



**WEST COAST COLLABORATIVE**  
Public-private partnership to reduce diesel emissions

## *West Coast Collaborative*

### **Trucking Workgroup**

#### **May 10, 2005 Teleconference Meeting Summary**

#### **General Update on the Collaborative**

*Debrief on March Full-Collaborative, Public Workshop* – The Workshop was structured around identifying areas of interest for each of the 5 Sector Workgroups and orienting those interests toward resources that are available and/or will be available. There were almost 200 people in attendance and co-sponsoring partners contributed approximately \$30,000 toward the workshop to support non-profit scholarships, the dinner cruise, meals and snacks, and speakers.

The primary goal and purpose of the Public Workshop was to create an opportunity for face-to-face interaction beyond virtual conference call meetings and to push projects forward. It also gave Collaborative members an opportunity to learn more about a variety of federal funding opportunities and to meet federal agency DC-based staff and managers involved in these programs. EPA received some feedback that while the funding information was well appreciated, the Sector Workgroups would have liked more time for Sector-specific meetings. There was also some feedback that more of an effort needs to be placed on recruiting and including non-profit, community-based and user stakeholders in the Collaborative.

*Website revisions and progress* – All presentations and materials from the Workshop are posted on the Collaborative website and are available for download. EPA has also designed a “Resources” area on the website that has a substantial list of current grant opportunities. This will be an important gateway and focus of attention in the next year to facilitate interest and applications to existing grant opportunities.

*Status of EPA RFIP* – Over 50 grant applicants totaling over \$13.5 million in projects were submitted to the EPA R9 and R10 Request for Initial Proposals; EPA chose 13 finalists for \$1.25 million in grants. Finalists have been notified and EPA is working with these finalists to complete their final grant applications. EPA expects to announce and make the grants in late summer, with a corresponding media blitz in August. In addition, EPA is still working to increase the amount of grant money available in FY05 funds, so that additional RFIP applicants could receive awards.

*Status of federal, state and local budget updates* –

EPA – The President’s FY 2006 proposed budget included \$15 million for a National Clean Diesel Initiative. The majority of the initial year’s funds will go to the West Coast Collaborative. This was EPA’s largest budget increase behind homeland security, salaries and rent. In addition, EPA’s FY06 budget includes \$10 million for Clean School Bus USA and \$9 million for Community Action for a Renewed Environment (CARE), a program dedicated to reducing toxics (often times diesel) in environmental justice communities. The House Appropriations Committee mark in May included \$10 million for the National Clean Diesel Initiative, \$10 million for Clean School Bus USA and \$3 million for CARE. The appropriations process will continue throughout the summer and early fall.

*Collaborative activities* - In the first year “start-up” phase of the organization, the Collaborative has developed a pattern of activity. As the Collaborative enters its second year of existence, it is important to confirm the direction it’s headed. Building on the existing pattern, the following list is a suggestion of Collaborative activities that could guide the organization over the next year:

- Host one-hour Sector Workgroup teleconference meetings every other month focused on information exchange (grants and conferences and public agency initiatives) and coordination of regional projects
- Initiate one or two large-scale Public Workshops each year (alternating NW and SW)
- Conduct ISC meetings every other month, generally preceding Sector Workgroup teleconference meetings
- Conduct periodic press events to highlight successes along the West Coast and the need for ongoing efforts
- Fund an annual EPA Region 9 and Region 10 RFIP for regional diesel emissions reductions projects
- Possibly fund and/or advertise other federal RFIPs
- Continue federal agency efforts to try to secure additional funds for diesel projects in the President’s Budget and individual agency budgets
- Support outreach activities by non-federal government members through the ad hoc education resources committee
- Continue to develop and add to the Collaborative website and develop other outreach materials as needed
- Initiate multiple small scale “funding forums” for Collaborative partners to educate local decision makers on the impacts of diesel and how to apply for/better utilize existing federal resources

Kevin Downing of Oregon Department of Environmental Quality, initiated discussion about the education and resources group that Seyed Sadredin from San Joaquin Valley APCD, Lynn Terry, California Air Resources Board, and Richard Stedman, Olympic Region Clean Air Association, have formed to coordinate non-federal Collaborative partners to lobby for additional funds for diesel mitigation. He impressed upon the Workgroup that while EPA is providing leadership and administrative coordination for the Collaborative, it is up to the non-federal partners to advocate for the funds from Congress and the hope is to do so in a coordinated way. The most effective outreach effort will include state and local agencies in partnership with private interests. Kevin asked that all interested members contact one of the three leads directly:

