

West Coast Diesel Emissions Reductions Collaborative
Trucking Sector Workgroup Meeting
August 17, 2004

The West Coast Diesel Emissions Reductions Collaborative Trucking Workgroup met by conference call on August 17, 2004.

The purpose of the meeting was threefold:

1. Build a common understanding of near and mid-term Collaborative efforts
2. Provide an update and get input on the September 30th roll-out
3. Share information on emerging projects, and identify next step responsibilities

Collaborative Update

Amy Zimpfer, EPA Region 9, began the call by reiterating the Collaborative goals and strategies, and provided an update on Collaborative progress to date.

The overall goal of the Collaborative is *to reduce diesel emissions along the West Coast from the dirtiest engines in the most impacted communities.*

There are four primary strategies targeted to achieve this goal.

1. Build the Collaborative as an information base for diesel reductions strategies and resources
2. Identify, help fund, and implement projects to reduce diesel emissions
3. Publicize projects locally and nationally
4. Develop technical papers and marketing pieces

As a reminder of progress to date, June 15th was a successful kick-off and included over 120 participants. The first series of Collaborative Workgroup conference calls occurred in July, 2004; these calls were focused on identifying and clarifying potential short-term and mid-term projects. Since those calls, there has been significant discussion and off-line organization among smaller groups focused around particular projects or project areas

On July 29, 2004 the Interim Steering Committee met to discuss project opportunities across the Workgroups and to plan a major Collaborative press event for September, 2004. The next Interim Steering Committee meeting is on August 19th.

Funding Update

Peter Murchie, EPA Region 10, followed with an update on the state of funding and initial expectations for a Collaborative press event, currently planned for September 30, 2004.

The Federal agency budget process is a bit confusing. Right now the Federal government is approaching the end of the FY04 budget season (9/30/04), Congress is debating the FY05 budget, and federal agencies will be submitting their FY06 budget requests to the Office of Management and Budget (OMB) this fall.

Therefore, for both FY04 and FY05, EPA, DOE, USDA, and DOT (as well as the states and local air districts in CA, OR, WA and AK) have all spent/will spend millions of dollars to reduce diesel emissions using existing funds. Because the Collaborative did not exist when these budgets were being developed, these are for the most part expenditures under existing programs, and not necessarily under the auspices of the Collaborative.

That said, some federal agencies (like EPA), have small amounts of discretionary funds, of which EPA was able to garner about \$500K to put towards the Collaborative. It is EPA's hope to garner even more funds in FY05 from discretionary federal funds, and possibly create the beginning of a "West Coast Diesel Emissions Reductions Fund" with the support of private resources and foundations.

In addition, as part of its FY06 budget preparations, EPA is working with its federal partners to frame new funding requests for FY06 to create dedicated federal funds specifically for the Collaborative.

Summary:

- FY04: about \$500K discretionary EPA funds redirected to high-priority Collaborative projects
- FY05: goal is to identify \$1 million in discretionary EPA funds to direct to high-priority Collaborative projects, and to complete negotiations with a foundation to create a multi-million dollar fund for Collaborative projects.
- FY06/07: goal of identifying \$100 million in dedicated Collaborative funding, and identifying a clear path to better utilize DOT CMAQ funds (\$1.5 billion nation-wide per year) for high-priority Collaborative projects.

September 30th Collaborative Press Event

At the June 15th Workshop, EPA outlined the criteria for near-term Collaborative projects:

- Announceable in 0-6 months; implementable in 0-1 yr; completed in 1-5 yrs
- Regional in scope (i.e. multi-state impacts/benefits)
- Potential to leverage other funds (fed/state/local/private/non-profit)
- Potential for real/measurable reductions
- Potential high profile announcement

As such, the Collaborative is currently planning a September 30th press event to bring attention to the impacts of diesel emissions, the efforts already underway at the state and local levels to reduce these impacts, the formation of the Collaborative to build upon these successes and leverage additional funds and efforts collectively, and to announce a few small near-term Collaborative projects.

The goals for the September press event are to:

- Show near-term regional successes from working together under the auspices of the Collaborative
- Build relationships/set the foundation for future projects
- Garner the attention of the press
- Keep the focus on IMPLEMENTING regional diesel mitigation projects

Based on the June 15th Collaborative meeting, and the sector Workgroup meetings in July, the Interim Steering Committee has identified three projects with outstanding momentum, promising outcomes, and appropriate funding needs, that may be appropriate to feature in the September press event. Although no final decisions have been made, the Committee is considering:

- I-5 anti-idling at truck stops, announcement in Portland, OR
- Locomotive equipment retrofits, announcement in Bakersfield, CA
- Port emissions reductions projects, announcement in Seattle, WA

In addition, other projects may be highlighted in related announcements at the local level, or may be included in the main Collaborative announcements, as appropriate.

It is important to remember that the September press event is just a kick-off event to begin to bring attention to - and highlight the need for funding for - diesel emission reduction projects on the west coast.

