



West Coast Collaborative **Trucking Workgroup**

July 18, 2005 Teleconference Meeting Summary

The Trucking Workgroup met by teleconference on July 18, 2005. This was a regularly scheduled meeting to provide an update on the Collaborative, including federal congressional news, current resources and conferences. The call also provided an overview of idle reduction outreach efforts.

Sector Relevant Grants and Conferences

EPA reported on several grant opportunities and events currently open and relevant to the Trucking sector. The West Coast Collaborative continues to track funding opportunities and conferences on the website www.westcoastcollaborative.org under the “Resources” and “Calendar” sections.

Energy 2005: The Solutions Network – This event is being held August 14-17, 2005 in Long Beach, California. It is the eighth annual national energy management workshop and trade show for Federal, state, local and private sector organizations involved in energy management, water conservation, renewable energy, and sustainable design. The workshop is sponsored by the U.S. Department of Energy, Federal Energy Management Program, the Department of Defense and the General Services Administration. For more information, call toll free: (800) 608-7141, or go to: <http://www.energy2005.ee.doe.gov>.

California Air Pollutions Control Officer's Association – CAPCOA is hosting a FREE diesel emissions reductions technical conference for public agency and utility fleets August 15-16, 2005 in Sacramento, California. An overview of the proposed CARB Public Fleet regulation, available pollution control technologies, and the use of lower-polluting technologies for heavy-duty diesel vehicles owned or operated by public agencies will be provided. For more information, go to: http://www.caltrux.org/downloads/pdf/Public_Downloads/General/CAPCOA.pdf

Pacific North West International Section ULSD Workshop – The Air and Waste Management Association, Pacific North West International Section and the Puget Sound Chapter are holding a conference on Ultra-Low Sulfur Diesel and Clean Diesel Engines, Staying Alive after 2005 on September 15, 2005 in Seattle, Washington, at the Seattle-Tacoma Airport (SeaTac). Another conference will be held in Anchorage, Alaska on September 16, 2005. Go to www.pnwis.org for more information.

44th Annual International Trucking Show – The California Trucking Association is holding its 44th Annual International Trucking Show from September 8-10 in Anaheim,

California at the Anaheim Convention Center. For more information, go to: <http://www.intltruckshow.com>

EPA's Clean School Bus USA - Intent to apply letters are due June 24th. Applications are due July 22nd. EPA anticipates awarding the grants in late fall of 2005. Congress has allocated \$7.5 million in funding to Clean School Bus USA for a cost-shared grant program to school districts to upgrade their diesel fleets through retrofits, replacements or cleaner fuels. EPA anticipates awarding 20-30 grants to school districts for retrofit, replacement and cleaner fuel projects for school bus fleets. The maximum award amount is \$725,000, with an average award of \$200,000 - \$300,000. Applicants must contribute at least a 5% match for these grants. School districts ONLY can apply (including federally recognized tribes which operate school buses and groups of school districts such as School District Councils and BOCES). Other entities, such as non-profits, State and local government programs, etc., can partner with school districts to assist with the application process and project implementation. The Request for Applications is now posted on EPA's web site: <http://www.epa.gov/oar/grants/05-13.pdf>.

The Climate Trust RFP – The Climate Trust has announced the release of its 2005 Request for Carbon Offset Projects (RFP). The Trust encourages project developers with high-quality carbon offset projects to submit a project application. The Trust is interested in offsets from most project sectors. Initial proposals are due August 24, 2005. The total funding available is \$4.3 M for carbon offset projects. The funding that The Climate Trust will apply to this effort was provided by Portland General Electric as part of their requirement to offset the emissions from their new Port Westward power facility. The Climate Trust will be transacting for the ownership of carbon dioxide offsets through offset purchase agreement contracts. The Trust is interested primarily in projects seeking more than \$1 M in carbon funding (total project costs can be greater) and expects to fund projects at a carbon price of \$5/metric ton carbon dioxide. There is no geographic constraint on projects that can be funded. There is a \$500 application fee due for each submitted proposal. There are other fees that will be assessed. Details can be found in the RFP document. More information on the RFP process is available at: http://www.climatetrust.org/solicitations_2005_RFP.php

State Idle Reduction Model Law Workshops

Michelle Roos, from EPA Region 9, reported that in an effort to create consistent idle reduction laws across the country, EPA has been hosting a series of state/industry workshops around the country. The purpose of the workshops has been to develop a model state or local idling law for states or counties that wish to regulate idling. EPA has convened representatives from state air pollution control agencies and trucking associations, as well as truck drivers. The goal is to develop a consensus approach to idle control policies and eliminate inconsistencies that are confusing to the trucking industry. These small workshops have provided a forum to discuss topics such as time limits, exemptions, fines, and outreach. The fourth such workshop for EPA Regions 8, 9 and 10 took place on July 14 in San Francisco. EPA hopes to have a draft guidance document issued for public review and comment this fall.

