



WEST COAST COLLABORATIVE
Public-private partnership to reduce diesel emissions

West Coast Collaborative **Trucking Workgroup**

September 19, 2005 Teleconference Meeting Summary

The Trucking Workgroup met by teleconference on September 19, 2005. This was a regularly scheduled meeting to highlight grants and conferences, update participants on Collaborative activities and discuss federal budget news.

Sector Relevant Grants and Conferences

EPA reported on several grant opportunities 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.

SAVE THE DATE: Faster Freight Cleaner Air 2006 and the (tentative) Annual Meeting of the West Coast Collaborative, January 31-February 1, 2006, Long Beach Convention Center.

2005 National Clean Diesel Campaign Policy Leaders Summit: Accelerating the Path to Cleaner Air; December 7-8, 2005, Marriott Wardman Park Hotel, Washington, D.C. For more information, go to: www.cleanfleetsusa.net/cfusa/ncdcpls.htm

National Urban Freight Conference will examine impacts of goods movement and international trade in metropolitan areas. February 1-3, 2006, Westin Long Beach Hotel, fFor more information, go to: http://www.mettrans.org/whatsnew/urban_freight_conf/ufconf06.htm

National Biodiesel Conference and Expo

Scheduled for February 5 – 8, 2006, in San Diego, California, the National Biodiesel Conference and Expo 2006 is sure to attract a record number of biodiesel marketers, consumers, feedstock growers, fuel distributors, government leaders and biodiesel users. For more information, go to: <http://www.biodiesel.org/expo2006/>.

Incentives for Purchasing Lower-Emission Heavy-Duty Engines from the Carl Moyer Program (Due Date September 30, 2005 2PM). New vehicles and engines must achieve a 30 percent reduction, and repowered vehicles and retrofits must achieve a 15% reduction of NOx emissions compared to current emission standards. Projects reducing PM and/or ROG are also eligible for funding provided they are cost-effective. Alternative fuel engines, such as those using compressed natural gas, liquefied natural gas, propane and electricity will be given preference for funding. However, cleaner diesel engines may be considered in the off-road category.

http://www.aqmd.gov/tao/implementation/carl_moyer_program_2001.html

CAL EPA Environmental Justice (EJ) Small Grants Funding Announcement
(Application Deadline Date: October 14, 2005)

The Cal EPA Secretary has established the EJ Small Grants Program to assist eligible community-based, grassroots, non-profit entities with federal Internal Revenue Code 501(c)(3) status, and federally recognized Tribal governments to address environmental justice issues. The EJ Small Grants will be awarded on a competitive basis. Two hundred fifty thousand dollars (\$250,000) in grant funds are available for this grant cycle. Projects may be funded with a maximum amount of \$20,000 per project. For more information or to obtain an application package, please visit <http://www.calepa.ca.gov/EnvJustice/Funding/SmallGrants.htm>

“Gateway Cities Fleet Modernization Program” and “Offpeak” Presentations

Cliff Gladstein, President of Gladstein, Neandross and Associates, a Santa Monica-based environmental affairs consulting firm made two presentations on trucking programs connected with the Los Angeles/Long Beach port area. (see the website - <http://westcoastcollaborative.org/wkgrp-truck.htm>) for copies of the PowerPoint presentations)

The Gateway Cities Fleet Modernization Program is a voluntary, incentive-based program to encourage owners of 1986 and older trucks that have been operating in the South Coast Air Basin to turn in those trucks for destruction in exchange for a grant that can only be used for the purchase of a model year 2000 or newer truck that the applicant will continue to use in a similar manner as the older truck for at least the next five years. Dealers that participate in the program are pre-qualified and designate one employee as the Gateway program person.

The grant from the program provides a significant incentive since it pays over 60% of the cost of a new truck. In addition, while the new trucks emit significantly less emissions, the operational advantage for the truckers is that the newer trucks (electronically controlled) get much better fuel mileage. One challenge is that there is a great pressure on the truckers from the international shipping industry which is causing concern that truckers are getting squeezed to provide services at unsustainable prices (and leading to a shortage of drivers). The targeted port truckers are hesitant to commit to five years continuing to work in the ports.

OffPeak is the signature program of *PierPass*, a non-profit organization set up by the marine terminal operators in the San Pedro Harbor area to help improve efficiency and decrease the environmental footprint of the port. OffPeak places a \$40/TEU charge on all import and export containers that move through the ports of Long Beach and Los Angeles between the hours of 3am and 6pm, Monday through Friday, and uses the revenue that is generated from this fee to keep the terminals open at night and on the weekend, when the fee is not charged. The benefits of the PierPass program include spreading existing traffic over a 24 hour period, create faster truck turn times (which would reduce idling), and reduce traffic on I-710 during commuting hours.

General Update on the Collaborative

There are three areas of budget updates which can be found on the website at <http://www.westcoastcollaborative.org/congress.htm>

Congressional Update

EPA Budget

In August, the President signed EPA's budget, which contained three funded programs relevant to voluntary diesel emissions reductions efforts:

- For the first time ever, there is a \$5 million appropriation for a National Clean Diesel Campaign. The West Coast Collaborative is the national pilot for this program. As part of this campaign, EPA expects to issue a \$3-3.5 million for a West Coast Collaborative RFIP to be announced in December 2005.
- In its fourth year, and the second year at this funding level, the Clean School Bus USA program was funded at \$7 million.
- Lastly, for the first year ever, EPA's community-based toxics program (CARE) was funded at \$3 million.

