Truck Stop Electrification – Activities in Sacramento

National Idling Reduction Planning Conference

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Bill Warf
Project Manager
SMUD

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49er Project Status

- 16 spaces 120 V - 20 A
- Low cost $2600 per space
- System Activated in July 2003

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EPA SmartWay Transportation: Idle Reduction Demonstration Project Status

- 5 Truck systems installed
- 34 more systems planned
- First Fleet saved $1600 per truck in first 9 months

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SMUD chose shore power because of low cost- it is the best option for our customers

Costs:	Idling	Off Board HVAC +	APU	Shore Power 120 V	Shore Power 240V
per hour	$1.53	$1.25	$0.45	$0.20	$0.50
per year	$2,800	$2,288	$824	$366	$915
Capital Facility Costs	None	$10,000	None	$2,600	$4,000
Capital Cost - Trucker	None		$6,500	$3,700	$5,000 (?)
Break Even, I=5%			3.7 y	2.9 y	5.6 y

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Barriers to change:

- Truck drivers idle because that's what they do.
- plugging in is a new behavior (as is using an APU, fuel fired heater, or phase change cooler)
- Truck Stops believe truckers don't have equipment- so why install infrastructure?
- Truckers state there are no places to plug in – opt for higher cost options

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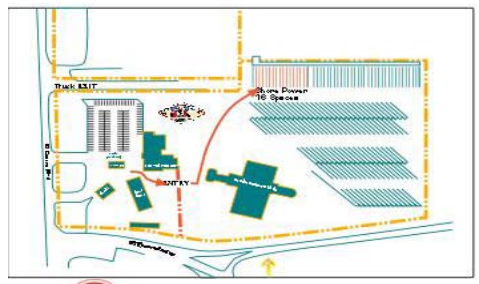
What Can we do now?
Address the barriers!

- Work with NATSO, WATSO – truck stops to offer a new service
- Identify Truck Stop owner's concerns
- Develop funding for infrastructure
- Develop local working group with Truck Stop owners, Air Quality Management Districts, and Utilities
- Conduct Workshops at Travel Plazas



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Activities for the Next Year

- Install shore power along I5 corridor
- upgrade at 49er to include 240 V
- Expand shore power installs to distribution centers
- Create information data base for truckers – plug in locations
- Develop outreach mat'ls for truckers
- Complete on Truck program – reinvest savings from 50+ truck installs

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