

US EPA ARCHIVE DOCUMENT

Midwest Clean Diesel Initiative Leadership Group Meeting Agenda
September 17, 2009
USEPA Region 5
3rd floor, room 331
77 West Jackson
Chicago, Illinois

8:30 - 9:00 Registration

9:00 - 9:15 Welcome and Introductions

9:15 - 9:45 National View/Update from Washington
Dawn Fenton, Diesel Technology Forum

9:45 - 10:15 USEPA Funding
American Recovery and Reinvestment Act Funding

- Where did the funding go?
- What is being funded?
- What is the status of the funds?

FY09/2010 Funding Plans
Steve Marquardt USEPA Region 5

(The following are 30 minute presentations followed by question and answer. Each state coalition will describe 2009 accomplishments, plans for 2010, and issues or requests needing to be addressed by the Leadership Group)

10:15 - 11:00 Illinois Clean Diesel Workgroup
Darwin Burkhart, Illinois EPA;
Angela Tin, American Lung Association – Upper Midwest;
Brian Urbaszewski, Respiratory Health Association of Metropolitan Chicago;
Samantha Bingham, City of Chicago Department of Environment

11:00 – 11:45 Indiana Clean Diesel Coalition
Shawn M. Seals, Indiana Department of Environmental Management;
Carl Lisek, South Shore Clean Cities

MCDI Leadership Awards Presentation

11:45 – 12:30 Lunch

- 12:30 – 1:15 Michigan Clean Diesel Initiative
Donna Davis, Michigan Department of Environmental Quality
- 1:15 – 2:00 Minnesota Clean Diesel Coalition
Bill Droessler, Minnesota Environmental Initiative;
Mark Sulzbach Minnesota Pollution Control Agency;
Rebecca Kenow, Flint Hills Resources
- 2:00 – 2:45 Ohio Clean Diesel Coalition
Carolina Prado, Ohio EPA;
David Abel, Mid-Ohio Regional Planning Commission;
David Celebrezze, Ohio Environmental Council
- 2:45 – 3:30 Wisconsin Clean Diesel Coalition
Jessica Lawent, Wisconsin Department of Natural Resources
- 3:30 – 4:00 Closing/Next Steps/Workgroups/Communication/Next meeting



Leadership Group Meeting

September 17, 2009

The logo for the Midwest Clean Diesel Initiative features a blue wavy line that curves over the text. The words "MIDWEST CLEAN DIESEL" are in a bold, dark blue, sans-serif font. Below this, the word "INITIATIVE" is written in a green, sans-serif font, with each letter being a separate, slightly offset block.

MIDWEST CLEAN DIESEL INITIATIVE

- Public-private partnership to accelerate diesel emission reductions in the Midwest (IL, IN, MI, MN, OH, WI)
- MCDI Formally Started in 2004
- Leadership Group (Formed October 2007)
 - 33 Members Signed Collaborative Principles
 - Co-Chairs: Cummins, Illinois EPA, American Lung Association of Upper Midwest, US EPA
 - Goal to impact 1M engines by 2010
- <http://www.epa.gov/midwestcleandiesel>

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MIDWEST CLEAN DIESEL INITIATIVE

- Objective 1: Develop/Support State Clean Diesel Coalitions
- Objective 2: Award of EPA funds/generation of non-EPA funding
- Objective 3: Address common issues across the Region
- Objective 4: Create Actions that Stir the Imagination

Results:

- MCDI partners have impacted over 761,000 diesel engines
 - Installation of retrofit technologies, replacements, repowers, idle reduction programs, and cleaner fuels

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MIDWEST CLEAN DIESEL INITIATIVE

- Agenda
 - National View
 - USEPA Funding
 - American Recovery and Reinvestment Act
 - FY09/FY2010
 - State Clean Diesel Coalitions
 - MCDI Leadership Recognition Awards
 - Next Steps

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MIDWEST CLEAN DIESEL INITIATIVE

Thanks to:

- Inland Power Group and Donaldson Filtration Solutions
- Caterpillar Emissions Solutions



National Retrofit Update: A View from Washington, DC

Midwest Clean Diesel Collaborative
Leadership Group Meeting

September 17, 2009

DERA

- \$60 million approved by House
- \$60 million approved by Senate Approps Committee
- Extra \$20 million in Senate (\$10 million for San Joaquin and SCAQMD; \$10 million for top five most polluted areas on competitive basis)
- Authorization expires in 2011
- Waxman/Markey climate bill includes reauthorization through 2016
- Authorization and secure funding being sought in Senate energy/climate legislation

Transportation Related Funding

- Senate considering an 18 mo. extension of Surface Transportation funding; House may consider 3 mo. extension
- House legislation includes no CMAQ priority language for diesel retrofits
- Possible clean construction provision in surface transportation legislation
 - Supporting letter sent to Transportation Committee Chairmen with 55 signatures
 - Letter calls for all construction vehicles working on federally funded projects to use DPF technology
 - If technology not already installed, federal funding to pay for retrofit

Black Carbon

- H.R. 1760 – Requires study of black carbon and promulgation of regulations (6 co-sponsors)
- S. 849 – Limited to further study of black carbon (8 co-sponsors)
- Waxman/Markey bill includes study of black carbon and promulgation of regulations
- Growing international research emphasizing BC contribution to climate change
- Potential focus on BC as easy, quick solution to reduce climate change effects through use of DPF retrofit technology
- DTF white paper on BC available in near future



Leadership Group Meeting

September 17, 2009

Topics

- USEPA Funding
 - Historic
 - American Recovery and Reinvestment Act (ARRA)
- FY2009/2010
- Available Tools

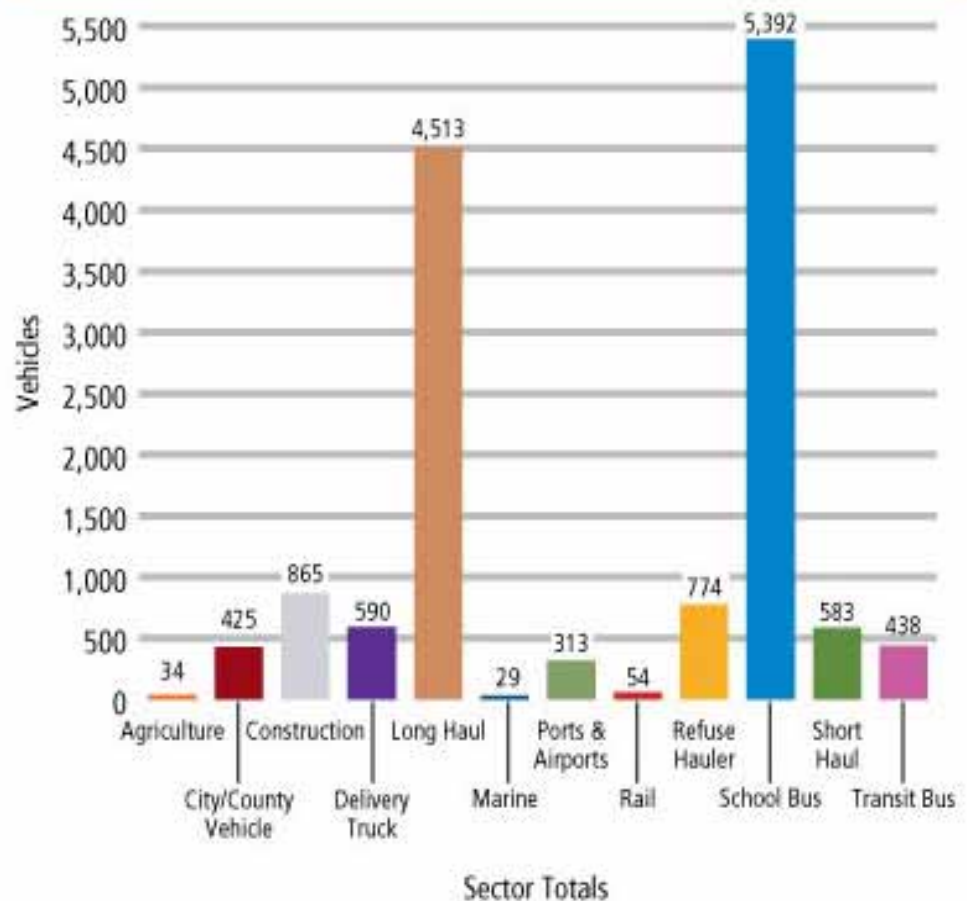
Historic USEPA Funding

- FY 2003-2007 National Clean Diesel Campaign
 - \$32M nationally for school bus projects
 - \$7.6M nationally for non-school bus projects
- FY08 National Clean Diesel Campaign
 - \$49.2M nationally (combines all sectors)
- FY09 ARRA
 - \$300M nationally (combines all sectors)
- FY09 National Clean Diesel Campaign
 - \$60M nationally (combines all sectors)
- FY2010 National Clean Diesel Campaign
 - Estimated \$60M-\$75M (combines all sectors)

FY08 Success Across Sectors

- \$49.2M - DERA grants cover wide range of sectors, technologies and areas of the country
- 119 grants affecting 14,000 vehicles and reducing over life of program:
 - 46,000 tons NOx
 - 2,200 tons PM
 - Benefit/cost ratio = up to 13:1
- First Report to Congress will be published in September

Figure 3. FY 2008 National Grants—Types and Numbers of Vehicles and Equipment



American Recovery and Reinvestment Act (ARRA)

Diesel Emissions Reduction Program

\$300 Million under ARRA of 2009 DERA

National Program

By statute
70% of funding - \$206M

State Program

By statute
30% of funding -- \$88M



National Clean Diesel
Funding Assistance Program
Regional Grant Competitions
\$156M

SmartWay Clean Diesel Finance Program - \$30M

Clean Diesel Emerging Technologies Program
By statute $\leq 10\%$ of funding - \$20M

Note: EPA may use up
to 2% (\$6M) for
administrative costs

ARRA State Allocations

- \$1.73M per state
- Awarded April 2009
- States implemented/developed mechanisms to award funds
- See State Clean Diesel Coalition presentations

Recovery Act Funding



Administrator Jackson announces first ARRA-DEA grants in Cincinnati, OH for school buses

- President Obama signed the American Recovery and Reinvestment Act (Recovery Act) into law on February 17, 2009
- \$300M for DERA to support job creation, stimulate economy and lower diesel emissions
 - 600 applications: \$2 billion in requests with over \$2 billion in matching dollars
 - 538 eligible applications
 - Programs in every state and DC
- At 200 Day mark, 96% of DERA funds are awarded
- <http://www.epa.gov/cleandiesel/projects.htm>

