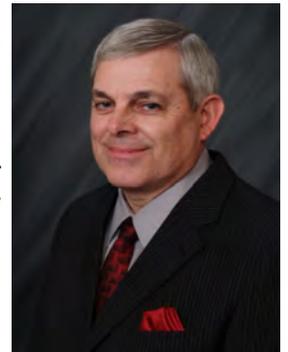
Bill Medley would like to invite ALL MEMBERS to come and hear about our **GOLF TOURNAMENT!!!!**

## Message from our President

### The State of the Chapter Address

Hello Everyone!

Quite a bit has transpired since our last newsletter. On April 27<sup>th</sup> and 28<sup>th</sup>, was the Region 6 Spring Forum in Montgomery, Alabama. Chapter 32 was well represented. June 9<sup>th</sup> through 14<sup>th</sup>, was the International Education Conference in Seattle, Washington. Ten people attended from TN Chapter 32. Make plans now to attend next year's June International Education Conference in Charleston, West Virginia. Also, remember that we are hosting this conference at the Opryland Hotel in Nashville, Tennessee in 2016. You can see my message regarding the conference on our web page.



Also in June, our chapter held its annual Officers Installation Banquet in Nashville. David Bell, SR/WA, Chapter 24 Member, and Region 6 representative on both the International Nominations & Elections Committee and the International Finance Committee was on hand to swear in the officers. The officers making up the 2012-2013 Executive Board are John Boynton, president & 2-year director; Brenda Walsh, president elect; Amanda McDevitt, treasurer; Marc Headden, secretary; and Dan Gill, SR/WA, 1-year director. Our special guest speaker was former State Representative and petroleum lobbyist, Mike Williams. We had a good turnout and all had a great time together.

On a more sober note, we are not having the anticipated turnout for some of the courses that Chapter 32 has been offering. Very few of the class attendees have been Chapter 32 members. Please remember that all members holding designations will need to take some refresher courses periodically in order to maintain your designations. There are some great courses coming up. Please check out the website at [irwachapter32.org](http://irwachapter32.org) to see when and where. If you are unable to attend one of these courses, remember that it may also be offered on line.

Remember to check out our chapter's website often, and let us know how we can better serve you.

Sincerely,  
John Boynton, President

# 2012 Officers

- President**                      **John Boynton**  
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- Treasurer**                      **Amanda McDevitt**  
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## IRWA Chapter 32 Meeting Overview September 28, 2012

Our next chapter meeting will be held on

**September 28th**

**6:00pm—9:00pm**

at the **Two Rivers Grille in the Marriott Airport Hotel, 600 Marriott Drive, Nashville, 37214**

## Chapter 32 PHOTOS



# SAVE THE DATE

The Region 6 Fall Forum is schedule for **October 13, 2012** on the Mississippi Gulf Coast!





July 24, 2012

Reply to: Carol A. Croft, SR/WA  
President, Right of Way International Education Foundation  
152 Lynn Drive  
Nashville, Tennessee 37211

Mr. John Boynton  
1421 Macfreeshorn Road, Suite 325  
Nashville, TN 37217

RE: RWIEF Contribution

Dear Mr. Boynton:

This will acknowledge the receipt of a check to the Right of Way International Education Foundation in the amount of \$3,000.00, presented at the Annual Board of Directors Meeting held in Seattle, Washington.

Please know that these funds, combined with contributions from other individuals, companies, IRWA chapters and regions, will enable the Foundation to continue its financial support of the IRWA Professional Development Committee's goals of updating existing and developing new IRWA courses. Support such as yours is critical to ensuring that the IRWA will be able to continue to provide a quality education curriculum for its members.

Your contribution is sincerely appreciated,

Right of Way International  
Education Foundation

A handwritten signature in black ink, appearing to read "Carol", is written over a horizontal line.

