



**West Coast Collaborative Trucking Sector
Conference Call Meeting Summary
Tuesday, October 23, 10am-11am PDT**

Port of Seattle Drayage Truck Study

Sarah Flagg, Port of Seattle, briefed the group on a recent drayage truck study conducted in concert with development of the Northwest Ports Clean Air Strategy. The Port of Seattle conducted the study to gain an understanding of the age of vehicles servicing the Port.

Highlights from the Presentation:

- The Port used radio frequency identification (RFID) technology to tag 1505 trucks that frequently visited the Port, or approximately 80% of the total traffic. The trucks were then cross-referenced with the registration information at the Washington State Department of Licensing to link to model years.
- From these data, the Port found that the average model year of the drayage truck fleet was 1996, while the average model year of all heavy-duty Class 8 trucks in Washington State is 1995.
- The results of the study dispute the anecdotal evidence that drayage trucks are older and dirtier than other trucks, though the data does not tell whether the engine of the truck has been rebuilt or other information that may affect the trucks' overall emissions.
- The RFID program has also increased efficiency by cutting down on paperwork when trucks enter and leave the Port, thereby decreasing idling time for waiting trucks. Thus, along with understanding the types of trucks entering the Port, the program has helped the Port run more efficiently and, as a result, decrease its associated emissions.
- This study will help the Port identify trucks that need to be retrofitted or replaced, and has helped the Port begin to develop a performance standard for reducing emissions.
- The Port will receive additional Congestion Mitigation and Air Quality (CMAQ) funding in 2008 to RFID expand the program and add more readers.

Ms. Flagg also briefly spoke about the Puget Sound Maritime Air Emissions Inventory. This inventory covered the eleven-county Puget Sound region, from the United States-Canadian border to Olympia, and encompassed two major ports (Seattle and Tacoma) and many smaller ports in the region. This emissions inventory was the first to include a detailed activity-based inventory of greenhouse gas emissions from maritime sources. For a copy of the Puget Sound Maritime Air Emissions Inventory, visit: <http://www.maritimeairforum.org/emissions.shtml>

The second public open house for the Northwest Ports Clean Air Strategy is scheduled for November 15, 2007 from 6:30PM to 8:30PM at the Duwamish Apprentice and Education Center in Seattle, Washington. Public comments will be taken at this meeting, and everyone is encouraged to attend. The Strategy is currently undergoing major revisions based on stakeholder consultation throughout the summer.



The second draft of the Northwest Ports Clean Air Strategy will be publicly released the week prior to November 15. For a copy of the first draft of the Northwest Ports Clean Air Strategy, visit:

http://www.portseattle.org/downloads/community/environment/NWCleanAirStrat_20070516.pdf

Cascade Sierra Solutions (CSS) Update

Sharon Banks, CSS, talked about her organization's plans for new outreach centers along the I-5 Corridor and provided an update on new programmatic elements of CSS. CSS is a non-profit organization that focuses on saving fuel and reducing diesel emissions from heavy-duty engines in California, Oregon and Washington, especially along the I-5 corridor.

A major focus of CSS is placing outreach centers near major truck stops. These outreach centers focus on educating long-haul drivers, but also providing materials for local fleets. CSS recently submitted a proposal for a new outreach center in the Los Angeles/Long Beach area. This center would promote trucks that run with cleaner fuel, hybrid technology, and other "green" technologies. The center would have bilingual staff to reach as many truck drivers as possible. CSS is also exploring the possibility of centers in the Seattle-Tacoma area and in the Fresno, California area. In addition to these proposed centers, CSS has new outreach centers opening in Portland, Oregon and Sacramento, California at the beginning of January 2008. A press event is scheduled at the Sacramento Center in the beginning of March 2008.

CSS is also working on the *Cascade Sierra Guide to Reducing Emissions and Saving Fuel*. This guide will be published within the next two months, and will showcase multiple fuel-saving products, as well as alternative fuel options and hybrid truck technologies. In addition, it will include a reference list of grants and tax credits that are available to truck owners. The guide will be direct mailed to 100,000 truck owners in California, Oregon, and Washington State.

Other projects that CSS is working on include:

- A portal for truck drivers to enter vehicle miles traveled, in order to better measure the emissions reduction impact that CSS is having with diesel engine retrofits and other green engine changes;
- Vouchers for truck owners to put diesel particular filters on trucks;
- A project with the Oregon Department of Transportation and a major truck stop chain to develop a travel center for trucks and cars that has enough solar power to operate off-the-grid; and
- Helping identify trucks, especially in California, which need to be replaced or retrofitted to meet the new California Air Resources Board on-road rules.

