

Maine Clean Communities = MC²



***A Clean Cities Program Promoting Clean Fuel Vehicles, Energy Independence and Clean Air
Administered by the Greater Portland Council of Governments***

Maine Clean Communities Stakeholders/Steering Committee Meeting

Wednesday, June 2, 2010
8:30 am – 10:00 am
Greater Portland Council of Governments
68 Marginal Way, Portland

Agenda

- I. Call to Order
- II. Welcome and Introductions
- III. Announcements
- IV. Legislative Update
- V. Funding Opportunities
- VI. Idle reduction techniques – GPS tracking, automatic shut-offs and incentives
 - Overview of Scarborough's program
 - Overview of Poland Spring's program
- VII. Project Updates – Local and Statewide
- VIII. Other Business
- IX. Set Next Meeting Date – August 4*, 2010
- X. Adjourn

*August is always a challenging time to hold a meeting. We are thinking of cancelling the August 4th meeting and holding a workshop later in the month.

Maine Clean Communities Stakeholders/Steering Committee Meeting

April 7, 2010

8:30 A.M.

Present: Lynne Cayting (Maine Department of Environmental Protection), Steve Linnell (GPCOG), Tom Sheehan (NGV America), Brian Hallowell (Northeast Cummins), Jay Nason (Scarborough Public Works), Frank Heller (Katahdin Energy Works), Chris McKenna (Poland Spring fleet), Lynne Powers (GPCOG)

I. Call to Order

Steve Linnell called the meeting to order at 8:30 A.M.

II. Welcome and Introductions

Introductions were made.

III. Announcements

Steve gave several announcements on upcoming events, including a partnership with Southern Maine Community College in co-hosting Odyssey Day, an event put on by the National Alternative Fuels Training Consortium (NAFTC). It will be held October 15 at SMCC, where the automobile learning center is interested in teaching students to work with hybrids and alternative fuels. The organizers want to display vehicles that run on alternative fuels and/or use idle reduction techniques.

There will be three conferences running at the same time in Boston in mid-August: the Natural Gas Vehicle Conference and Summit, the American Public Works Association meeting, and the Solid Waste Association meeting. The hope is for people to be able to go from one to the other. The Clean Cities Coalitions in New England are planning to have a presence at the events and hope to make contact with waste hauler and public works fleet managers who are prime candidates for using natural gas and other alternative fuels.

A year and a half ago, Maine Clean Communities was involved in a presentation of *A Compelling Case for Natural Gas* in New Hampshire. There will be another in the series held in Worcester on September 14. It will be much more targeted, going through the nuts and bolts of driving natural gas vehicles, including aspects such as infrastructure, fueling, and cost benefit. Tom Sheehan from NGV America will be giving that workshop.

Frank Heller brought up the efforts of Project Canopy, which is being run by the Maine Forest Service, to re-forest the Midcoast of Maine as a way of mitigating carbon dioxide. Anyone with interest should contact Frank. The group also discussed the possibility of people running their cars off of the same natural gas lines that are used to fuel stoves, gas heat, and other aspects of domestic life. Home fueling is currently happening in some places, such as California, but the best way for it to start up is having a big customer as a lynchpin and then inviting the public to join.

Steve spoke about meeting with Maine Liquid Methane Fuels, which wants to build an LNG facility. The plan is to liquefy pipeline gas and truck it to paper mills and other large consumers in areas where natural gas isn't available. LMF believes that it can do this competitively with

traditional fuels. The project is currently in the process of getting its permits and moving forward.

V. Funding Opportunities

The group discussed currently-available grants. The Diesel Emission Reduction Act (DERA) will go away in December 2010. According to Lynne Cayting, the 2010 DERA funding was \$352,000,000 to all 50 states and Washington DC. Unless Congress renews the act, that could be the last DERA funding. The 2009 funds are mostly committed, and half of the 2010 funds are already committed. The 2009 money will be paying for several new CNG school buses for Portland, which will mean that the fleet has been almost entirely turned over. SAD 6 is interested in using its portion of the funds to buy more propane buses. Lynne said that she is able to pay for 50% of the cost of the bus due to the grant funds/tax credit. She still has about \$150,000 available in 2010 funds and no one has taken advantage of the rebate for technology that reduces idling.

Portland wants to put Idle Right technology into two more of its vehicles; a UMaine professor donated two thousand dollars to outfit the vehicles. Using Idle Right with a marine deep cycle battery allows the truck to go even longer before Idle Right restarts the engine. Lynne pointed out that she could potentially fund that work, but only if the product is approved by EPA. There are several grants currently ongoing, already allocated, such as one to Portland for retrofitting trash trucks.

IV. Legislative Update

The group discussed the recent bill that passed stipulating lower sulfur in heating oil and in residual. In 2014, the heating oil standards will be phased in, and the residual in 2016. When large ships are in port or within 200 miles of a U.S. port, they will have to use lower sulfur fuels. This was driven by the regional haze issue; right now, heating oil is unregulated with thousands of parts per million of sulfur. It is the greatest cause of sulfur dioxide problems in haze, so this bill was an initiative to reduce air pollution.

With the blender's credit for biofuels done away with, production of biofuels is down and businesses running vehicles on it are beginning to feel the financial impact. Chris McKenna of Poland Spring said that using biofuel has saved the company money and that this is the first time in three years on biofuel that the company has seen the numbers go the other way. Steve brought up the possibility of working with local producers in order to allow them to start production again, as the feedstock is currently coming from the Midwest.

VII. Other Business

There was no other business.

VIII. Next meeting date: June 2, 2010

The program for the next meeting has not been set yet, but there is interest in talking about natural gas or the equipment at the Bangor airport that has been converted to electric.

IX. Adjourn

The meeting adjourned at 9:40 A.M.