July 28th Trucking Meeting Re-Cap

The previous Trucking Workgroup meeting focused on:

- Truck stop electrification for idle reduction
- CARB rules
- The SmartWay program
- Lane regional project for owner/operators and the potential to replicate elsewhere
- Early adoption of ultra low sulfur diesel
- Retrofit projects, including a list from Cleaire
- Federal network for sustainability and biodiesel

Workgroup Priorities

The working group discussed five potential project-area priorities. While previous discussions have been around short-term projects, the focus will now shift more to looking for ideas and proposals for 2005-2006.

I-5 Corridor Idle Reduction

Paul Bubbosh, EPA Office of Transportation and Air Quality (OTAQ), reported that OTAQ will announce nine grants totaling \$1M in mid-September for TSE idle-reduction. In support of that effort, OTAQ is conducting a mapping effort to identify potential areas to reduce idling, including: truck stops, rail yards, ports, rest stops and eventually distribution centers.

The project will help identify potential idling locations and estimate emissions. For example, OTAQ will identify the number of parking spots at a given truck stop and use conservative assumptions to extrapolate emissions estimates. The calculations use publicly available information.

The calculations assume a 50% occupancy rate and 8 hours idling per 24 hour period (figures based on a national survey). Weather patterns and other complicating factors are not being used

in favor of keeping the process simple. The mapping will also include information about nonattainment, existing idle reduction regulations, etc...

OTAQ envisions expanding beyond major interstates to do all trucking and locomotive areas. To date, 35 states are complete for truck stops, Washington, Oregon, and California included. OTAQ will post the information the day before the EPA Administrator announces the projects.

So far the federal government has been very interested in grants for diesel reductions; to date DOT \$10M; EPA \$1M; DOE \$2M. Federal agencies would like to now look into moving toward loan opportunities because there is a payback to the truckers. OTAQ is interested in conducting regional workshops to educate folks on the how to's of TSE/on-shore power using loans.

Participants, including those representing truck stop operators like the National Association of Truck Stop Operators (NATSO), expressed interest in educational workshops. Other outreach resources could include a weekly newsletter for NATSO members (representing 900 locations) and trade magazines to reach non-members, such as PMA, NACS, SIGMA. Other partners recommended reaching out to truck manufacturers which is a longer term solution that will help the truck stops adopt changes.

Mike Burnett, Executive Director of Climate Trust, talked about Climate Trust's interest in supporting anti-idling and working to establish a west coast idle reduction revolving loan fund. The organization has already set aside \$2M for TSE idle reduction in Oregon and may be able to further support the Collaborative.

Next Steps

Several participants offered to participate in off-line work on idle reduction:

- Paul Bubbosh, OTAQ
- Mike Burnett, Climate Trust
- Linda Van Arsdale, NASTO
- Chet Rielly, Broadway Truck Stops - knows others who might also be interested, especially the under-represented truck drivers.

Cleaner fuels – ULSD

Kevin Downing leads the Oregon effort to identify the tipping point for demand to get a ULSD distribution point in Portland. The introduction of ULSD is important because Oregon is having trouble getting retrofit technologies in place because ULSD is not available. Every indication is that there are operators interested in ULSD and are willing to pay the difference, but they just can't get the supply.

The Yakima region (Eastern Washington) has also expressed interest in truck fuel delivery. There are also efforts to establish interest in Bend, OR to pool demand to get fuel to central Oregon.

Gina Grey, Western States Petroleum Association (WSPA), offered to help get in touch with major companies. All have different plans to roll-out ULSD and all have different situations with pricing, technology, etc. that will affect the supply timing.

Retrofits

Tim Taylor, Cleaire, offered some additional information about a concept to clean filters with electricity rather than NO₂ to burn the soot off, which could be used with the dirtiest engines. Mr. Taylor reports that Cleaire is very close to having a commercially available technology. It is a completely passive filter and would work for two-stroke engines

Aside from the information from Mr. Taylor, the Workgroup decided to table discussion in this area.

Biodiesel

Barbara Lither, EPA Region 10, reported that there are federal level efforts focused on educating fleet managers and increasing procurement to encourage supply using the government's purchasing power. There was a call on August 2nd with many government agencies along the west coast, many of which were military. During this call, they solicited proposals for increased use. Ms. Lither offered to share proposals with the Collaborative and to help coordinate some Collaborative bio-diesel efforts.

Participants believe USDA has a potential mandate for biodiesel requiring federal government fleets to have 20% petroleum reduction and 75% use of alternative fuels. While meeting participants couldn't confirm this mandate, the Workgroup may be able to check with GSA progress for tracking against the rule.

U.S. – Mexico Trucking

Amy Zimpfer, EPA Region 9, identified diesel emissions reductions as a priority along the U.S.-Mexican border. EPA will provide San Diego with funding for reductions within 100km of the border. Currently a bi-national group is conducting a study to look into retrofits and they expect to target a small amount of money for retrofits. In addition to U.S. government funds, the group is targeting international funding sources.

Work on Mexico City's bus system has been very impressive with important involvement from sustainability NGOs. Collaborative partners with ideas are encouraged to be in touch with Ms. Zimpfer, in particular with ideas or interest for projects on the Mexico side of the border (zimpfer.amy@epa.gov).

Attendees:

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