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Upcoming Events

Here's what's happening in the clean diesel world in the coming weeks:

January 13 (postponed): The Wisconsin Clean Diesel Coalition workshop which was supposed to be held on January 13 has been postponed while planning for a new venue nears completion. Information about the new date and venue will be disseminated by the Wisconsin Clean Diesel Coalition. If you would like to be provided information about the new date and location, or if you want more information about the Wisconsin Clean Diesel Coalition, please contact Jessica Lawent at Jessica.Lawent@wisconsin.gov. To visit the Wisconsin Clean Diesel Coalition web site, click the 'Wisconsin' tab at the top of this page.

January 14: The Wisconsin Clean Diesel Coalition will host a Q&A session for the state's clean diesel grant program, which has an application deadline of February 6, 2009. For more information, contact Jessica Lawent at Jessica.Lawent@wisconsin.gov. To visit the Wisconsin Clean Diesel Coalition web site, click the 'Wisconsin' tab at the top of the page.

Midwest Clean Diesel Initiative Leadership Group 2008 Meeting

The Midwest Clean Diesel Initiative Leadership Group met in Chicago on November 13. The day-long meeting highlighted MCDI accomplishments over the last year, and focused on state diesel coalition activities and future direction for the group. In the morning, Cheryl Newton, Region 5's Air and Radiation Division Director, welcomed everyone and highlighted the importance of pursuing clean diesel actions throughout the Midwest. EPA's Steve Marquardt then discussed air quality issues which will impact the region, and then he provided a rundown of FY2008 clean diesel funding and the projected 09 plans. MCDI Leadership Awards and "High Horsepower" Awards were presented to the winners (see the MCDI Spotlight at the end of this e-Update).

Brian Mormino of Cummins presented the MCDI Management Framework to the group. The MCDI Management Framework is a document which outlines overall goals for the Leadership Group and also discusses the structure of the Leadership Group and how the LG will work to accomplish these goals. The Framework projects MCDI's direction through 2010.

After these initial presentations, each state's clean diesel coalition presented to the group. Common themes included a discussion of each coalition's structure, 2008 successes, and activities that the coalition is undertaking. The six state clean diesel coalitions consist of representatives from each state clean air agency, as well as nonprofit, private, and other stakeholders and partners. Each of the state clean diesel coalitions meet regularly, and all have or soon will have a web page to highlight news and opportunities to stakeholders and the public.

You can find PDF files of the presentations and the final agenda of the Midwest Clean Diesel Initiative 2008 Leadership Group meeting online at www.epa.gov/midwestcleandiesel/leadershipgroup/index.html

EPA Promulgates Heavy-Duty OBD Requirements

On December 4, 2008, EPA issued final regulations requiring onboard diagnostic (OBD) systems on heavy-duty highway engines--diesel and gasoline--over 14,000 pounds gross vehicle weight rating (GVWR). The new regulatory requirements, which apply to heavy-duty engines beginning with model year 2010, call upon engine manufacturers to install OBD systems that monitor emission control components and alert the vehicle operator when the need for an emission-related repair is detected (much like OBD systems on passenger vehicles today). The OBD system will also store diagnostic information in the engine's computer whenever a malfunction occurs, to facilitate diagnosis and repair. In addition, engine makers are required to make information available to the service and repair industry to assist in the repair and maintenance of OBD systems and other emission-related components. The purpose of the heavy-duty OBD requirements is to ensure that the benefits of the federal 2007 and 2010 heavy-duty highway engine standards are realized in-use. In this final rule, EPA also makes several revisions to previously promulgated OBD requirements for heavy-duty diesels under 14,000 GVWR.