Recovery Act Projects



- State Program: \$88M
 - 50 State grants (49 States + D.C.) \$1.73 M each
 - \$86.5M out of \$88.2M obligated; only Alaska pending
- National Program: \$206M (plus \$6M for Admin)
 - 90 grants awarded by EPA Regional Offices
 - 14 Emerging Technology Awards by September
 - 5 SmartWay Finance Awarded
- Projects will run through September 30, 2010
- Reporting process for grantees through FederalReporting.gov begins October 1
 - Reporting will be quarterly
 - Results will be public on Recovery.gov

Region 5 Recovery Act Projects



Request for applications:

Number of applications:

Funding level requested:

Funding Range:

Schedule:

Debriefings:

Open March 19-April 28

81, 73 eligible

\$214M, \$200M eligible

(\$500,000-\$5,000,000)

Awards made June/July

24 impacting 35 applications

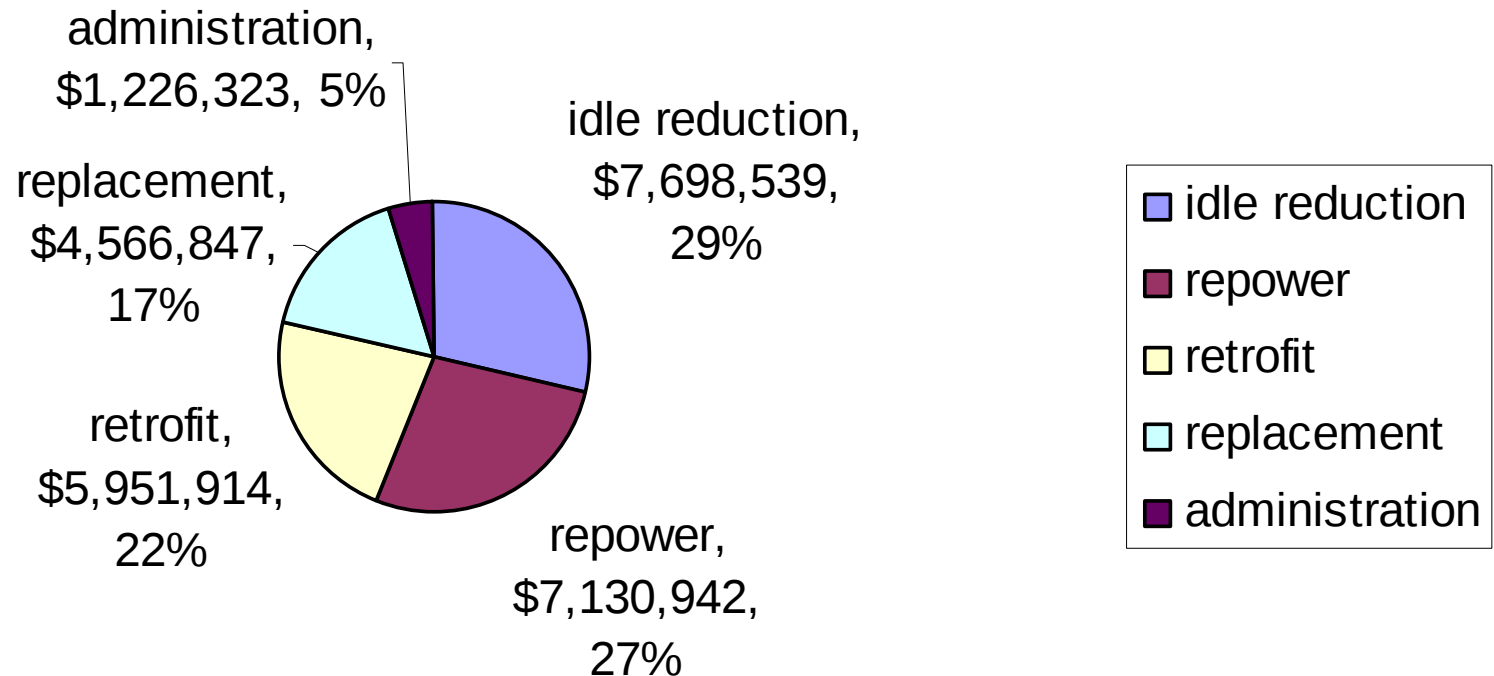
IL	15
IN	4
MI	11
MN	4
OH	13
WI	8
Multistate	18
Total	73



Region 5 Recovery Act Projects Awarded

Applicant Name	Federal Funds Awarded
American Lung Association - Upper Midwest	\$3,721,731
City of Chicago Department of Environment	\$1,000,000
Great Lakes Commission	\$1,209,049
Greater Lansing Area Clean Cities	\$1,073,528
Hamilton County Environmental Services	\$1,080,000
Illinois EPA	\$4,172,335
Lenawee School District	\$1,230,696
Minnesota Environmental Initiative	\$3,000,000
National School Transportation Association	\$2,442,983
Ohio Department of Development	\$5,000,000
Wisconsin Department of Commerce	\$2,073,135
Wisconsin DNR	\$571,107
	\$26,574,564

Region 5 Recovery Act Projects



Recovery Act Projects (Smartway Finance Awards)



- Houston-Galveston Area Council: \$9 million for a revolving loan program to clean up trucks at the Port of Houston through replacements and retrofits using SmartWay-verified technologies.
- Oregon-based Cascade Sierra Solutions: \$9 million for revolving loan, lease or bond programs to replace older diesel trucks or upgrade them with clean, fuel saving technologies such as idle reduction equipment, fuel efficient tires and aerodynamic devices.
- Louisville Jefferson Metro County Government: \$2 million for a revolving loan program to replace, repower or retrofit older construction, agricultural and other nonroad diesel equipment.
- Additional Awards coming soon
- <http://www.epa.gov/smartway/transport/what-smartway/financing-clean-diesel-info.htm>

Recovery Act Projects (Emerging Technology Awards)



- To be announced soon

National Clean Diesel Campaign: Clean Diesel Programs

FY09/2010 Clean Diesel Program



National Clean Diesel Campaign

National Clean Diesel Program

\$60M for FY2009, Estimated \$60M for FY2010

National

Estimated \$84 Million (70%)
\$42M for FY2009 and Estimated \$42M for
FY2010 combined for competitions



National Clean Diesel
Funding Assistance Program
\$32M for FY2009 and Estimated \$32M for FY2010 -
\$64M

Clean Diesel Emerging Technologies Program
\$4M for FY2009 and Estimated \$M in FY2010 - \$8M

SmartWay Clean Diesel Finance Program
\$6M for FY2009 and Estimated \$6M for FY2010 -
\$12M

State

(30%)
\$18 Million FY2009
Estimated \$18 Million FY2010



State Clean Diesel Grant Program 2009 \$18M

State Base

Matching Bonus

Budget amounts for FY 2010 are
estimated

National Clean Diesel Campaign

\$60M for FY2009, Estimated \$60M for FY2010

National Component
\$ 84Million
(70%)



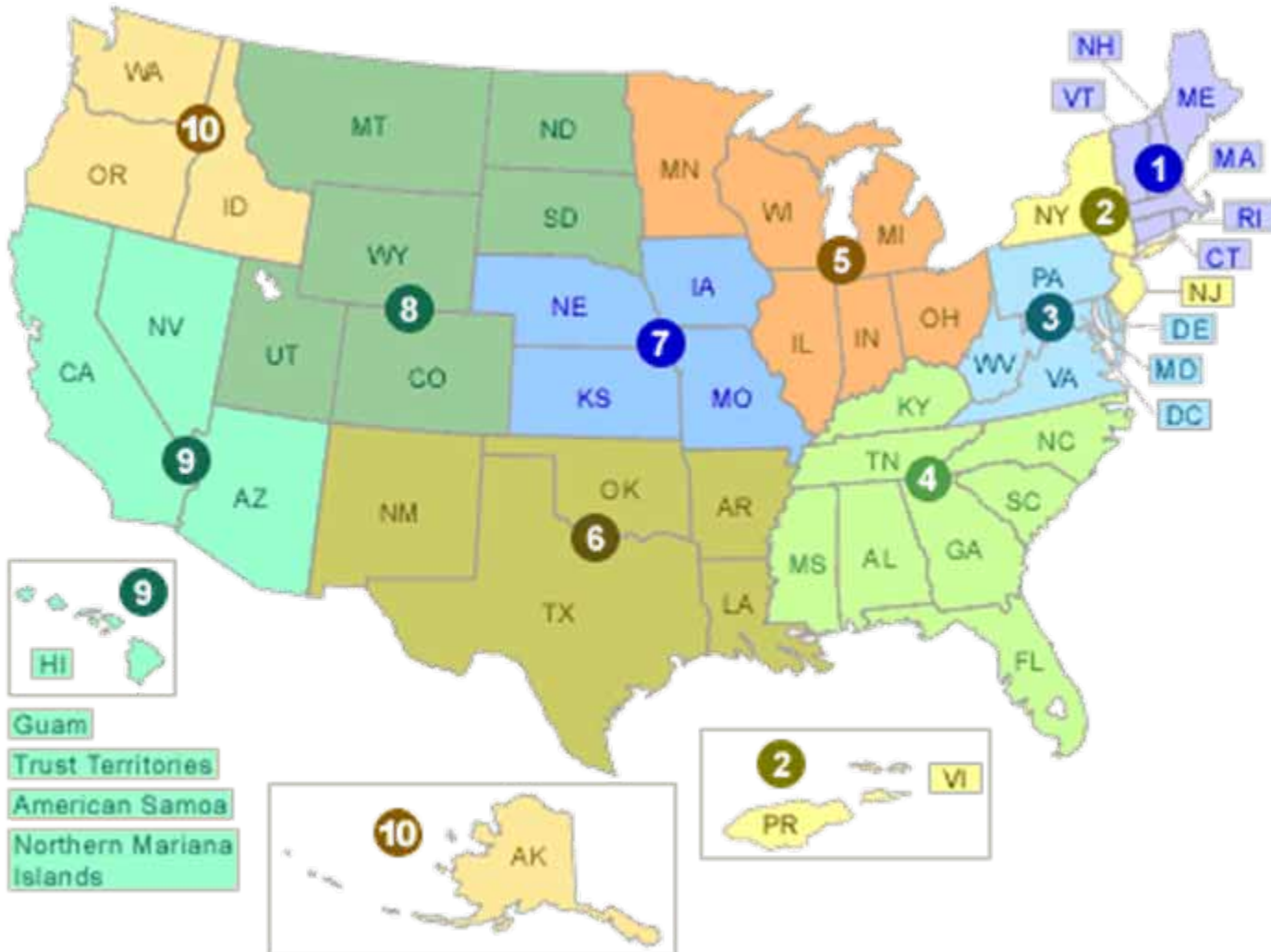
National Clean Diesel Funding Assistance Program
\$32M for 2009, Estimated \$32M for 2010 = ~\$64M

