

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, April 1, 2009
8:30 a.m. – 10:00 a.m.**

**Greater Portland Council of Governments
68 Marginal Way, Portland, ME 04103**

Agenda

- I. Call to Order
- II. Welcome and Introductions
- III. Announcements
- IV. Legislative Update
- V. Funding Opportunities
- VI. Project Updates – Local and Statewide
- VII. The latest from U.S. DOE
- VIII. Other Business
- IX. Set Next Meeting Date – June 3, 2009
- X. Adjourn

**Maine Clean Communities (MC²)
Stakeholders/Steering Committee Breakfast Meeting Minutes
Wednesday – February 4th, 2009
8:30 a.m. – 10:30 a.m.
GPCOG Conference Room, 68 Marginal Way, Portland, Maine**

Attendees: Barbara Bernstein (Granite State Clean Cities Coalition); Nick Burns (AVSG LP); Andy Burt (Cool Communities); Theodore Corbett (Town of Scarborough); Dudley Greeley (University of Maine); Brian Hallowell (Cummins Northeast); Claudia King (Falmouth Green Ribbon Commission); Steve Linnell (GPCOG); Mike Manning (AVSG LP); Sue McIntyre (GPCOG); Jay Nason (Town of Scarborough); Paul Weiss (Sierra Club Energy/Transportation Committee); Scott Zepp (Greenfield);

1. Call to Order:

Steve Linnell called the meeting to order at 8:37 a.m.

2. Welcome and Introductions:

Steve welcomed those present and introductions were made.

3. Announcements:

The Annual Energy Independent Days event in Washington, D.C. is coming up for all Clean Cities Coordinators. Steve is planning to attend. The event will begin on Sunday, March 1st, 2009 and will wind up with a celebration to mark the 15th Anniversary of the Clean Cities Program. Steve plans to visit our congressional delegates while in Washington to update them on the Maine Clean Cities Program.

The Alternative Fuels and Vehicles Institute (AFVI) will be holding their 15th Annual Alternative Fuels and Vehicles Conference and Expo from April 19th thru the 22nd, 2009 in Orlando, Florida.

There will be a Clean Cities Regional training event held in Pittsburgh from June 23rd, 2009 through June 25th, 2009. It is compulsory for all Clean Cities Program Coordinators to attend in order to receive Program funding. The annual retreat will be held in Tennessee this coming November.

The MaineDOT's Long Range plan is out for comment. Steve has looked at it with respect to alternative fuels and is looking to offer some changes. MaineDOT is not looking at their own fleet and there may be opportunities there. It is separate from the State of Maine fleet but they could work together and could help leverage alternative fuels. Paul Weiss commented that in looking at the Long Range Plan he noticed that there is huge infrastructure to roads and bridges as opposed to transit and rail. He would prefer to see them spend more monies on public transit projects.

Paul Weiss said he would like to see more towns purchase natural gas and asked *Mike Manning if AVSG LP* was doing anything to encourage towns to make this happen. Mike explained that he is currently heading up the effort in New Hampshire and Massachusetts but it is expensive for trucks to convert to CNG. There might be funding through Clean Cities but any application for funding would need to be submitted before February 20th. He noted that he had been in the CNG industry for 15 years and has worked for a Boston gas company prior to his current position. His goal now in working with AVSG is to expand the use of CNG in four states: Maine, New Hampshire, Vermont and Massachusetts. AVSG currently operates 12 fast-fill CNG stations and manages 60 smaller sites. It is the only one out of five or six similar companies to design and operate CNG stations from the very small sized station up to the MBTA in Boston. AVSG built the first large scale CNG station at Logan Airport in 1994 and 1995. The station is opened to anyone and accepts all credit cards. They have made it simple for the shuttle fleet in Boston and the "park and go" users. He noted that the primary vehicle is the E-4 Cutaway shuttle. It is the prime vehicle for CNG. The CNG option cost on that vehicle is \$20,000 and there is a federal credit of \$20,000. For the transit operator, it is almost a "wash".

Paul spoke of EcoMaine and pointed out the potential for the use of natural gas vehicles and/or shuttles traveling to the Portland Jetport and to the multiple businesses that exist within a short range of that area.

He noted that they have been working with about eight or nine of the twenty or so “cool communities” in Maine and if you take into consideration all of those towns, this is a substantial fleet, he added. Steve commented that he has had conversations with EcoMaine about this as well, and that they are beginning to consider CNG. It would be good to document any interest. Mike pointed out that towns using CNG could potentially reduce their emissions close to 90%. Mike and Nick encouraged anyone who is interested in CNG, whether it is for light duty vehicles or heavy duty vehicles, to come to their Boston facility for a tour.

