

NON-ROAD SUBCOMMITTEE CALL

Tuesday, April 25 – 9:30-10:30 am Central Time

Call-In #: (866) 299-3188

Conf. Code #: 9135517039

Agenda

- Intro / Roll Call
- Tennessee DOT project
- Unresolved Issues
- Other possible topics / future topics

MEETING NOTES

Thank you everyone for being on the call. I hope it was informational and beneficial for each of you. Feel free to contact me if you have ideas to improve the call or would like to visit about a specific topic.

1) **Roll Call** - if you joined after the call started let me know

Attendees:

- Wayne Graf (MDNR)
- Shelley Whitworth (HGAC)
- Bill Gill (CAPCOG)
- Rick Baker (ERG)
- Scott Johnson
- Karla Hardison (TCEQ)
- Bill Sierks (MPCA)
- Fran Kurk (MPCA)
- Eric Bernskoetter (MO DOT)
- Monica Beard-Raymond (EPA HQ)
- Casey Kelley (ORYXE)
- Kathleen Waters (KDHE)
- Wes McQuiddy (EPA R6)
- Alan Banwart, (EPA R7)

2) **Tennessee DOT project**

- Alan Jones from the Tennessee DOT and Alan Powell from EPA Reg. 4 talked about a CMAQ program that has been established to fund diesel retrofits
- They have identified several sectors in which they plan to fund retrofit projects in will a total of \$4.8 million dollars at about \$800K/sector
- The first two of the sectors requesting proposals for the money are road construction equipment and railroad switchyard engines
- Others sectors include school buses, waste haulers, TN DOT equipment, etc...

Road Construction

- They started by contacting the TN Roadbuilders Assoc. and set up meetings w/ road construction companies to inform them about the pilot project idea

- The pilot program was limited to PM non-attainment areas and the funds were to go for 80% of the retrofit costs requiring the company to pay the other 20%
- The road construction companies were skeptical about doing this even w/ the 80% cost-share
- The state set up diesel forum for education on the issue
- Only one proposal was received (currently being evaluated) from the first request for proposals (RFP), so they sent out another RFP opening it up to ALL non-attainment areas, which opened up the counties from 6 to 16 or so -- waiting to see response
- An applicant must have an ongoing contract in the non-attainment area, so that the equipment is staying in the non-attainment area – this presents a problem to the equipment owner because the equipment needs to go to where the work is
- Federal Highways has pushed back on some of the program to make sure it meets CMAQ requirements

Comments

- Some areas have problems meeting their on-road budget for transportation conformity, so non-road retrofits don't help and CMAQ most likely won't be used for that
- If this program shows success – a bid spec on clean technology could be developed
- It is beneficial to educate companies about the estimated emissions that they release
- CMAQ isn't the end-all – it would be better to have state legislation (like in TX) that provides \$ for these projects --- EPA was critical in getting this in TX

Railroads

- They have about \$500K for idle reduction on 36 locomotives using APUs, automatic start-stops, and/or horsepower reduction kits
- Working with Norfolk-Southern, CSX, and East Tennessee railroads
- Only for non-attainment areas (NA)
- They must commit to keep the locomotives in the NA area 75% of the time
- Also doing the 80/20% cost share which is well received by the railroads because the cost savings on fuel will pay off the 20% costs quickly

3) **ORYXE Additive**

- Short fact sheet was sent out before the meeting w/ the website
- Breaks down on NOx , CO, etc... emissions and has already been approved and certified for use w/ the TX LED standard
- Both the city of Austin and Travis County chose to use this vs. the TX LED fuel
- City of Dallas uses it in the mixture w/ B20 to reduce the NOx concerns

4) **Manufacturer's Warranties**

- Nat'l Biodiesel Board has a link that I will send out to the group with the different engine/equipment manufacturer's policies on warranties and fuel use
- This could be good information for using to talk to the local construction companies to get them to switch to Biodiesel

5) **Other**

1. Titanium Dioxide Surface Treatment additive
 - Will talk later when Steve Scanlon is available
 2. Ag & Construction calls
 - Splitting them and doing every other month calls for each sector
 - Ag call in May - - Construction call in June
 3. BSC construction emission reduction goal
 - **Do we need one? If so, what should it be?**
 - **I will attach the Non-Road Subcommittee workplan with changes to it – PLEASE look it over and send me comments**
 4. LEED points for clean construction equipment
 - Future topic to discuss on a call
 5. EPA Superfund contracts using clean equipment
 - EPA R6 & R7 working to possibly include clean equipment into some contracts for Superfund clean-up sites
 6. Possible BSC "Clean Contractor" title
 7. Kentucky Assoc. of Gen. Contractors (AGC) grant
 - **Hopefully will be the main speaker on the next call – PLEASE HELP ME TO GET THE WORD OUT TO THE AGC'S IN YOUR STATE**
 8. Clean School Bus \$
 - Approx. \$1.36 million dollars will be available with the RFP coming out near the end of May
 - Bill Gill mentioned some controversy with school bus retrofit technology and whether or not DOC's or DPF's were the right things to use – Monica said that HQ's is looking into it and that there would be a report back later
 9. Smartway Loans
 - Attached one-pager on new EPA Smartway Truck Loans
 10. Next BSC meeting – St. Louis in October
 - Possibly the first week in Oct.
- **If you haven't filled out the application to become a Blue Skyways "Partner" please consider doing so**

- If you have any questions or comments please let me, Alan Banwart, know or if you have a request for any materials regarding Blue Skyways

***** Non-Road Meetings will be held on the 4th Wednesday of every other month from 9:30 to 10:30 am. The next meeting will be held on June 27, 2007. The call-in number will be (866) 299-3188 and the code will be 9135517039 unless otherwise noticed.**

THANK YOU!!!