**Competitive grant
process. Single
request for
proposals. Apply to
EPA Regions.**

SmartWay Clean Diesel Finance Program

Clean Diesel Emerging Technologies Program

EPA Regions



National Clean Diesel Funding Assistance Program

- One national Request for Proposals
 - Published in September
 - ~ \$64M for FY 09 and FY 10 combined
 - Two-year project periods
 - RFP = Submit only Forms 424, 424A, & Narrative Proposal
- The project must take place in the EPA Region in which the proposal is submitted
- There will be a required template for the narrative proposal
- See Request for Proposals for how to apply
- Likely to limit number of applications per applicant

National Clean Diesel Funding Assistance Program: Eligible Entities

- Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principal purpose, the promotion of transportation or air quality

National Clean Diesel Funding Assistance Program: Use of Funds

- Cannot fund the cost of emissions reductions mandated under Federal, State or Local law
 - Cannot fund after effective date of requirement
 - Can fund early compliance
 - Emission reductions and cost-effectiveness should be calculated only for the period up to the effective date of the requirement
- Grants are not for emissions testing
- Grants are not for fueling infrastructure, such as biodiesel manufacturing facilities or CNG fueling stations

National Clean Diesel Funding Assistance Program: % of \$ for Technologies/Projects

- EPA's Clean Diesel funding will cover up to:
 - 100% for verified exhaust controls
 - 100% for certified engine upgrades
 - 100% for incremental cost of cleaner fuels
 - 75% for certified engine repowers
 - 25% for all certified replacements that meet model year 2007 emissions standards
 - 50% for school buses that meet model year 2010 emissions standards
 - 100% for verified idle reduction technologies
 - 100% for verified aerodynamic technologies and low rolling resistance tires

National Clean Diesel Funding Assistance Program: Eligible Fleets and Equipment

Including but not limited to:

- Buses
- Medium or heavy duty trucks
- Marine engines
- Locomotives



- Nonroad engine, stationary engine or vehicle used for:
 - Construction
 - Handling of cargo (including at a port or airport)
 - Agriculture
 - Mining
 - Energy production (genset)

National Clean Diesel Funding Assistance Program: FY2009/2010 Funding Timeline

Activity	Date
Information and preparation of applications	August/September
Application submissions	Mid-September – Mid-November
EPA evaluations	November – January 2010
Project review and award	January – March 2010
Project implementation	Spring 2010

National Clean Diesel Campaign

\$60M for FY2009, Estimated \$60M for FY2010

National Component
\$ 84Million
(70%)



National Clean Diesel Funding Assistance Program

**Competitive grant
program to
establish
innovative finance
mechanisms**

SmartWay Clean Diesel Finance Program ~ \$12 M (estimated)

Clean Diesel Emerging Technologies Program

SmartWay Clean Diesel Finance Program: Overview

- Finance Program provides grant funds to establish national, regional, state, or local financial programs
 - Programs support the deployment of energy efficient technologies and emission control technologies
- Items similar to National Clean Diesel Funding Assistance Program:
 - Same eligible entities
 - Same eligible vehicles & equipment

SmartWay Clean Diesel Finance Program: Examples

- Examples of Finance Projects:
 - Revolving Loans: Low-cost loans made for clean diesel retrofits or replacements
 - Loans leveraged with public or private funds (e.g., bonds)
 - Equity Investment:
 - An eligible entity uses grant funds as collateral to borrow funds from a lending institution at a lower interest rate

SmartWay Clean Diesel Finance Program: FY2009/2010 Funding Timeline

Activity	Date
Information and preparation of applications	August – September
Application submissions	Mid-September – Mid-November
EPA evaluations	November – January 2010
Project review and award	January – March 2010
Project implementation	Spring 2010

National Clean Diesel Campaign

\$60M for FY2009, Estimated \$60M for FY2010

National Component
\$ 84 Million
(70%)



National Clean Diesel Funding Assistance Program

SmartWay Clean Diesel Finance Program

Clean Diesel Emerging Technologies Program ~\$8M
(estimated)

**Competitive grant
program to deploy
emerging
technologies not
yet verified**

Clean Diesel Emerging Technologies Program: Overview

- Only eligible entities as defined under the National Program may apply
- Use of Funds
 - Type of technology
 - Technologies used must be on EPA's Emerging Technologies List by the close of the Request for Proposals
 - Verified Technologies are ineligible
 - Other uses of funding
 - Testing such as additional data logging/monitoring of the devices or measuring emissions with a portable emission measurement system is acceptable
 - Program does not cover research and development costs
 - Program does not cover cost of verifying technology

Clean Diesel Emerging Technologies Program: Manufacturers

- Eligible entities must be partnered with a manufacturer to apply for funding.
- Eligible manufacturers must be on EPA's emerging technologies list prior to closing date of Request for Proposals
 - To get on this list, manufacturers must work with EPA to apply for verification and develop a test plan for evaluating their technology

www.epa.gov/cleandiesel
select *Emerging Technologies*

Clean Diesel Emerging Technologies Grant Program: FY2009/2010 Funding Timeline

Activity	Date
Information and preparation of applications	August - September
Application submissions	Mid September – Mid-November
EPA evaluations	November - January 2010
Project review and award	January - March 2010
Project implementation	Spring 2010

State Clean Diesel Grant Program: Overview

- “States shall use funds to develop and implement grant and low-cost revolving loan programs as appropriate to meet State needs and goals relating to the reduction of diesel emissions”
- Eligible for FY 09 State program grants:
 - 50 States
 - District of Columbia

FY 09 State Program Funding - \$18M

- State Program receives 30% of DERA funds
 - 20% - Base for participating states (\$12M)
 - 10% - Bonus for matching states (\$6M)
- Match not required
- If State matches base allocation dollar for dollar, State receives an additional ~\$118K (50%) of base allocation (~\$235K)
- Any funding not utilized reverts to national program

DERA State Program

FY 2009 Schedule

Activity	Date
EPA begins process with States	October 1
States respond with Notice of interest	October 15
States submit revised statement of work and other appropriate forms for amendment/supplement (by)	December 11
Regions amend grants (by)	January 29

Available Tools

- Diesel Emissions Quantifier (9/23 webinar)
 - Now with health benefits module
 - The benefits are presented as the dollar value of avoiding health effects that result from exposure to PM2.5, such as premature mortality, chronic bronchitis, asthma attacks, non-fatal heart attacks, and others.
- Q and A calls
- Webinars
- Outreach Meetings

Need more info?

- NCDC Helpline:
 - 1-877-623-2322 (1-877-NCDC-FACTS)

or

- cleandiesel@epa.gov
- Engineering/technical support
- Diesel Emissions Quantifier questions
- General clean diesel questions

Answers typically provided within one business day

Need more info?

- Questions?



Illinois Clean Diesel Workgroup Update for the MCDI Leadership Group Meeting

September 17, 2009

Illinois Clean Diesel Workgroup

U.S. EPA
Illinois EPA
American Lung Association
Respiratory Health Association
Cummins
Navistar
Caterpillar
Cook County
Inland Power Group
Patten Industries
Donaldson
Autotherm U.S.A.
Chicago Dept. of Environment
Chicago Dept. of Fleet Mgmt.
Chicago Metropolitan Agency for
Planning
Metropolitan Mayors Caucus
IDOT

Commonwealth Edison
Engine Control Systems
Midwest Truckers Association
Illinois Petroleum Council



**Illinois' Clean Diesel
Grant / Funding Awards
in 2008 & 2009**

IEPA Clean Diesel Retrofit Grants for EPA, CMAQ and SEPs for 2008 and 2009

<u>Grant</u>	<u>Funding Source</u>	<u>Federal Funding</u>	<u>SEP Funding</u>	<u>Applicant Matches</u>	<u>Total Project Cost</u>	<u>Status</u>
EPA GRANTS						
2008 EPA State Allocation	EPA/SEP/Applicants	\$295,320	\$200,000	\$438,600	\$933,920	\$295,320
2008 EPA Competitive	EPA/SEP/Applicants	\$678,604	\$0	\$654,699	\$1,333,303	IN PROGRESS
2009 ARRA State Allocation	EPA/Applicants	\$1,730,000	\$0	\$1,449,000	\$3,179,000	\$1,478,700
2009 ARRA Competitive	EPA/Applicants	\$4,172,335	\$0	\$2,591,234	\$6,763,569	IN PROGRESS
<i>EPA Grant Subtotals</i>		<i>\$6,876,259</i>	<i>\$200,000</i>	<i>\$5,133,533</i>	<i>\$12,209,792</i>	
CMAQ GRANTS						
FY09 \$1 Million Diesel Retrofit (School Buses)	CMAQ	\$1,000,000	\$0	\$0	\$1,000,000	ON HOLD
FY09 Amtrak	CMAQ	\$1,200,000	\$0	\$300,000	\$1,500,000	ON HOLD
<i>CMAQ Grant Subtotals</i>		<i>\$2,200,000</i>	<i>\$0</i>	<i>\$300,000</i>	<i>\$2,500,000</i>	
OTHER						
Metro-East ICSB SEP	Federal SEP		\$540,707.00	\$0	\$540,707.00	IN PROGRESS
ICSB SEP	State SEP		\$105,000	\$0	\$105,000	\$0 - SPENT
ICSB SEP	Federal SEP		\$41,000	\$0	\$41,000	\$0 - SPENT
Grand Totals for All Grants		\$9,076,259	\$886,707	\$5,433,533	\$15,396,499	

