

US EPA ARCHIVE DOCUMENT

# Midwest Clean Diesel Initiative



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e-Update

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It's been a while since our last e-Update! A lot has happened over the past year. The American Recovery and Reinvestment Act of 2009 provided EPA's National Clean Diesel Campaign with approximately \$300 million for competitive and allocated clean diesel funds. In Region 5, over \$26 million was awarded to 12 grantees to address emissions from vehicles and equipment across Minnesota, Wisconsin, Michigan, Illinois, Indiana, and Ohio. You can view EPA's complete list of funded American Recovery and Reinvestment Act clean diesel grants on our web site at <http://www.epa.gov/otaq/eparecovery/index.htm>

## Midwest Clean Diesel Initiative Leadership Group Meeting: June 30 - July 31, 2010

In the middle of the summer in Chicago, the Midwest Clean Diesel Initiative Leadership Group came together to celebrate our actions over the past decade, and to forge a new direction that will keep our public-private partnership strong for another ten years.



2010 Midwest Clean Diesel Initiative Leadership Group Meeting, Chicago, IL

The Midwest Clean Diesel Initiative Leadership Group is a diverse coalition with a shared goal of reducing diesel emissions in the Midwest. MCDI partners include: federal, state, and local governments, non-profit organizations with a general focus on clean air and mobile source emissions, citizen groups, engine and component manufacturers, vendors, school districts, and

other groups concerned about diesel emissions. At our 2010 Leadership Group Meeting, partners provided a state-by-state discussion of projects completed and engines affected over the last year. Attendees learned about EPA's clean diesel grants history, and received an overview of grants awarded over the last year.

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EPA provided a glimpse into its upcoming FY2011 request for proposals (which will be announced as soon as details are made final). Attendees learned about “MCDI By The Numbers”, a presentation that highlighted the transition from our initiative’s humble beginnings of utilizing supplemental environmental projects to address school buses and municipal vehicles to the congressionally funded program that our partnership has become. We have also greatly expanded in scope over the years: we’ve gone from primarily addressing school buses and municipal equipment to addressing a wide range of diesel vehicles and equipment including long-haul trucks, ships, construction equipment, and locomotives.

Attendees also learned about the history and future of the Diesel Emission Reduction Act (DERA), which is the legislative source of Midwest Clean Diesel Initiative’s competitive grant and state allocation funding. As presented at the meeting, EPA expects there to be approximately \$60 million available nationally for FY2011 grant funds. While the future of DERA funding is yet uncertain, we do know that diesel exhaust emissions will remain an important issue. Attendees learned how black carbon, which is emitted by diesel engines, is a growing concern for climate change, because it is the light-absorbing component of diesel particulate matter.

As the Midwest Clean Diesel Initiative reaches its goal of addressing emissions from one million diesel engines, we are looking for new ways to highlight the progress we’re making. In the future, we will address more emissions from goods movement, while doing our best to use GIS and other electronic tools to highlight areas where projects occur. There has been much to celebrate, as our group has achieved a lot over the years. But we aren’t done yet! You can view presentations and other meeting materials on our web site at: [http://www.epa.gov/midwestcleandiesel/leadershipgroup/2010\\_meeting.html](http://www.epa.gov/midwestcleandiesel/leadershipgroup/2010_meeting.html)

## **Chicago Area Locomotive and Railyard Meeting**

On July 13, representatives from EPA, the Lake Michigan Air Directors Consortium, the American Association of Railroads, Amtrak, Metra, BNSF, CSX, CN, and other rail operators met at the Chicago Metropolitan Agency for Planning to discuss partnership opportunities and to find ways to generate additional emissions reductions from locomotives and associated railyard activities. Participants learned about significant rail projects already underway in Chicago, like the Chicago Region Environmental and Transportation Efficiency Program (CREATE), which will invest billions in rail infrastructure improvements to reduce emissions from rail operations while improving congestion in the Chicago area. Participants learned about passenger and freight locomotive operations in and around Chicago, and explored new ways to reduce fuel use and emissions from these activities. You can view presentations from the meeting on our web site at: <http://www.epa.gov/midwestcleandiesel/sectors/rail/index.html#meeting>