Carol A. Croft SR/WA  
President & Trustee

CC: Clyde B. Johnson, SR/WA  
File

Right of Way International Education Foundation  
19210 South Vermont Ave, Bldg A, Suite 100,  
Gardena, CA 90248

**RIGHT OF WAY EDUCATION**  
The Building Blocks of our Profession





**Class 103 held at the TDOT Region III auditorium May 9th.  
We had 24 attendees and we are setting attendance records**

Course	Date	Days	Location	Course Coordinator	Facilitator
Advanced Relocation Assistance Residential (C 505)	September 11, 2012	1	TDOT Reg IV auditorium-Jackson	Angel Dabney	Ellisa G. Barnes, SR/WA
Advanced Business Relocation Assistance (C 506)	September 12 & 13, 2012	2	TDOT Reg IV auditorium-Jackson	Angel Dabney	Ellisa G. Barnes, SR/WA

### Chapter News

**Come on down to our September 28th chapter meeting to hear all about Bill Medley's first ever TAC/IRWA Golf Tournament coming in March or April of 2013. Anyone interested should attend our Chapter meeting!**





The Tennessee Appraiser Coalition Annual Meeting was the 10th at the TDOT Region III Auditorium. Bill Medley, along with Mark Headden, the incoming TAC President for 2012 thru 2014 proposed and got acceptance for a partnership with the TAC membership to co-sponsor several courses next year. Their (TAC) membership will be offered a course discount and the proceeds will be split 50% after expenses are paid. This gives Chapter 32 access to their website & newsletter for course announcements to the over 2500 appraisers state wide.



**Hoeven predicts highway bill by June 30, with Keystone included**

Sen. John Hoeven (R-N.D.) predicts that the House and Senate will agree on a long-term surface transportation bill by June 30, when current funding runs out.

The member of a House-Senate highway bill conference committee also said signs point to a provision mandating the Federal Energy Regulatory Commission approve the controversial Keystone XL pipeline being included in the bill.

The State Department this year rejected the oil pipeline running from Canada to the Gulf of Mexico after Congress tried to force it to make a decision. The stated reason was not enough time to consider the pipeline's merits.

"I think we will pass Keystone as part of the highway bill," Hoeven, who is a chief Senate proponent of Keystone, said, in an appearance on C-Span's "Newsmakers" airing Sunday.

The highway bill conference committee met for the first time this week and publicly there was little sign of compromise.

The senator noted that the House passed a highway bill with Keystone in it by a "veto proof" majority and said that Keystone has 58 senators in support.

"Sen. Baucus has been very helpful," he added.

The House passed its highway bill, which authorizes programs through September on a 293-127 with support from 69 Democrats. Two senior Democrat leaders, Reps. James Clyburn (S.C.) and John Larson (Conn.), approved of the measure.

Hoeven said that even if gas prices drop, pressure will remain on the White House to follow an all of the above energy strategy that includes Keystone.



## Unconventional Biofuel” – Cellulosic Ethanol



In the last issue of this newsletter I explored the potential contribution that what “conventional biofuels” – corn ethanol and soy biodiesel – could make to offsetting our use of petroleum here in the US. Now let’s look at an “unconventional biofuel” – cellulosic ethanol.

To recap the last article, I calculated that the entire 2004 US corn and soybean crop converted to biofuels would displace about 12 days worth of consumption per year, or about 3.3 percent of total annual petroleum consumption. This gives us an idea of the US’s maximum biofuel production potential from crop-based biomass. I should note that these totals are based on total daily petroleum consumption of 21 million barrels. The current economic slow-down has reduced total daily petroleum consumption to about 19 million barrels.

But the shine has rather gone off corn ethanol so green activists are now telling us that cellulosic ethanol, based on switch grass or corn stalks or fast growing trees, will avoid all the problems of corn ethanol and still bring us to the new Jerusalem. Unfortunately it is difficult to compare the economics of corn ethanol with cellulosic ethanol because there is no cellulosic ethanol industry.

It is easiest to make ethanol from sugar, which is why the ethanol industry in Brazil, based on sugar cane, actually makes economic sense (also they drive less than we do, per capita). Corn ethanol is based on starch, which has to be converted for fermentation, but the technology is commercial. To make ethanol from cellulose one needs to break down the cellulose into sugar, which involves strong chemicals or enzymes to decompose the molecules. Cellulose is tough, that’s why it’s the principal component of wood. Decomposing it into sugar is actually quite simple, albeit relatively expensive and not done by anybody at a commercial scale because nobody has any reason to decompose cellulose into sugar for large-scale commercial application. It’s simply easier to buy cane or beet sugar. There are a couple of trial cellulosic plants recently under construction or perhaps now commissioned, but no statistics yet on performance.

But for sake of argument let’s say you could decompose cellulose into sugar and ferment it for a cost similar to corn ethanol. The cellulosic ethanol proponents will tell you that it will sidestep the problems of corn ethanol yet deliver better benefits, because the cost of cultivating switch grass is less than the cost of cultivating corn and switch-grass can be grown on marginal land not suitable for mainstream agriculture. Or that corn stalks are a waste product so their use has no net land use impact. All probably true. Let’s focus on switch grass. Switch grass is a perennial so after the first year there are minimal energy inputs for planting, cultivating, fertilizing and the like.



