

Truck Efficiency and Reduced Idling Study Group



State of Oregon
Department of
Environmental
Quality

**Air Quality
Truck Efficiency and
Reduced Idling**

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Truck Efficiency and
Reduced Idling Website:
<http://www.deq.state.or.us/air/committees/TruckEfficiencyStudyGrp.htm>

DEQ is a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.

Draft Charter

The members of the Truck Efficiency and Reduced Idling Study Group agree to operate under this Charter.

I. Purpose

The purpose of the Truck Efficiency and Reduced Idling Study Group is to review a report developed by DEQ and to provide input on potential requirements to reduce aerodynamic drag and unnecessary long duration idling by commercial vehicles, thereby decreasing resultant greenhouse gas emissions.

II. Background

The effects of global warming have serious implications for Oregon's economy and environment. Because of increased carbon emissions, temperatures are rising, snow packs are shrinking, storms and forest fires are becoming more severe, and water for agriculture is becoming more scarce, while the risk of coastal flooding increases. Annual emissions of carbon dioxide have increased by almost 80% between 1970 and 2004, and experts predict a faster rate of global warming in the next 100 years than experienced in the last 10,000 years. At the same time, Oregon's population will continue to grow, increasing demands for efficient transportation and reliable energy.

As part of an Oregon comprehensive approach to address the challenges of climate change, the 2009 Oregon Legislature passed HB 2186, directing DEQ to research potential legislation regarding the maintenance or retrofitting of medium- and heavy-duty trucks in order to reduce aerodynamic drag and otherwise reduce greenhouse gas emissions from those trucks. DEQ is also directed to research potential restrictions on engine use by parked commercial vehicles, including but not limited to medium-duty and heavy-duty trucks. In conducting the study under this section, the department shall consult with relevant stakeholders and submit a report of its study, including recommendations for legislation, to the interim legislative committees on environment and natural resources on or before October 1, 2010. The DEQ is establishing the Truck Efficiency and Reduced Idling Study Group to provide input on DEQ's report to the legislature.

III. Truck Efficiency and Reduced Idling Study Group Charge

The charge of the Truck Efficiency and Reduced Idling Study Group is to provide input on potential requirements to reduce aerodynamic drag and unnecessary long duration idling by commercial vehicles, thereby decreasing resultant greenhouse gas emissions, including review of the report developed by DEQ for interim legislative committees. Topics for discussion include:

Truck Efficiency

- Alternatives to reduce aerodynamic drag
- Fuel economy benefits and return on investment
- Financing Programs
- Disclosure of greenhouse gas emissions reduction requirements by sellers of medium- and heavy-duty trucks to buyers
- Economic hardship exemptions and deferrals
- Phase-in schedule

Reduced Idling

- Applicability of Idling regulations
- Maximum idling time for vehicles and load/unload locations
- Exemptions to idling regulations
- Penalties

DEQ will prepare a report to the legislative committees on environment and natural resources that summarizes key topics, findings and recommendations for legislation pertaining to truck efficiency and idling. The Truck Efficiency and Reduced Idling Study Group members will review DEQ's report for completeness and accuracy.

IV. Public Involvement

All meetings will be open to the public and have a limited time set aside for the public to speak. Additionally, citizens who wish to discuss proposals are encouraged to communicate directly with a study group member or project staff.

V. Truck Efficiency and Reduced Idling Study Group Meeting Schedule, Work Plan and Guidelines

1. Meeting Schedule.

The Truck Efficiency and Reduced Idling Study Group will hold four meetings. The meetings are scheduled as follows:

- a. **April 27th** from **1 to 5 p.m. at DEQ Headquarters** (see address below): Study Group Charter, Briefing on legislative charge in HB 2186, Discuss proposal for reduced idling (EPA Model State Idling Law).
- b. **May 19th** from **8:30 a.m. to 12:30 p.m. at Portland State University** (see address below): Follow-up on information requests from previous meeting, Resolve major issues regarding reduced idling, Outline Truck Efficiency Proposal.
- c. **June 29th** from **1 to 5 p.m. at DEQ Headquarters** (see address below): Further discussion of recommendations for Truck Efficiency Proposal.

- d. **July 29th from 8:30 a.m. to 12:30 p.m. at DEQ Headquarters** (see address below):
Follow-up on information requests, further discuss and resolve truck efficiency issues.

DEQ Headquarters: 811 SW 6th Ave., Portland, OR 97204, 10th floor, Rm. EQC-A.

Portland State University: Maseeh College of Engineering and Computer Science, 1930 SW 4th Ave., Portland, Oregon 97201, ITS LAB, Room 315.

Truck efficiency and reduced idling recommendations need to be completed by Sep. 1st, 2010 in order for DEQ to finalize the report and present it to the Legislature by Oct. 1st, 2010.

2. Process Overview

- a. Meeting Materials: DEQ staff will prepare briefing materials at least one week prior to each meeting. The will lead the Truck Efficiency and Reduced Idling Study Group in a discussion designed to seek consensus on recommendations for addressing issues.
- b. Meeting Summaries: DEQ staff will prepare Truck Efficiency and Reduced Idling Study Group meeting notes. Meeting notes will summarize significant issues raised during the discussion, whether and how issues were resolved, and study group recommendations regarding potential requirements and other action items. The meeting summaries will be posted on the DEQ website after they are approved by the group.
- c. Public Records and Confidentiality: Truck Efficiency and Reduced Idling Study Group records, such as formal documents, discussion drafts, meeting summaries, and exhibits are public records. Truck Efficiency and Reduced Idling Study Group communications are not confidential and may be disclosed. However, the private documents of individual Truck Efficiency and Reduced Idling Study Group members generally are not considered public records if DEQ or another public body does not use or retain copies.
- d. Process Conclusion: A Truck Efficiency and Reduced Idling Report with recommendations will be submitted to the interim legislative committees on environment and natural resources.