Lane Regional “Everybody Wins” Update

Gordon Griffin, from Lane Regional Air Pollution Control Authority (LRAPA), provided an update on the OR, WA, and CA focused “Everybody Wins” program. The program targets independent truck owner/operators. According to Mr. Griffin, this is the group that can be helped the most by idling technology and emissions reduction strategies. The program is working with the Lane County GIS Division to produce a study that will quantify current technology use and implementation results. The program is targeted to install 250 auxiliary power units (APUs), with the goal of having data reported from at least 100 of these. To qualify for the APU installation, trucks need to be based in Oregon or have a high percentage of trips pass through Oregon. The intention is to create a full report with the database of results by mid-2007.

There were questions about how the data would be collected, who it would be given to, when the study would be completed, and if there was a control group. These were answered as follows: Ideally, data collected would include a range of biometrics including location, time of day, and duration of time. At its completion, the database would be distributed to all stakeholders involved. These details, however, are still a work-in-progress. The solicitation calls for one full-year of data, however a two-year collection period has been proposed. Collection will start approximately midway through 2006. Currently there is no control group; however, this will be considered during the design process, which has not yet been completed.

There was also a question as to whether other states have similar programs. Four states/programs were mentioned:

- PA – Has a small business program in which 50% of APUs are paid
- TX (TERP) – Has an emissions reduction program which pays for 100% of APUs, but includes many restrictions such as allowing idling only in certain counties
- CA – The Carl Moyer program provides support for APUs
- GA – Has a 10% tax credit for APUs

General Update on the Collaborative

Diesel Emissions Reduction Act

The recently introduced Diesel Emissions Reduction Act of 2005 provides for an EPA-administered federal grant and loan program for up to \$1 billion over five years to support state, municipal and private business initiatives across America to lower pollution from existing diesel engines. The amendment will help areas reach attainment with new air quality standards. Developed with environmental, industry and public officials, the amendment complements U.S. EPA regulations now being implemented that address diesel fuel and new diesel engines.

Wayne Nastri, EPA Region 9 Administrator, testified before the U.S. Senate Committee on Environment and Public Works on July 12, 2005 in support of the Diesel Emissions Reduction Act. His Hearing Statement can be found at http://epw.senate.gov/hearing_statements.cfm?id=240471.

Appropriations

The three programs dedicated to voluntary diesel emissions reductions within EPA's budget are currently in joint conference to resolve discrepancies between the House and Senate versions. It is expected that these discrepancies will be resolved within 1-2 weeks.

- The House version of the bill allocates \$10 million for the *National Clean Diesel Campaign*, of which the Collaborative will get the vast majority of the funds during the first year. The Senate version allocates \$0 and the President's proposed budget allocated \$15 million.
- The House version of the bill allocates \$10 million for *Clean School Bus USA*. The Senate version allocates \$1 million and the President's proposed budget allocated \$10 million.
- The House version of the bill allocates \$3 million for *Communities Activated for a Renewed Environment (CARE)*. The Senate's version of this bill allocates \$0 and the President's proposed budget allocated \$9 million.

Note - Federal budget information congressional updates can be found on the Collaborative website under "Announcements" on the homepage.

Interim Steering Committee (ISC) Meeting

The Interim Steering Committee (ISC) met by teleconference on July 13, 2005. This was a regularly scheduled meeting to check-in on upcoming activities and events and to follow-up on action items from the previous meeting. Two major topics were discussed which were:

Cleaner Fuels

The ISC recommended that the Collaborative should focus on three actions in particular to promote and support information exchange about alternative, cleaner fuel use with potential to pursue additional options in the future:

- Continue to promote and discuss cleaner fuels options within sector workgroups
- Create an information center on the Collaborative website - all areas of clean fuel would be open for consideration
- Support workshops, such as the planned Bay Area clean workshop in August

Organizational Transformation

To address some organizational structure deficiencies, at the previous meeting the ISC requested additional information on organizational transformation options, such as establishing a new non-profit or partnering with an existing non-profit. The ISC suggested that the Collaborative should not pursue the development of a new non-profit organization due to limitations on EPA's ability to participate with a non-profit in accepting and distributing federal resources and concern over the time and resources required to transition to a non-profit organizational structure. Rather than establish a new

non-profit, it was determined to leave open the possibility of partnering with an existing non-profit should a mutually beneficial arrangement be possible. There are numerous clean air non-profits in existence that the Collaborative could partner with. Possible partners include: Weststart-CALSTART, the Great Valley Center, Clean Air NW, Clean Air Northwest, and CAPCOA.

Arizona Funding Workshops

Arizona’s recent invitation to join the Collaborative was kicked-off by two workshops – one held in Tucson, AZ on June 29, 2005 and the other held in Phoenix, AZ on June 30, 2005. One of the major points to come out of these workshops was discussion about possible future sister-city projects with border communities in Mexico. Summary materials from these workshops can be viewed at <http://www.westcoastcollaborative.org/files/meetings/2005-06-29/index.htm>.

Note – If anyone would like to see a similar, small (30-100 people) workshop held in their area, please contact Michelle Roos whose contact information can be found below.

Conclusion

The next Trucking sector workgroup call will be September 19, 2005, 1-2pm PDT.

Attendees

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Erica Graetz	The Climate Trust	503-238-1915	egraetz@climatetrust.org
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Michelle Roos	U.S. EPA Region 9	415-947-4187	roos.michelle@epa.gov
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Penny McDaniel	U.S. EPA, Region 9		mcdaniel.penelope@epa.gov
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