

***West Coast Diesel Emissions Reductions Collaborative***  
**Trucking Sector Workgroup**  
**Meeting Summary Notes**  
**January 13, 2005**

The Trucking Sector Work Group of the West Coast Collaborative met on Tuesday, January 13, 2005. The purpose of the meeting is to consider the portfolio of possible trucking projects to identify next steps to move projects forward, and talk about other upcoming Collaborative activities.

**Update on the ISC, EPA RFIP, and Briefings for Elected Officials**

The Interim Steering Committee met by teleconference over the course of two separate meetings, on December 10th and 16th. They were focused primarily on sector workgroup progress, Collaborative updates, funding, and planning a Collaborative-wide March 21-22 Public Workshop.

As for the sector workgroups, ISC members shared and reviewed project descriptions - there are now over 25 project descriptions - from all of the sector workgroups. The project descriptions create a portfolio of the types of real, measurable diesel emission reduction results that could be achieved by Collaborative partners. The portfolio of possible projects can be used by Collaborative members to increase awareness of the Collaborative and as educational or marketing material to illustrate what additional resources devoted to diesel emissions reductions could achieve.

Already, EPA has been conducting well-received educational briefings for elected officials to raise awareness about the Collaborative. Also, in separate discussions, other Collaborative partners have begun to talk about how best to communicate with elected officials about the Collaborative and the opportunity it presents.

Furthering the Collaborative interest in finding new resources, an education and resources group is being established, lead by the San Joaquin Valley Air Pollution Control District and the California Air Resources Board. This group will have two functions:

- (1) it will act to educate and raise awareness of the Collaborative and of the need for diesel emissions reductions on the West Coast, the potential benefits of diesel emissions reductions, and how best to provide incentives for diesel emissions reductions
- (2) it will have an "asking" function to solicit increases in federal diesel emissions reduction funding. Federal agencies will not be part of the "asking" function, because of restrictions on use of federal funds for lobbying. Federal agencies can participate in discussions of education, potential benefits of the Collaborative, ways to incentivize diesel emissions reductions, and leveraging private funds to further diesel emissions reductions.

In addition to public funds, the Collaborative is actively developing strategies to approach private foundations for funding.

The ISC talked about potential longer term structures for the Collaborative and ways to begin to think about how the Collaborative might best organize itself in the future – for example, might the Collaborative eventually become a non-governmental organization, such as a non-profit. This discussions are in their early stages and the ISC recognizes the need to involve all Collaborative members in this conversation.

Finally, the Collaborative is preparing for a March 21-22 face-to-face Collaborative-wide public workshop at Seattle's SeaTac airport. A draft agenda is being developed and will likely include time on education and resources, time on advancing project implementation, and other topics.

### **Update on the EPA Request for Initial Proposal (RFIP)**

The EPA RFIP for \$1.0-\$1.25 million is due on February 11, 2005. There was a well-attended question and answer teleconference in the middle of January. Answers to all of the questions are now posted on the Collaborative website. Agriculture Workgroup participants are encouraged to submit applications to this RFIP.

### **Project Proposal**

The portfolio of possible projects can be used by Collaborative members to increase awareness of the Collaborate and generate interest in increasing funding for diesel emissions reduction efforts on the West Coast. With the project descriptions in hand, Collaborative partners will be able to look for funding in various areas.

Each project champion reviewed their proposal looking to other participants for ways to expand the scope of the project or for collaboration opportunities.

There are a number of truck related projects:

#### 1) Long haul truck idle reduction

A large project submitted between Southern California and Washington for I-10 and I-5. This would cover 3,000 spaces for electrification; half would use a stand alone units and half would use plug-ins. The project would cost approximately \$200 million. The cost effectiveness is estimated at \$2,800 per ton of reduction. The projects can be implemented very quickly.

#### 2) On-board shore power

A rebate or incentive program for individual owner-operators for the plug-in power. The proposal suggests using existing funding, including Carl Moyer.

#### 3) Rebate for Northern I-5

Installs on-board equipment to allow for plug-in potential. The project targets installing equipment on 1,000 trucks. This would require approximately \$4 million.

#### 4) U.S. – Mexico clean diesel

Demonstration project to retrofit candidate fleets for Mexican-based fleets that travel significantly in San Diego County

#### 5) I-5 shorepower

Establishes approximately 100 plug-in pedestals at numerous truck stops along I-5.

