



WEST COAST COLLABORATIVE

Public-private partnership to reduce diesel emissions

WEST COAST COLLABORATIVE NEWSLETTER

NOVEMBER/DECEMBER 2004

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The goal of the West Coast Diesel Emissions Reductions Collaborative (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.

Leading the Way

In a series of eight events held on September 30, Collaborative partners announced \$9 million of diesel mitigation projects along the West Coast - calling attention to the public health and environmental impacts associated with diesel emissions and highlighting the need for additional resources. All eight events garnered both regional and national media recognition in support of our partnership.

In the Pacific Southwest region, EPA Region 9 Administrator Wayne Nastri and Cal/EPA Director Terry Tamminen illustrated their firm commitment to the Collaborative, riding to Sacramento's truck stop electrification project announcement in a retrofitted long-haul truck. They were greeted by Paul Johnson, Department of Energy's Assistant Director for the Seattle Region. EPA Region 9 Deputy Administrator Laura Yoshi attended the San Diego-Tijuana Diesel Emissions Reduction Demonstration Project announcement accompanied by Director of the Baja California State Department of Ecology Enrique Villegas, San Diego Air Pollution Control Officer Richard Smith, and Hugo Zepeda, Baja California Federal Delegate for SEMARNAT, Mexico's environmental agency. EPA Region 9 Air Director Deborah Jordan participated in an event in L.A. with Michael Antonovich, Los Angeles County Supervisor and AQMD Board Member. Kern County's Third District Supervisor Barbara Patrick and EPA Region 9 Associate

Air Director Kerry Drake attended an event in Bakersfield highlighting UP and BNSF's idle reduction project. Lastly, EPA Region 9 Deputy Air Director Matt Haber was joined by Ron Duckhorn, President of the Blue and Gold Fleet, to announce the fleet's use of Lubrizol's low-emissions fuel.

In the Pacific Northwest, Oregon Governor Ted Kulongoski and Washington Governor Gary Locke each attended events in their respective states, while EPA Administrator Mike Leavitt attended Eugene, Oregon's truck-idle reduction project announcement. EPA Region 10 Acting Administrator Ron Kreizenbeck attended Seattle's Princess Cruise line electrification announcement, while Acting Deputy Regional Administrator Julie Hagensen attended Portland's I-5 truck stop electrification project announcement.

Each event successfully highlighted innovative diesel mitigation projects along the West Coast and the tremendous successes that can be achieved through partnerships. We thank you all for your committed support and involvement; congratulations for this great Collaborative success!

ISC Update

The Interim Steering Committee (ISC) met briefly on October 20 to discuss the September 30 events, review the draft Charter, and to identify short and long term goals for the Sector Workgroups. In preparation for the Workgroup calls, the ISC reviewed the Draft Charter and discussed how the Sector Workgroups could capitalize

on the momentum and success of the September 30 events. They then tasked EPA with developing a template for the Workgroups to use to develop regional diesel emissions reductions projects. Participants also discussed the success of the press roundtables, held September 29 as a precursor to the following day's events. The roundtables gave the press an opportunity to learn more about the Collaborative. The ISC also decided to vote on the logo at the next meeting and determined that the Collaborative's consultant Ross & Associates will move the website from EPA's domain in the near future. Other items the ISC discussed included the need for a separate funding sub-group to examine additional potential resources and the upcoming Collaborative-wide meeting tentatively scheduled for February 2005 in Seattle.

What's New?

Upcoming Conferences, Workshops, Events and Funding Opportunities

Conferences, Workshops, Training

The **Faster Freight, Cleaner Air Conference** is being held December 8-9 at the Oakland Marriott. The conference will be exceedingly valuable for all with different workshops, speakers and problem-solving exercises designed to promote and foster cooperative relationships. The conference features a trade show floor for low emissions technologies, a chance to see new LNG/CNG and the alternatively fueled vehicles, techniques to access funding, and guidance in understanding and meeting regulatory requirements. This will be a great networking opportunity for those involved in project development and planning to coordinate with government agencies, community groups, and industry leaders. For more information visit: www.ffca2004.com or contact Erik Neandross at Erik@gladstein.org.

The **Carl Moyer Program** guidelines were first adopted in 1999 and were revised in 2000 and 2003. The California Air Resources Board (ARB) must revise the existing guidelines to address the new requirements of recently ratified legislation that significantly expands the scope and funding of the program. ARB will be hosting a series of **workshops** to allow extensive public participation and complete the guideline revision process. The workshops will be held between November 30 through December 8, 2004, each workshop is from 10:00 a.m. to 4:00 p.m. On November 30th a workshop is being held at the California Air Resources Board at 1927 13th Street in Sacramento. On December 2nd a workshop is being held at the California Air Resources Board Auditorium at 9530 Telstar

Avenue in El Monte. The last workshop is being held December 8 at the San Joaquin Valley Air Pollution Control District at 1900 East Gettysburg Avenue in Fresno. For more information contact Ms. Lucina Negrete, Manager, Alternative Strategies Section, at 9116-445-6138 or email at lnegrete@arb.ca.gov.

