

A Timeline of Diesel Emission Reduction Activity by DEQ in Oregon

- 2001 Oregon Clean Diesel conference cosponsored with Oregon Trucking Association, over 100 attendees, highlighting harm associated with diesel exhaust and kicking off efforts to reduce through Oregon Clean Diesel Initiative.
- 2002-2006 Work with PSCAA and LRAPA to identify sufficient early adopters to develop market for ULSD
- 2002 Oregon Department of Education adopts model anti-idling policy for school buses with assistance from DEQ.
- 2002 EPA offers grant to DEQ for Beaverton School District retrofits
- 2002 First CMAQ award for clean diesel project in Oregon – Refuse truck exhaust retrofits for Rogue Disposal and Recycling; DEQ wrote grant
- 2003 Collaboration with OSU, ODOE, Climate Trust and DEQ to receive EPA grant to support installation of electrified parking spaces at several Oregon truck stops
- 2004 BNSF Railway agrees to install idle controls on three switch engines in Oregon in concert with idle reduction project led by Southwest Clean Air Agency.
- 2004 West Coast Collaborative formed as public/private partnership to support and promote diesel emission reduction projects in EPA Regions IX and X with Oregon a founding partner.
- 2005 Associated General Contractors of Oregon receives EPA grant for construction equipment retrofit demonstration. This is the first award in the country to a trade association nonprofit for clean diesel activity. DEQ wrote the grant and supported the project with technical assistance.
- 2005 Diesel Emission Reduction Act passed by Congress.
- 2006 Engine repower project on two boats operated by Tidewater Barge Lines and Shaver Transportation with EPA funding.
- 2006 Cosponsor “Diesel Retrofit Boot Camps” with WRAP and EPA
- 2006 North Portland Diesel Emission Reduction Project initiated under Oregon Solutions model.
- 2006 DEQ organizes consortium of local health care providers, OHSU, Legacy, Providence and Kaiser, to receive \$500,000 EPA grant on behalf of Clean Diesel Zones for Hospitals project. OHSU manages grant project but abandons it before completion.
- 2007 DEQ receives Clean School Bus grant on behalf of north coast Oregon school districts
- 2007 HB 2172 adopted; Establishes Retrofit and Repower tax credits, appropriates General Fund and CMAQ funds.
- 2007 to date DEQ expends \$5.9 million in federal grants for 394 engines involving retrofit or repowering, including in most recent years, school bus replacement.
- 2007-2008 DEQ expends \$748,712 in state general fund to retrofit or repower 346 vehicles with a focus on installing closed crankcase ventilation systems on front engine diesel school buses.
- 2007-2011 DEQ approves \$3.6 million in tax credits repowering 15 engines in tugboats, pilot boats and farm equipment.
- 2008-2011 DEQ develops Fleet Forward program to identify, acknowledge and promote fleets who have taken steps to reduce diesel emissions.

2008	Columbia River Clean Diesel Project initiated under Oregon Solutions model.
2011	Retrofit and Repower tax credit program ends.
2011	Position cuts due to budget reductions result in loss of 1 permanent FTE and 1 limited duration FTE that had been working on diesel program activities. Fleet Forward program ends.
2012	Environmental Quality Commission briefed on Portland Air Toxics Study results; DEQ offers to complete non-road engine survey to better characterize fleet.
2013	Columbia Corridor Association receives \$300,000 EPA grant to replace trucks. DEQ wrote the grant and supported the project with technical assistance.
2014	Beyond Toxics receives \$245,000 EPA grant to replace one truck and retrofit seven trucks. DEQ wrote the grant and supported the project with technical assistance.
2014	Unable to secure funds to complete non-road engine survey, DEQ establishes internal staff team to identify viable diesel reduction strategies. Evaluated 24 strategies, ranging from regulatory to technical and financial assistance, ultimately recommending state policy on clean diesel contract specifications in public works projects. Proposal withdrawn after stakeholder outreach indicates opposition from business sector and mixed response from public agencies.
2014	Northwest District Association and C. E. John, a development company, with technical support from DEQ, agree to a multi-year Good Neighbor Agreement to include clean diesel equipment specifications in the redevelopment of a 20 acre parcel in northwest Portland.
2015	EPA and DEQ are successful incorporating clean diesel specifications on Superfund project at North Ridge Estates.
2015	Metropolitan Contractors Improvement Partnership receives \$543,000 EPA grant to retrofit and replace vehicles and equipment owned by minority contractors. DEQ wrote the grant and supported the project with technical assistance.
2015	Applied to EPA with Portland State University and Reed College for community monitoring project to better characterize emission of diesel engines at finer scale in the Portland area. While EPA did not fund the project, DEQ and its partners are interested in reapplying in future opportunities.
2015	DEQ provides technical assistance in the development of HB3310 and SB 849 regarding clean diesel policy in Oregon.

Other projects attempted but not implemented

Big Pipe – The city of Portland Bureau of Environmental Services was asked to establish requirements for clean diesel on sewer separation project. BES agreed to apply for funding assistance from EPA but downscaled the request to incremental fuel costs only, which EPA did not fund.

Clean Diesel Cities – Establish minimum level of desired activity to receive acknowledgment as a “Clean Diesel City”.

Clean Diesel at Ski Areas – Outreach to ski areas to retrofit/repower/replace equipment to reduce emissions of black carbon that adversely affect snow accumulation.

Regional Locomotive Idle Reduction – In collaboration with Washington Department of Ecology and Idaho DEQ, propose to install idle reduction equipment on every switch locomotive engine operating in these states with loans from Federal Railroad Administration Railroad Rehabilitation and Improvement Financing, repaid from fuel savings, and interest payment covered by carbon dioxide offsets from The Climate Trust. Additional financial support for Oregon based equipment from Oregon Business Energy Tax Credits.

Portland Transit Mall Reconstruction and Light Rail – DEQ requested Tri-Met include specifications for clean diesel during construction.

Clean Diesel Zones at Hospitals – Major health care system providers in the Portland area to establish operating restrictions on older diesel engines operating at hospital and medical care locations. Although EPA awarded a grant to OHSU in support, OHSU abandoned the project at the early implementation stage and the funds were returned.

Prop 1B Truck Replacement Project – Middle aged heavy duty trucks fitted with particle filters scheduled to be scrapped by California Prop 1B program would be transferred to state of Oregon for resale to Oregon dealers with the proviso the trucks are fitted with tracking devices to prevent re-entry to California.