



## WEST COAST COLLABORATIVE

Public-private partnership to reduce diesel emissions

# WEST COAST COLLABORATIVE NEWSLETTER

## JANUARY/FEBRUARY 2005

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*The goal of the West Coast Collaborative is to leverage significant federal funds to reduce emissions from the most polluting diesel sources in the most affected communities and to significantly improve air quality and public health. By targeting the higher polluting engines with the most cost effective strategies, the benefits from the Collaborative are estimated to significantly outweigh the costs. The Collaborative is part of an overall national campaign to reduce diesel emissions.*

As part of the first pilot of the National Clean Diesel Initiative, the West Coast Diesel Emissions Reductions Collaborative is using innovative technology and market-based incentives to reduce diesel emissions and improve air quality and public health along the West Coast. On February 7, 2005, the Administration announced the FY06 Proposed Federal Budget, allocating **\$15 million in new EPA funding for a national diesel campaign**. The National Clean Diesel Initiative is the 4th largest EPA budget increase between FY05 and FY06 (behind homeland security, payroll and infrastructure). The West Coast Collaborative will certainly be an important part of this campaign. For more information about the EPA proposed budget, please go to: <http://www.whitehouse.gov/omb/pdf/Environment-06.pdf> or <http://www.epa.gov/ocfo>.

In addition to providing an overall update on the Collaborative, this issue will spotlight projects submitted by Collaborative members in an effort to illustrate the kind of work Collaborative partners could accomplish if more funds were available. The portfolio of possible projects can be used by Collaborative members to increase awareness of the Collaborative and as educational or marketing material to illustrate what additional resources devoted to diesel emissions reductions could achieve.

We would also like to thank our web development team for their continued work and the successful (upcoming) launch of our new website: [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org).

## West Coast Collaborative Public Workshop

The Port of Seattle is hosting the next Public Workshop of the Collaborative on March 21-22 in Seattle. This two-day Workshop will begin with a morning of optional field trips to local diesel mitigation demonstration projects; however, the Workshop will officially start at noon on the 21<sup>st</sup> and will conclude at 5 p.m. on the 22<sup>nd</sup>. Sessions throughout the Workshop will focus on existing resources and securing additional federal funds for diesel emissions reductions along the West Coast. There will also be an exhibition hall and opportunities for cross sector discussions on issues such as bio-diesel infrastructure and inter-modal transport solutions. A draft agenda and registration forms can be found on our website [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org).

# Interim Steering Committee (ISC) Update

The ISC met on December 10 and 16 by teleconference. The meetings focused on sector workgroup progress, EPA's FY05 and FY06 budgets, EPA's congressional outreach, potential organizational structures, foundation funding and planning the March 21–22 public workshop.

The November sector workgroup meetings enabled the ISC to gauge workgroup progress. Workgroup members have been and will continue to develop descriptions of potential projects that can create real, measurable, health and environmental improvements along the West Coast. The three main purposes of the project descriptions are to: describe the different diesel mitigation techniques that sectors are most interested in, provide a basis for cross-sector coordination, and illustrate the types of diesel emissions reductions possible with additional funding.

Gay McGregor of EPA's Office of Transportation and Air Quality (OTAQ) reported that for FY 2005, OTAQ has \$5 million available for the Smartway Program (idle reductions and fleet emissions reductions) and \$7.5 million available for Clean School Bus USA, nationwide. OTAQ will place an emphasis on ports, freight and construction. In addition, EPA Regions 9 and 10 have posted a Request for Initial Proposals for regional diesel emissions reductions.

EPA Regions 9 and 10 have been and will continue to conduct educational briefings for the U.S. Congressional delegations along the West Coast. During these updates, EPA provides an overview of the negative effects attributed to diesel emissions, highlights existing programs tackling the problem and describes the formation of the Collaborative to build upon past successes. EPA has posted all of the information presented at these briefings on our website: [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org).

The ISC also discussed potential private funding opportunities. EPA prepared a list of potential private funders for the Collaborative and is currently developing a private foundation outreach strategy.