## **MCDI Presents - Learn More About It**

This summer, EPA Region 5's Air and Radiation Division acquired a gotomeeting.com webinar software license. The license allows the Midwest Clean Diesel Initiative to host up to 99 people in a webinar, or "web-based seminar". This means that we can present audio and visual information to a hundred different people in a hundred different places at the same time, in real time! Participants can type questions into a field, and a presenter can type the answer or provide it verbally to the whole group. Participants can follow along with PowerPoint presentations; as the presenter changes slides, participants' screens do too.

Our first webinar was held on June 2, and covered heavy-duty diesel engine standards. Frank Acevedo from EPA Region 5 discussed EPA's heavy duty clean diesel rules, as well as the emissions standards for these vehicles (and how they've become more stringent over time). Presentations from Mack Truck, GM, Volvo, and Navistar explained how each of these manufacturers utilize different technologies to meet each model year's emission standards. The most discussed topic was what technologies each manufacturer uses to meet EPA's 2010 heavy-duty diesel on-road emission standards. Heavy duty diesel trucks and equipment that conform to EPA's 2010 emission standards are the cleanest available in the United States today.

On September 22, MCDI held its second webinar on on-road and off-road heavy duty diesel engine repowers. Frank Acevedo (our MCDI webinar go-to guy!) presented EPA's overview of on-road and off-road emissions certification. Then representatives from CAT and Cummins presented examples of on-road and off-road repower work that their companies perform. The audience learned that repowering an older vehicle or piece of equipment with an EPA-certified engine configuration can reduce emissions, fuel use, and maintenance costs.

Our next webinar is scheduled for Wednesday, October 27, and will cover locomotive and marine repowers. Locomotive and heavy duty marine engines are some of the largest diesel engines operating in the United States. Repowering propulsion or auxiliary engines in locomotives and marine vessels can extend the life of the vehicle while providing environmental, financial, and maintenance benefits to the operator.

Look for webinar invites through our email list. If you're not on the MCDI email list, please contact Anthony Maietta at [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)

To view past MCDI webinar materials, please visit:  
<http://www.epa.gov/midwestcleandiesel/publications/webinars.html>



# **MCDI Spotlight: 2010 Midwest Clean Diesel Initiative Leadership Award Winners**

At the MCDI Leadership Group Meeting in Chicago, IL, on June 30, the Midwest Clean Diesel Initiative Co-Chairs (EPA, Cummins, Illinois EPA, and the American Lung Association of the Upper Midwest) awarded four organizations and one individual with MCDI Leadership Group Awards for their innovative, replicable, and significant actions to reduce diesel emissions. The MCDI Leadership Group Awards are given each year to groups or individuals chosen by the MCDI Co-chairs from applications received. This year's winners have demonstrated leadership by bringing organizations together to identify and implement emissions reduction projects, education and outreach, leveraging of funding, technology development, innovative financing, and other significant efforts. This year's winners are:

**Respiratory Health Association of Metropolitan Chicago (RHAMC)**, a non-profit organization that has worked for cleaner air since 1906. RHAMC was awarded for their work over the past decade to improve air quality in the Chicago area. Notable activities include a successful request to get the Chicago Transit Agency to utilize ultra-low sulfur diesel fuel three years ahead of schedule, a successful request to get the City of Chicago to adopt a 5-minute idle policy for municipal vehicles, aiding in the development of clean diesel contract specifications at the state and county levels. Finally, the Respiratory Health Association of Metropolitan Chicago has written letters of support that have helped many organizations receive Congestion Mitigation and Air Quality funding for important clean diesel projects across Northeast Illinois.