The **Coordinating Research Council, Inc.(CRC)** is sponsoring the **Mobile Source Emissions** Conference from November 30 through December 2 in Scottsdale, Arizona. Technical sessions and workshops will be held which are designed to synchronize the efforts of individuals working in the area of mobile source air toxics. This conference will provide a forum to report on work already underway and to identify future needs.

CalStart's 2020 California's Transportation Energy Future Conference is being held December 2 at the Wilshire Grand Hotel in Los Angeles, California. This conference provides a forum to discuss California's actions to become the first state to establish a petroleum reduction goal and plan. For more information or to register online, go to: <http://www.calstart.org/programs/ca2020/california2020.php>.

The **Industrial Environmental Association** in conjunction with the **California Manufacturers & Technology Association** is hosting the **Environmental and Regulatory Issues Conference and Exposition** December 1-3, 2004. Participants can register for a three-day conference package or a two-day conference package. For more information contact Cheryl Lartigau at 619-544-9684 (facsimile: 619-544-9515) or email at iea@ies.sdcoxmail.com.

The **University of Washington NW Particulate Air Pollution Research Center Symposium** is being held January 24, 2005 in Seattle. This one-day FREE symposium is being held to present six years of particulate matter research on combustion derived particles. For more information contact C. Colleen Marquist, Program Manager, NW PM Center, UW/EPA NW Research Center for Particulate Air Pollution and Health Department of Environmental and Occupational Health Sciences. Office phone: 206-616-6570, facsimile: 206-616-6528 or email: marquist@u.washington.edu.

EPA Region 10 is offering an **Air Toxics Risk Assessment Course** on January 25-27, 2005 in Seattle at 1200 Sixth Avenue. The course is designed to introduce students to the fundamentals of air toxics risk assessment. The course includes background of risk-based assessment, management of air toxics, exposure and toxicity assessment, risk characterization and much more. To register, contact Lisa McArthur at mcarthur.lisa@epa.gov or call 206-553-1814.

The **2005 National Biodiesel Conference and Exposition** is being held January 30, 2005 through February 2, 2005 in Ft. Lauderdale, Florida. For more information go to: www.biodiesel.org.

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. Look for registration, hotel reservation and agenda information in December 2004.

The **11th Annual Clean Cities Conference and Exposition** is being held May 1-4, 2004 in Palm Spring California. For more information or to register online go to: <http://www.afvi.org/palmsprings/>.

Funding Opportunities

EPA Region 10 is accepting proposals for **Regional Geographic Initiative (RGI)** funding. RGI funds target ingenious sector or geographically based projects that fill critical gaps in the Agency's ability to protect human health and the environment. Assistance under RGI is accessible to a wide range of applicants serving Alaska, Idaho, Oregon and Washington. Proposals will be accepted for innovative projects ranging from \$10,000 to \$50,000. In Fiscal Year 2004, EPA funded eight projects, awarding \$400,000 in RGI funds. Applications must be postmarked no later than December 15, 2004. For more information and application forms visit <http://yosemite.epa.gov/r10/ecocomm.nsf/0/5d102290a6655a5288256c87007ba933?OpenDocument>.

EPA's Voluntary Diesel Retrofit Program is requesting applications for its **Technology Demonstration Agreements for Stationary Source Diesel Engines**. This notice announces solicits proposals from state, local, multi-state, and tribal agencies and nonprofit organizations for partnership projects that investigate or demonstrate how to overcome challenges in applying EPA-verified pollution control technologies to reduce emissions from stationary source diesel-powered internal combustion engines. Funding anticipated is \$150,000 to \$200,000. EPA anticipates to award approximately two to four cooperative agreements. Letters of intent to apply are due November

20, 2004. For more information visit: http://www.epa.gov/air/grants_funding.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.

Studies

The **Northwest Center for Particulate Matter and Health** website summarizes five years of research on the health effects of particles. This information is essential in formulating policy. For more information, go to: https://depts.washington.edu/pmcenter/res_agenda.html. The "Year 5 Progress Report" link includes information on the diesel bus pilot study and the Seattle Air Toxics Project.