**Details of Illinois EPA &
Illinois Clean Diesel
Workgroup's 2009 ARRA
Approved Competitive
Clean Diesel Grant**

Location	Name	Engine Type	Control Type	# of Engines	Grant Request	Match Amount	Project Total
Cook	Flying Food Catering, Inc.	Delivery trucks	DFH	18	44,723	0	44,723
Cook	HMD Trucking Inc	Long Haul Trucks	APU	40	356,160	152,640	508,800
Cook	Kickert School Bus Lines, Inc	School Buses	DMF	60	336,756	0	336,756
Cook	Pace Suburban Bus Service	Transit buses	DMF	60	390,000	0	390,000
DuPage	Black Horse Carriers	Long Haul Trucks	DFH	30	146,925	0	146,925
DuPage	ComEd	Utility Trucks	DFH	40	253,760	0	253,760
DuPage	Durham School Services LP	School buses	DOC	230	270,250	0	270,250
Lake	Olson Transportation, Inc.	School Buses	DMF, DFH	33	216,435	0	216,435
% of Funding Requested			48.3%	511	2,015,009	152,640	2,167,649
Madison	Stein Steel Mill	Off-Road Equipment	Repower	3	144,273	48,090	192,363
Randolph	Dynegy Midwest Generation	Off-Road Equipment	Repower	1	48,930	16,310	65,240
St. Clair	American River Transportation Co	Barge Tugs	Repower	3	690,834	1,924,965	2,615,799
St. Clair	Waste Management	Off-Road Equipment	Repower	3	77,879	25,959	103,838
			23.1%	10	961,916	2,015,324	2,977,240
Champaign	Whiteline Express	Long Haul Trucks	APU	15	96,600	41,400	138,000
Gallatin	Arclar Black Beauty	Mining Equipment	Repower	3	172,260	57,420	229,680
Kankakee	Hoekstra Transportation LLC	Long Haul Trucks	APU	25	131,250	56,250	187,500
Macon	ADM Renovations	Locomotive	APU	8	336,000	144,000	480,000
McLean	Bloomington Normal MTD	Transit Buses	DOC	25	37,500	0	37,500
McLean	Nussbaum, Inc.	Long Haul Trucks	APU	15	96,600	41,400	138,000
Tazewell	Olympia CUSD #16	School buses	DFH	33	132,000	0	132,000
Woodford	Brubaker Transfer	Long Haul Trucks	APU	15	96,600	41,400	138,000
Woodford	R J R Transportation	Long Haul Trucks	APU	15	96,600	41,400	138,000
			28.7%	154	1,195,410	423,270	1,618,680
Proposal Totals			100.0%	675	\$4,172,335	\$2,591,234	\$6,763,569

Estimated Emissions Reduction Benefits
from Illinois Clean Diesel Grant Program
 (September 15, 2009)

	Funding	PM		NOx		HC		CO2
	(Millions)	(TPY)	(Lifetime)	(TPY)	(Lifetime)	(TPY)	(Lifetime)	(TPY)
2008 DERA Competitive	\$0.68	0.2	3.01	4.66	69.43	*	*	*
2008 DERA Allocation	\$0.50	0.37	4.95	4.78	63.68	*	*	*
2009 ARRA Allocation	\$1.73	0.93	1.07	12.3	163.89	*	*	*
Illinois Green Fleets 2009 ARRA Competitive Grant	\$4.21	6.3	*	1,000.90	*	9.2	*	4,085.20
Chicago Area Diesel Retrofit Program FY2009 CMAQ Program	\$1.00	0.39	2.73	0.92	6.41	1.42	9.93	*
IEPA-Amtrak Locomotive Retrofit FY2009 CMAQ Program	\$1.20	0.85	5.92	16.5	115.5	2.7	19.2	*
Totals	\$9.32	9.04	17.68	1,040.06	418.91	13.32	29.13	4,085.20

TPY - tons per year

* Benefit not calculated

Other 2009 ARRA Competitive Grant Applications submitted by IEPA

- **Terminal Railroad (Metro-East area):** requested \$2,070,000 to purchase 2 new ultra-low emitting GenSet locomotives
- **ADM:** requested \$700,000 to purchase 1 new ultra-low emitting GenSet locomotive
- **Norfolk Southern:** requested \$4,875,000 to purchase 5 locomotive engine repowers

Illinois Clean Diesel: 2010

- Continue working with Illinois Clean Diesel Workgroup to spend remaining funds
- Primary focus is to implement current projects, working with vendors and applicants, and following up for reports
- Applying for new upcoming federal funding (2009 DERA State Allocation and Competitive grants)
- We have 84 IL Clean Diesel Grant Program applications on file
- Managing applicants and trying to fund all worthy projects with the available resources could be a challenge

Illinois Clean Diesel Grant & Clean School Bus Programs

Illinois Clean Diesel Grant Program

- [Fact Sheet & Guidelines](#)
- [Application Instructions](#)
- [Application Form](#)
- [Vehicle Information Spreadsheet](#)
- [W-9 Form](#)
- [EPA Verified Technologies List](#)
- [EPA Idle Reduction Technologies List](#)
- [APU Certification Requirements for Trucks Driving in California](#)
- [Required Matches](#)
- [Current Funding](#)



Information for both programs is on the Illinois Green Fleets website at www.illinoisgreenfleets.org

Other Clean Diesel Grants, Projects, and Activities by the Members of the Illinois Clean Diesel Workgroup



Region 5 ARRA Clean Diesel Projects

- Summary: The ALAUM will be reducing diesel emissions in 502 diesel vehicles in 22 fleets across the states of Indiana, Wisconsin, Ohio, and Minnesota.
- Based on US EPA's diesel emission quantifier, it is expected that 53 tons of PM, 1,736 tons of NOx, 147 tons of CO, and 38 tons of VOCs will be reduced throughout the lifetime of this project. In addition 152,557 tons of CO2 will be reduced.
- Total Project Cost: \$4,542,171, EPA Amount \$3,721,731, Match \$820,440

ALAUM Clean Diesel Fleets and Types of Equipment to be Installed

# of Vehicles	Ownership of Vehicle	Types and Typical Use	Engine/Retrofit Equipment
26	All Star Trucking, Inc	Long Haul Trucking	Battery Powered AC
20	Venture Logistics	Long Haul Trucking	Battery Powered AC
22	Jet Star, Inc	Long & Short Haul Trucking	Direct Fired Heater (DFH)
25	National Distributor	Long Haul Trucking	Battery Powered AC
37	Erie Haven	Short Haul -Concrete Trucks	Repower, DOC, & CCV
90	Fort Wayne Community School	School Buses	Diesel Oxidation Catalyst
5	Irving Gravel Co.	Non-road Loaders	Engine Repower
7	School City of Mishawaka	School Buses	DOC, CCV, & DFH
5	Speedway Redi-Mix	Short Haul - Concrete Truck	Engine Repower
35	Steel Warehouse	Long Haul Trucking	Battery Powered AC
25	Whitley Community School	School Buses	DFH & DOC
2	S & G Gravel	Short Hall – Aggregate Truck	Engine Repower
51	Kingman National Lease	Long Haul Trucking	Direct Fired Heater
30	Mister P Express	Long Haul Trucking	Battery Powered AC
35	Trans Corp.	Long Haul Trucking	Battery Powered AC
20	Milwaukee Transit District	Short Haul - Public Transportation	Engine Repower
3	Airway Transportation Inc.	Short Haul – Public Transportation	Diesel Particulate Filter (DPF)
22	City of Jeffersonville	Short Haul – City Fleet	DPF
13	Town of Clarksville	Short Haul –Town Fleet	DPF
4	Metro Gravel	Short Haul – Gravel Trucks	DOC
5	Transit Mix	Short Haul – Concrete Truck	Engine Repower
20	Hiner Transport	Long Haul Trucking	Battery Powered AC



RESPIRATORY HEALTH ASSOCIATIONSM
of Metropolitan Chicago

Activities since late 2008

- **Illinois Campaign to Clean up Diesel Pollution**
 - Continued co-lead with Citizen Action; launched in 2007
 - over 80 health/envr. groups, neighborhood orgs, institutions, unions, gov. units, etc.
- **Local Ordinance** - Advocated for Cook Co. IL Green Construction Ordinance, passed 5/2009; Retrofits for diesel engines on public funded projects; phased 2011-2016
- **Executive Order** - Worked with Office of Governor Pat Quinn to include green construction requirements; signed 4/2009; IDOT projects within NAA's must reduce non-road PM emissions 50%
- **Switcher Locomotive Replacement** - As in 2008, encouraged commercial rail companies, Metra and Amtrak to apply for CMAQ funding for replacements.
- **HB 2664** - Supported effort to increase idling fines, Illinois legislation signed into law 8/2009; fines raised \$50->\$90, \$150->\$500



RESPIRATORY HEALTH ASSOCIATIONSM
of Metropolitan Chicago

Activities since late 2008

- **DERA** - Pushed for \$1.5b ARRA funding and regular annual \$200m full funding; engaged Illinois Congressional delegation in Illinois and on DC advocacy trip to support and sign onto in support of higher funding levels.
- **Next Federal Transportation Bill** – advocating clean construction requirement in next 5 yr transportation funding bill
 - 55 Congressmen signed onto 'dear colleague' letter to Chairman Oberstar in support



RESPIRATORY HEALTH ASSOCIATIONSM
of Metropolitan Chicago

Green Construction Details - Illinois

- **Cook County Ordinance passed 5/22/09**
 - Affects PUBLICLY FUNDED construction projects >\$2m
 - -50 % PM emissions within 2 years (2011); nonroad only
 - -85 % PM by 2014 or 2016 (contractors/subs); on-road and non-road
 - Also requires onroad and nonroad ULSD use immediately (5/2009)
- **Governor Quinn Executive Order 4/11/09**
 - RHAMC worked early in the Administration to help develop 'green capital' ideas
 - Builds on requirements used on Dan Ryan I90/94 reconstruction (c.2005)
 - i.e. ULSD or requirement to use device that reduced PM 20%
 - Requires nonroad equipment on state-funded road construction projects in NAA's to utilize emissions controls that reduce PM >50%; ULSD mandatory.
 - IDOT developing implementation strategy now



Genset Locomotives 2010-11

- **Chicago is rail nexus for the entire country**
 - DOUBLE locomotive pollution LA faces, 4X that of Houston
 - 1200 trains pass through region every day
 - Switcher engines generally old, idle a lot, never leave area
- **Genset benefits**
 - Up to +50% fuel economy, -80% emissions (without after-treatment)
 - Use of non-road engines can ease future addition of effective PM controls
- **Chicago Metropolitan Agency for Planning (CMA) CMAQ approach**
 - 35% match private RR; 20% public RR
- 2009: >**\$11m** awarded (fed \$), 12 replacements.
- 2010: > **\$5m** *recommended* (fed\$), 3 projects
 - Final decision by 11/2009
- 2011: CMAQ moving towards multi-year CMAQ programming
 - **\$18.75m** recommended (fed \$), 5 genset projects
 - **\$3.38m** recommended project (fed\$); Tier 2 conventional, not genset

“Objective 3”