3. Ground Rules

All Truck Efficiency and Reduced Idling Study Group members commit to the following:

- a. Attend each meeting to ensure continuity throughout the process;
- b. Treat everyone and his or her opinions with respect;
- c. Allow one person to speak at a time;

- d. Comment constructively and specifically;
- e. Engage in honest, constructive, and good faith discussions in all aspects of the discussion;
- f. Consult regularly with constituencies and provide their input;
- g. Operate according to, and stay focused on, the director's specific Charge; and
- h. Represent your views only to the public and not those of any other member, group, or the Truck Efficiency and Reduced Idling Study Group as a whole.

4. Information Exchange

Truck Efficiency and Reduced Idling Study Group members will provide information as much in advance as possible of the meeting at which such information is used. The members will also share all relevant information with each other to the maximum extent possible. If a member believes the relevant information is proprietary in nature, the member will provide a general description of the information and the reason for not providing it.

VI. Communications and Media Coverage:

The DEQ Air Quality Division Headquarters office will respond to media inquiries associated with the organization, structure, process, and Charge of the Truck Efficiency and Reduced Idling Study Group. The facilitator of the Truck Efficiency and Reduced Idling Study Group will represent the Truck Efficiency and Reduced Idling Study Group as a whole to the media.

While free to communicate with the media and others, Truck Efficiency and Reduced Idling Study Group members recognize that the collaborative process is enhanced when they raise all of their ideas and concerns, especially those being raised for the first time, at a formal meeting. Additionally, members recognize that the way in which positions are publicly represented may affect the ability of the Truck Efficiency and Reduced Idling Study Group to work together. It is often advisable to simply refer others to the DEQ project website, <http://www.deq.state.or.us/aq/diesel/>.

VII. Process Support

DEQ is responsible for providing staff support to the Truck Efficiency and Reduced Idling Study Group by providing background and technical information about truck efficiency and idle reduction programs in other states and how they could be implemented in Oregon. DEQ will consult with other relevant agencies and stakeholders, as needed, to support the Truck Efficiency and Reduced Idling Study Group.

VIII. Truck Efficiency and Reduced Idling Study Group Membership

The members were appointed by the DEQ Air Quality Administrator on March 22, 2010.

The Truck Efficiency and Reduced Idling Study Group will be facilitated by Dr. Miguel Figliozi, Assistant Professor, Civil and Environmental Engineering, Portland State University. The facilitator will be responsible for:

- Facilitating meetings;
- Keeping members focused on the issues and objectives;
- Ensuring that all members adhere to the process and ground rules; and
- Representing the Truck Efficiency and Reduced Idling Study Group to the media.

Truck Efficiency and Reduced Idling Study Group members:

- Emily Ackland - Environmental Coordinator/Policy Manager – Association of Oregon Counties
- Jim Anderson – Owner - Truck and Travel Truckstop, Coburg, Oregon
- Brian Burton – Director, Compliance and Reg. Affairs - Daimler Trucks North America LLC
- George Cartales - Fleet Maintenance Coordinator - City of Hillsboro
- Kyle Davis – Director, Environmental Policy and Strategy – Pacificorp
- Paul Downes – General Manager, CUSA Raz, LLC dba Raz Transportation
- Don Emerson – President - FMI Trucking
- Bruce Erickson – Fleet Services Manager, Oregon Department of Transportation
- Tom Gardiner – Manager, Emissions Solutions Business, Cummins Northwest
- Cynthia Hilton - Insurance Broker/Risk Management Consultant - Biggs Insurance
- Brock Howell - Environmental Advocate - Environment Oregon
- Arch Hudelson - NW Propane Gas Association
- Jay Letter - Environmental Health and Safety Specialist - Unified Grocers, Inc.
- Gary McClellan - Ray's Towing - representing Oregon Tow Truck Association
- Wade Palmer - CFO - Kool-Pak
- Doug Pentecost - Portland Branch Manager - Cascade Sierra Solutions
- John Rakowitz - Public Affairs Director – Oregon Chapter of Associated General Contractors
- Elizabeth Rathbun – Member - League of Women Voters
- Bob Russell – President - Oregon Trucking Association
- Matthew Smith - Certification and Compliance Product Engineer - Navistar
- Vic Stibolt, Vice-President - Jubitz Corporation
- John Sullivan - General Manager/Maintenance Manager - Loren's Sanitation
- Catherine Thomasson - Physician - Physicians for Social Responsibility
- Denise Thornton – Owner - Demitrakikes Trucking Inc.
- Rick Wallace - Energy/Policy Analyst - Oregon Dept. of Energy
- Chuck Williams - Fleet Manager - CalPortland Company

Ex-Officio Members:

- Andrew Ginsburg, Oregon Department of Environmental Quality
- Uri Papish, ODEQ, (503) 229-6480, papish.uri@deq.state.or.us

Truck Efficiency and Reduced Idling Study Group project staff:

- Kevin Downing, ODEQ, (503) 229-6549, downing.kevin@deq.state.or.us
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