



WEST COAST COLLABORATIVE
A public-private partnership to reduce diesel emissions

West Coast Collaborative Communicator

Spring/Summer 2012 Addendum

This West Coast Collaborative Communicator Addendum describes events, funding opportunities, and other information not available when the Spring/Summer 2012 edition went to press in late April. The West Coast Collaborative (Collaborative), staffed by the U.S. Environmental Protection Agency's (EPA) Pacific Southwest Region 9 and Pacific Northwest Region 10 Offices, protects public health by reducing diesel emissions and promoting clean air technologies and practices through public-private partnerships in Western North America. The Collaborative is an ambitious partnership between leaders from federal, state, and local government, the private sector, and environmental groups committed to reducing diesel emissions along the West Coast. Our partners come from all over Western North America, including California, Oregon, Washington, Alaska, Arizona, Idaho, Nevada, Hawaii, Canada, Mexico, and the Pacific Islands that include the Territory of Guam, the Commonwealth of the Northern Marina Islands (CNMI), and the Territory of American Samoa. The Collaborative is focused on creating, supporting and implementing diesel emissions reductions projects by providing technical assistance and funding opportunities. [More information about the West Coast Collaborative.](#)

This West Coast Collaborative Communicator Includes:

1. [Upcoming Events](#)
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Please send relevant new announcements, corrections, or other ideas and suggestions to the West Coast Collaborative at dieselgrants@epa.gov



Upcoming Transportation & Goods Movement Events

CALSTART - Google Workshop on Workplace Charging

CALSTART and Google will co-host a discussion regarding barriers to workplace vehicle charging on July 31, 2012 at Google headquarters in Mountain View, California. Discussion topics include:

- Why workplace charging is essential.
- Challenges and opportunities for employers, employees, and other stakeholders.
- Necessary policies, funding, industry and government support.
- Successful examples of workplace charging.
- Next steps for accelerating workplace charging infrastructure.

For more information, visit:

www.calstart.org/Events/CALSTART-Events.aspx .

The US-China Clean Truck and Bus Summit 2012

The US-China Clean Truck and Bus Summit 2012 – to be held on October 30 through November 1, 2012 – will focus on bringing together US and Chinese leaders in advanced new energy technologies for commercial medium and heavy-duty trucks and buses. The two-day summit in Beijing (with an optional third day for technology tours) will provide an opportunity for US and Chinese attendees and sponsors to expand business opportunities. For more

information, visit: www.calstart.org/Events/CALSTART-Events.aspx .



Upcoming Funding & Request for Proposal Opportunities

Innovative Pilot and Demonstration Scale Production of Advanced Biofuels

Concept Papers due July 16, 2012

Full Submissions due August 13, 2012

The US Department of Energy (DOE) is conducting a \$20 million solicitation to identify, evaluate, and select innovative pilot- or demonstration-scale integrated biorefineries that can produce hydrocarbon fuels that meet military specifications for JP-5 (jet fuel primarily for the Navy), JP-8 (jet fuel primarily for the Air Force), or F-76 (diesel). Integrated biorefineries proposed for this funding opportunity may employ various combinations of feedstocks and conversion technologies to produce a variety of products, but the primary focus must be on producing biofuels. Novel

and highly innovative technologies are strongly encouraged. Topic Area 1 requests applicants to design, construct and/or operate an integrated pilot- or demonstration-scale integrated biorefinery in order to validate the proposed technology using an acceptable lignocellulosic or waste-based feedstock, to produce an acceptable biofuel. Processes are also eligible under this topic that can utilize advanced technology approaches for the efficient conversion of carbon dioxide (rather than direct conversion of lignocellulosic biomass) directly to liquid transportation fuels. Topic Area 2 requests applicants to design, construct and/or operate an integrated pilot- or demonstration-scale integrated biorefinery in order to validate the proposed technology using

an acceptable algal type feedstock, to produce an acceptable biofuel. DOE anticipates awards will be in the \$5 million to \$7 million range, with potential additional awards in 2013. For more information, visit eere-exchange.energy.gov/.