ISC members also talked about various possible permanent organizational structures for the Collaborative. The primary reason to consider a structural change is to enable the Collaborative to make collective decisions on how to spend money, rather than relying on individual agency

competitions. EPA prepared a list of existing organizational structures for ISC members to compare.

## Sector Workgroup Updates

Each Sector Workgroup met via teleconference in January to discuss recently submitted project portfolios and the Collaborative wide public workshop.

Workgroup "champions" submitted project proposals that represent measurable air quality and human health improvements through diesel emissions reductions. Workgroups discussed the projects submitted, had brainstorming sessions on what actions Collaborative members could take in order to move each project forward, identified gaps in the existing project portfolios and discussed how to fill in these gaps.

In this issue, one project from each Sector Workgroup is being spotlighted to allow Collaborative members to gain an understanding of the project descriptions in other sectors and to foster cross-sector collaboration. Each spotlight includes contact information for the Collaborative member who drafted the description; please contact these Collaborative members if you are interested in their projects, or if you have additional ideas or questions. For a complete list of projects submitted, please visit our website at [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org).



### Spotlight: The Long Haul Trucking Sector Idle Reduction Plan for Long-Haul Trucks in Washington, Oregon and California

Nationwide, an estimated 500,000 long-haul trucks idle at truck stops, rest areas and distribution centers, consuming nearly a billion gallons of diesel fuel each year. The average long-haul truck idles for 1,800 hours per year, and consumes one gallon of diesel per hour when idling, which, in turn, increases maintenance costs by an average of \$0.53 for each hour the truck idles. On the west coast, diesel fuel costs roughly \$2.25 per gallon, making truck idling cost \$5,004 annually per truck - a cost that is borne by independent truckers and trucking companies alike. The Idle Reduction Plan Project incorporates three key components: Truck Stop Electrification (TSE) Infrastructure Development, On-Board Idle Reduction Equipment Retrofit Incentive, and Education and Outreach.

The project's first component, TSE Infrastructure Development, will install approximately 3000 TSE parking spaces annually for five years across the three western states for a total of 15,000 spaces. Developing TSE infrastructure along the West Coast will save 195 million gallons of diesel and net fuel cost savings of \$244 million over the life of the project. The On-Board Idle Reduction Retrofit Incentive component will provide funds for rebates and other economic incentives for a portion of idle reduction retrofit equipment installation costs for 15,000 trucks in CA, OR and WA, (approximately 15% of the market of existing trucks available for retrofitting). Three thousand trucks are slated for retrofits each year. This component will save 81 million gallons of diesel and provide net fuel savings of \$101 million for the duration of the project. The third component of the project is one of the most important - Education and Outreach to facilitate and foster development of the idle reduction technologies market. TSE technologies are relatively unknown in the trucking community. To expedite market penetration of idle reduction technologies and to educate the trucking community on the dangers of diesel emissions, the project will conduct an education and outreach campaign. Increasing the trucking community's awareness of technologies, fuel and maintenance cost savings potential and the dangers of diesel emissions encourages truckers to consider utilizing these new technologies.

For more information on this project please contact:

- » Frank Van Haren, Washington State Department of Ecology, 360.407.6870, [fvan461@ecy.wa.gov](mailto:fvan461@ecy.wa.gov)
- » Dipankar Sarkar, South Coast Air Quality Management District, 909.396.2273, [Dsarkar@aqmd.gov](mailto:Dsarkar@aqmd.gov)



### Spotlight: Head Rush Locomotives Sector Retrofit of Head End Power Units on Commuter Locomotives

Passenger rail cars used in the California Capitol Corridor service have very large heating/ventilation/air conditioning (HVAC) electrical loads along with significant lighting, power strip and concession stand power demands, known as Head End Power (HEP). HEP is supplied two ways: utilizing a separate alternator attached to the main drive engine in the locomotive, or utilizing a large generator driven by a separate non-road diesel engine found in the locomotive's engine compartment. HEP generator sets account for approximately 40% of the overall emissions from commuter locomotives. This project would retrofit 13 engines over 5 years. Eight Northern California counties, sixteen rail stations and 19,650 citizens who populate the train corridors will benefit. In addition, these locomotives are part of the commuter rail service between Oakland and Bakersfield,

expanding the population's benefit. Utilizing California verified diesel retrofit technology in a non-verified application is an innovative way to achieve diesel emissions reductions while gauging the technology's feasibility. Each retrofitted engine will save nearly \$5,000 for the duration of the project. Moreover, 217 tons of NOx, VOC and PM will be reduced over the five year period. There is also potential for these retrofits to be replicated on any HEP engine operating in commuter locomotives.