The **California Air Resource Board** conducted a health risk assessment of airborne particulate matter emissions from diesel fueled locomotives located at the Union Pacific J.R. Davis Yard in Roseville, California. The CARB Roseville Rail Station Study can be found at: <http://www.arb.ca.gov/diesel/documents/rrstudy.htm>.

Sector Workgroup Updates

Each Sector Workgroup met via teleconference in early November to introduce new Workgroup facilitators, discuss the draft Charter, and generate ideas for regional diesel mitigation projects.

Due to an increase in each Workgroup's activities and increased Collaborative involvement, EPA made an internal decision to devote additional resources to the Workgroups. The new EPA Workgroup facilitators are:

Locomotive and Rail

- » EPA Region 9: Joe Lapka, lapka.joseph@epa.gov or 415-947-4226
- » EPA Region 10: Wayne Elson elson.wayne@epa.gov or 206-553-1462

Trucking

- » EPA Region 9: Michelle Roos, roos.michelle@epa.gov or 415-947-4187

- » EPA Region 10: Peter Murchie, murchie.peter@epa.gov or 503-326-6554

Agriculture

- » EPA Region 9: Kerry Drake, drake.kerry@epa.gov or 415-947-4157
- » EPA Region 10: Peter Murchie, murchie.peter@epa.gov or 503-326-6554

Marine and Port Vessels

- » EPA Region 9: Bill Jones, jones.bill@epa.gov or 415-947-4276
- » EPA Region 10: Lisa McArthur, mcarthur.lisa@epa.gov or 503-553-1814

Construction and Distributed Generation

- » EPA Region 9: John Brock, brock.john@epa.gov or 415-972-3999
- » EPA Region 10: Wayne Elson, elson.wayne@epa.gov or 206-553-1462

The last Workgroup calls included a discussion of the draft Collaborative Charter. Many participants were supportive of the Charter and appreciated the clarity a charter provides. However, others expressed concern with the list of criteria in the Charter due to different needs and motivations for diesel emissions reductions. Though various partners have different reasons for emissions reductions, participants mentioned that our common thread is improving air quality on the West Coast through reductions in diesel emissions, which can be achieved through a plethora of diesel mitigation techniques and under a host of different goals.

Lastly, during each teleconference, Workgroups identified individuals or Workgroup "Champions" to work together to develop ideas for regional projects. See page six for contact information. Members are encouraged to contact any "Champion" or EPA Workgroup facilitator to help fill out templates for regional projects. There is no limit to the number of project descriptions that can be submitted; these descriptions will be used to create a portfolio of the types of the projects that could be implemented if funds were available.



Leaving on that Midnight Train to...San Diego?

The Locomotive Workgroup

Several project champions were identified during Locomotives' full-steam ahead approach to the teleconference.

- » **Brian Jennison, Mike Bogdanoff, Frank Van Haren and Terry Judge** are developing a West Coast

- Locomotive Idle Reduction Project, building on anti-idling efforts in California, Oregon and Washington.
- » **Tom Jordan, Ron Dunfee and Bob Evans** are developing a demonstration project for fuel additives in switcher yards. These champions hope to test the feasibility of fuel additives and their potential effects on locomotive engines.
- » **Tim Taylor, Freya Arick and Jeff Schultz** are producing a head-end power project for commuter rails. Current proposals have examined the Capitol Corridor, however, there are several other train systems along the West Coast that represent the potential to use this technology on 100 additional locomotives. This exciting project has potential for a multi-state regional project.
- » **Paul Bubbosh, Mike Bogdanoff and Brian Jennison** are collaborating to create an emissions inventory. There is a request for workgroup partners to assist EPA in identifying rail yard locations throughout the region to gain a better understanding of their emissions. Locomotives are utilized on a need basis and not necessarily tethered to specific locations; in this highly dynamic, trans-continental system, an emissions inventory is literally a moving target.
- » **Joe Lapka and Wayne Elson** are looking for volunteers to champion a project for LNG switcher locomotives, which reduce emissions by approximately 50%. Currently, these locomotives are in service in the L.A. area, while two additional LNG locomotives from Idaho have been relocated and reactivated in the South Coast area, with opportunities for more.
- » Lastly, Caltrans and the Federal Rail Administration are proposing to expand the rail corridor that runs between L.A. and San Diego. There may be potential for the Collaborative members to partner with these agencies to reduce emissions resulting from the proposed expansion. Because the expansion runs along the I-5 corridor, there is potential for partners to collaborate across sectors and develop projects that mirror the Trucking Workgroup strategy for a clean corridor. Parties interested should contact **Joe Lapka** or **Wayne Elson**.