- High Speed Rail
 - BIG push for regional High Speed Rail networks including Midwest
 - Recent pledge by MW governors to work together (MOU) on joint proposal for federal funds (7/2009)
 - Over \$8b in Stimulus/ARRA alone, potentially \$billions more from forthcoming 5 year transportation bill
 - Tier 4 locomotive standards (-90% PM) not applicable until 2015
 - Genset technology being developed for high speed passenger rail service
 - Golden opportunity to get cleanest, most fuel efficient diesel trains possible in new network centered on downtown Chicago
- OR
- Get high speed rail infrastructure with locomotives 9 times dirtier than they could have been



Midwest Clean Diesel Initiative Leadership Group Meeting

CITY OF CHICAGO Recent Diesel Emissions Reduction Actions

Samantha Bingham
Department of Environment



Richard M. Daley, Mayor

9/17/09

Chicago's Environmental Agendas

- 2001 Chicago's Energy Plan
- 2003 Chicago's Water Agenda
- 2006 Chicago's Bird Agenda
- 2008 Chicago's Climate Action Plan
- 2009 Chicago's Air Action Agenda



DIESEL EMISSIONS REDUCTIONS: AIR ACTION AGENDA



Richard M. Daley, Mayor

Chicago's Air Quality Agenda

Preparing recommended amendments to the Air Ordinance:

Phase I – Sept 2009

- Strengthen and update equipment air permitting program
- Neighborhood Electric Vehicle Ordinance (Feb)
- **Excessive smoking vehicle ban**
- **Idling diesel vehicle restrictions**
- Open burning restrictions



Phase II – 2010 DIESEL EMISSIONS REDUCTIONS: AIR ACTION AGENDA



Richard M. Daley, Mayor

ARRA Funding: National Clean Diesel Program

National Clean Diesel Program – USEPA

\$1 Million

- **163 diesel-fired heaters**
- **35 DOCs non-road**
- **2 hybrid diesel electric aerial trucks**



Chicago Area Alternative Fuels Deployment Project

- Combined Benefits of the Project
 - 313 metric tons/yr in reduced emissions
 - 282 metric tons/yr in reduced CO₂
 - \$63,000 saved/yr in fuel costs
 - 23 jobs created and/or retained
- Lead by Example

DIESEL EMISSIONS REDUCTIONS: CLEAN DIESEL
GRANT



Richard M. Daley, Mayor



Chicago Area Alternative Fuels Deployment Project

May 27, 2009

Submitted To:

US Department of Energy, National Energy Technology Laboratory

In Response To:

DE-PS26-09NT01236-04

City of Chicago & Chicago Area Clean Cities

Coalition Contact:

Samantha Bingham
Environmental Policy Analyst, Clean Cities Coordinator
Chicago Department of Environment
30 N. LaSalle St., 25th Floor
Chicago, IL 60602
312-744-8096
Fax: 312-744-5272
Samantha.Bingham@cityofchicago.org

GTI Contacts:

Anthony Lindsay
Manager
Advanced Energy Systems
1700 S. Mount Prospect Road



Chicago Area Alternative Fuels Deployment Project

—Goals

- Increase the number of alt fuel vehicles & hybrids
- Develop fueling & charging infrastructure to support growth of alt fuel use
- Reduce amount of petroleum used by transportation sector
- Generate local jobs
- Enhance regional air quality
- Reduce greenhouse gas emissions

DIESEL EMISSIONS REDUCTIONS: CLEAN CITIES
GRANT



Richard M. Daley, Mayor

Chicago Area Alternative Fuels Deployment Project

- 16 Fleets
- Total Project \$42,504,960
- Federal Funding Request \$14,999,658

- 554 Alternative Fuel & Hybrid Vehicles
 - 250 gasoline hybrids
 - 232 CNG vehicles
 - 68 PHEV conversions
 - 2 hybrid-electric diesels
- 153 Alternative Fuel Fueling Stations and Electric Vehicle Charging Stations
 - 8 public access CNG stations
 - 9 shared access CNG & E-85 stations
 - 136 (63 public access) charging stations

DIESEL EMISSIONS REDUCTIONS: CLEAN CITIES
GRANT



Richard M. Daley, Mayor

Chicago Area Alternative Fuels Deployment Project

Projects Identified in Application

- Chicago Carriage
- **ComEd**
- City of Chicago
- Doreen's Pizza
- DuPage County Division of Transportation
- DuPage County Forest Preserve
- **Exel-Diageo**
- **Food Liner**
- **Groot Waste Haulers**
- **GTI**
- **I-GO**
- Peoples Energy
- TAS/Clean Energy
- Village of Downers Grove
- **Waste Management**
- ZipCar

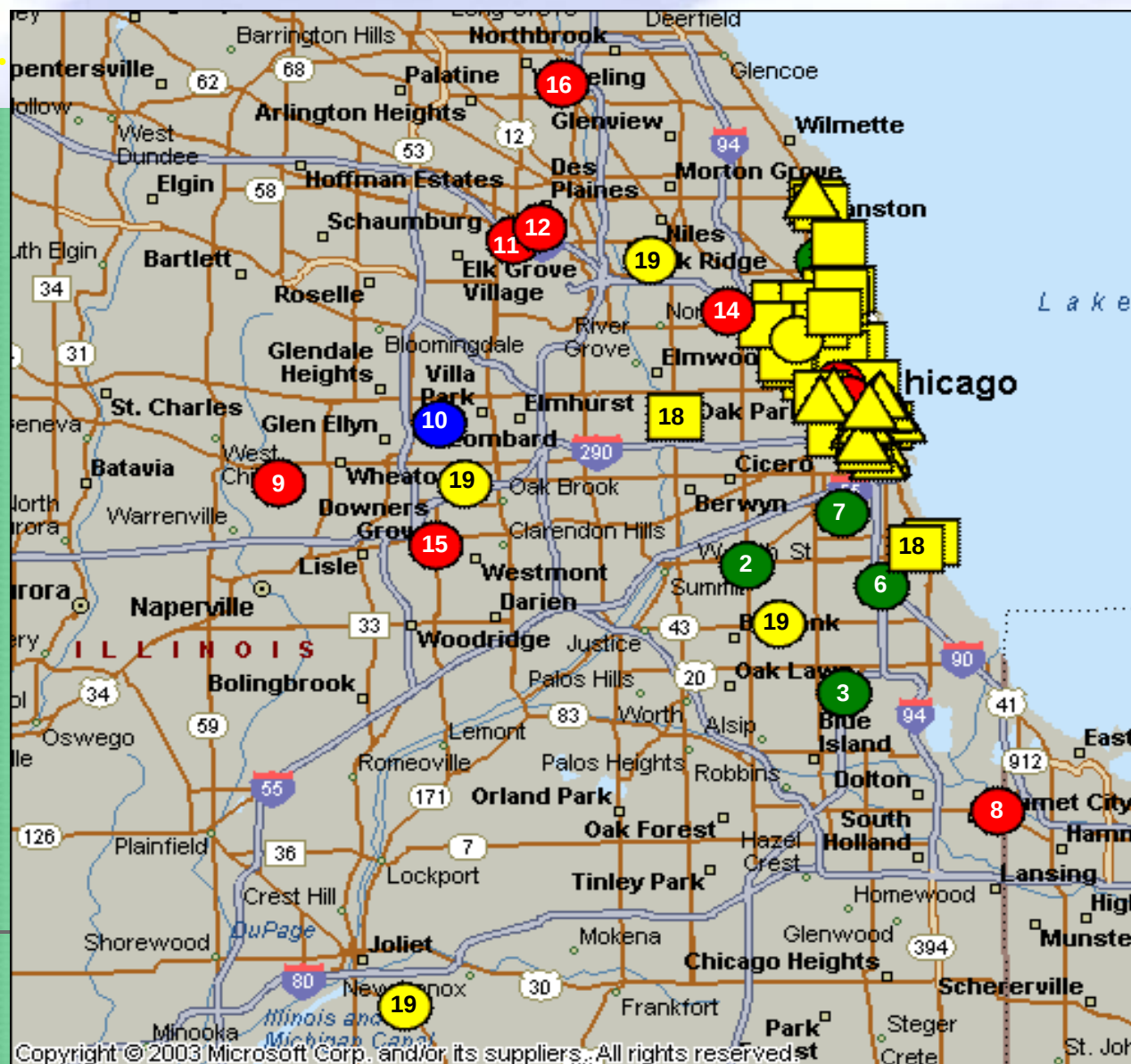
Diesel emissions reduction projects

DIESEL EMISSIONS REDUCTIONS: CLEAN CITIES
GRANT



Richard M. Daley, Mayor

Chicago Area Alternative Fuels Deployment Project



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Richard M. Daley, Mayor

Chicago Area Alternative Fuels Deployment Project

- Combined Benefits of the Project
 - 448 metric tons/yr in reduced emissions
 - 7,647 metric tons/yr in reduced CO₂ (1390 cars/yr)
 - 3.8 Million gge of petroleum/yr displaced
 - 77 jobs created and/or retained
- Increased Visibility of Clean Cities Program
- Increased Public Awareness

DIESEL EMISSIONS REDUCTIONS: CLEAN CITIES
GRANT



Richard M. Daley, Mayor



We Protect Hoosiers and Our Environment
Environmental Management



Indiana Clean Diesel Coalition

MCDI Leadership Group
September 17, 2009

Shawn Seals – IDEM
Carl Lisek - SSCC





2009 Accomplishments

- Worked with the Indiana Clean Diesel Coalition (ICDC) on:
 - Diesel emission reduction projects across Indiana
 - Application for funding from the ARRA funded National Clean Diesel Funding Assistance Program
- Coalition began implementing projects from the 2008 DERA National Clean Diesel Funding Assistance Program for:
 - On-road diesel retrofits
 - Non-road diesel retrofits
 - Development and implementation of a low-cost revolving loan program for statewide diesel emission reduction projects (Update)





We Protect Hoosiers and Our Environment
Environmental Management



2009 Accomplishments

- IDEM and SSCC continue to partner on diesel emission reduction projects in Northern Indiana including:
 - Diesel retrofit projects (Grants and CMAQ)
 - Reduced idling programs (Grants and CMAQ)
 - Port specific emission reduction projects (Grants)
- IDEM provides funding, technical assistance and guidance as needed
- SSCC acts as local project manager
- IDEM and SSCC continue to work together to broaden diesel program network in Northern Indiana





