



North Portland Diesel Emissions Reduction Project: Declaration of Cooperation

June 2006

Oregon Solutions Project Co-Conveners

Carl Talton, Portland Family of Funds

Dr. Algie Gatewood, Portland Community College, Cascade Campus

Resource Support

Oregon Department of Transportation (ODOT)

- Damon Fordham
- Kate Deane

Oregon Department of Environmental Quality (ODEQ)

- Kevin Downing
- Cory-Ann Wind
- Monica Russell

Ongoing Program Management

Environmental Justice Action Group (EJAG)

- Jeri Williams
- Kim McCleary

Project Staff

Good Company

- Joshua Proudfoot
- Kelly Hoell

Oregon Solutions

- Pete Dalke
- Kim Travis

Purpose

1. To reduce the near term diesel pollution load. 2. To support Environmental Justice Action Group's (EJAG) existing and ongoing program through recruitment of additional businesses into the voluntary effort. 3. To leverage funding to support the transition costs for participating private and public fleets. 4. To generate positive publicity for project and program participants.



Project Description

Recent studies conducted by the Environmental Protection Agency and the Oregon Department of Environmental Quality show that there is an elevated amount of air pollution in North Portland. Citizens of North Portland also have a high rate of respiratory ailments that exceed statewide and national averages. Many of these ailments have been linked to the elevated levels of air pollution and specifically diesel emissions that occur near to where diesel is used. North Portland has a significant number of freight and distribution yards that use diesel as fuel for their vehicles. North Portland is also bordered by the Willamette and the Columbia Rivers where ship and barge traffic burn heavier fuels. Vehicles using I-5 are a contributor to the diesel pollution loads in the neighborhood as well. The Oregon Department of Transportation is planning a project to widen the freeway to three lanes southbound in North Portland. An analysis of the potential air quality impacts of this mile-long project found that in the long-term, emissions loads in the I-5 corridor are expected to decrease due to new national fuel standards and the requirement for new diesel engines to burn cleaner. While the new fuel standards bring an immediate reduction in emissions from diesel engines, the turn-over of the diesel fleet to cleaner burning engines will occur over a longer period of time and its greatest benefits are expected to occur many years in the future.

Several voluntary and coordinated efforts have emerged relating to the use of cleaner fuels, add-on control devices, and fuel efficiency in advance of the national mandates. The collective effect will be an improvement in local air quality, which should improve the neighbors' health. It is also a less costly transition for the diesel fleet owners and operators and serves as an economic catalyst for local fuel production.

Oregon Solutions Collaboration

Governor Kulongoski designated the North Portland Diesel Emissions Reduction Project as an Oregon Solutions project on February 10, 2006 and appointed Carl Talton of Portland Family of Funds and Dr. Algie Gatewood of Portland Community College to serve as co-conveners. The Oregon Department of Transportation and the Oregon Department of Environmental Quality agreed to provide resource support for this project. Joshua Proudfoot and Kelly Hoell of Good Company were selected to serve as project facilitators/staff. Jeri Williams and Kim McCleary of the Environmental Justice Action Group will manage the ongoing program. The mission of Oregon Solutions is to develop sustainable solutions to community-based problems that support economic, environmental, and community objectives and that are built through the collaborative efforts of businesses, governments, and non-profit organizations.



The Oregon Solutions designation will help ensure successful implementation of the North Portland Diesel Emissions Reduction initiative. The Governor has assured participation of his staff and appropriate state agencies with other partners through the designation of this effort as an Oregon Solutions project. It is expected that the creation of an Oregon Solutions Team for this initiative will:

- help make efficient use of available resources,
- accelerate the pace of the initiative,
- overcome potential impediments early on,
- raise awareness of the initiative on a statewide level and
- bring effective partners to the table.

In this fashion, the Team will commit resources and time to develop and implement an integrated action plan focused on achieving improved air quality in North Portland.



Oregon Solutions

North Portland Diesel Emissions Reduction - Agreements

The Oregon Solutions Team members recognize that using cleaner burning diesel fuels, including ultra low sulfur diesel and biodiesel fuels, and upgrading existing fleets with fuel efficiency and emissions reduction technologies can provide health benefits for the people working and living near diesel engines, can provide economic advantage for those entities transitioning in advance of being required to do so, and can provide benefits for the environment such as air and water quality improvements.

Four projects have been developed and will be brought to action after the signing of the Declaration of Cooperation. See Appendix B for complete project descriptions.

- **Interstate Fleet Equipment Upgrade Project**
The top two goals of this project are to replace vehicles made prior to 1991 and to identify funding sources and/or tax incentives to help companies buy fuel saving and pollution reducing equipment for their existing fleets.
- **Neighborhood Fleet Equipment Upgrades Project**
The priorities of this project include providing local fleets with a low-cost way to upgrade their trucks with diesel particulate filters, encouraging the use of Ultra Low Sulfur Diesel (ULSD) or biodiesel and sharing information and research between local fleets to eliminate confusion and duplication of effort.
- **Biodiesel/Fuel Tanks Project**
This project seeks to help fuel providers clean their tanks to be able to distribute ULSD and biodiesel and would create an informational brochure answering frequently asked questions and showing a map of alternative fueling stations. Much of this project was completed during the term of this project.
- **Facilities with vendor/client owned fleets Project**
Facilities in contact with large numbers of client or vendor fleets wish to initiate an education campaign to encourage fleets to upgrade equipment/exhaust systems and use alternative fuels.

These commitments represent a public statement of intent to participate in the overall project of reducing diesel emissions in North Portland, to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits, and to collaborate with other Team members in promoting the success of the project.

The OS Project Team agrees to provide project policy oversight and to engage in efforts to enhance project visibility and acceptance. The Project Team members make the following commitments to the success of the project:



Alsco

Commitment:

- Alsco commits to do what is possible to address the following issues:
 - Increasing fuel efficiency through driving education, idle reduction and other methods
 - Implementing equipment upgrades where feasible
 - Redesigning routes for maximum efficiency
 - Switching to biodiesel


Dan Marlitt, Dan Bourbonais

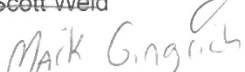
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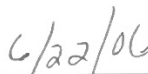
American/Arrow Sanitary

Commitment:

- With grant funding, will test truck upgrade equipment on residential and/or commercial vehicles that serve North Portland.
- Will continue to cooperate and work with regulatory groups (including the City of Portland) on incorporating a sustainable collections program.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Company newsletters
 - Staff Meetings
 - Driver Meetings



Scott Weld

Mark Gingrich



Date

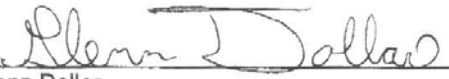
Ash Grove Cement Company

Commitment:

- With continued research, convert our equipment to 100% biodiesel. This would include: three cat loaders, water truck, vacuum truck, uni-loader and fork lift.
- Provide information and training to drivers transporting product from our facility.
- Provide information and training to owners/managers of trucking companies.
- Inform our employees about current air quality conditions and what we can do to improve the air quality in our plant.



- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.


Glenn Dollar

7/25/05
Date

Carson Oil

Commitments:

- With financial support, begin tank cleaning to reduce sedimentation and contamination.
- Continue to expand the types of alternative fuels, including Ultra Low Sulfur Diesel and Biodiesel, offered to customers.
- Leverage relationship with diesel users to encourage them to switch to alternative fuels and suggest equipment upgrades
- Evaluate underground storage tanks for viability of switching to B20.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through all available company media outlets.
- Switch to the use of B20/ULSD fuel in all delivery and service vehicles.

 VP
John Carson, Chairman of the Board

6-22-06
Date

Cascade Sierra Solutions (CSS)

Commitments:

- Educate public and private fleets on the health effects of breathing diesel exhaust and continue to promote the use of cleaner fuels.
- Apply for federal grant dollars to provide incentives to fleets for installing efficiency and after treatment technologies.
- Set up an outreach center in North Portland to provide:
 - Education for fleets
 - Showcase for new technology
 - On the spot financing
- Partner with key stakeholders in California to streamline the process of implementing solutions between the two states
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.


Sharon Banks, Chief Operating Officer


6-22-04
Date



City of Gresham

Commitments:

- Work locally (Gresham) and regionally to identify and promote emissions reduction strategies for recycling/garbage/yard debris collection vehicles.
- Promote funding solutions to said strategies.