For more information on this project please contact:

- » Freya Arick, Sacramento Air Quality Management District, 916.874.4891, [farick@airquality.org](mailto:farick@airquality.org)
- » Steve Fretwell, CALTRANS, 916.296.1317, [steve\\_fretwell@dot.ca.gov](mailto:steve_fretwell@dot.ca.gov)



### Spotlight: Waste Wise Agriculture Sector Biomethane Conversion to Vehicle Fuel

The dairy industry is under increasing financial and regulatory pressure, and California has the largest dairy industry in the country. In California alone, dairies have an untapped resource: 60 million tons of manure annually. Technology exists to extract biogas, create renewable fuel and use it as a substitute for diesel fuel in fleet vehicles or farm implements. This project examines the financial and technical feasibility of producing renewable methane from dairy biogas for use on farms as a fuel substitute in the Central Valley. The product of this study will serve as the basis for constructing a biogas upgrading fuel plant to make the fuel available on farms and/or locally to diesel fuel users.

Targeting a non-attainment area the project will reduce emissions, improve public health in the Central Valley, assess the market for renewable methane as a diesel substitute, and examine the infrastructure requirements. The project plans to research available incentives for launching the new product, evaluate technologies for upgrading biogas quality and transporting it to an open market, and produce a cost estimate for constructing a biogas upgrading facility. The goal is to promote the capture and reuse of the gas as a substitute for vehicle fuel, thereby turning an environmental liability into a value added product.

For more information on this project please contact:

- » Allen Dusault: Sustainable Conservation, Project Director, 415.977.0380 ext. 303, [adusault@suscon.org](mailto:adusault@suscon.org)



**Spotlight: Pipe Dreams**  
**Construction Sector**  
**East Side Combined Sewer Overflow (CSO) Project**

The City of Portland's Combined Sewer Overflow (CSO) program is the largest public works project in the state. This project focuses on The East Side CSO tunnel, the final and largest of the projects in the city's 20 year program. The East Side CSO tunnel site is located in an area that is already heavily impacted by diesel emissions. Multnomah County ranks in the top 5 percent of all counties nationwide for elevated concentrations of diesel particulate. Furthermore, research indicates the highest concentrations in the county were along the Willamette River. The East Side CSO tunnel is slated to run alongside the Willamette River, adjacent to the downtown core in which over 16,000 reside and over 102,000 commute daily. Additionally, the state's densest residential neighborhoods are located within a two-mile radius of the tunnel site.

During the course of this construction project, approximately 150 diesel powered vehicles will be used to complete the project. An estimated 220 tons of diesel particulate matter will be emitted by vehicles associated with the Portland Eastside CSO Project. Though ultra low sulfur diesel (ULSD) won't be required for non-road construction equipment in Oregon until 2010, this project requires the use of this grade fuel in all project vehicles. Use of the fuel reduces PM10 emissions between 15 and 25%. Overall, diesel particulate emissions will be reduced by 72%. Approximately 158 tons of PM10 will not be emitted from project vehicles. The value of public health and environmental benefits from these reductions (including reduced risk for asthma, respiratory disorders, cancer, missed work days, emergency room visits and related medical care, and avoided impacts on regional haze) is estimated at a minimum of \$6.1 million.

