

***West Coast Diesel Emissions Reductions Collaborative***  
**Trucking Sector Workgroup**  
**Meeting Summary Notes**  
**November 5, 2004**

The Trucking Sector Workgroup of the West Coast Diesel Emissions Reductions Collaborative met by teleconference on November 5, 2004. The purpose of the meeting was to define and confirm Workgroup priorities and to facilitate progress on the next phase of projects.

**Collaborative Update**

On September 30<sup>th</sup>, eight simultaneous press events were held in San Diego, Los Angeles, Bakersfield, Sacramento, San Francisco, Eugene, Portland and Seattle. Governor Ted Kulongoski of Oregon, Governor Gary Locke of Washington, CALEPA head Terry Tamminen and USEPA Administrator Mike Leavitt all participated in the roll-out. The events had an overall anti-idling theme including projects for the I-5 Corridor Idle Reduction Initiative (Los Angeles, Sacramento, Eugene, Portland, and Seattle), shore power for Princess Cruise Line ships in Seattle, locomotive idle reduction in Bakersfield and cleaner fuels for ferries in San Francisco. There was very positive press with over 40 news pieces in newspapers, on the radio and on T.V.

Next Steps for the Collaborative:

- Looking to identify \$1 million for projects next year to continue the momentum, hopeful to have that short-term funding approved early in 2005.
- Identifying and communicating existing grant and other resource opportunities.
- Migrating the website to an independent domain.
- Launching a monthly newsletter to consolidate the information from the Collaborative.
- Beginning plans for a February face-to-face Collaborative meeting in Seattle.

**Workgroup Charter**

The proposed Workgroup Charter gets down on paper the roles and responsibilities of the Workgroups and other parts of the Collaborative. This will ensure that everyone's working on the same page and will provide a tool to introduce new partners to the Collaborative. The Charter should be used as a guide for the Workgroup to direct the action.

Specifically, as laid out in the charter, the purpose of the Workgroups is fourfold:

- Idea generation and prioritization – set project and research priorities for the Workgroup
- Idea communication – this likely includes preparation of written materials suitable for sharing with potential funders
- Information sharing – act as a forum to exchange information and technology transfer
- Grow the Collaborative – identify and recruit others to participate in the Collaborative

Call participants were generally supportive of the Charter; they were particularly appreciative for the clarity. However, participants suggested that the Charter be more explicit in describing the why the Collaborative was focused on diesel emissions reductions – is for regional ozone attainment, air toxics reduction, or as a focus on greenhouse gases?

Peter Murchie responded that while the unifying goal of the Collaborative is to reduce diesel emissions, partners have various reasons and motivations for diesel emission reduction, like attainment in South Coast, global warming for Climate Trust, or toxics reduction in Washington and Oregon. Importantly, the Collaborative does not yet have its own funding source and it would be premature to narrowly define criteria, such as cost effectiveness requirements. Criteria are loose because funds are going to come in a variety of sources that will have their own specific criteria. The Collaborative criteria aim to provide general direction, but should not be so narrowly defined so as to eliminate future funding opportunities.

Brian Stokes, PG&E, and Michael Murphy, Bay Area Air Quality Management District, offered to meet over the next few weeks and draft explicit language that reflects Peter's comments. In addition, Tim Taylor, Cleaire, offered to help.

The Interim Steering Committee has reviewed and supported the current draft of the Charter; however, comments and revisions directed to Michelle Roos (roos.michelle@epa.gov) are welcome until November 26<sup>th</sup>.

### **Workgroup Priorities**

#### *Oregon Truck Stop Electrification*

Kevin Downing, Oregon Department of Environmental Quality (ODEQ) and Oregon State University are working together on a truck stop electrification prioritization effort. Progress so far includes contacting all truck stops on the corridor to identify approximately 20 truck stops and 1900 parking spaces along I-5 in Oregon. ODEQ expects to send out RFPs to install the technology targeting 600 spots with funding from the Climate Trust, state business energy tax credit against income credit (or sold to another party), state low interest energy loan, and

contributions from vendors. ODEQ anticipates selecting a contractor in December-January time frame.

#### *Washington Truck Stop Electrification*

Frank Van Heran, Washington Department of Ecology, described a grant from OTAQ to electrify 30 truck stop spaces and Climate Trust will contribute an additional \$200K to double the project to 60 spaces (in addition to the OTAQ and Climate Trust funding, a private vendor will also need to contribute funding to the project.). The funding will sponsor electrification at one or two truck stops in Washington (Ecology estimates there are 15-18 truck stops range in size from 10-100 spaces along the I-5 corridor in Washington). Letters were sent to 30 truck stops to spell out preliminary details and at least three expressed interest. Climate Trust will drive the RFP process, which is likely to be similar to the Oregon process.

