

Stakeholder conference showcases local ingenuity



Ron Lallo describes fuel-saving measures at Knife River.

Southern Oregonians are finding creative ways to become energy independent. We have the regional transit provider utilizing CNG to power the bulk of its fleet and making strategic alternative energy grant applications, companies manufacturing electric vehicles, converting methane to electricity and exploring CNG options. Learning about the area's ingenuity was a highlight of the Rogue Valley Clean Cities Coalition

conference held October 14 at the Medford Library. Twenty-four stakeholders from private and public companies or agencies attended the conference. "When we knit all this together, we ask, "Who might other partners be?" Can we use these technologies to power our fleets or create enough energy for other markets?" said Michael Montero, chair of the Rogue Valley Clean Cities Coalition. To see the powerpoint presentations from the conference, go to www.roguevalleycleancities.org and click on the *Events* page. Here are highlights:

The Rogue Valley needs a regional CNG fueling station

In 1994, RVTDD converted most of its buses to compressed natural gas (CNG), said Julie Brown manager of the Rogue Valley Transportation District. But fueling the CNG tanks in the buses is a slow process. "It takes 45 minutes to fill a bus and it's not cost effective," Ms. Brown. As a result, RVTDD and Jackson County hope to build a regional fueling station in White City. Currently, there are two fueling stations: Jackson County's downtown pump and RVTDD's pump on Crater Lake Avenue the only public CNG pump between San Francisco and Eugene. "We are committed to clean air in our valley. People forget the inversions and the taste of fuel as they stood downtown waiting for a bus a decade ago. If we don't keep moving in the right direction, we may experience that again."

Southern Oregon has potential to power facilities with landfill gas

At the Dry Creek Landfill southeast of Eagle Point, methane gas from landfill waste is captured and utilized in its "Don Cordell" gas-to-energy plant. It produces 3.2 megawatts of electricity, enough to power 3,000 homes. Additional alternative energy uses are being explored including CNG as an alternate fuel for MPO fleet operators. Also, potential fuel cell applications are being evaluated for employment in the Rogue Valley. "There are projects in California, for example, where a whole college campus is off the grid with a fuel cell empowered by captured methane gas," said Lee Fortier, president of Dry Creek Landfill. Dry Creek's methane gas production has an estimate lifespan of 70 to 100 years. After the

Stakeholders Summit Speakers

Julie Brown, RVTDD

http://www.rvtd.org/contact_us.php

Ron Lallo, Knife River

<http://www.kniferiver.com>

Garry Penning, Rogue Disposal and Recycling, Lee Fortier, Dry Creek Landfill

<http://www.roguedisposal.com/>

Craig Bramscher, Brammo

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Allison Ellingson, Xtreme Energy

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Bob Acheson and Kathleen Atkins

Barefoot Motors

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Rick Wallace, Oregon Dept. of Energy

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landfill closes, methane gas production continues for 30 years. Grant funding will likely be sought once the requisite feasibility analysis has been completed.

Idle reduction program for heavy-duty diesel engines

At Knife River Corporation, drivers and equipment operators in Oregon, Alaska, Hawaii, Los Angeles and across the United States are shutting down engines and saving fuel. The goal for the Shut Down and Save program is to shut off any heavy duty diesel engine if it is going to idle for 5 minutes or more. This program was established to reduce harmful effects of excessive engine idling, which include increased fuel usage, shorter engine life due to inefficient combustion during idling, wasted natural resources and increased carbon emissions. Heavy-duty diesel engines consume approximately 1 gallon of diesel fuel per hour while idling. Knife River's Shut Down and Save programs estimates 1,115,000 gallons of diesel fuel saved annually, according to Ron Lallo.

Knife River has decommissioned some of its older heavy duty trucks in Oregon and replaced them with new 2007 EPA-compliant engines with EGR (*exhaust gas recirculation*) and DPF (*diesel particulate filter*) equipped with a regeneration mode that burns off carbon before it escapes into the atmosphere. These new engines capture, reticulate and burn carbon so efficiently that the exhaust stacks show no trace of soot commonly seen on older, heavy-duty diesel engines over time.