Good so far. One harvests switch-grass like hay. Here is where we start to run into problems. Switch grass has one-tenth the density of shelled corn, the feed stock of corn ethanol. That means one needs to deliver ten times as many truckloads of feedstock to a cellulosic ethanol factory compared to a corn ethanol factory. Instead of one truck an hour you have a truck every six minutes. So while you saved energy in cultivation, you have to use ten times as much energy to transport the cellulosic feedstock to the cellulosic ethanol factory. The ethanol factory is also going to have to be larger to handle the greater feedstock volume. Then there is the disposal of byproducts. The corn ethanol industry makes a point that its principal byproduct – distillers dried grains – can be fed to livestock. What the end use of the byproducts of cellulosic ethanol is less clear. In summary there are no hard data on the costs to produce ethanol from switch-grass and lots of reasons to suspect its production will be no more efficient than corn ethanol.

A recent report to Congress by the National Research Council reinforces my pessimism regarding any contribution by cellulosic ethanol in the near future. The report, issued last October, notes that there are no commercially viable cellulosic ethanol factories, and that any significant cellulosic ethanol production in the near future will require major leaps in technology, very large subsidies, or much higher oil prices (thereby making the cost of production competitive).

The shortfall in cellulosic ethanol production is significant because it is supposed to contribute half the total biofuel production mandated in the US government's Renewable Fuel Standard for 2022. This plan stipulates that the US will produce 15 billion gallons of corn ethanol, 1 billion gallons of biodiesel, and 16 billion gallons of cellulosic ethanol per year.

So how close are we to those goals? How much fuel is actually being made from crops? Total production of corn ethanol for 2010 was 13.23 billion gallons. Using the factors discussed in the last newsletter, one needs to adjust the total for BTU equivalency (.609) and net energy content (.401), before dividing by 42 to get net Barrels of Oil Equivalent, which is 76,925,835 barrels, four days of US petroleum consumption at current levels, just over one percent of annual US petroleum consumption. Soy-based biodiesel production in 2011 totaled 967 million gallons. Adjusting for BTU

equivalency (.927) and net energy content (.687), this equaled 14,662,690 BOE, or enough to replace about 18 hours of annual US petroleum consumption.

So it would appear that we are within spitting distance of achieving the Renewable Fuel Standards for corn ethanol and biodiesel, although the merit of the Renewable Fuel Standards is open to question since the total 32 billion gallons of biofuel, reduced to net Barrels of Oil equivalent, is not very much. Assuming that the statistics for cellulosic are similar to corn ethanol, 31 billion total gallons of ethanol is equivalent to 180 million barrels of petroleum, or 9 days 11 hours worth of annual petroleum consumption, plus about a day's worth of biodiesel. But it is most unlikely that the cellulosic ethanol share of the Renewable Fuel Standard will be met, given that the National Research Council has concluded that there will be no significant production with current technology, subsidies and price of petroleum. While I suspect that the last factor will change significantly by 2022, there is not enough time to build the necessary infrastructure to produce significant volumes of cellulosic ethanol. It took over 20 years to build out the current infrastructure for corn ethanol, and that was with a proven technology for conversion.

As an aside, there is a better way to convert corn into transportation fuel – instead of ethanol, make it into butanol. Butanol is a longer chain alcohol that can be burned in unmodified gasoline engines. Because butanol is immiscible in water, it floats like oil and can be recovered from the manufacturing process simply by skimming it or using an oil separator, thereby avoiding the substantial energy cost of distillation. On its face, the process is potentially comparable in efficiency to conversion of soybeans to biodiesel. So what's the hitch, you ask. Like cellulosic ethanol, there are a number of experimental proposals, but no demonstrated commercial technology to effect the conversion.

But even butanol can't replace petroleum, foreign or domestic, in the US economy. I propose that the only way to diminish our dependence on petroleum is through more efficient use of the energy we use now. Let prices rise, and people will figure out how to use less. If you want to look into these issues yourself, here are a few links to get you started.

<http://www8.nationalacademies.org/onpinews/newsitem.aspx?RecordID=13105>  
<http://www.eia.gov/biofuels/biodiesel/production/>





INTERNATIONAL RIGHT OF WAY ASSOCIATION

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