#### *San Diego Border Initiatives*

Amy Zimpfer, EPA Region 9, and Rob Reider, San Diego County Air Pollution Control District discussed U.S.–Mexican border initiatives, including a new grant to fund a border study. Several thousand trucks cross every day and 2/3 of the trucks are not controlled. San Diego has a \$150K grant to develop an emission control retrofit program for Mexican trucks for Diesel Oxidation Catalysts (DOCs), Ultra Low Sulfur Diesel (ULSD), and emission filters. Phase I of the project focuses on identifying fleets to participate and setting up the project infrastructure. The next phase would be to implement the technology as identified by Phase I. There are cultural and political challenges to develop the program and because many of the trucks are so old, retrofits are not possible. In fact, there is concern that many of the trucks actually come from retired U.S. fleets that are getting dumped in Mexico as public agencies are being encouraged to sell off older vehicles as part of fleet modernization efforts. While there's a substantial number of modern long-haul trucks, short-haul trucks are generally much older and the project anticipates focusing on shorter-haul vehicles that deliver around the border areas. Estimates based on South Coast efforts suggest fleet modernization costs \$15,000-\$20,000 per truck.

EPA Region 9 and SDAPCD welcome additional partners or lessons learned.

#### *OTAQ Smartway*

The Smartway program continues to develop an inventory of truck stops around the country to be made available on the web. Smartway will use that information for future grants and research efforts and may run a series of workshops as outreach to better communicate the information and options for idle reduction initiatives. The website is expected to be ready in early 2005 at

[www.epa.gov/smartway](http://www.epa.gov/smartway).

### *Bay Area*

Michael Murphy, BAAQMD, is looking at a federal fleet of trucks – like U.S. Postal Service trucks or the National Guard fleet – for early introduction of ULSD or for catalyst retrofits. An approach by Michael Murphy, Kevin Downing, and someone from Washington could empower the approach to the USPS. Future options could include approaching private fleets, but would need to approach an entire sector to avoid competitive issues.

### **Announcements and Next Steps**

Project description templates are attached to these notes and templates should be completed by December 10th. Project champions are encouraged to work across borders to empower funding applications. Project descriptions will be used to create a portfolio of projects that shows a real need for action to reduce diesel emissions and an opportunity for measurable returns on investment. It can be used by Collaborative participants, individually and together, as they have conversations with budget decision makers and others who control sources of funding for diesel emissions reduction projects, to encourage identification and dedication of new resources.

Please contact the following subgroup/project champions if you are interested in helping create a project description for potential funding:

**Federal Fleet Project:** Michael Murphy, [mmurphy@baaqmd.gov](mailto:mmurphy@baaqmd.gov) or Kevin Downing, [DOWNING.Kevin@deq.state.or.us](mailto:DOWNING.Kevin@deq.state.or.us)

**West Coast Idle Reduction Project:** Frank Van Haren, [fvan461@ecy.wa.gov](mailto:fvan461@ecy.wa.gov) or Dipankar Sarkar, [DSarkar@aqmd.gov](mailto:DSarkar@aqmd.gov)

**Mexican Border Project:** Rob Reider, [Robert.Reider@sdcounty.ca.gov](mailto:Robert.Reider@sdcounty.ca.gov)

**Other diesel retrofit projects:** Michelle Roos, [roos.michelle@epa.gov](mailto:roos.michelle@epa.gov) or Peter Murchie, [murchie.peter@ea.gov](mailto:murchie.peter@ea.gov)

There are several workshop announcements:

- CARB PM Controls Workshop on November 16<sup>th</sup> in El Monte, CA

November 11, 2004

- CRC Mobile source emissions conference November 30<sup>th</sup> – December 2<sup>nd</sup> in Scottsdale, AZ
- Faster Freight Cleaner Air conference December 8-9, 2004 in Oakland, CA (see <http://www.ffca2004.com>).
- 11th National Clean Cities Conference and Expo in Palm Springs, California May 1-4, 2005 (see <http://www.afvi.org/palmsprings>)

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**Attendees:**

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Gina Grey	WSPA Western States Petroleum Association	480-595-7121	gina@wspa.org
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Jeff Kim	Shurepower/Antares Group Inc.	301-731-1900 x35	jkim@shurepower.com
Jim Anderson	WATSO (West Coast Association of Truck Stop Owners)	541-485-2137	jsaj@truckntravel.com
Kevin Downing	Oregon Department of	503-229-6549	DOWNING.Kevin@deq.state.or.

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