



BLUE SKYWAYS

COLLABORATIVE

On-Road Subcommittee

Conference Call

April 29, 2008

11:00 a.m. – 12:00 p.m. CDT

Call-in number: 866-299-3188

Participant code: 214-665-6763

Minutes

1. Introductions: Approximately 15 participants called in ranging from public and private sectors.
2. Tech Topic: Emerging Technologies Opportunities - Dennis Johnson and Jennifer Went from OTAQ provided participants with more detailed information on EPA's emerging technologies program.
 - a. There is a parallel process for both manufacturers with technology and with the eligible entities who can apply for the funds. In order for an eligible entity to use a particular "emerging technology" it must be on the emerging technologies list.
 - b. In order for a manufacturer to get on this list, they must submit an application and approvable test plan (this is not the same as the application to receive grant funds). EPA will review the application and if the test plan is deemed approvable, then the technology will be put on the emerging technologies list with the intent that the manufacturer will ultimately go through the steps for full verification status. The application is available on EPA's website at www.epa.gov/cleandiesel.
 - c. When the emerging technologies RFP is released, eligible entities (governments, non-profits, etc.) can receive funds to use any technology that is on the emerging technologies list. Note, the money goes to the eligible entity for an implementation project not to the manufacturer for additional testing of the technology.
 - d. When manufacturers are submitting their application, they need to make the case as to why this technology is 'emerging' and not a technology that should just go straight through the verification process. EPA is looking for technologies that have not yet been used in particular sectors or applications. Examples provided

included emission control devices such as DPF's or DOC's in a locomotive application. While DPF's and DOC's are common in on- and off-road applications, they are still not widely used/verified for locomotive applications. Another example might be a Selective Catalytic Reduction system (SCR) for a locomotive or marine application.

- e. Of note regarding verification versus certification – the verification process is set up to verify emission reductions from various emissions control devices while the certification process is a specific regulatory process where engines must be certified by EPA on a regular basis.
- f. Regarding hybrid technologies – most hybrid vehicle projects would not fall under the emerging technology RFP. Since most new purchases of hybrid vehicles would be to replace an older engine, the emissions benefit would be justified by taking an older vehicle off the road (and scrapping it) and replacing it with a new certified engine (which could also be a hybrid vehicle). In the case of emerging technologies, the hybrid technology itself and the benefits of the hybrid versus the standard vehicle emissions from the same model year has yet been verified, and this could potentially be a considered an emerging technology.
- g. Questions from participants:
 - i. Is EPA seeing technologies to control NOx emissions? Seeing some, but manufacturers are taking the route of certification process versus verification in many cases.
 - ii. Do we expect the ET RFP to be different than the ones that are out now? Eligible entities will be the same and structure of RFP should be fairly consistent. Projects/technologies will be different.
 - iii. How is EPA dealing with verification of fuel additives? Fuel additive technologies could apply to the emerging technologies program. Need to be careful of claims from these companies and the overall implications of the product.
 - iv. What is the timeline for manufacturers to apply? Manufacturers should start applying now. The RFP should be released in June sometime.

3. Announcements: Recent articles/news, upcoming workshops/events & funding opportunities.

- a. State Clean Diesel Program. All 50 States applied for funding. Each State will receive a base allocation of ~\$200,000. Oklahoma indicated they planned to hold a statewide competition targeting school buses and transit fleets to retrofit with DPF's and/or DOC's. Kansas indicated they also planned to hold a statewide competition but have not nailed down details of potential target sectors.
- b. Blue Skyways RFP closes May 30th

- c. SmartWay Finance RFP closes June 9
- d. Blue Skyways/CenSARA RFP extended deadline to May 2
- e. Resources for up to date diesel news/information:
 - i. Diesel Forum <http://www.dieselforum.org/>
 - ii. New educational website aimed at public risks from engine idling: <http://www.makealeap.org>, website sponsored by Webasto (manufacturer of aftermarket products to OEM's including APUs). Website is informative, has myths vs. facts, US outlooks/State by state info, etc.
- f. BSC conference in October in San Antonio, looking at Goods Movement/Supply Chain theme. Will be asking for partners help on providing speakers, info and showcasing projects that get emission reductions. What are people hearing about goods movement activities? How do you see the on-road subcommittee participating (what types of projects) – intermodal/inland ports and work with truck traffic/operational efficiencies, etc.?
 - i. Johnson County KS – definitely interested in this topic due to intermodal facility coming in plus applications for 4 additional warehouses and increased airport use. Could potentially use KC Idle Free project as demonstration. Also a way to link in locomotives, ground support equipment and fuels.
 - ii. NCTXCOG agreed this is an ever expanding area and they are working on all aspects from technical, idle reductions/policies and SmartWay partners.
 - iii. KDHE – would like to see this information presented from a systems/holistic view. It's not just trucks vs. rail. But how do all these sectors connect. In addition, engaging logistics company would be important.

4. Partner updates and discussion

- a. Mollie/MDNR provided update on St. Louis Workshop. 60 companies from private/public sectors. Feedback was good. They liked hearing about the SmartWay kits/project. They received 10 recruits for their pilot retrofit project.
- b. Ryan/K-State Pollution Prevention Institute. May 9th Idle reduction workshop at KS Speedway in Wyandotte County KS. Day split into two sessions. One for over the road and another for in-town fleets. Will discuss idling rule in Kansas City and have speakers addressing emission reduction strategies, SmartWay, funding and resources. There is still space for exhibitors and speakers if you are interested.
- c. Carrie/NCTXCOG. Lots of activity going on. Regional Transportation Council endorsing idle restrictions in a 9 county areas using EPA's model rule. Some interest in making the rule more stringent than the model rule. Also has idle reduction projects going on. Also looking into coordinating a metro area construction

project to reduce emissions. Have received a lot of interest.

5. Next Call: Scheduled for Tuesday, May 27th. Look for notices regarding this meeting given proximity to holiday weekend.