MIDWEST CLEAN DIESEL INITIATIVE

MCDI e-Update
October 2006

EPA Releases Emission Quantifier

The Diesel Emissions Quantifier is an online tool to help fleet owners, school districts, municipalities, contractors, port authorities, and others estimate cost effectiveness and environmental impact of emission reduction technologies that have been added to vehicles and equipment. Estimates of a fleet's emissions are made using miles driven, fuel mileage, and other information. This tool will help in the preparation of diesel emissions data to be submitted to EPA, and will allow fleet managers and others to quantify emission reductions. The quantifier allows users to review different estimates and save them temporarily until they are finished.

For more information: ***http://cfpub.epa.gov/quantifier/index.cfm***

EPA Administrator Steven Johnson Announces ULSD Rollout at Cummins Engine Corporation Headquarters in Columbus, Indiana

On October 15th, Ultra Low Sulfur Diesel (ULSD) with 15 parts per million sulfur content, became widely available at service stations and fuel distributors throughout the country, down from the previously mandated 500 ppm requirement. ULSD, the single, most far-reaching environmental and public health achievement since lead was removed from gasoline, is now available for consumers at the pump. This cleaner-burning fuel has 97 percent less sulfur and will deliver billions of dollars in environmental and public health benefits. ULSD combined with new engine technology will not only enhance environmental protection, but will also prevent nearly 20,000 premature deaths and tens of thousands of cases of respiratory ailments such as bronchitis and asthma.

Cheryl L. Newton, Deputy Director of the Air and Radiation Division in EPA Region 5 in front of a ULSD pump at the Cummins Headquarters press event in Columbus, IN

Labeling requirements began on June 1st mandating that all on-road diesel pumps be labeled, indicating diesel sulfur content. In addition, most refiners, with the exception of some small-refinery exemptions, began producing ULSD on this date. Beginning on October 15th, regulations went into effect ensuring that ULSD is not "downgraded" to Low Sulfur Diesel (LSD) containing 500 ppm of sulfur after it leaves the refinery. These regulations ensure that a sufficient supply of ULSD is available to the end user. Retailers can still market LSD for on-road use, but not more than 20% can be fuel that they downgraded from ULSD. Both fuels are expected to be available for on-road use, but initial EPA estimates indicate that over 90% of on-road diesel fuel currently available at the pump is ULSD.

For more information visit the Clean Diesel Alliance Webpage: ***www.clean-diesel.org***

EPA Grow and Go Program Launched

Grow & Go is a program developed by the U.S. Environmental Protection Agency (EPA) to promote the environmental benefits of renewable fuels. The program will support President Bush's goal of reducing U.S. dependency on foreign oil and help improve our environment. This program creates a renewable fuel component for EPA's existing SmartWay Transport Partnership. EPA will work with its public-private partners to implement the SmartWay Grow & Go goals.

Renewable Fuels

Renewable fuels are available today and provide environmental benefits. Second-generation biofuels, like cellulosic-based ethanol, hold tremendous promise for the future. Working with our public-private partners, the SmartWay Grow & Go program promotes the environmental benefits of renewable fuels and helps ensure continued progress toward the development of future renewable fuels.

Program Goals

By working with our current and prospective SmartWay Transport partners, the SmartWay Grow & Go program aims to promote the environmental benefits of renewable fuels. By 2012, EPA's goal is for 25 percent of our SmartWay partners commit to use renewable fuels, and by 2020 to have 50 percent of our partners commit to use renewable fuels.

Through SmartWay Grow &Go, EPA and its partners will expand the technical information about renewable fuels and increase public awareness of the environmental benefits. In addition, EPA will work with our federal partners and others to clarify and streamline the regulatory framework, which will remove barriers to the increased use of quality renewable fuels.

The Benefits of Biofuels

All vehicles manufactured today must meet EPA's stringent Tier 2 emissions standards, regardless of fuel type. However, the use of ethanol and biodiesel provide additional environmental benefits. Ethanol reduces emissions of pollutants such as carbon monoxide and benzene, a known human carcinogen. Biodiesel provides significant reductions in carbon monoxide, particulate matter (PM) and sulfates. Both fuels also reduce greenhouse gas emissions.

For Additional Information, please visit the Grow & Go website at: *www.epa.gov/smartway/growandgo*

Thinking Differently: CMAQ Dollars and Clean Diesel Projects

Virtually every road that's upgraded or built across the country uses city, state, and/or federal funds to finance the project. The U.S. Department of Transportation (DOT) is tasked with ensuring that our nation's roadways and highways continue to be safe and well maintained.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are available to state DOTs, which administer funding to non-profit organizations and government entities through Metropolitan Planning Organizations (MPOs) for investing in projects in nonattainment areas that reduce criteria air pollutants from transportation-related sources. To apply for CMAQ funding, Non-Profit Organizations and local and state governments apply for funding from eligible MPOs. Typically, CMAQ monies go toward projects like traffic signal synchronization, roadway expansion, and other automobile-related projects. However, clean diesel projects can be, and have been implemented using CMAQ funds.