#### 6) Truck stop electrification tour

Educational tour would demonstrate to various groups and regions along the coast to raise awareness of the possibilities of truck stop electrification

#### 7) Auxiliary Power Unit (APU) installation

Auxiliary Power Units (APU) installation for 100 trucks to demonstrate APU potential. This would be funded by Oregon Department of Energy to develop the APU installation and

maintenance industries in Oregon. The program is already underway and is receiving strong support.

#### 8) Natural gas refuse trucks

An industry proposal to launch additional fleets that would leverage Carl Moyer, and Clean Cities funding. The proposal would cover the cost differential between a natural gas engine compared to standard diesel. Refuse fleets are applicable along the entire coast.

#### 9) Retrofit projects

Retrofit proposals with five or six heavy-duty truck fleets. There is tremendous opportunity; there are upwards of 100,000 trucks in California alone that could be retrofitted. In addition, short-haulers (like port equipment) could be targeted – Gateway Cities has such a program already started that could be expanded.

#### 10) Short-sea barge transport

PG&E planning to submit a short-sea shipping proposal for L.A. to Oakland barge movement that could eliminate truck traffic.

#### 11) Port of Oakland natural gas trucks

Similar to the Carl Moyer fleet modernization, Port of Oakland would update fleets with natural gas vehicles.

#### *Other potential projects*

- Partners pointed out that there are not a lot of proposed projects for cleaner fuels, such as biodiesel. In Lane, Oregon, there is a clean diesel project that is active which recognizes fleets that use ULSD or biodiesel. Barbara Johnson mentioned that there are several examples of clean natural gas use that could be expanded beyond the refuse trucks to extend to other fleets. Calstart/Weststart is interested in biodiesel and could be another point of Collaboration.
- Tying the numerous idle reduction related opportunities, while keeping the approaches separate, could help clarify and communicate. A summarizing matrix would help connect the dots.
- Another area to add in addition to private truck stops could include public rest stop plug-ins. Previous conversations with Federal Highway Administration suggested support for this.

Particularly for projects currently underway, such as Oregon APU, the Collaborative would like to feature the existing projects as highlights of a larger context. The idea would be to expand existing projects to the entire West Coast –what would it mean if the whole West Coast had electrified truck stops; what would it mean for the whole coast to have alternative fuel refuse trucks.

A work product from the Collaborative needs to be broad-based, analytical, and neutral rather than advocating particular strategies. However, if the Collaborative looks to extend projects, there are some concerns for the consistency metrics and methodologies being used to estimate reductions and cost effectiveness. Participants revived the call for an overall description of a wide range of project activities to include cost effectiveness measures.

#### **Next steps**

- A group including Barbara Johnson and Brian Jennison will develop a broad-based cleaner fuels proposal
- A workgroup, led by Brian Jennison and Tim Taylor, will be reinvigorated to create two products:
  - Matrix to identify overlap and gaps
  - Produce a comprehensive, analytical view including costs benefits and overall plan.
- Fleet-hauler project will be added
- LA-Oakland barge project will be added

### **March Meeting**

The next face-to-face meeting will be on March 21<sup>st</sup> and 22<sup>nd</sup> in Seattle. The trucking group talked about how they would like to spend the time in March, such as:

- Meet in sub working groups, such as idle reduction, or retrofit groups.
- Have vendor presentation areas
- Update on local agencies upcoming regulations, particularly those which may conflict with the voluntary actions
- Use a map planning room to approach an overarching concept; could map out all of the opportunities.
- Have an independent consultant to give a presentation to introduce the landscape of possibilities for an overall structure for strengths and weaknesses of various policy and technology approaches to give a framework for the rest of the meetings.

### **Announcements**

Department of Energy (DOE), in the first week of February will have an announcement for state funding, which will include idle reduction and other funding opportunities relevant to the trucking workgroup. Proposals will be due mid-March. Clean Cities coalition members will be eligible for funding, however, anyone is able to partner with clean cities.

DOE's notice of intent to request applications for FY05 SEP Special Projects is posted at the following sites:

1) Grants.gov:

<http://fedgrants.gov/Applicants/DOE/PAM/HQ/DE-PS26-05NT42396/Grant.html>

2) IIPS:

<https://ecenter.doe.gov/iips/faopor.nsf/UNID/F110D07C1B899D0D85256F7E0079B92B?OpenDocument>

Ethos Northwest has technology to clean fuels and is interested in partnering opportunities.

Participants are encouraged to contact project leaders to get involved where possible.

**Attendees**

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