Off-Hours Freight Delivery Pilot Project
Responses due July 13, 2012

The US Department of Transportation Federal Highway Administration (FHWA) will award up to \$450,000 in research grants to explore the benefits of delivering goods during "off hours" in small- and medium-sized urban areas with growing congestion problems. Working with the US EPA, the pilot will look at how truck deliveries made outside of peak and rush hours - when there is less traffic on the highways - can save time and money for freight carriers, improve air quality and create more sustainable and livable cities. The FHWA anticipates the funding will be used to help businesses retool their operations to accommodate shipments during off hours and distributors reconfigure routes and supply chains. All levels of government are eligible to apply. While transportation agencies are eligible to apply for the grants, FHWA encourages them to partner with businesses involved in freight movement. For more information, view the solicitation at www.grants.gov or contact Eric Robinson at 202-366-5507 or Eric.Robinson@dot.gov.

Energy Efficiency Low Interest Loans
Program Ongoing

This \$25 million California Energy Commission (CEC) program offers California cities, counties, school districts and other public entities loans at 3 percent interest for energy efficiency projects. Examples of such projects include high efficiency lighting, pumps or motors, automated energy management systems, building insulation, and efficient energy generation, such as combined heat and power projects. The maximum loan amount is \$3 million, with loans required to be paid back within 15 years from energy savings or other legally available funds. For more information, visit

www.energy.ca.gov/efficiency/financing/index.html or contact the CEC Special Projects Office at tel. 916-654-4104.

University of California at Davis, Plug-in Hybrid and Electric Vehicle Research Center

Responses due July 13, 2012

The University of California is conducting a \$75,000 solicitation for vehicle-to-grid (V2G) and battery-to-grid (B2G) research proposals. Competitive proposals should measure, model and compare V2G and B2G systems, such as a Home Energy Storage Appliance or other second-life battery storage devices. Grid services that could be provided by V2G interaction, such as demand response, load shifting or leveling, or voltage regulation, may also be provided by B2G devices. This task must include an evaluation of the grid requirements for ancillary services, and compare the ability of both vehicles and stationary battery storage devices to provide those services. For more information, contact Tobias Barr at tbarr@ucdavis.edu.

CleanFUEL USA

Limited Time Funding

For a limited time CleanFUEL USA is offering propane marketers commercial fleets and government agencies grant funding to build and install public access Propane-AutoGas refueling stations and add clean, efficient propane trucks and buses to your fleet. As part of the American Recovery and Reinvestment Act, CleanFUEL USA and its program partners were awarded \$12.3 million to develop a nationwide liquid propane gas refueling network. These funds are available to help purchase propane-fueled vehicles and for development and construction of liquid propane refueling stations. For more information, contact Jon Van Bogart of CleanFUEL USA at 805-610- 3671 or jvb@clanfuelusa.com.

Air Emissions and Energy Initiative

Responses due July 9, 2012

The Maritime Administration (MARAD) Office of Environment is soliciting proposals

for projects that demonstrate criteria pollutant or carbon emission reductions from marine vessels through repowering, re-engining or installation of other pollution reduction technologies, or the use of alternative fuel/energy. The total amount of funding under the solicitation will be \$1,500,000. Eligible applicants include vessel owners, operators, or sponsors. Awardees must demonstrate a reduction of emissions of nitrogen oxides (NOx), sulfur oxides (SOx), particulate matter (PM), or carbon through an approved emissions testing scheme. MARAD will not fund more than 75% of the total project cost. E-mail delores.bryant@dot.gov for more information.

Oregon Commercial Electric Truck Incentive Program

The Oregon Department of Transportation is launching a new electric truck buyer incentive program. The funds – \$4 million from the federal Congestion Mitigation and Air Quality (CMAQ) program – are aimed at encouraging

the purchase of eligible zero-emission urban delivery trucks. The Commercial Electric Truck Incentive Program will provide \$20,000 vouchers per eligible, all-electric vehicle over 10,000 pounds, regardless of manufacturer. The vouchers will be available to qualified purchasers to encourage mass adoption and support fleet conversion from diesel to electricity throughout Oregon. For more information, contact Art James of the Oregon Department of Transportation at 503-385-3293.

Private Financing for Public Fleets

Government Capital Corporation allows municipalities to purchase green vehicles, their infrastructure and technical training, with financing that now can be paid for from the fuel savings over a five year period. Financing, infrastructure and training apply to electric, compressed natural gas and propane products covering light- and heavy-duty vehicles. For more information, visit www.govcap.com or call 800-883-1199.