Steve has been trading emails for over a year with **Frederick Gast from Holland**. Mr. Gast takes methane from landfills and sewage treatment plants turning it into pipeline gas. He will be in Maine between March 18th and March 20th. Steve will try to schedule a small meeting for those interested in this topic.

The **Hydrogen Energy Center** had a strategic planning retreat in December. Steve has a copy of a rough draft of the report that summarizes the events of the day for anyone who is interested.

A **Natural Gas Workshop** was held in Durham, N.H. in November and plans are in the works to do more of these this year. There are five scheduled. The closest workshop will take place in Burlington, Vermont on May 17th, 2009 and will be similar to the one recently held in Durham. Steve encouraged all to attend, especially those who might have missed the first one in N.H.

Oslo is switching to bio-methane buses. Their concern is with CO² emissions. They will be using sewage gases and plan to operate a large fleet.

A **2009 Ford Focus conversion to a CNG** system has been approved by the EPA. TIMCO is working with fuel systems solutions to bring more conversion opportunities into the US.

There is a **CNG filter operation in Ohio** operating a turbine and operating vehicles using a mid-BTU and high-BTU stream. They are also doing CNG with light duty vehicles off that same stream. It might be similar to methane recovery. They are looking to expand to a full fledged operation.

The **T. Boone Pickens’ plan announced** that on-shore natural gas production has grown and it is estimated that current production capability is now at the point where we have 118 years of natural gas supply onshore. It is double what we had a couple of years ago.

States are trying to reach low carbon fuel standards. Barbara Bernstein assured the group that Clean Cities would be there to champion this effort when it is time to do that

NESCAUM has done a study but it is not out yet. They are looking at alternative fuels including natural gas, but are not looking at propane, bio-methane or liquid natural gas. Should the Clean Cities group become more involved?

The **American Lung Association has announced** their support of the T. Boone Pickens Plan.

There is a report out that claims that people who would be purchasing 2010 diesel fleets will be paying a higher purchasing cost and paying more for maintenance as well. Right now, natural gas and propane engines are already meeting the 2010 standards and are running pretty well. It is predicted that buyers would probably put off buying the new diesel fleets because it will be too expensive. Many believe the higher cost is due to using UREA in the system and that this product is not working well.

In view of the above statement, **Brian Hallowell from Cummins Northeast** said that he was familiar with the UREA solution. He spoke of Cummins’ DPF Filter in conjunction with the use of Selective Catalytic Reduction (SCR) technology and how they will be adding the SCR with a tank heater or line heaters. The SCR or UREA freezes and thaws universally like a gel. As long as you have enough of the solution melted to use, you are okay. The purpose of the UREA is to reduce the amount of “oxides of nitrogen” (NOx). As long as it is warm enough it should be okay. In regards to the Cummins engine itself, there is very little change. Engines will stay the same. He pointed out that you can buy the fluid (UREA) now in 375 gallon barrels or 55 gallon barrels. You will see it like windshield washer fluid and will be able to buy it by the case. Tanks with an OEM design should be able to last two complete runs through the fuel system. It will be readily accessible. There will be a pumping station with a urea pipe. Some trucks have already committed to handle it and it is ISLG compliant.

Grand Junction, Colorado will operate vehicles on sewage gas.

Sweden is now labeling biogas products with an eco-label because of its benefits. The label is the equivalent of the EU flower.

Steve distributed a booklet entitled “*Clean Cities 2009 Vehicle Buyer’s Guide*”. It depicts many of the current alternative fueled vehicles and light duty trucks. The front and back covers allow room for advertising. A comment was made that other vehicles such as those that can be converted to CNG could be added to the guide as well.

ROUSH will be producing the Ford F-250 beside the F-150 in 2009.

Clean Fuel USA announced that the GM 8.1 LPI Medium Duty Truck exceeds 2010 emissions standards and is now available.

EnviroGard has an ongoing sale on propane lawnmowers. Prices have been reduced on its Propane Zero Turns & Propane Walk Behinds. Anyone interested may give them a call at 1-800-858-3533.

In January, *United Laboratories (UL)* announced that products using a biodiesel blend of up to B5 will not need to go through any compliancy standards.