For further information, visit www.epa.gov/obd/regtech/heavy.htm

Study Of Truck Drivers Links Diesel Exhaust To Lung Cancer Risk

A study published in Environmental Health Perspectives, a journal of the U.S. National Institute of Environmental Health Sciences, concluded that trucking industry workers who were regularly exposed to diesel and other types of vehicles on highways, city streets, and loading docks had elevated risk of lung cancer with increasing years of work. The study, which was conducted by researchers at the Harvard School of Public Health, the University of California at Berkeley and others, examined the work records of 31,135 male workers, using lung cancer mortality records and vehicle exhaust exposure measurements to identify jobs associated with current and historical use of diesel-, gas-, and propane-powered vehicles. Truck drivers exposed to diesel had higher lung cancer rates, with the highest rates of death and disease experienced by workers who did short-haul pickups and deliveries. Researchers believe that the increased health risk of short-haul drivers is due to the fact that they often leave their windows open, while long-haul drivers are protected because they close their windows. The researchers also found that exposure to fresh diesel emissions--as opposed to aged exhaust--was associated with greater risk. The California Air Resources Board discussed the study in meetings held this week, as it considers regulations to require diesel exhaust retrofits in 2010 and 2011, and fleet modernization between 2012 and 2022. If such a regulation is adopted, California will become the first state to require diesel emissions controls, which would apply to the approximately 1 million diesel trucks in the state.

For further information, visit www.eponline.org/docs/admin/about.html and www.arb.ca.gov/board/ma/2008/ma121108.htm

Wisconsin Clean Diesel Grant Program Accepting Applications Through February 6

On December 18, the Wisconsin Department of Natural Resources launched a web page in conjunction with the announcement of the Wisconsin Clean Diesel Grant Program. The Wisconsin DNR has established the Wisconsin Clean Diesel Grant Program to help reduce diesel emissions from both public and private vehicle fleets across the state. The program is funded by the U.S. EPA through the Diesel Emission Reduction Act. Funds are limited and will be divided between on-road and off-road projects. Eligible on-road fleets may apply for funding of engine repowers, idle reduction and/or retrofit devices. Each grant award has a pre-set

limit. Engine repowers and idle reduction projects require a minimum 50% direct match from the applicant.

Please thoroughly review the grant guidelines (which can be found at <http://dnr.wi.gov/air/mobile/formsCDGP/Guidelines-WisconsinCleanDieselGrantProgram.doc>) to determine eligibility and specific program details. If after reviewing the guidelines you still have questions, you can contact Jessica Lawent at (414) 263-8653 or Muhammed Islam at (608) 264-9219.

You can read more about the Wisconsin Clean Diesel Grant Program and download the application, read the program guidelines, download appropriate forms, and more at <http://dnr.wi.gov/air/mobile/CleanDieselGP.htm>

Ohio EPA Awards 6 Clean School Bus Grants Through The Ohio Clean Diesel School Bus Fund

During the fall 2008 grant cycle, Ohio EPA has awarded six grants to school districts for a total of \$376,004.46. These grants will install pollution control technology on 229 buses and will achieve an estimated annual emission reduction of 281.6 pounds of particulates, 1,926 pounds of carbon monoxide, and 805.7 pounds of hydrocarbons. The six grants awarded are:

St. Mary's City Schools: Auglaize County, \$19,500 to retrofit 15 buses with diesel oxidation catalysts and closed crankcase filtration systems.

Kenston Local Schools: Geauga County, \$79,730 to retrofit 34 buses with diesel oxidation catalysts and closed crankcase filtration systems.

Lakota Local Schools: Butler County, \$44,611.56 to retrofit 54 buses with diesel oxidation catalysts. An in-kind match by the applicant will allow for an additional 14 retrofits.

Northwest Local Schools: Stark County, \$49,999.08 to retrofit 6 buses with diesel particulate filters and three of those buses with closed crankcase filtration systems.

Columbus City Schools: Franklin County, \$86,243.82 to install closed crankcase filtration systems on 78 buses, plus pre-heaters on an additional 26 buses.

Cleveland Municipal Schools: Cuyahoga County, \$95,920 to retrofit 16 buses with diesel particulate filters. An in-kind match by the applicant will retrofit an additional 191 buses.

Since the Ohio Clean School Bus Fund began in 2006, Ohio EPA has awarded more than \$2 million to install pollution control equipment on 767 school buses statewide, and remove more than 11 tons of pollutants from the air. The next grant application deadline will be **March 2, 2009**.