We Protect Hoosiers and Our Environment
Environmental Management



2009 Accomplishments

- DieselWise Indiana Initiative
 - Received funding from the ARRA Emerging Technologies Grant Program
 - Received funding from the ARRA State Clean Diesel Grant Program
 - Combined 2008 DERA and 2009 ARRA funds for the DieselWise Indiana – Clean Diesel Across Indiana grant solicitation
 - DieselWise Indiana grant solicitation generated 39 applications totaling \$10 million in funding requests for the roughly \$2 million available
 - DieselWise Indiana has 15 grant agreements currently going through the signature process





We Protect Hoosiers and Our Environment
Environmental Management



2009 Accomplishments

- DieselWise Indiana – Clean Diesel Across Indiana Projects include:
 - School bus retrofits (DOC, CCV, Idle Reduction)
 - School bus replacements (2010 emission compliant)
 - Various on-road idle reduction technologies
 - Trailer refrigeration replacements
 - Low rolling resistance tires
 - Aerodynamic technologies
 - Locomotive idle reduction
 - Marine diesel engine repowers





We Protect Hoosiers and Our Environment
Environmental Management



Accomplishments

2008 Projects:

- Awarded CMAQ funds to retrofit over 300 pieces of municipal equipment.
- Awarded CMAQ funds to implement Clean Diesel Projects with seven communities
- Provided Idle Reduction education & outreach in events throughout Indiana thru Kicking the Idling Habit Project. This included TV Commercials thru Comcast.
- Retrofitted Forklifts at Port of Indiana





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Environmental Management



Accomplishments

2008 Projects Continued:

- Awarded CMAQ funding for:
 - The retrofit of 300 school buses
 - Electric Vehicles at the Port of Indiana
 - Re-power of 2 locomotive engines





We Protect Hoosiers and Our Environment
Environmental Management



Plans for 2010

- Solicit additional stakeholders and/or partners for the ICDC
- Organize full collaborative effort with currently active stakeholders as core
- Continue to broaden project scopes to include new and innovative programs





We Protect Hoosiers and Our Environment
Environmental Management



Plans for 2009

Funding Approaches:

- Continue to apply for EPA and DOE Grants
- Continue to apply for CMAQ dollars in MPO regions
- Through collaborative effort, work with state legislators and industry associations to spur interest and potential diesel appropriations





We Protect Hoosiers and Our Environment
Environmental Management

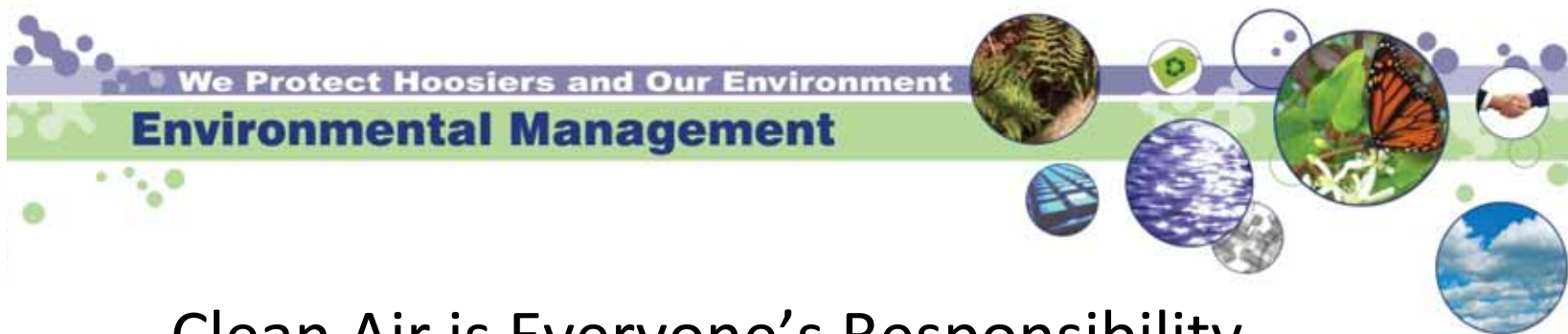


Plans for 2009

Communication:

- Through continued involvement in the MCDI Leadership Group events
- Conduct meetings of coalition partners as needed
- Through established partnerships, focus on expanding interest and involvement in ICDC activities





Clean Air is Everyone's Responsibility



THANK YOU!





Michigan Clean Diesel Initiative (MiCDI)

September 17, 2009
Midwest Clean Diesel
Leadership Group Meeting

MiCDI: 2009 Accomplishments

The Michigan Clean Diesel Coalition

- ◆ 165 participants since the MiCDI's inception in October 2007 - a 76% increase in membership since 2008.
- ◆ 82% of participants are Michigan-based

MiCDI: 2009 Accomplishments

◆ Coalition Makeup

- 32% emissions reduction/engine equipment manufacturers
 - 13% State and federal officials
 - 11% Clean Cities Coalitions & Non-profits
 - 8% Associations
 - 8% Fuels and lubricant wholesalers/retailers
 - 6% Local and County Agencies
-
- 22% Other (i.e. trucking companies, retail universities, school districts, consultants, port facilities, utilities, etc.)

MiCDI: 2009 Accomplishments

Activities from October 2008- September 2009

- Coalition meetings held: 2
- Meetings attended to support statewide public transportation-related initiatives: 7
- Number of events attended that support Clean Cities' activities: 7
- Private industry seminars attended: 2
- Metropolitan planning organization meetings attended: 4
- Clean School Bus activities: 1

MiCDI: 2009 Accomplishments

Activities from October 2008- September 2009

- ◆ Held grant writing workshop in preparation for ARRA funding (February 2009)
 - Number of Attendees: 87
- ◆ The continuation of the Southeast Michigan Diesel Emissions Reduction Project – a 2 yr. project.
 - A partnership between Michigan Department of Environmental Quality, Marathon Oil Company and the Detroit Public Schools.
 - Goal: Install at least 160 diesel multi-stage filters and diesel oxidation catalysts on school buses for the Detroit Public Schools.

MiCDI: 2009 Accomplishments

Activities from October 2008- September 2009

- ◆ Developed the state's first Clean Diesel Grant Program:
 - Established operating guidelines, procedures and processes for grant application announcement, submission, review and evaluation, award, promotion and project management.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 1: Develop and Support State Coalitions

- Increased recruiting and marketing efforts to incorporate more:
 - School districts and higher education academic institutions
 - Local jurisdiction and county agencies
 - Agricultural equipment suppliers
 - Non road construction companies.
- in the MiCDI by working with statewide member groups, associations and through word of mouth.
- Implemented a limited communications strategy
 - MiCDI meeting postings listed on web site, along with meeting minutes.
 - Distributed a number of e-mail information updates to members regarding clean diesel activities.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 1: Develop and Support State Coalitions (continued)

- Provided support for adjunct Clean School Bus projects in the state
 - ◆ Staff have made themselves available for consultation on grant application development questions and supported statewide school districts' public relation events for receipt of federal competitive grant funding.
- Developed a closer working relationship with the Michigan Department of Transportation (MDOT)
 - ◆ Staff are working together on environmental justice issues, and are providing consultation on the availability of EPA and MDEQ resources to MDOT projects. These collaborative efforts are proving to be vital to areas of the state where there is the propensity for the resurgence of higher PM_{2.5} or Ozone emissions.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 2: Award of EPA Funds and Generation of Non-EPA Funding Sources

- Development of a formal (Michigan) State Clean Diesel Grant Program comprised the majority of staff time and commitment over the last fiscal year.
 - ◆ **State Clean Diesel Grant, 2008 and 2009 DERA funding:** The Southeast Michigan Diesel Emissions Reduction (Detroit Public Schools bus) Project.
 - ◆ Currently in the vehicle testing stage for equipment order placement.
 - ◆ Equipment installations to occur beginning in October 2009.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 2: Award of EPA Funds and Generation of Non-EPA Funding Sources (continued)

- ◆ State Clean Diesel Grant Stimulus Funding (ARRA)
 - A Request for Projects (RFP) released in May 2009.
 - Applications were made for a variety of idle reduction and exhaust control equipment, engine repowers and vehicle replacements.
 - ◆ More than \$3 million worth in project submissions made by 10 applicants.
 - ◆ Current status: Projects are at the end of the review and evaluation stage.
 - ◆ Award notifications expected in early October 2009.
 - ◆ Sub grantee contracts expected to be signed shortly afterwards.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 3: Address Common Issues Across the Region

- ◆ Assistance with Climate Change Efforts – Working with the Michigan Department of Management Budget and the state fleet.
 - ◆ **Truck Idle Reduction policy**, a recommendation cited in the Michigan Climate Action Plan (March 2009).
 - Assist in the development of a Truck Idling Program for motor vehicles, buses and heavy-duty equipment.
 - Statewide legislation is one of the targeted idle reduction options for diesel engine trucks, possibly being introduced to the legislature by a non-governmental organization.
 - ◆ **Eco Driving Program**, a recommendation cited in the Michigan Climate Action Plan (March 2009)
 - Establish an awareness program for state employees and their use of the state of Michigan's vehicle and equipment fleet.

MiCDI: 2009 Accomplishments

Strides Toward Meeting Objective 3: Address Common Issues Across the Region (continued)

- Both the Southeast Michigan Diesel Emissions Reduction (Detroit School bus) Project and stimulus grant project funding were targeted toward areas of PM_{2.5} NAAQS non-attainment in Michigan.
 - ◆ Metropolitan Detroit area (7 counties)
 - ◆ Other counties within Michigan that were within 60-100% of the PM_{2.5} NAAQS standard (an additional 10 counties).

MiCDI: 2009 Accomplishments

- ◆ *Strides Toward Meeting Objective 4: Create Actions that Stir the Imagination – “Wish List” Items*
 - Still working on...
 - ◆ Recruiting and marketing efforts for MiCDI and State Clean Diesel Grant Program.
 - ◆ Finding new ways to work closer with statewide local and county agencies and their fleets.
 - ◆ The expansion of a state clean diesel program’s overall communication strategy.

Plans for 2010

◆ Objective 1: Develop and Support State Coalitions

Current Work Plan and Goals for 2010

- ◆ Continue partnerships with statewide associations, and increase recruiting and marketing efforts/develop a plan for expansion of membership in MiCDI to:
 - Private fleets (in the manufacturing, retail, wholesale & transportation sectors)
 - Equipment and technology providers
 - R&D companies concentrating on advanced technology (i.e. hybrids) and alternative fuels
 - Private foundations
 - Regional biofuels initiatives

Plans for 2010

◆ Objective 1: Develop and Support State Coalitions *(continued)*

Current Work Plan and Goals for 2010

- ◆ Maintain level of effort for existing communication strategy
 - More timely posting of web meeting minutes from coalition meetings.
 - Continue to periodically updates members on issues, resources and funding availabilities by e-mail distribution, presentations to coalition members and through telephone consultations.