Knife River will begin transitioning to off-road, tier 4 emission engines starting January 1, 2010. The tier 4 engines will require an additional tank for urea injection (*a combination of water and ammonia*) to reduce the NOX emissions to zero and reduce the harmful effects of green house gases. The idle reduction program Shut Down and Save is one way Knife River is reducing its carbon foot print prior to more stringent EPA regulations being mandated.

Oregon offers tax credits and incentives for electric vehicles

Oregon drivers should consider state tax credits and incentives when shopping for alternative fuel vehicles. The Nissan Leaf, for example, will be eligible for a \$9,000 credit, which could be transferred to anyone with a tax liability, said Rick Wallace of the Oregon Department of Energy. Oregon and Washington are test markets for the 5-passenger, electric sedan which will be in Portland December 17-23 for a promotional tour. The Oregon Department of Energy is working on a public-private partnership to secure funding for quick-charge stations between Portland and Eugene, following the highest population basins. "We hope to build a backbone of charging stations throughout the state to make electric vehicles more useful," Mr. Wallace said. He predicts 20 percent of all cars and fleets in Oregon will be electric within 10 years. "The real beauty of electricity is that it's everywhere." Read statistics about petroleum consumption by sector from Mr. Wallace's powerpoint presentation: www.roguevalleycleancities.org. Click on Events.

On behalf of the CCC Board, I want to thank you for your interest in the Clean Cities Coalition mission. I hope you will agree there are numerous independent efforts in the Rogue Valley which are compatible to the U.S. D.O.T. mandated goal of reduction in dependence upon petroleum and energy independence. Clean Cities is committed to providing a communication and coordination forum for conservation efforts as well and alternative, sustainable energy initiatives. Your continued interest and participation will provide continued "energy" to advance the Clean Cities mandate.

— Mike Montero, RVCC Board Chair

Stakeholders Summit: the beginning of conversations

By Sue Kupillas, Rogue Valley Clean Cities Coordinator

Conversations after the close of the summit were interesting and similar. Most commented that they didn't know all these things were happening in the Rogue Valley. Others commented they had made good contacts at the meeting. Another comment was to not lose the momentum but to stay in touch and plan for the next meeting. Many shared the concern that Southern Oregon was not able to access stimulus dollars. Others pointed out the difficulty of developing distribution systems for alternative fuels because of high costs and because we lack volume of demand for the fuels to make it cost effective once the systems are developed. There was an interest in exploring the idea of converting a few vehicles to see how it would work. It seemed to me the day was quite successful, with a wide range of speakers and enough breaks that people got to talk to each other. The food was good also. In the future, allowing more discussion among the participants would be good. There were some suggestions about new topics for the next meeting. The RVCC board will begin planning the next event and building on the interest generated at this first Clean Cities Stakeholders Summit.

Contact RVCC: email sue@roguevalleycleancities.org or call 541-245-0770





STAKEHOLDERS MEETING

ROGUE VALLEY CLEAN CITIES, OCTOBER 14, 2009

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STAKEHOLDERS MEETING ROGUE VALLEY CLEAN CITIES, OCTOBER 14, 2009



Craig Bramscher of Brammo Motorsports talks about the Enertia electric motorcycle designed and built in Ashland and sold in Best Buy stores.



Julie Brown, general manager of Rogue Valley Transportation District, discusses the need for a regional fast-fueling station for CNG .



Ron Lallo talks about Knife River's Shut Down and Save program.



Kathleen Atkins and Bob Acheson of Barefoot Motors talk about the all-electric utility vehicle designed and built in Ashland. "We drove it to the top of Mt. Ashland and back and it did great," they said. The durable ATV is useful on farms, dairies, orchards, cattle ranches, golf courses, camps and rural residences. "A local winery that bought one loves it so much, they keep it out front to demonstrate commitment to clean energy," Bob Acheson said.