MCDI would like to remind you that you can fund your clean diesel project with CMAQ dollars. We encourage you to take a look at the Association of Metropolitan Planning Organizations' web page, which lists many of the MPO's across the region, to inquire about what your MPO is doing with the CMAQ dollars it receives, and to suggest clean diesel projects for inclusion in the next round of funding. A list of MPO's across the country (and searchable by state) can be found here: *http://www.ampo.org/directory/index.php*

If you have a question about the CMAQ program but don't know where to start, you can contact

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Patricia Morris (312) 353-8656 *morris.patricia@epa.gov* or Mike Leslie (312) 353-6680 *leslie.michael@epa.gov*. They'll be glad to help, and can refer you to MPOs that have applied for CMAQ funding in the past. Additionally, look for updated CMAQ information on the MCDI web page. Over the next month, we will be compiling a list of helpful state and local CMAQ contacts for you to use.

National Alternative Fuel Vehicle Day Celebrations Across The Country, And Across Region 5

Thursday, October 12, 2006 marked the third annual National Alternative Fuel Vehicle Day (NAFVD). NAFVD was created by West Virginia University's National Alternative Fuels Training Consortium to promote the use of alternatively-fueled vehicles and advanced technology vehicles. In EPA Region 5, MCDI staff participated in celebratory events in Lansing, Michigan and Merrillville, Indiana.

The Merrillville NAFVD event was co-hosted by South Shore Clean Cities and Ivy Tech Community College of Indiana. The Lansing NAFVD event was sponsored by Lansing Community College and the Greater Lansing Area Clean Cities.

In Merrillville, EPA's Tony Maietta spoke about the SmartWay Transport Partnership and the Midwest Clean Diesel Initiative. Other speakers included the Indiana Office of Energy and Defense, and the Indiana Department of Environmental Management. Display vehicles included the Lundquist CNG Race Team's natural gas-powered race cars and the Dixie Chopper, a propane-powered vehicle billed as the world's fastest lawn mower.

In Lansing, EPA's Jennifer Dunn addressed the motivation for reducing diesel emissions, and strategies, including alternative fuels that can be used to achieve these reductions. Other speakers included manufacturers and end-users of alternative fuels, diesel retrofit device manufacturers, and biofuel trade industry representatives. Display vehicles included a brand new Meijer truck with aerodynamic fairings and a hybrid transit bus from Lansing.

For more information about the Merrillville or Lansing NAFVD events, please contact Carl Lisek of South Shore Clean Cities (219) 365-4289, or Marvin Argersinger of Lansing Community College (517) 483-1375.

MCDI Partner Spotlight:

Illinois EPA's Green Fleets and Clean School Bus Programs

As a partner of the Midwest Clean Diesel Initiative, Illinois EPA has made significant progress in reducing emissions throughout the state. Illinois has been a leader through the Green Fleets and Clean School Bus Programs.

Through the Clean School Bus Program, IL EPA has administered over $3 million in grant funding. This funding has been used by school districts to retrofit school buses with 662 diesel oxidation catalysts, 350 pieces of anti-idling equipment (e.g., auto shutdown devices), 102 diesel particulate filters; and has fueled 1,846 school buses with biodiesel, and 256 with ultra-low sulfur diesel prior to mainstream availability.

Through the Illinois Green Fleets Program and Alternate Fuels Rebate Program, IL EPA has issued over $2.5 million in grant funding. The Alternate Fuels Rebate Program started in 1998, and has received 223 separate applications affecting 1512 vehicles. By fuel type: 478 CNG, 476 Biodiesel (B20), 398 E-85, 144 Propane, and 14 Electric vehicles have been affected. The program also includes hydrogen, although IL EPA has not received any request for rebates for hydrogen yet.

The Illinois Alternate Fuels Rebate Program provides rebates for 80% of the incremental cost of purchasing an alternative fueled vehicle (AFV) (up to $4,000), 80% of the cost of federally certified alternative fuel vehicle conversions (up to $4,000), and the incremental cost of purchasing alternative fuels. Eligible fuels for the program include E85, biodiesel (at least 20 percent blend), natural gas, propane, electricity, and hydrogen. To be eligible, a vehicle must be a licensed, on-road vehicle and be able to be legally driven on public roads. For all rebates, the alternate fuel vehicle, conversion system, or alternate fuel must be purchased from an Illinois company or vendor. Gasoline-electric hybrid vehicles are not eligible. The E85 fuel rebate is up to $450 or $340 per year (depending on vehicle miles traveled) for three years for each flexible fuel vehicle that uses E85 at least half the time. The biodiesel fuel rebate (B20 and higher blends) is for 80% of the incremental cost of the biodiesel fuel, as compared to conventional diesel. The Rebate Program is open to all Illinois residents, businesses, government units (except federal government) and organizations that are located in Illinois

For more information visit: *www.illinoisgreenfleets.org* or contact Darwin Burkhart at: (217) 557-1441