**Leech Lake Band of Ojibwe**, is a Native American Tribe whose Reservation encompasses over 865,000 acres in Northern Minnesota. The Leech Lake Band of Ojibwe was awarded for their active steps to reduce air emissions on their land. In 2006 and 2007, the Tribe held air quality workshops that focused on diesel emissions. They invited other Tribes, local school districts, county highway departments, community members, and local governments to these meetings. Since then, the Tribe has completed or undertaken five clean diesel projects using state, local, and federal funds. As a result, the Leech Lake Band of Ojibwe has addressed nearly 100 diesel vehicles and pieces of equipment with retrofit technologies or by repowering (replacing old engines with newer, cleaner, EPA certified engine configurations). The Leech Lake Band of Ojibwe are the most active tribe for clean diesel projects in Region 5 and are a model for others to emulate.

**The Interlake Steamship Company** has operated shipping vessels on the Great Lakes since 1913, moving bulk cargo across the water system. The Interlake Steamship Company owns the Paul R. Tregurtha, the largest vessel operating on the Great Lakes. From mid-2009 until early this spring, Interlake Steamship repowered the main propulsion and auxiliary engines of the Tregurtha, a \$14 million dollar



project. The company did not perform the repower to meet any EPA regulations. Instead, Interlake Steamship realized that the new engines would reduce operating and fuel costs while improving the vessel's environmental performance. The new engines' energy efficiency improvements are estimated to reduce 236 tons of NOx, 295 tons of PM, and over 24,000 tons of CO2 every year.

**Chicago Metropolitan Agency for Planning (CMAP)** is Chicagoland's metropolitan planning organization, or MPO. They are responsible for programming the Federal Highway Administration's Congestion Mitigation and Air Quality funds throughout the metropolitan area since the CMAQ program started in 1992. In that time, CMAP– in partnership with the Illinois Department of Transportation, the Illinois EPA, Regional Transportation Authority, Chicago Department of Transportation, and county and municipal governments–has funded direct diesel emissions reduction projects across Northeastern Illinois. Since 2005 alone, CMAP has disseminated over \$72 million in federal CMAQ funds to clean diesel projects. The reductions associated with these projects are estimated to include over 300 metric tons of PM and over 8,000 metric tons of NOx.

**Brian Mormino of Cummins, Inc.** is an individual who has made a significant contribution not just to the Midwest Clean Diesel Initiative, but to the nation-wide push for voluntary diesel programs. In fact, without his work there might not even be a Midwest Clean Diesel Initiative! Mr. Mormino, who is now with Cummins, was a founding co-chair for the Midwest Clean Diesel Initiative and also on the National level, one of the people responsible for the existence of a national program to reduce diesel emissions. He helped create the National program that we see today through his role in Senator Voinovich's administration. The language he helped craft ultimately became the Diesel Emissions Reduction provisions in the Energy Policy Act of 2005, or DERA. Mr. Mormino served as the private sector co-chair from his new role at Cummins. It was through his efforts that private industry became such a strong part of the Midwest Clean Diesel Initiative. He got them on board and convinced them to sign on to collaborative principles that set the direction of MCDI. He continues as a co-chair of MCDI and provides overall program direction and insight into how we can make improvements to grow the network and implement meaningful projects that support larger goals.

You can read more about this year's winners on our web page at:  
[http://www.epa.gov/midwestcleandiesel/leadershipgroup/2010\\_meeting.html](http://www.epa.gov/midwestcleandiesel/leadershipgroup/2010_meeting.html)



(left to right)

- Mark Barker, Interlake Steamship Company
- Cheryl Newton, EPA Region 5 Air and Radiation Division
- Joel J. Afrik, Respiratory Health Association of Metropolitan Chicago
- Randy Blankenhorn, Chicago Metropolitan Agency for Planning
- Brandy Toft, Leech Lake Band of Ojibwe
- Brian Mormino, Cummins, Inc.
- Harold Wimmer, American Lung Association of the Upper Midwest

You are subscribed to the Midwest Clean Diesel Initiative e-mail list, a service brought to you by EPA Region 5 to inform you of news and related events on diesel programs in the Midwest. If you wish to have your name removed please email Anthony Maietta at [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)