Energy Bill

In the federal Energy Bill signed in August 2005, there is a total of over \$400 million/year in authorizations for the next three years that could apply to voluntary diesel emissions reductions. These authorizations include: provisions for fleet modernization, retrofit programs, biofuels development and idle reduction. It is important to note that although these are all authorizations and not appropriations it is still an important success.

Transportation Bill

The Transportation Bill was also signed August and not only contained the identical Clean School Bus authorization as was in the Energy Bill (\$55 million/year for two years), but also contained an important amendment that addresses diesel mitigation within the Congestion Mitigation and Air Quality (CMAQ) program. CMAQ are funds set aside under the Highway Trust Fund Surface Transportation Program available for all types of congestion and air quality related initiatives, including non-road retrofits. Because these funds have not been regularly used for retrofits, the amendment:

- Requires EPA to develop and evaluate and list cost effective diesel retrofit technologies; and
- Directs state to prioritize CMAQ money for retrofits and cost effective strategies to reduce pollution and improve;
- Makes up to \$11 billion over 6 years available for these types of projects (EPA estimates that about \$3 million will be used for off-road retrofits)

For more detailed information on these bills and other links, visit:

<http://www.westcoastcollaborative.org/congress.htm>

Conclusion

The next Trucking Workgroup meeting is scheduled for November 21, 2005, 1:00 p.m. – 2:00 p.m. PST.

Stay tuned for additional details about a face-to-face meeting at the end of January.

Attendees

Contact Name	Contact Organization	Contact Phone	Contact e-mail
Bart Melton	Idleaire Technologies	865 789-1698	bmelton@idleaire.com
Bob Wilson	Idleaire Technologist	865-342-3609	bwilson@idleaire.com
Bob O'Loughlin	FHWA	(415) 744-3823	robert.o'loughlin@fhwa.dot.gov Home
Brad Vincent	SMUD		bvince1@smud.org
Brewster Boyd	Ross & Associates	206-447-1805	brewster.boyd@ross-assoc.com
Chet Riley	Broadway Truck Stops	509-242-6327	chet@broadwaygroup.com
Cliff Gladstein	Gladstein, Neandross & Associates	310-314-1934	cliff@gladstein.org
Chuck Spagnola	San Diego County	858-650-4674	Chuck.Spagnola@sdcounty.ca.gov
David Kayes	Freightliner, LLC	503 745 9162	DavidKayes@Freightliner.com
Drew Robertson	Atlantic Systems, Inc	917 751-1003	acr@transmatch.com
Elizabeth Straton	Washington Dept. of Transportation	503-238-1915	egraetz@climatetrust.org
Frank Van Heran	Washington State Department of Ecology	360-407-6870	fvan461@ecy.wa.gov
Freya Arick	Sacramento Metropolitan Air Quality Management District	916-874-4891	FARICK@airquality.org
Gina Grey	Western States Petroleum Association	480-595-7121	gina@wspa.org
Gordon Griffin	Lane Regional Air Pollution Authority	541-736-1056	gordon@lrapa.org
Jeff Kim	Shurepower, LLC	503.892.7345	jkim@shurepower.com
Jim Anderson	West Coast Association of Truck Stop Owners	(541) 485-2137	jsai@truckntravel.com
Jim Hollaran	Catepillar	916-498-3331	Hollaran_james_p@cat.com
John Leonard	TIAX, LLC	949-833-7131	leonard.jon@TIAXLLC.com
Kevin Downing	Oregon Department of Environmental Quality	503-229-6549	DOWNING.Kevin@deq.state.or.us
Kim Penfold	U.S. Dept. of Energy		kim.penfold@ee.doe.gov
Larry Sherwood	Sacramento Metropolitan Air Quality Management District	916-874-4880	lsherwood@airquality.org
Mengo McCall	Teleflex Energy Power Systems	604-303-2889	mmccall@teleflex.bc.ca
Mike Zatz	EPA Smartway	202-343-9035	Michael.zatz@epa.gov
Michael Murphy	Bay Area Air Quality Management District	415-749-4644	mmurphy@baaqmd.gov
Michelle Roos	U.S. EPA Region 9	415-947-4187	roos.michelle@epa.gov
Patti Boyle	Diesel Technology Forum	301-668-7230	pboyle@dieselforum.org
Roxanne Dempsey	U.S. Department of Energy	206-553-2155	roxanne.dempsey@ee.doe.gov

Contact Name	Contact Organization	Contact Phone	Contact e-mail
Sharon Banks	Lane Regional Air Pollution Authority (LRAPA)	541-736-1056 ext 215	sharon@lrpa.org
Staci Heaton	California Trucking Association	916-373-3553	sheaton@caltrux.org
Steve Rovarino	Black Rock Systems	775-771-7244	rovarino@blackrocksystemsllc.com
Steve Gilchrist	Canadian Hydrogen Energy Company, Ltd	800 550-4066	sgilchrist@chechfi.com
Tom Hudson	Puget Sound Clean Air Agency	206-689-4025	tomh@psc Cleanair.org
Tom Jasper	The ADEPT Group, Inc.	310-441-4404	jasper@adeptgroup.net