Jesse Engum

6-27-06

Date

City of Portland, Fleet

Commitments:


- Identify the “Best Available Control Technology” for city-owned diesel powered equipment
- Research alternative fuel solutions
- Retro-fit existing diesel equipment with Diesel Particulate Filters where applicable
- Use Ultra-Low Sulfur Diesel (ULSD) fuel in all diesel engines
- Continue with B20 biodiesel, and experiment with other fuel blends
- Develop a “Comprehensive Low Emission Vehicle Implementation Plan”
- Continue to promote diesel emissions reduction strategies both within the City and through the private sector



Tom Potter, Mayor, City of Portland

6/21/06

Date



John Hunt, Manager

6/22/06

Date

City of Portland, Office of Sustainable Development

Commitments:


- Incorporate residential hauler biodiesel use
- Partner with Metro, other local governments in the region, and haulers for a solid waste and recycling vehicle retrofit demonstration
- Facilitate information sharing within the hauling community about the benefits of vehicle upgrades and alternative fuels




- Promote new economic development related to biofuels in Portland
- Staff a Peak Oil Task Force of citizen advisors who will provide recommendations to City Council on appropriate responses to uncertainties in the supply and affordability of oil
- Assist EJAG and Multnomah County Health Department to develop key messages and an outreach strategy to raise public awareness about the health impacts of diesel emissions
- Promote the commitments, projects and ongoing programs to reduce diesel emissions through our existing public outreach including:
 - *The Curbsider*, a biannual publication sent by OSD to 145,000 households
 - OSD's website
 - Public presentations




Tom Potter, Mayor, City of Portland



Date



Jennifer F. Porter



Date


Cloudburst Recycling

Commitments:

- Purchase more biodiesel for the fleet
- With grant support, work with the City of Portland to install and demonstrate after treatment equipment upgrades.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - truck decals
 - occasional advertising



David McMahon, Owner



Date

Coalition for a Livable Future

Commitments:

- Provide support for project fundraising led by EJAG as needed.



- Provide outreach and education for the community
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - our clinfo listserve and e-newsletter
 - our website, www.clfuture.org
 - and possibly our journal, Connections.

A handwritten signature in black ink that reads "Jill Fuglister".

Jill Fuglister, Executive Director

Coast Transit Refrigeration

Commitments:

- Continue to supply emission equipment to customers
- Promote the use of alternative fuels and equipment upgrades to customers
- Educate fleet owners about options to increase fuel efficiency (including idle reduction) and help them identify the equipment they need to reduce their impact.
- Promote the commitments, projects and on-going program to reduce diesel emissions through our existing media outlets including:
 - Brochures
 - Exhibits
 - Company newsletters
 - Staff Meetings
 - Driver Meetings
 - Presentations at community and industry meetings

A handwritten signature in black ink that reads "Jon Gustafson".

Jon Gustafson

Date

Cummins Northwest

Commitment:

- Offer Cummins Northwest as a marketing agent for promotion to any participants who need assistance or expertise in clean diesel and exhaust after-treatment products. We also will commit to participate with Arrow or any business for a pilot retrofit with after-treatment technology.

A handwritten signature in black ink that reads "Jeff Hornburg".

Jeff Hornburg

7/31/06
Date



Environmental Justice Action Group

Commitments:

- Provide long-term program support and management for this initiative to reduce diesel pollution in North Portland
- Pursuing funding with public partners for the fleets seeking to upgrade equipment
- Provide outreach and education for the community
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.



Jeri Williams, Executive Director



Date

Freightliner, LLC

Commitments:

- Continue to promote cleaner engines, upgrades for older vehicles and APUs to reduce idling time
- Encourage replacement of older vehicles with newer ones
- Work to reduce up-front costs of new vehicles through tax changes and other government incentives
- Work to create win-win solutions with customers to address air quality issues
- Promote the commitments, projects and ongoing program to reduce diesel emissions through:
 - SmartWay programs
 - New vehicle technologies
 - Continuing aerodynamic improvements to on-road vehicles
- Establish Freightliner's Test Engineering on Swan Island as the worldwide competency center for DaimlerChrysler validation of clean diesel technologies



David Kayes, Ph.D., Government Technical Affairs




Date

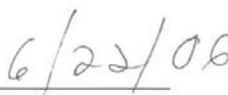
Good Company

Commitments:

- We will support the continuation of all projects by providing EJAG with stakeholder contact information and all relevant documents.



Josh Proudfoot, Principal



Date



Metro

Solid Waste and Recycling Department

The Metro Council commits:

- To the use of biodiesel (B20) with ULSD in all the major equipment used to operate Metro's transfer station in North Portland.
- To use biodiesel in the trucks used to transport equipment and household hazardous waste (HHW) to and from our HHW collection events held in different locations during the 35-week event season.
- To equip the major equipment used to operate Metro's transfer station in North Portland with emission control filters.
- To assist the local governments to equip the regions collection fleet with emission control filters.

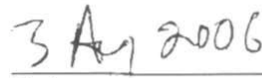
Regional Transportation Planning

The Metro Council commits:

- To solicit, consider, and potentially fund viable diesel emission reduction projects utilizing federal Congestion Mitigation Air Quality (CMAQ) funds.



Dave Bragdon, Council President



Date



Rex Burkholder, Councilor



Date

Multnomah County Health Department Environmental Health Services

Commitments:

- Promote the North Portland Diesel Emissions Reduction Project in EHS newsletters, at EHS staff and community meetings, at cross-functional Health Department meetings, through other internal and external groups, and through appropriate media campaigns, particularly as it relates to asthma.
- Provide health messages related to North Portland Diesel Emissions Reduction Project to Healthy Homes participants who live in the affected area.



- Disseminate North Portland Diesel Emissions Reduction Project materials to the Health Department clinics in the targeted area.
- Provide information about the North Portland Diesel Emissions Reduction Project materials to the Health Department's inter-disciplinary health promotion team.



Benjamin E. Duncan, Community Connector

6-22-00

Date

Oregon Department of Environmental Quality

Commitments:

- Provide a Single Point of Contact from the Northwest Region office to assist any Oregon Solutions partner in diesel issues.
- Continue participation in the West Coast Collaborative process to bring information and resources back to Oregon Solutions partners, specifically in the marine, rail, trucking, and construction sectors; and to provide consistency between participating states when developing regulations.
- Applying for or assisting partners to apply for grants and identifying other resources available to implement diesel reduction projects.
- Promote the purchase of new diesel engines, retrofitting of existing diesel engines, and the purchase of more alternative fuels (specifically biodiesel and ULSD for non-road applications).
- Develop a fact sheet that addresses issues associated with switching from low sulfur diesel fuel (500 ppm) to ultra low sulfur diesel fuel (15 ppm) for on-road vehicles.
- Promote state and federal legislation to provide support to diesel reduction projects.
- Promote the commitments contained within the Oregon Solutions project through our existing partners and media outlets including:
 - The Governor's Office and other State agencies
 - DEQ website and press releases
- Partner with the City of Portland Department of Transportation to implement idle reduction projects at public schools.
- Collaborate with local waste management companies to implement diesel reduction projects.
- Identify industrial facilities that have DEQ air quality permits for inclusion in the Oregon Solutions project. Seek voluntary commitments for the following:
 - Retrofits/alternative fuels for stationary engines (boilers, generators, etc.);
 - Retrofits/alternative fuels or idle reduction for fleet vehicles; and/or
 - Retrofits/alternative fuels or idle reductions for contract fleets coming to and from the industrial facility.



- Participate in regional transportation management planning efforts to reduce congestion and encourage alternative modes of transportation that will ultimately reduce diesel emissions and air pollution.
- Participate in Metro's transportation planning process to administer federal highway grants to fund diesel reduction projects.
- Continue to work with Legacy Emmanuel Hospital through the Hospital Clean Diesel Zone project (along with OHSU, the VA Hospital, and Legacy, Providence, and Kaiser health care facility networks).


Paul Slyman, DEQ Deputy Director


Date

Oregon Department of Transportation

Commitments:

- Use a 20% blend of biodiesel (B20) for all fuel in urban areas of Districts 2A and 2B (except for certain specific applications where it is not feasible, such as infrequent generator use). Responsibility: Larry Olson, (ODOT District 2B)
- Idle trucks and other equipment only as necessary for safety or operational reasons (for example to run equipment such as hazard lights). Responsibility: Larry Olson, (ODOT District 2B)
- Continue to identify opportunities for traffic signal optimization on ODOT highways in the urban Portland area¹, in conjunction with City of Portland Dept. of Transportation and other applicable local agencies. Responsibility: Dennis Mitchell (Region 1 ITS Engineer)

Possible Commitments:

All possible commitments will be attempted only after due consideration of financial implications. The priority of managing the transportation system within existing funding constraints will be balanced against the benefits of possible commitments. ODOT is interested in exploring grant funding and other cost reduction efforts with others to improve the cost effectiveness of all possible commitments. ODOT is also interested in working with others on a regional public information campaign to reduce idling.

¹ The urban Portland area is defined for this project as all locations within the urban growth boundary.