Plans for 2010

◆ Objective 1: Develop and support state coalitions *(continued)*

Current Work Plan and Goals for 2010

- Provide support for adjunct Clean School Bus projects in the state

- ◆ Continue to provide consultation and technical support for local school districts to encourage these school districts to apply for available funding at the state and federal level in greater numbers.

Plans for 2010

◆ Objective 1: Develop and Support State Coalitions *(continued)*

Current Work Plan and Goals for 2010

- Support MDEQ SIP Efforts and Statewide Climate Change Activities Based on Governor's Executive Directive 2009-4
 - ◆ Voluntary efforts and activities to be concentrated in the state's ozone and particulate matter non-attainment areas.

Plans for 2010

◆ Objective 1: Develop and support state coalitions *(continued)*

Current Work Plan and Goals for 2010

- ◆ Work with other state agencies to complete Climate Change Initiatives
 - State energy efficiency programs within the Michigan Department of Energy, Labor and Economic Growth
 - Michigan Economic Development program – conduct a macro-economic analysis of the policy recommendations in the Michigan Climate Action Plan.
 - Michigan Department of Agriculture to identify opportunities for R&D, financing and product promotion for coalition members, and to assist in the implementation of carbon sequestration practices in the Michigan Conservation & Climate Initiative.
- ◆ Support and coordinate MiCDI activities with those of the state Clean City Coalitions.

Plans for 2010

◆ Objective 1: Develop and Support State Coalitions *(continued)*

Current Work Plan and Goals for 2010

- Develop a closer working relationship with the Michigan Department of Transportation (MDOT)
 - ◆ Encourage greater and more efficient use of existing transportation infrastructure to decrease the amount of overall state vehicle miles traveled.
 - ◆ Reduce statewide vehicle idling and traffic congestion.
 - ◆ Promote greater coalition use of CMAQ funding.

Plans for 2010

- ◆ Objective 2: Award of EPA Funds and Generation of Non-EPA Funding Sources
 - The MiCDI currently does not use any non-federal funding sources for coalition-supported diesel emissions reduction projects.
 - ◆ The MDEQ is committed to applying for federal and non-federal sources of funding assistance as they become available for DERA-related or Climate Change activities.
 - Coalition members provide limited levels of in-kind support (i.e. activity promotion, meeting refreshments, facility use, etc.).

Plans for 2010

- ◆ Objective 3: Address Common Issues Across the Region
 - Support MDEQ SIP Efforts and Statewide Climate Change Activities
 - ◆ (7) Counties in Metro Detroit area in non-attainment for $PM_{2.5}$ (two monitors in SW metro Detroit with the highest violations).
 - ◆ A proposed SIP is due in 2012 with attainment reached by 2014.
 - ◆ MiCDI activities and projects are a part of the local control and voluntary measures the state is implementing as part of their attainment strategy.

Plans for 2010

◆ Objective 4: Create Actions that Stir the Imagination – “Wish List” Items

Increase Overall Recruiting and Marketing Efforts

- ◆ Develop promotional brochure for the MiCDI
 - Networking benefits
 - Coalition members' names posted on MiCDI web
 - Stressing early notification of financing and other strategic partnership opportunities

Plans for 2010

- ◆ Objective 4: Create Actions that Stir the Imagination – “Wish List” Items *(continued)*
 - State Clean Diesel Program Strategy
 - ◆ Work closer with statewide local and county agencies and their fleets
 - Provide continuing education
 - Assist in the development and promotion of local diesel emission reduction projects
 - Assist in locating financing opportunities

Plans for 2010

- ◆ Objective 4: Create Actions that Stir the Imagination – “Wish List” Items *(continued)*
 - Expand Communication and Outreach Strategy
 - ◆ Workshop(s) designed to strengthen, enhance and bridge the communication divide between public and private organizations.
 - Partner with the state’s Green Construction/Green Jobs initiatives to connect with non-road diesel emission sources such as the construction, agricultural and mining sectors to promote statewide diesel emissions reduction activities.

Plans for 2010

- ◆ Objective 4: Create Actions that Stir the Imagination – “Wish List” Items *(continued)*
 - Develop a closer working relationship with the Michigan Department of Transportation (MDOT)
 - Encourage the use of Tier II or better engine technology, and the use of diesel retrofit equipment in state contracts for road and non-road projects in non-attainment areas of the state.

Issues of Concern/Questions

- ◆ Upcoming Issues of Concern: Future Funding and State Budget Reductions.
- ◆ Question: How do states currently conduct an audit of existing DERA or stimulus activity to ensure the purchase and installation of equipment and vehicles?



Michigan Clean Diesel Initiative (MiCDI)

Donna Davis

Michigan Department
of Environmental Quality

Office of Pollution Prevention and
Compliance Assistance

P.O. Box 30457

Lansing, MI 48911

(517) 335-2784

davisd8@michigan.gov

Thank You!

Other Questions?





Minnesota Clean Diesel Coalition 2009 Update

September 17, 2009
MCDI Leadership Group Meeting
Chicago, Illinois

Bill Droessler, Minnesota Environmental Initiative
Mark Sulzbach, Minnesota Pollution Control Agency
Becky Kenow, Flint Hills Resources





Project Green Fleet

- Voluntary, partnership-based
- Managed by Clean Air Minnesota (CAM), a program of the Minnesota Environmental Initiative (MEI). CAM is co-chaired by the Minnesota Chamber of Commerce and the Minnesota Center for Environmental Advocacy
- Public, private and non-profit participants:


State
Agencies


Tribes


Local Units of
Government


Bus Companies


Non-profits


Private
Companies



MINNESOTA UPDATE 2009

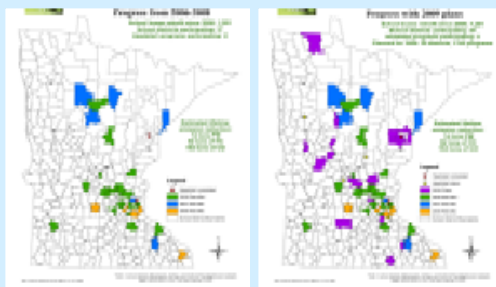
2009 Accomplishments – School Bus Retrofits

- Mix of public and private funds for school bus retrofits
- Goal of retrofitting all 4000 eligible school buses
 - ~1255 done by the end of 2008
 - More than 2000 buses by the end of 2009
- More than 60 school districts/fleets involved to date; HeadStart programs as well
- Quantifying emission and exposure reductions




MINNESOTA UPDATE 2009

2009 Accomplishments – School bus retrofits



MINNESOTA UPDATE 2009

2009 Accomplishments – Project Green Fleet

- **MN Coalition** and State Diesel Emission Reduction Strategy established
- **Outreach** – MEI/COC Road Shows
- **Closed out 2 EPA grants**, one more to follow
- **MN Governor's Award**
- **State \$1.2M grant** received



MINNESOTA UPDATE 2009

Plans for 2010

- PGF/MEI \$3M DERA/ARRA grant, whoa
- It's an honor
- Outreach plans
- Associations
- Key decision-makers
- Talking diesel in every household



MINNESOTA UPDATE 2009

Plans for 2010

- A strategy for MN
- Nearly 700 engines
- 45 new partners from the trucking and construction sectors
- A railroad, 3 tribes, 8 units of government, and numerous school districts and bus companies



MINNESOTA UPDATE 2009



2010 Funding Sources

- EPA
 - MCDI, EPA Region 5
- No additional state funds for diesel in 2010
- CMAQ funds – potential for more
- Private fundraising
- SEP's and consent agreements



MINNESOTA UPDATE 2009



2009 Accomplishments – MPCA

- MPCA continued implementation of **CMAQ** project to retrofit public on-road vehicles in the Twin Cities
- Original goal of 200 vehicles has been expanded to 400+
- 9 public entities involved
- Work will be completed by fall of 2010 (or sooner)



MINNESOTA UPDATE 2009



2009 Accomplishments – MPCA

- Awarded additional \$1.2M of state funds for school bus retrofits
- MPCA's Small Business Assistance loan program for Auxiliary Power Units/bunk heaters
- Increased use of diesel emission reduction practices in MPCA contract language (closed landfill and LUST program)
- DERA ARRA funds
 - RFP for \$1.57M closed in late June
 - 125 applicants
 - ~61 awards
 - MPCA is currently in the process of executing grant agreements



MINNESOTA UPDATE 2009



Plans for 2010

- Implementation and reporting on the 61 DERA ARRA grants
- Continued outreach to new sectors (rail)
- Continuing to expand EnviroFlash for AQ alerts



MINNESOTA UPDATE 2009



Common Issues Across the Region

- Connecting with the EPA
- SmartWay Transport Partnership
- Maintaining Minnesota's attainment status of NAAQS
- Reduction in PM for the state
- Reduce health risks for children and others

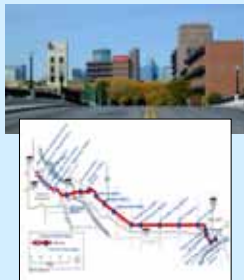


MINNESOTA UPDATE 2009



Create Actions that Stir the Imagination

- Minnesota Department Health - EPA STAR grant
- Neighborhood scale involvement – Phillips neighborhood
- Targeting unique projects
 - Central Corridor Light Rail



MINNESOTA UPDATE 2009



Coalition Question/Issues

- Sharing strategies, techniques, insights in partnership building and business recruitment
- Opportunities for collaboration across political boundaries for capital intensive projects?
- Youtube?