Seyed – [seyed.sadredin@valleyair.org](mailto:seyed.sadredin@valleyair.org)

Lynn – [lterry@arb.ca.gov](mailto:lterry@arb.ca.gov)

Richard – [richard@orca.org](mailto:richard@orca.org)

Or contact Kevin directly: [DOWNING.Kevin@deq.state.or.us](mailto:DOWNING.Kevin@deq.state.or.us)

In addition, the ISC discussed the idea of launching an alternative fuels workgroup, but there was concern that a separate workgroup would take away energy from the Sector Workgroups. It may be that a web presence or listserv would be more appropriate. In the meantime, information is available on the alternative fuels section on the Department of Energy website (<http://www.eere.energy.gov/>).

### **Current Funding Opportunities Update**

EPA reported on several grant opportunities currently open and relevant to the Trucking sector. In addition, the new Collaborative website has a significantly revised and updated “Resources” page to provide quick links to current and on-going potential diesel emissions reductions funding sources: <http://www.westcoastcollaborative.org/resources.htm>.

*SmartWay grants for truck anti-idling* - EPA will award up to \$5 million in grants as part of its SmartWay Transport Partnership to demonstrate innovative idle reduction technologies along the spectrum of the trucking industry. Additional detail is available in the next section of these notes.

*Community Action for a Renewed Environment (CARE)* - CARE is a new and unique community-based, community-driven, multimedia demonstration program designed to help communities understand and reduce risks due to toxics from all sources. \$1.65 million is available (Application Closing Date: May 20, 2005) to either 1) create a local collaborative partnership, or 2) if a partnership exists, fund priority projects. Grants will be between \$75,000 and \$300,000. The full announcements can be found at: <http://www.epa.gov/air/grants/05-08.pdf>.

*Clean School Bus USA* - later this month EPA's Clean School Bus USA will be soliciting applications for projects totaling \$7.5 million. This solicitation will be found on the Collaborative "Resources" page or at [http://www.epa.gov/air/grants\\_funding.html](http://www.epa.gov/air/grants_funding.html) soon.

*University of Oregon continuing education program* – U of O is offering a one day seminar on June 24 focusing on the principles and practices of environmental fleet management and various innovative strategies in the areas of planning and operations that can greatly enhance the performance of your fleet and maintenance shop. The environmental impact of vehicle maintenance shops can be substantial. Seminar topics will include: Applying Environmental Management Practices to Fleet Management, Alternative Fuels and Alternative Vehicles, Transportation Demand Management, Energy Efficiency and Environmental Management Systems.

For more information go to: [http://center.uoregon.edu/course\\_desc.php?CourseKey=461717](http://center.uoregon.edu/course_desc.php?CourseKey=461717).

### **SmartWay Grants to Reduce Truck Engine Idling**

EPA announced a first-of-its kind initiative to demonstrate innovative idle reduction technologies along the spectrum of the trucking industry, from the manufacturer level to trucking fleets and at truck stops, ports, and borders. EPA will award up to \$5 million in grants as part of its SmartWay Transport Partnership, a voluntary, government-industry initiative aimed at reducing emissions and conserving energy. The grants will be available to states, nonprofits, and academic institutions demonstrating strong partnerships, among other criteria, with the trucking industry. EPA is requesting proposals for initiatives to deploy and demonstrate three kinds of commercially-available technologies:

1. Technologies that small trucking fleets can use to equip trucks they already own;
2. Technologies that can be packaged by truck engine manufacturers into an easily-used installation kit for aftermarket use; and
3. Technologies designed for use by trucks parked at truck stops, terminals, ports and borders.

That is to say, both the first and second categories are focused on generator sets and APUs, and the third category is aimed at truck stop, terminal, port, and border stationary electrification units.

The due date for this is June 6, 2005. States (and cities, municipalities, etc.), non-profits and academic institutions are eligible to apply; grant recipients will likely contract out for the work with private trucking fleets or technology manufacturers. There is a stated preference for SmartWay partners, but non-partners will not be excluded. The award is planned to be finalized in the fall. The award period is September 31<sup>st</sup> 2005 – September 30<sup>th</sup> 2009.

See <http://www.epa.gov/oar/grants/05-09.pdf> for more details. You may also contact Paul Bubbosh at [bubbosh.paul@epa.gov](mailto:bubbosh.paul@epa.gov) and Kristin Sipes at [sipes.kristin@epa.gov](mailto:sipes.kristin@epa.gov) for additional information.

### **Conclusion**

The next Trucking sector workgroup call will be in mid-July.

### **Attendees**

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