- Implement OTIA III Bridge Delivery Unit fuel performance standards on future ODOT construction projects in the urban Portland area. Responsibility: Charlie Sciscione (Deputy Region 1 Manager)
- Prioritize District 2A and 2B urban Portland areas for early deployment of cleaner burning diesel engines as feasible. Responsibility: Larry Olson, (ODOT District 2B)
- Test retrofit technology (e.g. particulate traps) on diesel trucks and other equipment as feasible. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- Consider testing fuel additives and equipment modifications that can save fuel and improve emissions. This may require crew education for consistency. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- For new emergency light and variable message sign purchases in the urban Portland area, buy LED lighting systems where possible. LED lights draw less power and require less maintenance, resulting in: (1) truck mounted lights not requiring an idling engine; (2) trailer mounted lights needing less frequent generator use or possible use of a solar panel as the power source. Responsibility: Larry Olson, (ODOT District 2B)
- Over the next 5 years, initiate a program to switch out all existing emergency lights and variable message signs used in the urban Portland area to LED lighting systems where possible, starting with equipment used in North Portland. Responsibility: Larry Olson, (ODOT District 2B)
- Investigate the feasibility of using blends of biodiesel greater than 20% (B20) in urban areas of Districts 2A and 2B. This may require testing and an analysis of potential impacts. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- Work with the non-profit 'Cascade Sierra Solutions' to promote the use of improved technologies in Oregon's long-haul legacy fleet of trucks. These technologies result in reduced fuel consumption as well as reduced pollution – particularly in major freight distribution hubs such as North Portland. Responsibility: Damon Fordham (ODOT Sustainability Program Manager) in conjunction with appropriate ODOT staff
- Implement a regional informational campaign on idle reduction opportunities for various uses such as car, truck, construction/off-road vehicles, other equipment etc. This could be done via notices on ODOT's website, on TripCheck.com, in mailings etc. Responsibility: Steve Harry (Region 1 Community Affairs) in conjunction with Damon Fordham (ODOT Sustainability Program Manager)
- Explore opportunities to increase the availability of real-time congestion data for key arterials in the urban Portland area, and educate freight haulers about the information available on TripCheck.com and how that information can be used to



plan freight movement. Responsibility: Dennis Mitchell (Region 1 ITS Engineer) and Steve Harry (Region 1 Community Affairs)


Matthew Garrett, ODOT Director

7-12-06
Date


Jason Tell, Region 1 Manager

6/22/06
Date

Oregon Environmental Council

Commitments:

- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - OEC website
 - OEC quarterly newsletter
 - Explore the possibility of hosting a large forum on this project


Kathy Hyzy, Kevin Consideffe

6.22.06
Date

Oregon Office of the Governor

Commitments:

- The North Portland Diesel Emissions Reduction Project is an excellent example of a lasting solution that simultaneously addresses economic, environmental, and community well being. The Governor's Office created the Oregon Solutions approach to help address complex issues with sustainable solutions. To this end, Governor Kulongoski's Office will continue to support the Oregon Solutions North Portland Diesel Emission Reduction Project in concept and is interested in developing and coordinating policy to encourage the use of cleaner fuels and equipment upgrades.
- The Governor's Office agrees to promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.


Mark Ellsworth

6/22/06
Date



Oregon Refuse and Recycling Association

The Oregon Refuse and Recycling Association (ORRA) believes that the sustainable operation of the solid waste and recycling system considers economic, environmental and community resources and impacts.

Therefore, ORRA supports looking for opportunities to reduce emissions from collection vehicles, continuing to implement programs that improve worker health and safety and supporting sustainable efforts by others in our communities.

ORRA supports the North Portland Diesel Emissions Reduction Project Team's efforts to reduce diesel emissions.

To that end ORRA will:

- Work with the city of Portland to establish collection rates and programs that support diesel emission reduction activities.
- Work with the city of Portland on diesel emission reduction programs
- Educate our membership on issues associated with diesel emissions through the association's newsletter.

for 
Max Brittingham, Executive Director

6-22-06
Date

Oregon Steel Mills

Commitments:

- Communicate with trucking companies contracted through OSM to encourage alternative fuel use, bio-fuel mixing, and eventually after-treatment retrofitting for their older trucks.
- Investigate the possibility of switching OSM's on-site fuel source to low sulfur diesel or low sulfur/biofuel mix.


Andrew Gilpin, Manager

6/27/06
Date

Oregon Trucking Association

Commitments:

- Lobby legislation to reduce diesel emissions



- Educate trucking fleets regarding technology to reduce emissions
 - Run ongoing seminars to provide education for fleets/drivers on clean technology and incentive programs
- Promote diesel engine retrofits and increased use of renewable fuels
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets

Handwritten signature of Bob Russell in black ink.

Bob Russell, President

Handwritten date "6/22/06" in black ink.

Date

Port of Portland

Commitments:

- Setting annual targets through the Port's environmental management system to minimize impacts to air quality
- Encouraging collaboration with external stakeholders to help them implement cost-effective strategies
- Share information about projects and ongoing program to reduce diesel emissions through the Port's website and publications

Handwritten signature of Bill Wyatt in black ink.

Bill Wyatt, Executive Director

Handwritten date "6/22/2006" in black ink.

Date

Portland General Electric

Commitments:

- Study the viability of reducing environmental impact of PGE fleets funning in North Portland and elsewhere (over and above regulatory requirements) and share the results. Analyze feasibility and cost effectiveness of:
 - Shifting to hybrid vehicles and/or battery operated man-lifts. (This could potentially reduce emissions during movement and reduce idle time).
 - Using alternative fuels, including biodiesel.
- PGE will, after further study, implement an official policy limiting motor vehicle engine idle time including diesels, at engine start. (Idle will still be necessary to power lifts during repair/construction operations.)
- Investigate additional electric vehicle charging stations in Portland.
- Promote reduction of automotive emissions, including diesel emissions, and promote the project through existing media outlets including:
 - Employee media
 - Customer newsletters



- o Possible news release


 Steve Hawke, Senior Vice President, Customer Service and Delivery

8-24-2006
 Date

SeQuential Biofuels

Commitments:

- For the participants, serve as a link to developing locally sourced biodiesel.
- Provide a link from SeQuential’s website to the North Portland Diesel Emissions Reduction Project website.
- Provide participants in the project with a calculator of emissions reductions from the use of cleaner fuel as compared to the conventional.
- Represent biodiesel to the public and help fleets and individuals understand the difference that purchasing biodiesel can make.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.


 Tomas Endicott, Managing Partner

6-22-06
 Date

Star Oil Co.

Commitments:

- Educate clients on the benefits of cleaner diesel technology
- Sell biodiesel to customers
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - o Creating a document addressing the frequently asked questions (FAQ) related to diesel emissions reduction.


 Mark Fitz, Fleet Fueling Operations

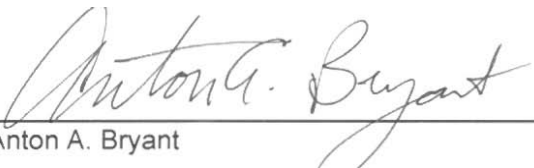
6-22-06
 Date



TriMet, Fleet

Commitments:

- Continue to research alternative fuel solutions such as hybrid buses and implement when practical.
- Use Ultra-Low Sulfur Diesel (ULSD) fuel in all diesel engines.
- Continue the use of biodiesel in the LIFT bus fleet and expand the use of biodiesel to the fixed route fleet.
- Continue to incorporate fuel-efficient techniques and practices such as reduced idling and optimal tire pressure to improve fuel economy.
- Continue to test opacity of bus emissions to optimize emission reduction programs.
- Research retrofit programs to reduce emissions and increase fuel economy for existing diesel equipment
- Use EPA and other available data on the location of particulate emissions to deploy newer buses in those areas to reduce the impact of vehicle emissions on already adversely affected neighborhoods.


Anton A. Bryant

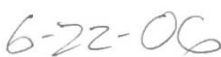

Date

United Parcel Service

Commitments:

- Continue to meet or beat national diesel emission standards.
- Driver training for best fuel economy. Reduced and no idling.
- Continued deliver route design for miles reduction.
- Purchase hybrid vehicles for fleet, possibly 2007.
- Upgrade Oregon fleet by replacing approximately 30% of delivery vans with low emission diesel power. These replace older higher emission vehicles. 2006
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Driver training program
 - Interdepartmental communications
 - Staff Meetings


Dean Isfeld,
Automotive Fleet Manager, Oregon District


Date



Waste Management

Commitments:

Waste Management is committed to be a steward of the environment in the communities we service. We are supportive of the North Portland Diesel Emissions Reduction Project's efforts to reduce diesel emissions. In this effort Waste Management is committed to:

- Work with our regulatory groups to develop a more sustainable collection systems with emphasis on diesel emissions reductions in North Portland.
- Test diesel emission reductions technology and certified fuels on our collection equipment in North Portland, when system funding or grants are available.
- Promote the commitments, projects and ongoing programs to reduce diesel emissions through our existing media outlets.