For more information on Ohio's Clean Diesel School Bus Fund for retrofit grants, contact:

Ohio EPA, Office of Environmental Education
P.O. Box 1049
Columbus, OH 43216-1049
Phone: (614) 644-2873
Email: oeef@epa.state.oh.us
Web: www.epa.state.oh.us/oeef/html/schoolbus.html

Chicago Metropolitan Agency For Planning Announces \$19 Million in FY09 CMAQ Diesel Funding

On October 9, 2008, the Chicago Metropolitan Agency for Planning MPO Policy Committee approved 10 clean diesel projects to be funded by the Congestion Mitigation and Air Quality (CMAQ) Improvement Program during fiscal years 2009 and 2010. The projects, which total \$19,509,103, will address diesel emissions from railyards, buses, and other diesel-powered fleets.

The Chicago Metropolitan Agency for Planning's FY2010 Call for Projects is open until February 6, 2009.

For more information about the 2009 projects, or to submit a project for 2010 funding, please visit the Chicago Metropolitan Agency for Planning on the internet at <http://www.cmap.illinois.gov/cmaq/default.aspx> or contact Doug Ferguson at (312) 386-8824

MCDI Spotlight:

2008 Midwest Clean Diesel Leadership Award Winners and 2008 Midwest Clean Diesel “High Horsepower” Award Winners

This month's MCDI Spotlight shines upon the winners of the 2007 Midwest Clean Diesel Leadership Awards. The MCDI Leadership Awards raise awareness and recognize individuals or organizations that have made significant, measurable improvements in air quality through the development and/or implementation of clean diesel actions (i.e. retrofits, replacements, fuels, education, leveraged funding, etc.). The MCDI Co-Chairs reviewed and selected this year's winners.

Midwest Clean Diesel Initiative Leadership Award winners:

Roehl Transport: Wisconsin-based Roehl Transport is a truck carrier with over 4,000 trailers and 1,650 power units, placing them among the top 100 trucking companies in the nation. Roehl Transport is committed to improving their environmental performance, and has done so by incentivizing clean diesel activities and through participation in EPA's SmartWay Transport Partnership. To date, 15% of Roehl's fleet is equipped with auxiliary power units (APUs), and the company anticipates that their entire fleet will be APU-equipped by 2010. Additionally, Roehl's trucks have been governed to a maximum speed of 63 mph, with a maximum cruise control speed of 61 mph (these speeds were reduced from 65 mph). Roehl creates an incentive for its drivers to reduce idling by setting an idle standard for them each month. Top drivers receive an additional bonus from the company. Through these actions, Roehl drivers have reduced unnecessary idling by 41% over the last year.

City of Chicago Department of Fleet Management: The City of Chicago's Department of Fleet Management (DFM) has implemented an array of clean diesel actions under its Diesel Vehicle Emissions Reduction Program. The program takes a multi-pronged approach to address its legacy diesel fleet which includes the purchase of pollution control retrofit technologies (including DOCs and DPFs), idle reduction technologies and policies, purchase and use of alternatively-fueled vehicles, creation of alternative fuel stations, and the purchase of hybrid vehicles. Through this combination of approaches, the City of Chicago DFM has, to date:

- Retrofitted 511 vehicles (refuse trucks, utility trucks, street sweepers, front end loaders) with DOCs
- Retrofitted 4 sweepers and 4 refuse trucks with DPFs
- Purchased 346 alternatively-fueled vehicles (272 E-85 flex-fuel vehicles and 74 compressed natural gas-powered (CNG) vehicles)
- Purchased 232 hybrid vehicles (38 Priuses, 194 Escapes, 1 shuttle bus, and 1 aerial bucket truck)
- Added CNG to 5 fueling stations and built a sixth
- Added E-85 fuel to 5 stations
- Installed idle-shutdown devices on 611 medium- and heavy-duty trucks (750 to be completed by year-end)
- The DFM will soon have GPS monitoring ability for these vehicles

The City of Chicago DFM has utilized multiple funding sources to augment the costs of these activities. Funding sources include EPA and state supplemental environmental projects, Congestion Mitigation and Air Quality (CMAQ) funds, MCDI funding, and local matches.

