

AGENDA
Trucking Sector Working Group
Tuesday, May 10, 2005, 9:00 – 10:00 a.m. PDT
Call-in Details:
1-866-299-3188 passcode: 415-947-4143#

This call will highlight current resources and programs for the trucking sector and provide a general update on the Collaborative.

9:00 Welcome, Review Agenda (5 minutes)

9:05 General update on the Collaborative (15 minutes)

Michelle Roos and Peter Murchie will provide a short summary of the Seattle Public Workshop, and update on the project portfolio, an update on the 2006 Federal Budget, an update on EPA's RFIP, and a summary of the recent Interim Steering Committee Meeting.

More information about the Workshop, including all of the presentations, can be found at: www.westcoastcollaborative.org/files/meetings/2005-03-21/index.htm.

9:20 General update on grants and upcoming conferences (10 minutes)

EPA's Penelope McDaniel has designed a Collaborative "Resources" page to provide quick links to current and on-going potential diesel emissions reductions funding sources: <http://www.westcoastcollaborative.org/resources.htm>. In addition, Ross and Associates has created a Collaborative "Calendar" to highlight upcoming conferences that may be of interest to Collaborative partners: <http://www.westcoastcollaborative.org/calendar.htm>. Collaborative members should feel free to email Penny (mcdaniel.penelope@epa.gov) grant or conference notices so we can keep the website up to date.

For the Trucking Sector, EPA just announced a \$5 million Request for Proposals for SmartWay Grants to Reduce Truck Engine Idling (The deadline for receipt of proposals is June 6, 2005). The full proposal solicitation is available at <http://www.epa.gov/air/grants/05-09.pdf>.

In addition, 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 soon.

EPA has also announced \$1.65 million for the Community Action for a Renewed Environment (CARE) Program (Closing Date: May 20, 2005) 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. The full announcements can be found at: <http://www.epa.gov/air/grants/05-08.pdf>.

Lastly, the University of Oregon continuing education program 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.

9:30 Q and A Session on \$5 million Request for Proposals for SmartWay Grants to Reduce Truck Engine Idling (15-20 minutes)

EPA Headquarters' Paul Bubbosh will be available to answer any questions about the SmartWay Grants. As background, 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:

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

10:00 Adjourn