Adam Winston, Oregon Market Area General Manager

06/22/05
Date



Project Implementation Plan:

This section outlines the steps required, at a general level, to continue and enhance implementation of the North Portland Diesel Emissions Reduction Project. The following is a list of those tasks, who is responsible for completion, and when each will be completed:

- Task: Ongoing promotion of the program and individual projects and the benefits of cleaner diesel fleets, through both internal and external communication mechanisms
 - Responsible parties: Most participating organizations agreed to promote through means appropriate to their organization. See the signed commitments above for details.
 - Date due: Ongoing
- Task: Serve as the main contact for questions and referrals related to the project.
 - Responsible party: Environmental Justice Action Group
 - Due date: Ongoing
- Task: Ongoing research to identify funding sources for vehicle upgrades
 - Responsible party: Oregon Solutions, Oregon DEQ, USEPA Region 10,
 - Due date: Ongoing



North Portland Diesel Emissions Reduction Project Team Member Ground Rules

The Project partners in the Oregon Solutions process are committed to the following “ground rules” for how they conduct their business with one another in this collaborative process. These ground rules will guide the process of achieving an integrated solution and the creation of a declaration of cooperation.

General Principles

- We agree to approach problems with humility and adaptability. We will inevitably make mistakes and we will learn from these mistakes, make corrections, and not place blame.
- We recognize that we each have a unique perspective and contribution to make, whether it is expertise, labor, money, in-kind services, etc.
- We recognize that we must endeavor to involve any person or group who could help or hinder us to achieve our goals.
- We agree to focus on taking incremental “do-able” steps towards success.

Ground Rules

- We recognize that the best outcome depends upon cooperation and collaboration by all entities at the table.
- We commit to openly communicate ideas, potential contributions, and concerns, and also commit to engage in respectful, active listening to each other.
- We are willing to creatively explore solutions.
- We agree to commit to the agreed-upon solution, in whatever way we can. If we, individually, are unable to make a commitment for our organization, we will work to identify the person that can and determine if the commitment is possible.
- We commit to building trust by doing what we say we will do, over and over.
- We agree to notify each other before taking outside actions that might impact the process. (This does not mean that we will provide information that it would be inappropriate to share in a public venue.)
- We agree that everyone shares in the solution, everyone shares in the credit.
- The convener and project staff commit to ensuring that this process does not result in “just a bunch of meetings” by documenting agreements at the end of each meeting.



APPENDIX A

NORTH PORTLAND DIESEL EMISSION REDUCTION PROJECT STAKEHOLDER CONTACT LIST

Organization	Point Person	Phone	Email
Alberta Sanitary	Bill Helzer	(503) 253-6616	bhelzer@pacifier.com
Albina Fuel	Brad Arntson	(503) 281-1161	brad.arntson@albina.com
AlSCO	Dan Marlitt	(503) 283-2233	dmarlitt@alSCO.com
American/Arrow Sanitary	Mark Gingrich	(503) 257-3993 x1315	markgi@wasteconnections.com
American/Arrow Sanitary	Scott Weld	(503) 257-1331 x1308	scottw@wasteconnections.com
Argay Disposal	Dick Cereghino	(503) 654-2524	argay@teleport.com
Ash Grove Cement	Glenn Dollar	(503) 286-1677	glenn.dollar@ashgrove.com
Association of Oregon Recyclers, Waste Management	Dean Kampfer	(503) 493-7831	dkampfer@wm.com
AT Systems	Russ Loftus	(503) 240-0900 x120	
Blue Line Transportation Company	Charles Tindall	(503) 279-2603	charlie@bluelinetrans.com
Bratten International	Harley Bratten	(503) 255-1684	jhbrattain@brattain.com
Budget	Rob Haynes	(503) 249-6384	rhaynes@budgettruck.com
Burlington Northern Santa Fe Railroad (BNSF)	Andrew Johnsen	(206) 625-6135	andrew.johnsen@bnsf.com
Carson Oil	Jeff Rouse	(503) 224-8500 x359	rouse@carsonoil.com
City of Gresham	Jesse Engum	(503) 618-2656	jesse.engum@ci.gresham.or.us
City of Portland Fleet	John Hunt	(503) 823-4302	jhunt@ci.portland.or.us
City of Portland, Office of Sustainable Development	Jennifer Porter	(503) 823-6110	jporter@ci.portland.or.us
CHEMCENTRAL	Mark Thomas	(503) 286-5822 X4407	mtthomas@chemcentral.com
Cloudburst Recycling	David McMahon	(503) 281-8075	cloudburstrecycling@yahoo.com
Coalition for a Livable Future	Jill Fuglister	(503) 294-2889	jill@clfuture.org
Coast Transit Refrigeration	Jon Gustafson	(503) 635-5455	jgustafson@coasttr.com
Coca-Cola Bottling Company	Dave Petit	(503) 612-0707	
Cummins Northwest	Jeff Thornburg	(800) 283 -0336 x 1404	jeffrey.b.thornburg@Cummins.com
Department of Environmental Quality (Oregon)	CoryAnn Wind	(503) 229-5572	wind.cory@deq.state.or.us
Department of Environmental Quality (Oregon)	Kevin Downing	(503) 238-4665	downing.kevin@deq.state.or.us
Department of Environmental Quality (Oregon)	Monica Russell	(503) 229-5097	russell.monica@deq.state.or.us
Duck Delivery Produce	Ernie Spada Jr.	(503) 288-9380	Tomd@unitedsalad.com attn: Ernie
Eastside Recycling District	Bryan Engelson	(503) 255-6056	
EJAG	Jeri Williams	(503) 283-6397	ejag@teleport.com
EJAG	Kim McCleary	(503) 283-6397	ejag@teleport.com
EPA	Peter Murchie	(503) 326-6554	murchie.peter@epamail.epa.gov
Federal Express	Jim Jacobs	(503) 249-6462	jjacobs@fedex.com
FMI Truck Sales & Service Isuzu	Don Emerson	(503) 286-2800	done@fmitrucks.com
Fred Meyer	Mr. Lindsay Ashmore	(503) 557-2704	lindsay.ashmore@fredmeyer.com
Freightliner Corp	David Kayes	(503) 745-9162	davidkayes@freightliner.com
Governor's Office	David Van'T Hof	(503) 986-6534	david.vanthof@state.or.us
Governor's Office	Mark Ellsworth	(503) 986-6520	Mark.Ellsworth@state.or.us
Jubitz Truckstops	Fred Jubitz	(503) 345-0303	fred.jubitz@jubitz.com
Jubitz Truckstops	Vic Stibolt	(503) 345-0313	vic.stibolt@jubitz.com
Leathers Fuel	Theresa Emery	(503) 347-6378	sales@leathersfuels.com
LRAPA (Cascade Sierra Solutions)	Sharon Banks	(541) 736-1056 x215	sharon@lrapa.org
Maletis Beverage	Rob Maletis	(503) 735-2300	rmaletis@maletis.com
Market Transport Limited	Ms. Toni Miner	(503) 283-2405	Tmminer@markettransport.com
Metro	Jim Watkins	(503) 797-1699	watkinsj@metro.dst.or.us
Metro	Mike Hoglund	(503) 797-1743	hoglundm@metro.dst.or.us
Multnomah County Health Department	Benjamin E. Duncan	(503) 988-3400	benjamin.e.duncan@co.multnomah.or.
Multnomah County Health Department	Jodi Davich	(503) 988-3663 x26561	jodi.w.davich@co.multnomah.or.us
Oregon Department of Energy	Rick Wallace	(503) 378-3265	Rick.Wallace@state.or.us
Oregon Department of Transportation	Damon Fordham	(503) 986-3491	damon.fordham@odot.state.or.us
Oregon Department of Transportation	Kate Deane	(503) 731-8245	kate.h.deane@odot.state.or.us
Oregon Department of Transportation (fleet)	Karla Keller	(503) 731-8559	karla.k.keller@state.or.us
Oregon Department of Transportation	Larry Olson		larry.olson@odot.state.or.us
OR Econ and Comm Development Dept. (OECDD)	Glenn Montgomery	(503) 986-0158	glenn.montgomery@state.or.us
Oil Re-Refining Company	Willmer "Bill" Briggs	(503) 286-8352	
Oregon Environmental Council	Kathy Hyzy	(503) 222-1963 x105	kathyh@oeconline.org
Oregon Environmental Council	Kevin Considine	(503) 222-1963 x117	kevinc@oeconline.org