Various *ZAP!* leaflets were distributed among the group. These included information about the new Zaptruck XL, the new Xebra 2009 Zaptruck, the Zap Dude (a 100% electric ranch-hand ATV), and, the 1st 100% all electric passenger van, the Zapvan Shuttle. The ZAP three-wheel vehicle has a steering wheel and goes up to 25 to 30 miles on a charge. It has big potential for Maine and for small quick inner city deliveries. More information available at: www.zapworld.com

4. Legislative Update:

There are two bills in the Legislature that encourage production of biodiesel and biofuel.

Senator Bliss is sponsoring a bill to once again bring back the alternative fuel infrastructure incentive. The old law expired in December. The Senator is looking at language that will allow the statute to last more than a couple of years for any alternative fuel structure.

There is another bill similar to one that never made it through appropriations last session. It pertains to sales or lease tax on the incremental cost of alternative fuels vehicles. The last bill had emphasis on hybrids but because of the fiscal note it did not move forward. It is felt that anything that costs money this year will be a struggle.

On the federal level, S306, a biogas incentive entitled “Biogas Production Incentive Act of 2009” is a bill that is being introduced to promote biogas production. It is said that the U.S. could produce 1.25 trillion cubic feet of bio-methane per year which is the equivalent of about 6% of the natural gas used in the U.S. This would be the equivalent of replacing about 10 billion gallons of gasoline per year.

5. Funding Opportunities

The Economic Stimulus Package has moved along a little bit further. The House Bill includes \$400 million for Clean Cities’ projects. The Senate Bill has \$350 million for Clean Cities. There are also more monies for the DERA Program, about \$300 million that is eligible for gas and propane both in the Senate and the House. It also includes \$600 million for acquisition of energy efficient vehicles for federal vehicles.

There has been an extension of an expansion of credit for building an alternative fuels station. They want to “bump” it up to 50% or \$50,000. This would only exist through 2010.

Claudia King commented that she thought there had been some legislation introduced by environmental coalitions. There is also a bill about addressing priorities regarding the construction of infrastructure for highways and travel. One is by Representative Pingree which is putting energy and climate change in the planning for road building and culverts.

6. **Project Updates – Local and Statewide**

Andy Burt noted that there are early stages of discussion going on to put together a stakeholders meeting similar to a climate action plan. It would be looking at adaptation and would be focusing on planning and getting it down to the local level. Efforts are being made to raise funds to make something like that happen. This is coming from the Maine Global Warming Action Committee which has a subcommittee looking at adaptation.

Paul added that the Sierra Club has an initiative going this year to have a *Cool Communities Statewide Forum*. It would allow for each town to share their ideas with other towns on what they are doing in this area. Andy added that they are also looking at the ITV system in order to allow access to the farther northern communities to take part in the conference.

Dudley Greeley reported that USM is still using biodiesel. He has spoken to his students about doing another idling program but they said they would like to do something more. Subsequently, Dudley is looking into funding options for other types of projects.

Ted Corbett said that the Town of Scarborough has discontinued the use of biodiesel for the winter months. They realize that this is not the answer and continue to evaluate all options.

The *City of Bangor* has an agreement with the EPA to use biodiesel. Steve heard that they are not able to get the biodiesel and that Irving is not supplying it anymore. Frontier Energy has sold their retail site and only distributes biodiesel. There seems to be less and less availability of the product. This topic generated a long discussion on biodiesel, ethanol, and how the fuels are being produced as well as its effect on food stocks. Barbara from the New Hampshire Clean Cities Coalition felt there are many crops that could be used for biodiesel. There is a need to look at those other crop options. Research is being done on things like “switchgrass” and sunflowers. She said that more careful analysis is needed and that biodiesel should not be completely abandoned. We could maybe transition into other feed stocks.

The discussion then focused on electric vehicles and its huge potential here in Maine. Paul spoke of the efficiency of an electric vehicle and said it is the cleanest form. He noted how wind farms or hydrogen could produce the energy needed and referred to the Stetson Wind Farm in Maine. Steve pointed out that we would have to first improve the grid.

7. **The latest from U.S. DOE**

Steve has not heard from anyone interested in submitting a solicitation. It is most likely because many are waiting for the Economic Stimulus Package to come out before committing to purchasing anything.

8. **Other Business**

Andy Burt noted that there is an “eat local foods” event coming up on Sunday in several areas in the State. Posters of the event were distributed among the group.

It will be time soon to re-designate as a Clean Cities Coalition. MOUs will be distributed for signature.

9. **Set Next Meeting Date**

The next Maine Clean Communities meeting is scheduled for Wednesday, April 1st, 2009 at 8:30 a.m.

10. **Adjourn**

The meeting adjourned at 10:20 a.m.