

US EPA ARCHIVE DOCUMENT



Midwest Clean Diesel Initiative Exceeds \$50 Million Funding Mark

The Midwest Clean Diesel Initiative is proud to announce that public and private partners have expended \$52.6 million on clean diesel projects in the Midwest since 2004. Midwest Clean Diesel Initiative partners have undertaken a wide range of clean diesel projects through this initiative that have impacted nearly every type of diesel vehicle including construction equipment, heavy-duty trucks, municipal vehicles, locomotives, cargo handling equipment, and school and transit buses.

Several funding sources have contributed to the success of this effort. EPA has issued \$5.2 million, or 10 percent of the total funding, in grants. Grant recipients supplied \$1.4 million in matching funds for these grants.

Additionally, some \$6.2 million from federal enforcement settlements has been used to reduce diesel emissions. Funds from one enforcement settlement are being used to reduce emissions from approximately 20 Detroit-area locomotives to address local air quality concerns.

Diesel projects are eligible for funding under a U.S. Department of Transportation program to mitigate congestion and improve air quality. Through this program, nearly \$24 million has been distributed in grants funding clean diesel projects. The recipients of these grants have provided about \$5.8 million toward the projects. The Wisconsin Department of Natural Resources tapped these funds to create a program to retrofit school buses in southeast Wisconsin with equipment to reduce diesel emissions. The City of Chicago is using Department of Transportation funds to retrofit municipal vehicles.

Another important funding source is State and local governments, which have contributed nearly \$10 million for clean diesel projects. The state of Ohio now requires that a portion of all state environmental enforcement settlements be used to retrofit school buses with emission reduction devices.

More information on the Midwest Clean Diesel Initiative can be found at: www.epa.gov/midwestcleandiesel

Wisconsin Diesel Truck Idling Reduction Grant Program

On July 1, 2006, the Wisconsin Department of Commerce began implementing the Diesel Truck Idling Reduction Grant Program. The program was created by the Governor's budget bill, 2005 Wisconsin Act 25. The program is designed to assist common, contract and private motor carriers in the purchase and installation of idle reduction technologies. The program's primary goals are to help Wisconsin motor carriers reduce emissions and fuel consumption, in addition to providing invaluable field testing data.

The grant program has had a tremendous response from the trucking industry with grant requests far exceeding available funds. For the 2006 funding cycle the department received more than \$6.1 million in requests with available funding of \$1 million, pending legislative approval. The department expects the 2007 response to be even greater than that of 2006. Eligible applicants will receive a reimbursement of up to 70% for the cost of idle reduction equipment and installation. This change means that the

reimbursement amount could be less than 70%. Once the application process is complete, applicants will be notified if they have been selected to receive a grant and the amount of the reimbursement. Applicants may then elect to accept or decline the funding amount.

Applications will be accepted beginning on July 1, 2007. Prior to completing the application, please review the eligibility requirements established in Wisconsin rule Comm. 131 and the factsheet posted on the Department of Commerce webpage.

If you are a large fleet (51 or more post-1999 trucks) please note the website provides a separate spreadsheet for listing more than 4 trucks at a time per application.

More information, including an application, can be found at: www.commerce.wi.gov/dieselgrantprogram

Minnesota Legislature Approves \$2.4 Million for Clean Diesel Programs

The Minnesota legislature has approved funding through the Minnesota Pollution Control Agency for a \$2.4 million grant for diesel emission reduction efforts, including the Minnesota Environmental Initiative's Project Green Fleet. As a founding Project Green Fleet partner, the Agency's increased support will allow Project Green Fleet to develop plans to reach the roughly 4,000 school buses eligible for retrofits statewide. This state investment will allow even greater school district and fleet owner participation and will leverage additional public investment and expanded support from private funding, making this statewide goal a reachable target in the next 4 years.

The details of the funding are still being worked out. More information will be available in coming weeks, and will be included in future e-updates.