Oregon Petroleum Association	Steve O'Toole	(503) 670-1777	steve@oregonpetroleum.org
Oregon Refuse and Recycling Association	Dave White	(503) 690-3143	davidw@orra.net
Oregon Steel Mills	Andrew "Drew" Gilpin	(503) 978-6189	gilpina@osm.com
Oregon Steel Mills	Jay Griffith	(503) 978-6538	griffij@osm.com
Oregon Trucking Assoc.	Bob Russell	(503) 513-0005	russell@ortrucking.org
Oregon Solutions	Kim Travis	(503) 725-9092	ktravis@pdx.edu
Oregon Solutions	Pete Dalke	(503) 229-5588	petedalke@orsolutions.org
Oregon Solutions/Good Company	Joshua Proudfoot	(541) 341-4663 x13	joshua.proudfoot@goodcompany.com
Oregon Solutions/Good Company	Kelly Hoell	(541) 341-4663 x17	kelly.hoell@goodcompany.com
Pepsi Bottling Company	Sam Letele	(503) 238-7000 x 797	sam.letele@pepsi.com
Port of Portland	Danelle Peterson	(503) 460-4722	danelle.peterson@portofportland.com
Port of Portland	David Breen	(503) 240-2011	david.breen@portofportland.com
Port of Portland	Sam Hartsfield	(503) 460-4523	sam.hartsfield@portofportland.com
Port of Portland	Sue Safford	(503) 944-7047	susan.safford@portofportland.com
Portland Community College	Dr. Algie Gatewood	(503) 978-5574	agatewoo@pcc.edu
Portland Community College	Carolyn Wilson	(503) 978-5574	cwilson@pcc.edu
Portland Family of Funds	Carl Talton	(503) 546-2650	carl@portlandfunds.com
Portland Family of Funds	Patricia Easley	(503) 546-2646	patricia@portlandfunds.com
Portland General Electric	Mark Fryberg	(503) 464-8481	mfryburg@pgn.com
Roadway Express	Sam Rader	(800) 448-1391 x354	sam.rader@roadway.com
Saia Motor Freight Line Incorporated	Larry Stub	(503) 285-7075 x6630	lstub@saia.com
SeQuential Fuels	Tomas Endicott	(503) 978-3210	tomas@qfuels.com
Star Oil	Mark Fitz	(503) 283-1256	mark@staroilco.net
Thomas Petroleum	Bob Powell	(503) 227-0145	bob.dpetro@comcast.net
Tri-Met	Bruce Watts	(503) 962-2217	watts@trimet.org
Tri-Met	Carolyn Young	(503) 962-7562	youngc@trimet.org
United Parcel Service (UPS)	Dean Isfeld	(503) 283-6582	disfeld@ups.com
United Parcel Service (UPS)	Michaa Watts	(503) 283-6501	pdx1mlw@ups.com
Urban League of Portland	Vanessa Gaston	(503) 280-2626	vgaston@ulpdx.org
Yellow Transportation Incorporated	Dan Smith	(503) 289-8800	danb.smith@yellowcorp.com



APPENDIX B: Project Descriptions

Project Theme	INTERSTATE FLEET EQUIPMENT UPGRADES		
Community Lead:	Sharon Banks – LRAPA/Cascade Sierra Solutions	Technical/Government Lead:	Kevin Downing - DEQ

Private Sector Lead:	<i>To Be Determined</i>	Scribe:	Kelly Hoell – Oregon Solutions
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Project Goals/Tasks:

Project goals/tasks are numbered based on priority and likelihood of accomplishment during this project's life.

1. Remove vehicles made prior to 1991 from the roads
 - a. Institute a program to purchase older trucks to remove them from roadways and recycle them. (IDEAS: DEQ to purchase, Schnitzer Steel to recycle, EPA to provide funding?)
2. Identify funding sources, incentive programs and/or tax credits for fleet upgrades and maintenance manager/driver training

Note: A typical truck upgrades cost about \$15,000. New “clean technology” trucks cost \$8-9,000 more (including federal excise tax charges) than older “less clean” models.

 - a. Possible funding sources: New engine tax credits? OTA unused funds could go to DEQ to augment grant funding? Utilize possible CMAQ funding?
3. Encourage fuel efficiency and proper fleet maintenance
 - a. Encourage fleets to reduce idle time
 - b. Utilize the “Smartway” label for trucks that meet identified clean standards thereby creating a Smartway certification
 - c. Create an education/outreach campaign to:
 - i. Help fleets understand why a Smartway certification is important
 - ii. Help manufacturers understand why it is important to choose vendor trucking fleets that are Smartway certified
 - iii. Attract media attention/publicity for those fleets that become Smartway certified
4. Decrease road congestion
 - a. Provide incentives to remove trucks from the highway during peak traffic times
 - b. Create a dedicated truck lane
 - c. Increase mass transit use
 - d. Provide better traffic monitoring tools so trucking organizations know best when to send out their fleets
5. Work with California to understand different state regulations and streamline the process of upgrading interstate trucks to meet both Oregon and California standards at the same time.



Project Theme INTERSTATE FLEET EQUIPMENT UPGRADES

Barriers to overcome or resource needs to make it possible

Prioritized based on project goals/tasks from above

1. Capital
2. Education of fleets and drivers
3. Getting legislation passed to encourage equipment upgrades and fuel efficiency
4. Understanding of California regulations and laws



INTERSTATE FLEET EQUIPMENT UPGRADE PROJECT PARTICIPANTS: Needs and Commitments

Cascade Sierra Solutions (CSS)

Commitments:

- Educate public and private fleets on the health effects of breathing diesel exhaust and continue to promote the use of cleaner fuels.
- Apply for federal grant dollars to provide incentives to fleets for installing efficiency and after treatment technologies.
- Set up an outreach center in North Portland to provide:
 - Education for fleets
 - Showcase for new technology
 - On-the-spot financing
- Partner with key stakeholders in California to streamline the process of implementing solutions between the two states
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.

Coast Transit Refrigeration

Needs:

- Information to be able to make good decisions regarding equipment for customer trucks and fleets.
- Information on available funding and grant programs to distribute to customers making reefer and APU purchases.

Commitments:

- Continue to supply emission equipment to customers
- Promote the use of alternative fuels and equipment upgrades to customers
- Educate fleet owners about options to increase fuel efficiency (including idle reduction) and help them identify the equipment they need to reduce their impact.
- Promote the commitments, projects and on-going program to reduce diesel emissions through our existing media outlets including:
 - Brochures
 - Exhibits
 - Company newsletters
 - Staff Meetings
 - Driver Meetings
 - Presentations at community and industry meetings



Freightliner, LLC

Needs:

- Additional funding sources to make new engine affordable for customers
- Tax incentives for new vehicle purchases and for training technicians on new vehicle technology

Commitments:

- Continue to promote cleaner engines, upgrades for older vehicles and auxiliary power units (APUs) to reduce idling time
- Encourage replacement of older vehicles with newer ones
- Work to reduce up-front costs of new vehicles through tax changes and other government incentives
- Work to create win-win solutions with customers to address air quality issues
- Promote the commitments, projects and ongoing program to reduce diesel emissions through:
 - SmartWay programs
 - New vehicle technologies
 - Continuing aerodynamic improvements to on-road vehicles
- Establish Freightliner's Test Engineering on Swan Island as the worldwide competency center for DaimlerChrysler validation of clean diesel technologies

Oregon Department of Environmental Quality (Also see Neighborhood Fleet Equipment Upgrades Project and Facilities with Client/Vendor Owned Fleets Project)

Commitments:

- Provide a Single Point of Contact from the Northwest Region office to assist any Oregon Solutions partner in diesel issues.
- Continue participation in the West Coast Collaborative process to bring information and resources back to Oregon Solutions partners, specifically in the marine, rail, trucking, and construction sectors; and to provide consistency between participating states when developing regulations.
- Applying for or assisting partners to apply for grants and identifying other resources available to implement diesel reduction projects.
- Promote the purchase of new diesel engines, retrofitting of existing diesel engines, and the purchase of more alternative fuels (specifically biodiesel and ULSD for non-road applications).
- Develop a fact sheet that addresses issues associated with switching from low sulfur diesel fuel (500 ppm) to ultra low sulfur diesel fuel (15 ppm) for on-road vehicles.
- Promote state and federal legislation to provide support to diesel reduction projects.
- Promote the commitments contained within the Oregon Solutions project through our existing partners and media outlets including:
 - The Governor's Office and other State agencies



- DEQ website and press releases
- Partner with the City of Portland Department of Transportation to implement idle reduction projects at public schools.
- Collaborate with local waste management companies to implement diesel reduction projects.
- Identify industrial facilities that have DEQ air quality permits for inclusion in the Oregon Solutions project. Seek voluntary commitments for the following:
 - Retrofits/alternative fuels for stationary engines (boilers, generators, etc.);
 - Retrofits/alternative fuels or idle reduction for fleet vehicles; and/or
 - Retrofits/alternative fuels or idle reductions for contract fleets coming to and from the industrial facility.
- Participate in regional transportation management planning efforts to reduce congestion and encourage alternative modes of transportation that will ultimately reduce diesel emissions and air pollution.
- Participate in Metro's transportation planning process to administer federal highway grants to fund diesel reduction projects.