For more information on this project please contact:

- » Kevin Downing, Oregon Department of Environmental Quality, 503.229.6549, [downing.kevin@deq.state.or.us](mailto:downing.kevin@deq.state.or.us)

For more information on the East Side Combined Sewer Overflow Project please contact:

- » Brendan Finn, City Of Portland, 503.823.4151, [bfinn@ci.portland.or.us](mailto:bfinn@ci.portland.or.us) or go to: [www.portlandonline.com/cso/index.cfm?c=31727](http://www.portlandonline.com/cso/index.cfm?c=31727)



**Spotlight: Life Aquatic**  
**Marine Sector**  
**Marine Biodiesel Fueling Station**

Several Federal agencies have vessels that run on diesel fuel. Currently, the only government fueling station that supplies biodiesel is the U.S. Navy facility in Manchester, Washington. Nonetheless, this facility does not have adequate infrastructure to fuel other government vessels. This proposal will upgrade the Navy biodiesel fueling facility in Manchester to increase its fueling capacity by installing an additional biodiesel storage tank and mixing/dispensing units capable of dispensing a variety of biodiesel mixes, from B-20 to B-100. Working with the Navy, Coast Guard, NOAA, EPA and other agencies, this project has the potential to expand to all federal and Washington State vessels operating in the Puget Sound.

For more information on this project please contact:

- » Hayden Street, U.S. Navy Region NW, 360.396.5089, [hayden.street@navy.mil](mailto:hayden.street@navy.mil)

## What's New?

### Upcoming Funding Opportunities, Conferences, Workshops, and Events

**E**PA Region 9 has announced that it is soliciting nominations for the 2005 EPA Environmental Awards Ceremony. The program, seeks to recognize individuals and groups outside of the agency who made significant contributions to improve the environment in 2004. Anyone can be nominated, such as scientists, teachers, journalists, citizen activists, young people, organizations, business representatives, public officials and others committed to preserving our natural surroundings. **Nominations must be received by February 18, 2005** through EPA's website. For more information and to submit a nomination, visit the Region 9 Web page at <http://www.epa.gov/region09/awards/>.

### Funding Opportunities

**EPA Regions 9 and 10** have issued a **Requests for Initial Proposals (RFIP)** for regional, diesel mitigation projects to reduce diesel emissions along the West Coast. These grants support regional collaborative demonstration projects that reduce diesel emissions and protect human health and the environment. Projects should be regional in scope, include a diverse group of stakeholders, leverage funds from a variety of sources, and achieve real measur-



able reductions and results. Regional projects have impacts across district, state or national borders or are transferable across borders. Initial **Proposals must be postmarked no later than February 11, 2005**. To read the full solicitation go to: <http://www.epa.gov/region09/funding/wcd-funding05.html>. To read Frequently Asked Questions, go to: [http://epa.gov/region10/WCD/rfp\\_faq.htm](http://epa.gov/region10/WCD/rfp_faq.htm).

The **U.S. Department of Energy** and the **U.S. Department of Agriculture** jointly request proposals for the **Biomass Research and Development Initiative**. The intent of this Request for Proposals is to promote greater innovation and development related to biomass, and to support Federal policy calling for greater use of biomass-based products, feedstock production, processing and conversion. The FY05 RFP focuses on the development and demonstration of projects that lead to greater commercialization. **\$15 million expected** to be available, awards NTE \$2 million each. **Responses due February 15, 2005**. For more info, go to: <http://www.fedgrants.gov/Applicants/USDA/NRCS/2890/67-3A75-5-22/listing.html> refer to Sol# 67-3A75-5-22.

The **ClimateTrust** is soliciting proposals for truck stop electrified parking projects that reduce carbon dioxide emissions from idling by diesel trucks at truck stops in Oregon and Washington. The Climate Trust's intent is to purchase the carbon dioxide emission reductions (CO2 offsets) generated from the projects. Proposals must be submitted by the intended owner of the truck stop electrified parking technology and the technology must be located at truck stops to be eligible for funding. **Responses are due by Wednesday, February 16, 2005**. For more information go to: [www.climatetrust.org/truckstopRFP.html](http://www.climatetrust.org/truckstopRFP.html).

The **U.S. EPA** has announced the "**Assistance Agreement for Environmental Justice and Air Permitting Workshops**." This notice announces the availability of funds and solicits proposals from state, local, multi-state, tribal agencies and non-profit public or private organizations or institutions, for a partnership project that (1) develops and delivers a training workshop that increases the awareness within environmental justice communities of permitting programs that affect air quality and (2) develops and delivers a training workshop that brings together governmental, community, academic, and advocacy groups and representatives to discuss emerging issues related to the Clean Air Act's Title V operating permits program. **\$80K expected** to be available, 1 award anticipated. **Applications must be received by February 25, 2005**. For more info, go to: [http://www.epa.gov/air/grants\\_funding.html](http://www.epa.gov/air/grants_funding.html).