For more information about CSS and its projects, visit: <http://www.cascadesierrasolutions.org>



Truck Stop Electrification Update

Tom Badgett, IdleAire, briefed the group on IdleAire’s plans for future site locations and a recent CMAQ grant they received.

Highlights from the Presentation:

- IdleAire provides technology (Advanced Travel Center Electrification[®] – ATE) that allows truck drivers to turn off their engines but still have access to basic amenities such as air conditioning and heating, as well as premium amenities such as internet, long distance phone service, and electrical outlets.
- IdleAire has 130 locations in 34 states, 20 locations of which are in West Coast Collaborative states.
- The company has provided more than 23 million hours of service, saving more than 23 million gallons of fuel.
- IdleAire calculates that more than 250,000 metric tons of emissions have been reduced nationwide as a result of this technology.
- For truck drivers, there is a one-time set-up fee of \$10 for the purchase of an adapter, which fits directly into the cab window and allows drivers to access the IdleAire service delivery module. The service charge is \$2.18/hour retail and \$1.85/hour for fleets with contract agreements.
- IdleAire applied for and received CMAQ funds through Rogue Valley Council of Governments in Central Oregon. The matching grant funding will allow IdleAire to build an ATE site in Medford, Oregon.
- The company is considering more locations, particularly close to the US-Mexico and US-Canadian borders.

For more information about IdleAire and a map of its truck stop electrification sites, visit: <http://www.idleaire.com>

General Collaborative Update and Announcements

CMAQ Program Information

The Congestion Mitigation and Air Quality (CMAQ) Program is a federal grant program that funds projects that reduce congestion and improve air quality in nonattainment or maintenance areas. In most states, money flows from the Federal Highway Administration to the state-level Departments of Transportation (DOTs), and from there to local metropolitan planning organizations (MPOs), who distribute project funds. Diesel retrofits and outreach projects are eligible for funding through CMAQ. Generally, funding is granted based on a long timeline (some grants are issued on a 3-year cycle, for example), so receiving funding will require foresight on the part of the project leaders.



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For more information about the CMAQ program, visit:

<http://www.fhwa.dot.gov/environment/cmaqpgs/>

For further information about CMAQ, contact Kristin Riha, US EPA Region 9 (riha.kristin@epa.gov).

West Coast Collaborative Grants

The WCC Fiscal Year (FY) 2007 Request for Proposals (RFP) will be available in early November. However, only approximately \$500,000 is available in funding, and that funding is limited to Region 9 states, and will focus exclusively on demonstration projects. Those in Region 9 who are interested in grant money are encouraged to develop projects that will reduce emissions from heavy duty engines.

WCC 2008 funds will be available beginning in February or March of 2008 (contingent on the continuing resolution being lifted), and between \$5 and \$8 million is expected in grant funding (contingent on appropriations). Partners in Region 9 and 10 states are eligible for funding. This round of funding will focus on supporting mainly deployment projects (for proven technologies). If you are interested in funding a demonstration project, please be sure to apply through the FY 2007 RFP.

Adjourn

The next call is scheduled for Tuesday, December 11 from 10AM to 11AM PST. The call-in number is (866) 299-3188, and the passcode is 2065538087#.

Participants*

Freya Arick, Sacramento Metro AQMD
Tom Badgett, IdleAire
Sharon Banks, Cascade Sierra Solutions
Athena Bertolino, Ross & Associates
Beth Carper, Puget Sound Clean Air Agency
Alison Clark, IdleAire
Wayne Cochrane, Engine Control Systems
Sarah Flagg, Port of Seattle
Ellen Garvey, Cleaire
Jon Gustafson, Cascade Sierra Solutions
Jim Halloran, Caterpillar
Brenda Jenke, BC Ministry of Transportation
Roxanne Johnson, US EPA Region 9
Jon Leonard, TIAX
Tim Leong, Port of Oakland
Lang Marsh, National Policy Consensus Center
Matt Morrison, Pacific Northwest Economic Region (PNWER)
Sandra Feters, Ironman Parts and Services
Kristin Riha, US EPA Region 9
Chet Reilly, Broadway Truck Stops
Gayle Scott, BC Ministry of Transportation



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David Hatfield, SMUD
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Tuan Bui, BC Ministry of Transportation
David Kayes, Freightliner
Kenneth Carter, IdleAire
Ray English, Blackrock Systems
Lang Marsh, Portland State University

*Apologies for any participants left off of the list.