Continue to work with Legacy Emmanuel Hospital through the Hospital Clean Diesel Zone project (along with OHSU, the VA Hospital, and Legacy, Providence, and Kaiser health care facility networks).

Oregon Trucking Association

Commitments:

- Lobby legislation to reduce diesel emissions
- Educate trucking fleets regarding technology to reduce emissions
 - Run ongoing seminars to provide education for fleets/drivers on clean technology and incentive programs
- Promote diesel engine retrofits and increased use of renewable fuels
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets

SeQuential Biofuels (Also see Neighborhood Fleet Equipment Upgrades Project and Biodiesel/Fuel Tanks Project.)

Commitments:

- For the participants, serve as a link to developing locally sourced biodiesel.
- Provide a link from SeQuential's website to the North Portland Diesel Emissions Reduction Project website.
- Provide participants in the project with a calculator of emissions reductions from the use of cleaner fuel as compared to the conventional.



- Represent biodiesel to the public and help fleets and individuals understand the difference that purchasing biodiesel can make.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.



Project Theme	NEIGHBORHOOD FLEET EQUIPMENT UPGRADES AND IDLING REDUCTIONS		
Community Lead:	EJAG	Technical/Government Lead:	City of Portland, OSD – Jennifer Porter
Fleet Lead:	<i>To be determined</i>	Scribe:	Pete Dalke, Oregon Solutions

Project Goals/Tasks:

Project goals/tasks are numbered based on priority and likelihood of accomplishment during this project's life.

1. Encourage use of ultra low sulfur diesel and/or biodiesel
2. Upgrade neighborhood fleets using diesel particulate filters
3. Encourage collaboration between regulators/local government and neighborhood waste/recycling haulers for more efficient routes
4. Share information and research and eliminate duplication of effort by neighborhood fleets
 - a. Put on seminars like “Diesel Boot Camp”.
 - b. Help diesel users realize and do what is “doable” to lower emissions
 - c. Run a sticker campaign for residential refuse cans to educate the community on the benefits of diesel emission reduction highlighting the public health effects (EJAG and Multnomah Co. Health Department)
 - d. Work with the construction sector to educate them on the benefits of diesel emission reduction (DEQ)
5. Public transit – identify types of trucks, construction vehicles etc. that have an opportunity to contribute to reduction
6. Educate neighborhood fleets on methods to reduce idle time



Project Theme NEIGHBORHOOD FLEET EQUIPMENT UPGRADES

Barriers to overcome or resource needs to make it possible

Prioritized based on project goals/tasks from above

1. Cost of fuel, equipment
2. Misinformation, rumors
3. Haulers need a city-wide solution
4. New vehicle tax (12% on top of \$7000 for pollution control)
5. Unregulated commercial waste hauling
6. PGE actions subject to PUC approval
7. Equity among haulers
8. Railroads



NEIGHBORHOOD FLEET EQUIPMENT UPGRADE PROJECT PARTICIPANTS: Needs and Commitments

Alsco

Needs:

- Help with financing, grants, state funding etc. to implement diesel emissions reductions upgrades.
- Changing over to a new style of exhaust retrofit equipment.
- Education for drivers and managers as to why there is a need to upgrade equipment.

Commitment:

- Alsco commits to do what is possible to address the following issues:
 - Increasing fuel efficiency through driving education, idle reduction and other methods
 - Implementing equipment upgrades where feasible
 - Redesigning routes for maximum efficiency
 - Switching to biodiesel

American/Arrow Sanitary

Needs:

- Information to be able to make good decisions regarding equipment for fleet.
- Information on available funding and grant programs to use for truck upgrade.
- Policy change for efficient and more sustainable commercial service route.

Commitment:

- With grant funding, will test truck upgrade equipment on residential and/or commercial vehicles that serve North Portland.
- Will continue to cooperate and work with regulatory groups (including the City of Portland) on incorporating a sustainable collections program.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Company newsletters
 - Staff meetings
 - Driver meetings

City of Gresham

Commitments:



- Work locally (Gresham) and regionally to identify and promote emissions reduction strategies for recycling/garbage/yard debris collection vehicles.
- Promote funding solutions to said strategies.

City of Portland, Fleet

Needs:

- Research grant funding opportunities through local, state, and federal agencies to retrofit city-owned diesel equipment with Diesel Particulate Filters (DPFs)

Commitments:

- Identify the “Best Available Control Technology” for city-owned diesel powered equipment
- Research alternative fuel solutions
- Retro-fit existing diesel equipment with Diesel Particulate Filters where applicable
- Use Ultra-Low Sulfur Diesel (ULSD) fuel in all diesel engines
- Continue with B20 biodiesel, and experiment with other fuel blends
- Develop a “Comprehensive Low Emission Vehicle Implementation Plan”
- Continue to promote diesel emissions reduction strategies both within the City and through the private sector

City of Portland, Office of Sustainable Development

Needs:

- Funding sources to offset costs from diesel emission reduction projects for solid waste and recycling vehicles

Commitments:

- Incorporate residential hauler biodiesel use
- Partner with Metro, other local governments in the region, and haulers for a solid waste and recycling vehicle retrofit demonstration
- Facilitate information sharing within the hauling community about the benefits of vehicle upgrades and alternative fuels
- Promote new economic development related to biofuels in Portland
- Staff a Peak Oil Task Force of citizen advisors who will provide recommendations to City Council on appropriate responses to uncertainties in the supply and affordability of oil
- Assist EJAG and Multnomah County Health Department to develop key messages and an outreach strategy to raise public awareness about the health impacts of diesel emissions



- Promote the commitments, projects and ongoing programs to reduce diesel emissions through our existing public outreach including:
 - *The Curbsider*, a biannual publication sent by OSD to 145,000 households
 - OSD's website
 - Public presentations

Cloudburst Recycling

Needs:

- Information on health impacts of workers exposed to diesel emissions

Commitments:

- Purchase more biodiesel for the fleet
- With grant support, work with the City of Portland to install and demonstrate after treatment equipment upgrades.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - truck decals
 - occasional advertising

Coalition for a Livable Future

Commitments:

- Provide support for project fundraising led by EJAG as needed.
- Provide outreach and education for the community
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - our clinfo listserve and e-newsletter
 - our website, www.clfuture.org
 - and possibly our journal, Connections.

Cummins Northwest

Needs:

- Information on funding for clean air projects.
- Bio-Diesel fuel standards progress.

Commitment:

- Offer Cummins Northwest as a marketing agent for promotion to any participants who need assistance or expertise in clean diesel and exhaust after-treatment



products. We also will commit to participate with Arrow or any business for a pilot retrofit with after-treatment technology.

Environmental Justice Action Group

Commitments:

- Provide long-term program support and management for this initiative to reduce diesel pollution in North Portland
- Pursuing funding with public partners for the fleets seeking to upgrade equipment
- Provide outreach and education for the community
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.

Metro Solid Waste and Recycling Department

Needs:

- To assist local Governments in determining available funding mechanisms to retrofit the regions' collection vehicles with emission control filters.

The Metro Council commits:

- To the use of biodiesel (B20) with ULSD in all the major equipment used to operate Metro's transfer station in North Portland.
- To use biodiesel in the trucks used to transport equipment and household hazardous waste (HHW) to and from our HHW collection events held in different locations during the 35-week event season.
- To equip the major equipment used to operate Metro's transfer station in North Portland with emission control filters.
- To assist the local governments to equip the regions collection fleet with emission control filters.

Regional Transportation Planning

The Metro Council commits:

- To solicit, consider, and potentially fund viable diesel emission reduction projects utilizing federal Congestion Mitigation Air Quality (CMAQ) funds.



Multnomah County Health Department Environmental Health Services

Commitments:

- Promote the North Portland Diesel Emissions Reduction Project in EHS newsletters, at EHS staff and community meetings, at cross-functional Health Department meetings, through other internal and external groups, and through appropriate media campaigns, particularly as it relates to asthma.
- Provide health messages related to North Portland Diesel Emissions Reduction Project to Healthy Homes participants who live in the affected area.
- Disseminate North Portland Diesel Emissions Reduction Project materials to the Health Department clinics in the targeted area.
- Provide information about the North Portland Diesel Emissions Reduction Project materials to the Health Department's inter-disciplinary health promotion team.

