

NON-ROAD SUBCOMMITTEE CALL

Wednesday, October 25, 2006 – 9:30 to 10:30 am Central Time

Call-In #: (866) 299-3188
Conf. Code #: 9135517039

Agenda

- Roll Call
 - Ramesh Raman speaking from New York City Transit on the Lower Manhattan Project
 - **National Clean Diesel Campaign funding suggestions**
 - **Equipment inventory updates**
 - **Other items**
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MEETING NOTES

First of all, 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:

- Kathryn Burke (Blue Skyways)
- Wayne Graf (MDNR)
- Jim Yarbrough (EPA R6)
- Richard Bishop (John Deere)
- Bob Lanham (Williams Bros)
- James Joerke (MARC)
- Bill Gill (CAPCOG)
- Karla Hardison (TCEQ)
- Scott Johnson (Austin, TX)
- Ken Katch (Caterpillar)
- Leon Ashford (ODEQ)
- Alan Banwart, (EPA R7)
- Ramesh Raman (NYC Transit)

2) Ramesh Raman – contact info: (646) 252-3016 or ramesh.raman@nyct.com

- The Lower Manhattan Project (LMP) is federally funded
- In 2003, the Environmental Impact Statement showed that the LMP needed mitigation, so they NYC Transit decided on 3 solutions for the construction part of the project
- All of these solutions apply to 50 hp and above engines
 1. use ULSD
 2. use Tier II engines
 3. use Diesel Particulate Filters (DPFs)
- Each of these solutions had challenges

1. ULSD

- It wasn't required by EPA at the time, but it was available. The issue was getting it to the LMP site
- They also had too many subcontractors using different fuel suppliers, but they solved this problem when the lead contractor purchased all the fuel for the site and then back-charged the subcontractors by using bar codes on the equipment (win-win situation)

2. Tier II Engines

- They weren't as available at the time of implementation as they are now
- If a Tier II engine wasn't available for a piece of equipment they made arrangements with a Tier I engine + DPF, but they needed a waiver
- For this project, they had ~ 10 contractors with more than 100 pieces of Tier II equipment
- Worked with National Rental and other rental agencies, dealers, manufacturers & contractors to make these engines available for the project

3. Diesel Particulate Filters (DPFs)

- The EPA/CARB certified technology on these is very limited, so they opened up to the European certification too – this brought in about 2 or 3 players
- Each piece of equipment was visually checked to ensure a DPF was there
- There are also some installation problems, but Ramesh thinks that the market will fix this eventually
- On some equipment the DPF is able to be installed outside of the engine that don't cause visibility, movement or balance problems
- Ramesh proposes using/installing DPFs inside the muffler on equipment on an individual basis. One has already been completed
 - Concerns were expressed by CAT and Deere about the ability to do this safely
- Transferring this project to other areas
 - Getting ULSD is relatively easy
 - Asking for at least Tier I engines, if not Tier II, is reasonable
 - DPFs can make a huge difference in PM problem areas
- Funding was included into the project putting the responsibilities on the contractors and it is written into the contract
 - Ramesh suggests working with rental businesses on getting Tier II vehicles and DPFs – the incremental costs placed on the renters is a big deal, especially when only renting for a short period
 - Concern was expressed about the problem w/ the contractors having to leave the capital of their equipment idle to rent someone else's

equipment & also the advantage given to large contractors over small contractors

- Ramesh mentioned a contractor that bought DPFs to put on the rental equipment when working on the LMP
- He also mentioned that small and large contractors have had success on the LMP project especially with the short time frames on-site
- If you want more info feel free to contact Ramesh also there was a piece on the Discovery Channel's Extreme Engineering program on Oct. 10th – this may be played again. Also there is a video being put together right now specifically on this project.

3) EPA National Clean Diesel Campaign funds ideas

- NCDC funds for the Blue Skyways Collaborative for this year is \$225 K
- We are looking for demonstration project ideas that can be placed into the RFP
 - Scott Johnson from Austin mentioned an Austin, TX airport project or the state highway 130 project
 - Scott's contact info is: (512) 447-4595 or scottaj1@juno.com
 - Bob Lanham suggested that as a pollutant of concern NOx technologies are not feasible to this point to focus on, but PM can be addressed currently to get early successes
 - Another idea is to incentivize rebuild kits that convert Tier 0 to Tier I engines
 - Idling reduction information was another issued addressed
 - How many minutes of idling before it becomes better to shut off and restart the engine later on emissions and fuel savings level?
 - **It is an myth that turning the engine on and off is harmful on a diesel engine – that started back when the engines didn't have starters on them, so a mechanic had to come around and use a pony engine to turn the equipment on**
- The time frame is only a couple of days to get ideas to Alan, but once the RFP is released you will be given 1 to 2 months to apply
- I will send out an email with more details and PLEASE send ideas back to me by COB on MONDAY

4) Equipment Inventory

- We will address this on the next call

5) Other Items

- Next Blue Skyways Task Force meeting is being tentatively scheduled in mid-February in Arkansas – more details to come

- Blue Skyways has put together application forms on becoming a BSC Partner or a BSC Communities
- 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 each month from 9:30 to 10:30 am, however due to Thanksgiving the next meeting will be held on November 29th. The call-in number will be (866) 299-3188 and the code will be 9135517039 unless otherwise noticed.**

THANK YOU!!!