The Ohio Environmental Protection Agency: In 2005, the Ohio Environmental Protection Agency sought legislative authority to collect civil penalties for pollution violators, and use that money to fund grants to school districts for reducing diesel emissions. The Ohio Clean Diesel School Bus Fund has since awarded \$1,643,813 to install pollution control equipment on 642 school buses in 33 districts across Ohio. Priority is given to school districts in PM2.5 nonattainment areas and to school districts that have an idle-reduction policy in place. Schools can choose to install diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs) closed crankcase filtration systems, or any other technology that is on EPA's or CARB's verified technology lists. Ohio EPA partnered with multiple organizations to secure legislative approval and implement the program. Partner organizations include local air and regional planning agencies, fuel and equipment vendors, the Ohio Environmental Council, and the Ohio Department of Education's Pupil Transportation Division. The City of Broadview Heights, Columbus Public Schools, Hamilton County Department of Environmental Services, and the Ohio Department of Transportation hosted information sessions to roll out the program. EPA Region 5 and the Midwest Clean Diesel Initiative provided benchmarking assistance, while the Ohio State Highway Patrol helped ensure that retrofits did not interfere with mandatory school bus inspections each summer. Finally, the University of Cincinnati's Childhood Allergy and Air Pollution Study served as a resource for related health issues. The program was so successful that the Ohio General Assembly voted to reauthorize the program at a funding level of \$600,000 each year through 2009. Ohio EPA seeks to increase funding and continue the program for the foreseeable future.

MCDI Spotlight (continued)

2008 MCDI “High Horsepower” Awards for Individual Excellence:

This year, the Midwest Clean Diesel Initiative Leadership Group is proud to present “High Horsepower” Awards for Individual Excellence to two people who have demonstrated outstanding leadership and have made an appreciable difference for cleaner air in the Midwest.

Jessica Lawent, Wisconsin Department of Natural Resources/Wisconsin Clean Diesel Coalition: Jessica Lawent has been an active participant in EPA's Midwest Clean Diesel Initiative representing the State of Wisconsin on clean diesel efforts for many years. Over the past year, Jessica was responsible for the creation of the Wisconsin Clean Diesel Coalition (WiCDC) and for guiding this effort into a cohesive, effective multi-stakeholder group that has, as one of its goals, an ambitious target of affecting 50,000 legacy diesel engines in Wisconsin by 2010. The WiCDC is primarily focused on educational outreach and the development of funding mechanisms to accelerate emission reductions from diesel fleets. The group meets regularly in Madison, and has its own web site (which can be accessed by clicking on the “Wisconsin” link at the beginning of this e-Update). MCDI staff and EPA management certainly recognize the effort and dedication needed to create a State coalition from the ground up. It takes a person to direct the effort that has dedication, leadership, organizational skills, and a drive to make it happen. Jessica exhibited all these skills and more by building the WiCDC to what it is today.

Joe Koncelik, Frantz Ward LLP: Joe Koncelik has been an integral part of Ohio's clean diesel activities. First, as Director of the Ohio Environmental Protection Agency, Joe created the Ohio Clean Diesel School Bus Fund by focusing the efforts of the Agency's enforcement program to create a sustained program to reduce pollution impacting children and targeting particulate matter hot spots. Later, Joe brought a diverse group of stakeholders together and demonstrated the need for in-state funding for clean diesel activities. As a result, Ohio's Diesel Emissions Reduction Grant (DERG) program was developed and funded at \$20 million. Joe continues to push for the full implementation of DERG and future, sustainable funding sources to address Ohio's air quality concerns. He has been instrumental not only in clean diesel actions but also in making strides to find practical solutions to Ohio's air quality issues.



Pictured (from left to right): Brian Mormino (MCDI LG Co-Chair), Joe Koncelik (Frantz Ward), Jessica Lawent (WDNR), Cheryl Newton (Director, EPA Region 5 Air and Radiation Division), Jolene Sternweis (Roehl Transport), Darwin Burkhart (MCDI LG Co-Chair), Angela Tin (MCDI LG Co-Chair), Matthew Stewart (City of Chicago)
Not Pictured: Carolyn Watkins (Ohio EPA)



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