Oregon Department of Environmental Quality (Also see Interstate Fleet Equipment Upgrades Project and Facilities with Client/Vendor Owned Fleets Project)

Commitments:

- Provide a Single Point of Contact from the Northwest Region office to assist any Oregon Solutions partner in diesel issues.
- Continue participation in the West Coast Collaborative process to bring information and resources back to Oregon Solutions partners, specifically in the marine, rail, trucking, and construction sectors; and to provide consistency between participating states when developing regulations.
- Applying for or assisting partners to apply for grants and identifying other resources available to implement diesel reduction projects.
- Promote the purchase of new diesel engines, retrofitting of existing diesel engines, and the purchase of more alternative fuels (specifically biodiesel and ULSD for non-road applications).
- Develop a fact sheet that addresses issues associated with switching from low sulfur diesel fuel (500 ppm) to ultra low sulfur diesel fuel (15 ppm) for on-road vehicles.
- Promote state and federal legislation to provide support to diesel reduction projects.
- Promote the commitments contained within the Oregon Solutions project through our existing partners and media outlets including:
 - The Governor's Office and other State agencies
 - DEQ website and press releases
- Partner with the City of Portland Department of Transportation to implement idle reduction projects at public schools.
- Collaborate with local waste management companies to implement diesel reduction projects.



- Identify industrial facilities that have DEQ air quality permits for inclusion in the Oregon Solutions project. Seek voluntary commitments for the following:
 - Retrofits/alternative fuels for stationary engines (boilers, generators, etc.);
 - Retrofits/alternative fuels or idle reduction for fleet vehicles; and/or
 - Retrofits/alternative fuels or idle reductions for contract fleets coming to and from the industrial facility.
- Participate in regional transportation management planning efforts to reduce congestion and encourage alternative modes of transportation that will ultimately reduce diesel emissions and air pollution.
- Participate in Metro's transportation planning process to administer federal highway grants to fund diesel reduction projects.

Continue to work with Legacy Emmanuel Hospital through the Hospital Clean Diesel Zone project (along with OHSU, the VA Hospital, and Legacy, Providence, and Kaiser health care facility networks).

Oregon Department of Transportation Commitments:

- Use a 20% blend of biodiesel (B20) for all fuel in urban areas of Districts 2A and 2B (except for certain specific applications where it is not feasible, such as infrequent generator use). Responsibility: Larry Olson, (ODOT District 2B)
- Idle trucks and other equipment only as necessary for safety or operational reasons (for example to run equipment such as hazard lights). Responsibility: Larry Olson, (ODOT District 2B)
- Continue to identify opportunities for traffic signal optimization on ODOT highways in the urban Portland area², in conjunction with City of Portland Dept. of Transportation and other applicable local agencies. Responsibility: Dennis Mitchell (Region 1 ITS Engineer)

Possible Commitments:

All possible commitments will be attempted only after due consideration of financial implications. The priority of managing the transportation system within existing funding constraints will be balanced against the benefits of possible commitments. ODOT is interested in exploring grant funding and other cost reduction efforts with others to improve the cost effectiveness of all possible commitments. ODOT is also interested in working with others on a regional public information campaign to reduce idling.

- Implement OTIA III Bridge Delivery Unit fuel performance standards on future ODOT construction projects in the urban Portland area. Responsibility: Charlie Sciscione (Deputy Region 1 Manager)

² The urban Portland area is defined for this project as all locations within the urban growth boundary.



- Prioritize District 2A and 2B urban Portland areas for early deployment of cleaner burning diesel engines as feasible. Responsibility: Larry Olson, (ODOT District 2B)
- Test retrofit technology (e.g. particulate traps) on diesel trucks and other equipment as feasible. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- Consider testing fuel additives and equipment modifications that can save fuel and improve emissions. This may require crew education for consistency. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- For new emergency light and variable message sign purchases in the urban Portland area, buy LED lighting systems where possible. LED lights draw less power and require less maintenance, resulting in: (1) truck mounted lights not requiring an idling engine; (2) trailer mounted lights needing less frequent generator use or possible use of a solar panel as the power source. Responsibility: Larry Olson, (ODOT District 2B)
- Over the next 5 years, initiate a program to switch out all existing emergency lights and variable message signs used in the urban Portland area to LED lighting systems where possible, starting with equipment used in North Portland. Responsibility: Larry Olson, (ODOT District 2B)
- Investigate the feasibility of using blends of biodiesel greater than 20% (B20) in urban areas of Districts 2A and 2B. This may require testing and an analysis of potential impacts. Responsibility: Dick Fenske (ODOT Fleet) in conjunction with district maintenance staff
- Work with the non-profit 'Cascade Sierra Solutions' to promote the use of improved technologies in Oregon's long-haul legacy fleet of trucks. These technologies result in reduced fuel consumption as well as reduced pollution – particularly in major freight distribution hubs such as North Portland. Responsibility: Damon Fordham (ODOT Sustainability Program Manager) in conjunction with appropriate ODOT staff
- Implement a regional informational campaign on idle reduction opportunities for various uses such as car, truck, construction/off-road vehicles, other equipment etc. This could be done via notices on ODOT's website, on TripCheck.com, in mailings etc. Responsibility: Steve Harry (Region 1 Community Affairs) in conjunction with Damon Fordham (ODOT Sustainability Program Manager)
- Explore opportunities to increase the availability of real-time congestion data for key arterials in the urban Portland area, and educate freight haulers about the information available on TripCheck.com and how that information can be used to plan freight movement. Responsibility: Dennis Mitchell (Region 1 ITS Engineer) and Steve Harry (Region 1 Community Affairs)



Oregon Refuse and Recycling Association

The Oregon Refuse and Recycling Association (ORRA) believes that the sustainable operation of the solid waste and recycling system considers economic, environmental and community resources and impacts.

Therefore, ORRA supports looking for opportunities to reduce emissions from collection vehicles, continuing to implement programs that improve worker health and safety and supporting sustainable efforts by others in our communities.

ORRA supports the North Portland Diesel Emissions Reduction Project Team's efforts to reduce diesel emissions.

To that end ORRA will:

- Work with the city of Portland to establish collection rates and programs that support diesel emission reduction activities.
- Work with the city of Portland on diesel emission reduction programs and activities.
- Educate our membership on issues associated with diesel emissions through the association's newsletter.

Portland General Electric

Needs:

- Information about the health impacts of diesel emissions on employees.

Commitments:

- Study the viability of upgrading fleets running in North Portland and share the results
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Employee media
 - Customer newsletters
 - Possible news release

SeQuential Biofuels (Also see Interstate Fleet Equipment Upgrades Project and Biodiesel/Fuel Tanks Project)

Commitments:

- For the participants, serve as a link to developing locally sourced biodiesel.
- Provide a link from SeQuential's website to the North Portland Diesel Emissions Reduction Project website.



- Provide participants in the project with a calculator of emissions reductions from the use of cleaner fuel as compared to the conventional.
- Represent biodiesel to the public and help fleets and individuals understand the difference that purchasing biodiesel can make.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.

TriMet, Fleet

Commitments:

- Continue to research alternative fuel solutions such as hybrid buses and implement when practical.
- Use Ultra-Low Sulfur Diesel (ULSD) fuel in all diesel engines.
- Continue the use of biodiesel in the LIFT bus fleet and expand the use of biodiesel to the fixed route fleet.
- Continue to incorporate fuel-efficient techniques and practices such as reduced idling and optimal tire pressure to improve fuel economy.
- Continue to test opacity of bus emissions to optimize emission reduction programs.
- Research retrofit programs to reduce emissions and increase fuel economy for existing diesel equipment
- Use EPA and other available data on the location of particulate emissions to deploy newer buses in those areas to reduce the impact of vehicle emissions on already adversely affected neighborhoods.

United Parcel Service

Needs:

- More information about the project

Commitments:

- Continue to meet or beat national diesel emission standards.
- Driver training for best fuel economy. Reduced and no idling.
- Continued deliver route design for miles reduction.
- Purchase hybrid vehicles for fleet, possibly 2007.
- Upgrade Oregon fleet by replacing approximately 30% of delivery vans with low emission diesel power. These replace older higher emission vehicles. (2006)
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Driver training program
 - Interdepartmental communications
 - Staff Meetings



Waste Management

Needs:

- Regulated solid waste and recycling collection systems need a funding mechanism to encourage the advancement of diesel emissions reductions technologies as they become available.
- Unregulated solid waste and recycling collection systems need a policy change to support a more sustainable and energy efficient collection system.

Commitments:

Waste Management is committed to be a steward of the environment in the communities we service. We are supportive of the North Portland Diesel Emissions Reduction Project's efforts to reduce diesel emissions. In this effort Waste Management is committed to:

- Work with our regulatory groups to develop a more sustainable collection systems with emphasis on diesel emissions reductions in North Portland.
- Test diesel emission reductions technology and certified fuels on our collection equipment in North Portland, when system funding or grants are available.
- Promote the commitments, projects and ongoing programs to reduce diesel emissions through our existing media outlets.



