



BLUE SKYWAYS

COLLABORATIVE

On-Road Subcommittee

Conference Call

July 22, 2008

11:00 a.m. – 12:00 p.m. CDT

Call-in number: 866-299-3188

Participant code: 214-665-6763

MINUTES

1. Introductions
2. Announcements: Recent articles/news, upcoming workshops/events & funding opportunities
 - a. MDNR sending correspondence to small businesses regarding the idle regulation by mail. If anyone has contact information to provide please contact Mark Leath at MDNR. Suggestions including NAFA, NFMA, Chamber of Commerce, Clean Cities Coalition.
 - b. Great American Truck Show, August 21-24 in Dallas. Hybrid and LNG trucks. To reserve a demo of a hybrid, contact Mark Memoly at Kenworth.
 - c. American Trucking Association launched Sustainability effort inline with SmartWay activity. Link to info: <http://www.trucksdeliver.org/>
 - d. SmartWay/EPA HQ meeting in Plano on Supply Chain.
 - e. Question: has there been an increase in SmartWay partners since fuel hike? No one on call had definitive information, but Amy B. can check.
 - f. Emerging Technologies RFP released for \$3.4M nationally. Questions: Can technologies still get on the ET list? Yes, while the RFP is still open they can submit. ET list is at: <http://www.epa.gov/air/grants/08-06.pdf>. Eligible entities can subgrant to private fleets.
 - g. Blue Skyways annual meeting. Theme: Goods Movement, October 29-31, San Antonio. For more info: <http://blueskyways.org/meetings/san-antonio/about.html>
3. Partner updates and discussion

- a. Mark at MDNR shared info from TCEQ that with the price of precious metals rising, emissions control device costs are also going up. If you've sent out bids, may need to recheck current costs.
 - b. NCTCOG, lessons learned from retrofits. Filter issue which delayed project. Filter/retrofit was not matched to the specific vehicle for CCV. Lesson learned is to do more upfront homework and front-end education to ensure the right match.
 - c. Ruben suggested the on-road committee might hold a general call to talk about lessons learned from retrofits and other diesel emission reduction grant projects.
 - d. MDNR is planning a school bus emissions inventory for the states. What is the best way to gather the inventory? Check with Jennifer Keller (keller.jennifer@epa.gov), Malinda Johnston, at Melinda.Johnston@tceq.state.tx.us and MO Department of Revenue and Department of Elementary and Secondary education.
4. Open discussion with Owner Operator Independent Drivers Association and various stakeholders to further communications and strategies to meet all stakeholder goals.
- a. Brief overview of recent meeting with OOIDA. Tom Weakley provided an overview of OOIDA members. 160,000+ members who have over 20 years of driving experience. They are an exclusive group that is very well connected. Tom acknowledged the need for better education and communication to make potential regulations and strategies more palatable to the independent driver. Tom would like to see more interagency activity among groups.
 - b. Discussion from MoDOT on potential model (Blueprint for Safety). Eric provided the group information on the Blueprint for Safety model which is a coalition of a variety of stakeholders that developed 1 goal (reduce number of fatalities) that all stakeholders could agree on. It was a very big/diverse group who are on the ground and wanted to implement practices. The group held a series of meetings to reduce ideas down to an essential 8 action items that everyone agreed to work toward. Funded by federal highways/MoDOT. Savemolives.com. The group set up specific roles/responsibilities for each stakeholder.
 - c. Discussion on next steps. How can our group with a variety of stakeholders use this as a model? BSC on-road group currently has no implementation plan. So it may be advantageous for us to sketch out our stakeholders, rolls we play and a potential implementation plan to meet a single determined goal. Group agreed to consider these next steps and how that might work with the BSC on-road group.

- d. Additional information: Participants inquired about dedicated truck lanes on I-70/44. Parking issues were also raised including truckstop electrification and onboard technologies better solutions than external technologies.