The **EPA Region 9** requests applications for the **Food Quality Protection Act (FQPA) Grant Program**. The FQPA Program supports transition efforts by growers to

more environmentally sound pest management practices. Special emphasis will be on sustainable agriculture farming practices that are environmentally sound, economically viable and socially responsible. **\$200K expected to be available**, 4 awards anticipated. **Responses due March 4, 2005**. For more information, contact Cindy Wire at [wire.cindy@epa.gov](mailto:wire.cindy@epa.gov) or 415.947.4242.

The **U.S. Department of Energy** requests proposals for technology development projects and **Graduate Automotive Technology Education (GATE) Centers of Excellence**. The goal of the technology development is to further the efficiency of internal combustion engines, while meeting emissions regulations, through R&D of low temperature combustion regimes such as homogeneous charge compression ignition; emission control devices; technologies to enhance engine efficiency; and advanced fuel formulations. The goal of GATE is to overcome technology barriers preventing the development and production of cost-effective, high-efficiency vehicles for the U.S. market by training a future workforce of automotive engineering professionals. **\$7.5 million expected to be available**, up to 16 awards anticipated. **Response due by March 10, 2005**. For more info contact Andrea Gyorke at (304) 285-4554 or go to: <https://e-center.doe.gov/iips/faopor.nsf/UNID/B524B394D15C035785256F890073B93B?OpenDocument>.

The **U.S. EPA** requests proposals for work related to the analysis of health outcomes and consequences that may be affected by future global changes. The two priority research areas for this solicitation are: 1) Heat and cold related illnesses, and 2) Waterborne diseases. Proposals may expand on the research and assessment findings of previous assessments such as temperature related morbidity and mortality; injuries or illnesses from extreme weather events; air pollution related health effects; water and food borne diseases; and vector and rodent borne diseases. **\$2.4 million expected to be available**, 4 awards anticipated. **Responses due March 24, 2005**. For more information, contact Darrell Winner at 202.343.9748 or [winner.darrell@epa.gov](mailto:winner.darrell@epa.gov) or go to: [http://es.epa.gov/ncer/rfa/2005/2005\\_hsa\\_impacts\\_research.html](http://es.epa.gov/ncer/rfa/2005/2005_hsa_impacts_research.html).

The **U.S. EPA** requests proposals for work related to Decision Support Systems Involving Climate Change and Public Health. EPA is interested in research leading to the development of decision support systems that can incorporate information about the consequences of global change on human health in order to aid state and local public health agency efforts to ameliorate these impacts. **\$2.7 million expected to be available**, 6 awards anticipated. **Responses due March 29, 2005**. For more information, contact Darrell Winner at 202.343.9748 or [winner.darrell@epa.gov](mailto:winner.darrell@epa.gov) or go to: [http://es.epa.gov/ncer/rfa/2005/2005\\_decision\\_support\\_sys.html](http://es.epa.gov/ncer/rfa/2005/2005_decision_support_sys.html).

The **U.S. Department of Energy** announces its intent to request proposals for **State Energy Program (SEP) Special Projects**. The goal Special Projects is to assist States, D.C., and the Territories to accelerate deployment of energy efficiency and renewable energy technologies; facilitate the acceptance of emerging and underutilized energy efficiency and renewable energy technologies; and increase the responsiveness of Federally funded technology development efforts to private sector needs. Applications must be submitted by the State or Territorial Energy Office responsible for administering the State Energy Program formula grant. For more info, go to: [http://www.eere.energy.gov/state\\_energy\\_program/seo\\_contacts.cfm](http://www.eere.energy.gov/state_energy_program/seo_contacts.cfm). **\$14.7 million expected to be available**. The RFP is scheduled to open in early February 2005. **Proposals due April 22, 2005**. For more information, go to: <https://e-center.doe.gov/iips/faopor.nsf/UNID/F110D07C1B899D0D85256F7E0079B92B?OpenDocument>. Refer to Sol# DE-PS26-05NT42396.