Project Theme	BIODIESEL / FUEL TANKS		
Community Lead	Oregon Environmental Council	Technical/Government Lead	Department of Energy
Fleet Lead	<i>To Be Determined</i>	Scribe	Kim Travis, Oregon Solutions

Project Goals/Tasks:

Project goals/tasks are numbered based on priority and likelihood of accomplishment during this project's life.

1. Educate fleets (both interstate and neighborhood) through regular meetings (OTA, Jubitz?), and educational materials (OEC?) about alternative fuels including:
 - a. Ultra low sulfur diesel and biodiesel information
 - b. Fuel availability and locations (print a map as a resource guide)
 - c. Price
 - d. Tanks and tank cleaning requirements (supported by ODOE Business Energy Tax Credits)
 - e. Lines and checking lines for compatibility
 - f. Maintenance.
 - g. Truck warranties: effects of biodiesel, ASTM Certification
 - h. Fuel buy-down program for biodiesel
 - i. Dispelling rumors

2. Secure funding for the above education campaign (Oregon Petroleum Association?)



Project Theme **BIODIESEL / FUEL TANKS**
Barriers to overcome or resource needs to make it possible
Prioritized based on project goals/tasks from above

1. Cost of alternative fuels: choices between states give truckers the option to buy non-bio blends because they are less expensive
2. Funding for education/outreach effort
3. Misinformation about the impacts of alternative fuels
4. Reaching and informing the decision makers who decide when and where to refuel



BIODIESEL/FUEL TANKS PROJECT PARTICIPANTS: Needs and Commitments

Carson Oil

Commitments:

- With financial support, begin tank cleaning to reduce sedimentation and contamination.
- Continue to expand the types of alternative fuels, including Ultra Low Sulfur Diesel and Biodiesel, offered to customers.
- Leverage relationship with diesel users to encourage them to switch to alternative fuels and suggest equipment upgrades
- Evaluate underground storage tanks for viability of switching to B20.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through all available company media outlets.
- Switch to the use of B20/ULSD fuel in all delivery and service vehicles.

Oregon Environmental Council

Needs:

- Funding for staff time and collateral materials to put on workshops
- Sponsors and support for a business forum focusing on this Oregon Solutions project

Commitments:

- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - OEC website
 - OEC quarterly newsletter
 - Explore the possibility of hosting a large forum on this project

SeQuential Biofuels

Commitments:

- For the participants, serve as a link to developing locally sourced biodiesel.
- Provide a link from SeQuential's website to the North Portland Diesel Emissions Reduction Project website.
- Provide participants in the project with a calculator of emissions reductions from the use of cleaner fuel as compared to the conventional.
- Represent biodiesel to the public and help fleets and individuals understand the difference that purchasing biodiesel can make.



- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.

Star Oil Co. (Also see Facilities with Client/Vendor Owned Fleets Project)

Needs:

- Planning assistance and a clear understanding of the timeline of this project.

Commitments:

- Educate clients on the benefits of cleaner diesel technology
- Sell biodiesel to customers
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Creating a document addressing the frequently asked questions (FAQ) related to diesel emissions reduction.



Project Theme	FACILITIES WITH VENDOR/CLIENT OWNED FLEETS.		
Community Lead	<i>To be determined.</i>	Technical/Government Lead	DEQ – Kevin Downing or Monica Russell
Fleet Lead	Mark Fitz – Star Oil	Scribe	DEQ – Monica Russell

Project Goals/Tasks:

Project goals/tasks are numbered based on priority and likelihood of accomplishment during this project's life.

1. Identify funding incentives for equipment upgrades or use of alternative fuels for short haul vehicles
2. Educate fleets about alternative fuels including which fuels are cleanest, impacts of alternative fuels on equipment, price point, accessibility/availability, incentives and benefits
 - a. Work with Carson Oil, Star Oil and SeQuential Biofuels to develop an educational brochure answering Frequently Asked Questions (FAQ) about alternative fuels
 - b. Oregon Steel Mills, Ashgrove Cement, Port of Portland provide one on one education to fleet owners/drivers
3. Encourage use of clean fuel and equipment upgrades for off-road vehicles



Project Theme Facilities with vendor /client owned fleets

Barriers to overcome or resource needs to make it possible

Prioritized based on project goals/tasks from above

1. Specific Information from fuel companies and about new technology/fuels to distribute to fleets
2. Funding sources to create educational brochures/distribute information
3. Overcome the cultural barrier with the railroads



FACILITIES WITH CLIENT/VENDOR OWNED FLEETS PROJECT PARTICIPANTS: Needs and Commitments

Ash Grove Cement Company

Needs:

- Information about the current air quality conditions in the North Portland area.
- Information (in brochure form to be able to hand out to plant employees/fleet drivers) about health impacts of diesel emission exposure and how drivers can reduce emissions during the workday.
- Information for owners/managers of trucking companies regarding:
 - Current air quality conditions
 - Incentive information
 - Biodiesel cost comparisons
 - Availability of biodiesel
 - Filter issues associated with biodiesel
 - Cold weather issues
 - After treatment – Particulate Filters
 - Environmental benefits
 - State of Oregon tax credits and any others

Commitment:

- With continued research, convert our equipment to 100% biodiesel. This would include: three cat loaders, water truck, vacuum truck, uni-loader and fork lift.
- Provide information and training to drivers transporting product from our facility.
- Provide information and training to owners/managers of trucking companies.
- Inform our employees about current air quality conditions and what we can do to improve the air quality in our plant.
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets.

Oregon Department of Environmental Quality (Also see Interstate Fleet Equipment Upgrades Project and Neighborhood Fleet Equipment Upgrades Project)

Commitments:

- Provide a Single Point of Contact from the Northwest Region office to assist any Oregon Solutions partner in diesel issues.
- Continue participation in the West Coast Collaborative process to bring information and resources back to Oregon Solutions partners, specifically in the marine, rail, trucking, and construction sectors; and to provide consistency between participating states when developing regulations.
- Applying for or assisting partners to apply for grants and identifying other resources available to implement diesel reduction projects.



- Promote the purchase of new diesel engines, retrofitting of existing diesel engines, and the purchase of more alternative fuels (specifically biodiesel and ULSD for non-road applications).
- Develop a fact sheet that addresses issues associated with switching from low sulfur diesel fuel (500 ppm) to ultra low sulfur diesel fuel (15 ppm) for on-road vehicles.
- Promote state and federal legislation to provide support to diesel reduction projects.
- Promote the commitments contained within the Oregon Solutions project through our existing partners and media outlets including:
 - The Governor's Office and other State agencies
 - DEQ website and press releases
- Partner with the City of Portland Department of Transportation to implement idle reduction projects at public schools.
- Collaborate with local waste management companies to implement diesel reduction projects.
- Identify industrial facilities that have DEQ air quality permits for inclusion in the Oregon Solutions project. Seek voluntary commitments for the following:
 - Retrofits/alternative fuels for stationary engines (boilers, generators, etc.);
 - Retrofits/alternative fuels or idle reduction for fleet vehicles; and/or
 - Retrofits/alternative fuels or idle reductions for contract fleets coming to and from the industrial facility.
- Participate in regional transportation management planning efforts to reduce congestion and encourage alternative modes of transportation that will ultimately reduce diesel emissions and air pollution.
- Participate in Metro's transportation planning process to administer federal highway grants to fund diesel reduction projects.

Continue to work with Legacy Emmanuel Hospital through the Hospital Clean Diesel Zone project (along with OHSU, the VA Hospital, and Legacy, Providence, and Kaiser health care facility networks).

Oregon Steel Mills

Commitments:

- Communicate with trucking companies contracted through OSM to encourage alternative fuel use, bio-fuel mixing, and eventually after-treatment retrofitting for their older trucks.
- Investigate the possibility of switching OSM's on-site fuel source to low sulfur diesel or low sulfur/biofuel mix.

Port of Portland

Needs:

- Flexibility to determine the most effective projects for the Port's particular situation



- The involvement and cooperation of external stakeholders

Commitments:

- Setting annual targets through the Port's environmental management system to minimize impacts to air quality
- Encouraging collaboration with external stakeholders to help them implement cost-effective strategies
- Share information about projects and ongoing program to reduce diesel emissions through the Port's website and publications

Star Oil Co. (Also see Biodiesel/Fuel Tanks Project)

Needs:

- Planning assistance and a clear understanding of the timeline of this project.

Commitments:

- Educate clients on the benefits of cleaner diesel technology
- Sell biodiesel to customers
- Promote the commitments, projects and ongoing program to reduce diesel emissions through our existing media outlets including:
 - Creating a document addressing the frequently asked questions (FAQ) related to diesel emissions reduction.