Photo from Minnesota Public Radio

<http://www.youtube.com/watch?v=38ueJVISgvA&feature=related>



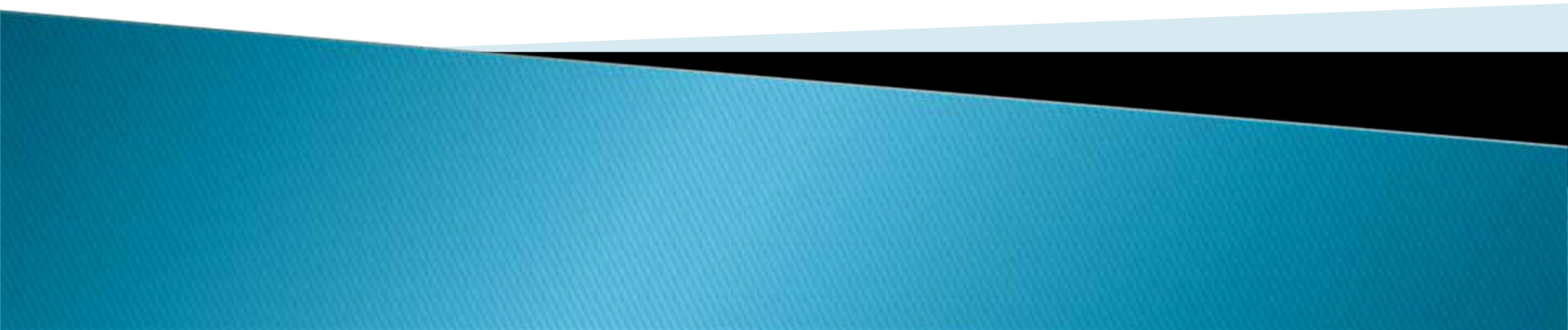
MINNESOTA UPDATE 2009



Ohio Collaborative

September 17, 2009

MCDI Leadership Group Meeting



Overview

- ▶ 2009 Accomplishments
 - ▶ Plans for 2010
 - ▶ Ohio Diesel Coalition
- 

What happened in 2009?

► DERG

- Second Round
 - Improvements in application.
 - Faster review.
- Obstacles
 - \$5 million to public transportation (only received 1 application).
 - FHWA requirements – time consuming, unfamiliar process.
 - Learning curve very steep!
 - Every project has a story (SORTA).
 - Third Round - Governor's veto.



What happened in 2009?



▶ ARRA:

- National Clean Diesel Funding Assistance:
 - Ohio applied on behalf of private and public organizations.
 - Nearly 400 applications were received.
 - Application was submitted on behalf of 12 projects (on/off road private/public.)
 - Ohio was awarded with approximately \$4.9 million.
 - ODOD will administer the funds – Ohio EPA technical collaboration.

What happened in 2009?

► ARRA:

◦ State Clean Diesel Program:



- \$1.73 million to Ohio EPA's Clean Diesel School Bus Retrofit Grants program.
- Ohio EPA awarded ~ \$754,000 of the stimulus funds on March 2009 application.
- September 2009 application: received 32 applications – 713 retrofits for \$2.5 million.
- Ohio EPA expects to spend all ARRA funds on 9/2009 applications.
- ~\$900,000 available annually from other state and federal sources.
- Since 2006, Ohio EPA has awarded \$3.2 million to 49 school districts to install pollution control equipment on 1,105 school buses statewide.
- County Boards of Developmental Disabilities are eligible to apply for grants from the Ohio Clean Diesel School Bus Retrofit Fund.

What happened in 2009?

- ▶ Cleveland citywide no-idling ordinance Ord. No. 207-09: (Effective 10/1/2009)
 - Reduce emissions while conserving fuel, maintaining adequate rest and safety of all drivers, and removing barriers to economic development imposed by the region's air quality status under the federal Clean Air Act.
 - No idle more than 5 minutes in any 60-minute period (vehicles).
 - No idle more than 10 minutes in any 60-minute period (loading/unloading).
 - Penalty: Violation of section - guilty of a minor misdemeanor.
- ▶ Partners:
 - OEC
 - City Council.
 - Northeast Ohio City Council Association.
 - The Earthday Coalition.
 - Cleveland Clean Air Century Campaign.
 - NOACA
- ▶ Website: <http://cleanairzone.org/>

Plans for 2010

- ▶ Objective 1: Implementation of award from EPA funds and generation of non-EPA funding sources
 - MCDI Grants
 - OEC
 - CFO
 - Ohio EPA School Bus Fund

Plans for 2010

- ▶ Objective 1: Implementation of award from EPA funds and generation of non-EPA funding sources
 - Ohio Green Fleets a CFO initiative:
 - First 25 certifications from 76 applications from over 300 engaged fleets.
 - DOE Clean Cities funding of CFO's Ohio Advanced Transportation Partnership:
 - \$11M
 - 26 govt., schools and private sector partners
 - Refueling infrastructure
 - 283 designated alternative fuel vehicles

Plans for 2010

- ▶ Objective 2: Address SIP related issues more aggressively.
 - Work on the development of a common database identifying number of vehicles and type of pollution control technology used.
 - Better understanding of geographical distribution of funds.
 - More accurate “Weight of Evidence” for SIP development.
- 

Plans for 2010

- ▶ Objective 3: Create actions to reignite Ohio Diesel Coalition's role.
 - What is the scope and role of the ODC?
 - How much engagement the ODC willing to take?
 - Is the ODC only interested in pursuing funding opportunities?
- 

Ohio Diesel Coalition

Ohio Diesel Coalition

► DERG

- Ohio Legislature more aware of diesel issue.
- Governor's office.
- Ohio Department of Transportation.
- Sustainable funding source.



Ohio Diesel Coalition

► Beyond DERG

- Can the coalition agree on and advance other clean diesel strategies?
 - Education/outreach to general public.
 - Black carbon and climate change.
 - Infrastructure for alternative fuels.
 - Statewide no-idle policy.
 - Low-interest revolving loan program.
 - Green contract language.

Future Ohio Diesel Coalition Actions

- ▶ Strategy meeting with coalition members:
 - Discuss clean diesel strategies and opportunities.
 - Identify 2-3 strategies for Ohio.
 - Resources, timeline, implementation.
 - Establish quarterly meeting schedule.
- 

Coalition Question/Issues

- ▶ What is your coalition made up?
 - ▶ How to keep momentum going when funds are not available?
 - ▶ What obstacles have you faced and how you over came those?
 - ▶ How did you develop coalition goals?
 - ▶ Do you have examples of projects/actions development?
- 

Thanks!

Carolina Prado

Ohio EPA

E-mail: Carolina.Prado@epa.state.oh.us

Phone: 614-644-2310

David Celebrezze

Ohio Environmental Council

E-mail: david@theoec.org

Phone: 614-487-7506

David Abel

Mid-Ohio Regional Planning Commission

E-mail: DABEL@morpc.org

Phone: 614-228-2663

Devan Willemsen

Ohio Environmental Council

E-mail: devan@theoec.org

Phone: 614-487-7506

Brad Couch

Clean Fuels Ohio

E-mail: Brad@CleanFuelsOhio.org

Phone: 614-884-7336



Wisconsin Clean Diesel Coalition

September 17, 2009
MCDI Leadership Group Meeting

2009 Accomplishments

WCDC actions:

- ◆ Promoted WCDC
- ◆ Hosted a statewide clean diesel workshop
- ◆ Organized grant applications
- ◆ Promoted available grants
- ◆ Drafted a statewide idle ordinance
- ◆ Continue to identify education needs and projects to focus funding



2009 Accomplishments cont.

Funding in 2009:

◆ **DERA**

- ◆ **WI Clean Diesel Grant (via DNR):** funded 23 fleets (of 31 applicants) \$10-20k each for a mix of idle reduction, retrofits and repowers. Used \$235k or \$280k.
- ◆ **Construction Engine Repowers (via DOT):** \$750k for nonroad Tier 0 engine repowers in nonattainment areas (up to \$30k per engine)

2009 Accomplishments cont.

Funding in 2009 continued:

◆ ARRA/EPA

- ◆ **WI Clean Diesel Grant (via DNR):** \$1.66 mil available for subgrants. 225 applicants applied for \$18+mil worth of projects on ~1,000 pieces of equipment (\$9+ mil in requests)
- ◆ **Switch Locomotive Idle Reduction (via DNR):** \$571k for installing AESS on 40 switchers
- ◆ **Truck Idle Reduction (via Commerce):** \$2mil to supplement and improve regular program
- ◆ **Other ARRA grants impacting WI fleets**

2009 Accomplishments cont.

Funding in 2009 continued:

◆ **ARRA/DOE**

- ◆ **Clean Cities Alt Fuel/Advanced Vehicle Technology Grant:** \$15 mil for public and private alt fuel vehicles and fuel stations
- ◆ **Truck Idle Reduction Grant Program (via Commerce):** To have occurred 2006 thru 2010, but funding jeopardized by state budget in 2009.

2009 Accomplishments cont.

Funding in 2009 continued:

◆ CMAQ

- ◆ **Retrofits (via DNR):** leftover funds from '03 school bus grant being used up for additional school bus and municipal retrofits, including the Port



2009 Accomplishments cont.

Funding in 2009 continued:



◆ CMAQ continued:

- ◆ **Eco Driving (via DNR and WI Clean Cities):**
Success with City of Milwaukee DPW and
Veolia Waste LDVs will transfer to HDVs
- ◆ 2009 application cycle closed in April.
Scoring underway with notices tentative for
early 2010.

Plans for 2010

Objective 1: Develop and support state coalitions

- ◆ Follow through on idling ordinance
- ◆ Continue to seek and apply for grants, making all members aware when new grants arise
- ◆ Organize workshops geared at requested topics of interest
- ◆ Keep website up-to-date

Plans for 2010 cont.

Objective 2: Award EPA funds and generation of non-EPA funding sources

- ◆ **Finish allocating 2009 grants – State ARRA/EPA grant, DOT DERA construction repower grant, Commerce ARRA/EPA truck idling grant, DNR ARRA/EPA switch locomotive grant, Clean Cities ARRA/DOE grant**
- ◆ **New 2009 DERA state and competitive grants – Start collaborating with WCDC on project ideas. Identify projects of interest, which organizations able and willing to apply...**

Plans for 2010 cont.

Objective 2: Award EPA funds and generation of non-EPA funding sources

- ◆ **Commerce Truck Idle Reduction Grant Program – revived in state budget!**



Plans for 2010 cont.

Objective 3: Address common issues across the Region

- ◆ **Formalizing diesel programs as part of SIPs**
- ◆ **Global Warming Task Force**
- ◆ **Helping fleets cope with CA regulations**

Plans for 2010 cont.

Objective 4: Create Actions that Stir the Imagination

- ◆ **Idling restrictions**
- ◆ **Creating Wisconsin-based clean diesel funding and/or broader scale idle reduction financing**
- ◆ **Incentives for early vehicle replacement**

Coalition Question/Issues

- Will the ARRA process scare people from future grants?



Coalition Question/Issues cont.

- ◆ How to take on more grants with ARRA on our plates? How will your agencies deal with '09 DERA?
- ◆ Affect of PM designations on coalitions and funding

Fight high gas prices!

Do your part by following
these ECOfriendly
driving tips:

- ✓ Don't speed, save 10-15%
- ✓ Start and stop smooooooooothly
- ✓ Check tire pressure

Save up to 25%!