The **Defense Advanced Research Projects Agency (DARPA)** requests R&D, design and testing proposals under a **Broad Agency Announcement (BAA)**. 40 areas of interest identified including but not limited to: Energy at sea, solid state lighting devices and systems, and programmable LEDs that blink at nanosecond intervals. **This BAA will remain open through December 31, 2006**. For more info, contact DARPA at [BAA05-13@darpa.mil](mailto:BAA05-13@darpa.mil) or go to: <http://www2.eps.gov/spg/ODA/DARPA/CMO/BAA05%2D13/listing.html>.

A **biodiesel tax incentive**, referred to as the "JOBS Bill" in Congress, is a federal excise tax credit in the amount of one penny per percentage of biodiesel blended with petroleum diesel. All biodiesel consumers will benefit from this legislation, including those tax-exempt markets, like school districts. For more information about the tax incentive go to: [www.biodiesel.org/news/taxincentive](http://www.biodiesel.org/news/taxincentive).

## Conferences

The **10th Annual National Ethanol Conference** is being held February 7-9 in Scottsdale, Arizona. Over the past ten years, the National Ethanol Conference has earned a reputation for delivering the most accurate information on marketing, legislative, and regulatory issues facing the ethanol industry. This year's conference will highlight the sustainability, growth and importance of the ethanol industry in relation to domestic energy use. For more information and to register go to: <http://www.ethanolrfa.org/nec.shtml>.

The **Clean Heavy-Duty Vehicles Conference 2005: Linking Energy Efficiency, Emissions and National Security** is being held February 22-24, 2005 at the La Quinta Resort & Club in La Quinta, California. For more

information go to: <http://www.calstart.org/> and click on the "Clean Heavy-Duty Vehicles" icon.

The **National Air Toxics Workshop 2005** will be held March 29 through April 1, 2005 at the Sheraton Imperial Hotel, in Research Triangle Park, North Carolina. This workshop provides a forum for EPA, state, Tribal and local pollution control personnel to share ideas and exchange information on current and future air toxics programs. This workshop includes MACT and Risk Assessment training. For registration, hotel reservation and agenda information go to: <http://www.cleanairinfo.com/airtoxics2005/index.htm>.

The **11th Annual Clean Cities Conference and Exposition** is being held May 1-4, 2005 in Palm Springs, California. For more information or to register online go to: <http://www.afvi.org/palmsprings/>.

The **West Coast Energy Management Congress (EMC)** is being held June 28-29, 2005 in San Diego, California. West Coast EMC is a venue which professionals from throughout California and other western states will come to get up to speed on the latest energy marketplace developments, explore promising new technologies for their facilities, compare energy supply options, and learn about innovative project implementation strategies. Booths are still available for vendors. For more information go to: <http://www.aeecenter.org/emc/EMCbody.htm>

**Energy 2005: The Solutions Network** is being held August 14-17, 2005 in Long Beach, California. It is the eighth annual national energy management workshop and trade show for Federal, state, local, and private sector organizations involved in energy management, water conservation, renewable energy, and sustainable design. The workshop is sponsored by the U.S. Department of Energy, Federal Energy Management Program, the Department of Defense, and the General Services Administration. For more information call Toll Free: (800) 608-7141 or go to: <http://www.energy2005.ee.doe.gov/>.

## Trainings

**Design Strategies for Low-Energy, Sustainable, Secure Buildings** is being offered August 17-19, 2005 in Long Beach, California. This course teaches the fundamentals of an integrated "whole building" approach, focusing on the early stages of building planning and design and how to integrate architectural features, high-performance equipment, renewable energy, and durable materials for cost-effective solutions. For information contact Richard Paradis at the Sustainable Buildings Industry Council, 202-628-7400 x201, email [rparadis@sbicouncil.org](mailto:rparadis@sbicouncil.org) or go to: [http://www.eere.energy.gov/femp/services/training\\_low\\_energy.cfm](http://www.eere.energy.gov/femp/services/training_low_energy.cfm) to register online go to: <http://fempcentral.com/workshops/registration.ws>.