

# Overview of Project Processes



## A brief review of the objectives of the grant:

- Host 3 virtual roundtables.
- Recruit 6 facilities from EJ (Environmental Justice) communities to participate and conduct P2 assessments onsite.
- Promote safer chemicals.
- Develop a P2 plan in conjunction with facility management.
- Measure success and disseminate results.

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**1.** **Cross reference using three databases:** (1) EPA's *EJ Screen*, (2) EPA's *Risk-Screening Environmental Indicators* (RSEI), - to locate Autobody and Cabinetry Businesses in High range of Environmental Justice Indicators. Identified high (80-100%) range for the socioeconomic indicators (above 70% is considered an area of concern). Used the two environmental factors of Air Toxics, Respiratory, and Air Toxics Cancer, since focusing air emissions for the two selected sectors (auto body and cabinetry). Then used (3) *Envirofacts* database and looked up the communities and identified the autobody and cabinetry businesses.

**Identified targeted communities** in each state that meet our criteria:

**Oregon Communities** - Salem and Klamath Falls– 41 auto, 18 wood related

**Washington Communities** – Pasco/Richland, Pullman - 39 auto, 6 wood related.

**Idaho Communities** – Caldwell – 7 auto, 5 wood related.

**Initial contacts:** ODEQ, IDEQ, WA ECOLOGY, Fire Chiefs in target cities, Northwest Automotive Services Association and Northwest Automotive Trades Association to help us spread the word.

**Lessons Learned:** While relying on the EJ database provided specific areas to focus on, we learned that in most every community there are areas that qualify for EJ focus. It was more important to determine which specific businesses we could reach.

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**2.** **Roundtables** were scheduled for June 13, 14, and 15 2:00 – 3:30 pm local time identifying our targeted community's business email and addresses from the list of contacts from the Axel Database. Brochures were developed for each community, used for email and mailers, and put on the PPRC (Pollution Prevention Resource Center) website. We contacted over 100 businesses by phone, email, and postal service. Not one business registered for the Roundtables. We determined that during the warm weather season, shops are busy; some may still be understaffed after COVID-19; and unless there is a new regulation looming, we need a compelling reason for folks to participate in an event like this. The roundtables were canceled.

**Technical Assistance Providers' Roundtable:** We conducted a meeting for nine government technical assistance people who signed up to participate on June 14th from Washington. Discussion centered on why they signed up for the roundtable; how they heard about it; what they think of the content we planned to present; and what they would like to see included.

**Lessons Learned:** Small businesses are not responsive to direct requests (email, mail and, phone) to attend a Zoom based roundtable or meeting; however, government P2 Technical Assistance providers were very responsive. We were advised to clarify language and provide incentives.

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**3. Door-to-Door Market Research Survey** was developed and conducted at 15 auto and cabinet shops seeking specifics about best time to reach out to the businesses and what their technical assistance and training needs are regarding waste and pollution prevention. Results indicated that the larger businesses with air permits mostly had already converted to water-based paints. It was difficult to locate small, auto-body repair businesses that were still using VOC-based paints. The survey also indicated that Friday afternoons in winter would be the best time for staff training.

**Lessons Learned:** Businesses that are larger and are chains or multiple sites have the resources to address the waste and pollution prevention concerns (water-based paints, solvent-free cleaners, spray efficiency training, etc.). We need to target the numerous independent, small businesses that do not have resources and do not belong to associations.

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**4. Work with Associations** Northwest Automotive Services Association (NASA), Northwest Automotive Trades Association (NATA), Society of Collision Repair Specialists (SCRS), Northwest Auto Care Alliance (NWACA), Washington Independent Collision Repair Association (WICRA), East County Business Bridge (ECBB).

1. We teamed up with the **Northwest Auto Traders Association** and Clackamas Community College to put on an evening training event. We used NATA's monthly membership meeting to put on the training that included a free dinner, spray efficiency training, and significant door prizes. We only got five registrants. The event was canceled.
2. SCRS – attended and presented at their national conference and open Board meeting on April 16th, 2024. Set up an interview about SET with the national industry journal but it was not conducted.
3. NWACA – attended CT Expo did presentation and conducted a roundtable discussion. May 3rd and 4th, 2024. We also conducted SET training.
4. WICRA – determined that this group was represented at the national SCRS
5. East County Business Bridge (an economic development organization) – conducted SET training

**Lessons Learned:** The regional associations like NWACA represent more of the smaller businesses than do the national ones like SCRS. Focusing on increasing the membership of this association would be beneficial.

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**5. Business Outreach**

1. Conducted SET training and P2 assessment at Woodfold Manufacturing.
2. Conducted two site visits to assess the efficiency of the SET training waste and pollution prevention amounts.
3. Small minority-owned Autobody Repair
4. Airline Maintenance Facility
5. Conducted two site visits two automotive shops in the Seattle area.

**Lessons Learned:** It is difficult to acquire the actual amount of waste reduced concerning the spray efficiency training, so we relied on management-level estimates based on their experience.