Keep On Truckin'

The Trucking Workgroup

The Trucking workgroup is in it for the long-haul and utilized the collaborative process to develop exciting new project ideas.

- » **Michael Murphy and Kevin Downing** are working together to develop a Federal Fleet Project. These champions are looking into federal fleets, like the U.S. Postal Service fleets or National Guard fleets for the

early introduction of ultra-low sulfur diesel or catalyst retrofits.

- » **Frank Van Haren** and **Dipankar Sarkar** are collaborating to generate a West Coast Idle Reduction Project. These champions are focusing on truck stops along the I-5 and I-10 corridors for potential regional diesel emissions reductions.
- » **Rob Reider** is championing the development of a Mexican Border Project. There is increasing concern that many truck fleets in Mexico are too old to be retrofitted and that many trucks come from retired U.S. fleets that are being disposed of in Mexico. Many public agencies are encouraged to sell older vehicles as part of fleet modernization efforts. Participants discussed the need to focus on the older, short-haul trucks that deliver around the border area.
- » **Michelle Roos** and **Peter Murchie** are interested in working with other partners to develop additional diesel mitigation projects.



Build Me Up

Construction and Distributed Generation Workgroup

The Construction teleconference focused more on information sharing. Additionally, participants gave updates on projects already underway, addressing various advantages and disadvantages that face this unique sector. The group discussed the Texas Emissions Reductions Plan (TERP) and a similar program, the Mobile Source Reduction Commission (MSRC), and the potential to spread these types of programs to Washington and Oregon. Cost-effectiveness, demonstration projects and technical assistance for businesses were identified as priorities for the group. Many members of this group attended a conference for construction equipment in Seattle, sponsored by the Washington Department of Ecology and the Association for General Contractors. The conference began with an educational introduction followed by example projects and interactive sessions. The small group discussions and brainstorming activities were a huge success. Participants came up with alternate solutions for diesel emissions from construction sources. Construction hopes to identify Workgroup Champions within the next month. Interested parties should contact **John Brock** or **Wayne Elson**.



Planting the Seeds

Agriculture Workgroup

Similarly, the Agriculture teleconference focused on information sharing and potential diesel mitigation projects such as the production and/or use of ethanol, biodiesel, biomethane, as well as needed funding for repowering

equipment and conducting pump efficiency evaluations. The biofuels discussion focused on the need for production capacity in the West using western commodities. Participants also expressed interest in exploring the potential impact on the Collaborative of a recent international agreement between nine nations called "Methane to Markets" to capture methane to mitigate global warming. Seyed Sadredin of the San Joaquin Valley Air Pollution Control District updated the group on a forthcoming consideration by the district board of a proposal to generate additional Carl Moyer funds that could result in an additional \$4.8 million annually in the San Joaquin Valley. CARB is developing guidelines for Carl Moyer applicability that will determine what type of agricultural sources will be eligible for funding, which is expected to be a broader list than in the past. The group also discussed the California Inter-Regional Intermodal Service (CIRIS) project that would use locomotives to transport agricultural products from the San Joaquin Valley to the Port of Oakland. Lastly, participants expressed the need to share written materials already in place and to fill out the Collaborative template to attract additional funding. Interested parties should contact **Peter Murchie** or **Kerry Drake**.



Watchin' the Ships Roll In

Marine and Port Vessels

Like Agriculture and Construction, the Marine Workgroup concentrated on information sharing. They began by discussing the new structure for the Marine Workgroup, which will involve 1) a best practices and projects group, 2) a fuels group (which will incorporate Sulfur Emission Control Area SECA), and 3) local geographic focus areas, like the Puget Sound emissions inventory working group.

Workgroup members in the Puget Sound area will move along with their emissions inventory and will ultimately share their findings the Collaborative. Environment Canada (EC) reported that, along with the EPA, they have agreed to consider the feasibility of a North American SECA that might potentially encompass the West Coast, Gulf Coast, East Coast and Great Lakes. In addition, EC is currently soliciting contractors to conduct a SECA Application Needs Assessment that will identify data gaps for their Pacific and Yukon Region in making a SECA application. EPA promised an update from their Office of Transportation and Air Quality on the next conference call.

The Marine sub-groups efforts are focusing on gathering accurate, applicable information and understanding the SECA processes. Participants were encouraged to fill-out the two-page template. Participants interested in being a Maritime Champion should contact **Bill Jones** or **Lisa McArthur**.

Champions

Participants are encouraged to contact any of the Champions and/or Workgroup Leads to discuss project ideas and developments.

* Indicates a Champion in additional Workgroups.

Locomotive Champions

Brian Jennison
Lane Regional Air Pollution Authority
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