

Truck Regulations Advisory Committee (TRAC) Minutes

February 17, 2010 Meeting

Member Attendees

Last	First	Company
Hogo	Henry	South Coast Air Quality Management District
Leff	Michael	Valley Power Systems
Lujan	Steven	Cascade Sierra Solutions
Maggiora	Michael	Maggiora Bros. Drilling, Inc.
Moir, Jr.	James	Mid-Pacific Industries, Inc.
Noland	Kristi	J.B. Hunt Transport, Inc.
Pfeifer	Nick	Granite Construction, Inc.
Phipps	Bob	Bettendorf Trucking
Plowman	Betty	California Dump Truck Owners Association
Schrap	Matthew	California Trucking Association
Torres	Chris	F & L Farms Trucking, Inc.
Tunnel	Michael	American Trucking Association
Vivar	Jocelyn	East Yard Communities for Environmental Justice

Discussion Items

- Greenhouse Gas Subcommittee Report
- Agriculture Subcommittee Report
- Small Business Subcommittee Report
- Reporting Subcommittee Report
- Outreach Subcommittee Report
- Report and Discussion on Incentive Funding
- General Items
- Open Discussion

Greenhouse Gas Subcommittee Report

- GHG Subcommittee members discussed fact sheets and timelines for the regulation. The subcommittee also discussed concerns with reporting for large fleets and that it is not feasible to identify the compliance goal for each trailer 5 years in advance. Further discussion is needed on compliance options for large fleets. ARB staff will draft an interim document for the subcommittee's review.

Agriculture Subcommittee Report

- Agriculture Subcommittee members discussed the need for clarification on the definition of on-road yard trucks used in agriculture. Members requested from ARB staff a fact sheet on what is classified as an

agriculture vehicle and what is defined as a farmer-owned business, forestry operations, in-field operations, and farm to first point of processing. At the next meeting, members requested an update on reporting of agriculture vehicles.

- Members expressed the need for more time to report. Longer time allowed for reporting may decrease the amount of paper reporting forms turned in.

Small Business Subcommittee Report

- Small Business Subcommittee discussed the goal of the subcommittee, definition of small business, and critical issues facing small businesses. A lively discussion focused on small businesses' limited resources and time. The main discussion focused on the need for a clear, simplified, coordinated communication effort. This effort is necessary to eliminate misinformation. The subcommittee also heard an overview of ARB's current outreach efforts and funding opportunities.

Reporting Subcommittee Report

- Reporting Subcommittee members were given a high level, walk through on what is currently available on-line for reporting and the hard copy version of the reporting form. Members had a lot of discussion on the specific inputs for the reporting form such as the engine family numbers. Members requested clarification on what vehicles need to be reported by the March 31 reporting deadline. The meeting started late and members felt that there was not enough time for a thorough discussion.

Outreach Subcommittee Report

- Outreach Subcommittee members were presented with different draft versions of the poster ARB staff are working on for outreach. Members expressed concern that the poster was not "harsh" enough on the consequences of not complying with the regulation. There was also a consensus from the subcommittee in order to get a trucker's attention the fine that truck owners will have to pay should be on the poster. The members also provided input on the size and format of the poster. Members also suggested decals at fueling stations. ARB's Public Information Office (PIO) staff committed to providing revised posters by the following week. PIO staff also committed to providing the subcommittee with a plan on publication efforts at the next TRAC meeting in May.
- Outreach Subcommittee members were provided an opportunity to review the upcoming truck and bus regulation training seminar. Members provided feedback on the seminar.

Report and Discussion on Incentive Funding

- ARB staff provided an overview of all incentive funding and opportunities that are currently available for truck owners. This included updates on the Carl Moyer program, Goods Movement (Prop 1B), and loan incentives program.
- Members asked questions about funding availability in rural areas and the idea of owners downsizing their fleets to get assistance in the purchase of one new truck. In addition, members expressed concern that fleet owners who receive funding in more populated areas then drive through rural areas. ARB staff stated that they are working on a proposal to decrease the mileage threshold for qualifying for incentive funding. ARB staff stated also that more populated areas do get more funding. ARB staff stated that Prop 1B funding is for fleets that travel along major trade corridors and that allocations are dictated by the legislation.
- Members discussed a need for a timeline that complements compliance dates and incentive funding availability. ARB staff agreed with the timeline idea but since some programs deadlines are changing, a timeline could be completed once deadlines are set.
- Members suggested that the application process for receiving funding be shortened and streamlined. ARB staff are evaluating several ideas have been put forward to streamline the process. This includes a centralized application process. The current Voucher Incentive Program (VIP), where funding application and process is done through the dealer, is more streamlined.
- Members also discussed the loan incentives program. Members expressed concern with the banks determining whom to loan to and that the State does not guarantee the loan. Also, that banks are hesitant to give out loans for retrofits.

General Items

- Members requested a report back from ARB's Enforcement Division on how current regulations are being enforced with data and statistics. There is a perception that regulations are not being enforced. They also suggested that this would also help in outreach efforts. ARB staff committed Enforcement Division staff provide an update at the next TRAC meeting in May. A member also suggested that TRAC consider a separate subcommittee on enforcement and that a formal report on enforcement be given in each of the subcommittee meetings.
- A member expressed concern with the drayage truck regulation and the reporting system problems they encountered with that regulation. She

suggested that the TRAC hold a special meeting to discuss “lessons learned” from implementation of other regulations.

- Members stated that a one-day TRAC meeting is not enough time for productive meetings among the subcommittees. They suggested that subcommittee meetings be at least 3 hours and that the TRAC meeting should be held for two days. ARB staff committed to adding an additional day to the already scheduled TRAC meeting on May 12.

Open Discussion

- There was no public comment.