Announcement of MCDI Leadership Recognition Program

The Midwest Clean Diesel Initiative Leadership Awards raise awareness and recognize organizations that have made significant improvements in air quality through the development and/or implementation of clean diesel actions (i.e. retrofits, replacements, cleaner fuels, education, leveraged funding, policy development, etc.). A simple application can be filled out to nominate an organization/individual or self-nominate your organization. These applications are due September 1, 2007, with the recognition awards given in the fall. More information can be found at: <http://www.epa.gov/midwestcleandiesel/leadershipgroup/lgawards.html>. If there are questions, please contact Steve Marquardt at 312-353-3214 or marquardt.steve@epa.gov.

EPA Releases Two New Documents on the Cost Effectiveness of Diesel Retrofits

The Cost-Effectiveness of Heavy-Duty Diesel Retrofits and Other Mobile Source Emission Reduction Projects and Programs provides estimates of emissions reductions and the cost effectiveness of retrofit technologies and other mobile source measures. The document focuses on Congestion Mitigation and Air Quality Improvement (CMAQ) eligible projects and encourages agencies to consider cost effectiveness, air quality and health effects when deciding how to invest air quality resources.

The report, *Diesel Retrofit Technology: An Analysis of the Cost Effectiveness of Reducing Particulate Matter and Nitrogen Oxides Emissions from Heavy-Duty Nonroad Diesel Engines Through Retrofits* demonstrates

how nonroad diesel retrofits can be a cost effective strategy for reducing air pollutants. This report expands the analysis performed by EPA's previous technical report on retrofit cost effectiveness by analyzing more nonroad applications and estimating the cost effectiveness of various NOx reduction strategies.

Both reports are posted on the National Clean Diesel Campaign's publication website:

<http://www.epa.gov/cleandiesel/publications.htm>

Ohio Governor Directs ODOT to Change Administration of CMAQ Funding

On May 22, Ohio Governor Ted Strickland directed the Ohio Department of Transportation (ODOT) to change the way in which CMAQ funding can be used, allowing local communities to retrofit older diesel engines with new, clean diesel technology.

Strickland's order marks a change in policy by ODOT, which historically did not allow Metropolitan Planning Organizations (MPOs) to use CMAQ funds in this manner. Opening up CMAQ funding for these types of projects is part of the ongoing mission of ODOT Director James Beasley to review ways in which the funding sources administered by the Department can best be used.

"Allowing local communities to make this investment will put them ahead of the curve in decreasing air pollution and helping our cities get closer to federal air quality attainment," Strickland said. "The Ohio Department of Transportation will work closely with the Ohio Environmental Protection Agency and our local communities to make the air we breathe better.

MPOs will now be able to use CMAQ funds budgeted to them over the next two years, and any unprogrammed funds from past years, to immediately address diesel-retrofitting efforts. The MPOs can retrofit older diesel engines on public transit, truck and construction fleets with new, clean diesel technology.

"CMAQ funds have a very specific purpose: to mitigate congestion and improve air quality," said Director Beasley. "By giving local communities these new tools, we are also giving these communities more options to consider as they work with us to fight traffic and air quality problems."

The Ohio EPA will work in partnership with ODOT to ensure CMAQ funds are properly administered to projects that will help bring areas in Ohio, particularly in northeastern Ohio, into attainment of federal air quality standards.

"This initiative by ODOT adds much-needed support to our diesel retrofitting of school buses in communities that do not meet federal air quality standards for fine particulates," said Chris Korleslu, Director of the Ohio Environmental Protection Agency.

Ohio EPA created the Clean Diesel School Bus Fund in 2006 to encourage school districts to install pollution controls on diesel school buses, and use cleaner fuel to reduce diesel emissions and improve air quality. Ohio EPA reports that its retrofits will eliminate more than four tons of air pollution, including carbon monoxide, hydrocarbons and fine particulate emissions.

For more information contact:

Scott Varner (ODOT) at 614-644-8640 or Melissa Fazekas, (Ohio EPA) at 614-644-2782

DTF Releases Guide to Understanding and Accessing the CMAQ Program

The Diesel Technology Forum has released guidance entitled: *CMAQ Funded Diesel Retrofit Projects, A Guide to Understanding and Accessing the Congestion Mitigation and Air Quality Program*. This guide is a great source of information for those looking for a concise explanation of the CMAQ program, and information on ways to effectively utilize this substantial funding source.

The guidance can be found at:

http://www.dieselforum.org/fileadmin/templates/FactSheetMasterFolder/CMAQ_web.pdf

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