News & Information

U.S. Court of Appeals Allows CARB to Enforce LCFS, Will Hear State's Appeal of Lower Court Decision

On April 23, 2012, the U.S. Court of Appeals for the Ninth Circuit issued a stay overturning a lower court's injunction blocking CARB from further enforcing its Low Carbon Fuel Standard (LCFS) while litigation over the standard is pending, and agreed to hear CARB's appeal in that litigation. The decision allows CARB to continue implementation and resume enforcement of the LCFS. California adopted its LCFS to implement provisions of AB 32, California's Global Warming Solutions Act of 2006. The Plaintiffs in the case against CARB – including Rocky Mountain Farmers Union, Redwood County Minnesota Corn and Soybean Growers, Penny Newman Grain, Fresno

County Farm Bureau, Nisei Farmers League, California Dairy Campaign, Rex Nederend, Growth Energy and the Renewable Fuels Association – sought a summary judgment and an order enjoining enforcement of the LCFS, arguing that the standard 1) impermissibly discriminates against out-of-state corn-derived ethanol, 2) impermissibly regulates commerce and the channels of interstate commerce, 3) excessively burdens interstate commerce without resulting in local benefits and 4) is preempted by the Energy Independence and Security Act of 2007. For further information, visit: <http://www.arb.ca.gov/newsrel/newsreleas e.php?id=293> .

Government Accountability Office (GAO) Releases Report Comparing Air Pollutant Emissions from Older Power Plants to Emissions from Newer Power Plants

The GAO has issued a report analyzing how air pollution emissions from older power plants (i.e. that began operating on or before 1978) compare to emissions from newer power plants. GAO found that for each unit of electricity generated, older plants collectively emitted about 3.6 times as much SO₂, 2.1 times as much NO_x and 1.3 times as much CO₂ as newer plants. GAO attributes the disparity to two main factors: 93 percent of the electricity generated from older units comes from coal and fewer of these units have emissions controls installed compared to newer units. For example, among coal-fired units, approximately 26 percent of older units used controls for SO₂, compared with 63 percent of newer units. Furthermore, lower emissions among newer units may be attributable in part to improvements in the efficiency with which newer units convert fuel into electricity. For more information, visit: <http://www.gao.gov/assets/600/590188.pdf>.

CEC Adopts Advanced Technology Investment Plan

On May 9, 2012, the CEC adopted a 2012-2013 Investment Plan Update to increase the use of green vehicles and alternative fuels. The update sets funding priorities for the approximately \$100 million in annual state funds under the Commission's AB 118 Alternative and Renewable Fuel and Vehicle Technology Program. Funding through the program supports fuel and vehicle development to help attain the state's climate change policies. Assembly Bill 118 (Nunez, Statutes of 2007) provides for approximately \$100 million annually to encourage the development and use of new technologies and alternative and renewable fuels, including electricity, natural gas, biomethane, propane, hydrogen, and gasoline and diesel substitutes. Funding sources include vehicle and vessel registrations, license plates, and smog abatement fees. The 2012-13 Investment Plan Update can be found

at: www.energy.ca.gov/2011-ALT-1/documents/index.html#05092012.

CEC Awards \$15 Million For Green Transportation

On May 10, 2012, the CEC approved over \$15 million to projects that will advance biofuels and electric vehicle research in California. By leveraging outside funding, some of these projects can attract additional investment in green technology and jobs. These grants are provided through the CEC's Alternative and Renewable Fuel and Vehicle Technology Program. For more information, visit www.energy.ca.gov/releases/index.html.

Natural Gas for Marine Vessels: US Market Opportunities

In April 2012, the American Clean Skies Foundation published *Natural Gas for Marine Vessels: US Market Opportunities*. As with other transportation sectors, alternative fuels are increasingly being used in shipping fleets. This report evaluates the costs, benefits, and practicality of using natural gas as a marine fuel. The report identifies three critical factors that determine whether alternative fuels make economic sense: vessel fuel use, delivered liquefied natural gas prices, and vessel conversion costs. Regulation will also be a factor as ship owners favoring the status quo must weigh the cost of complying with stricter emissions regulations that will require marine vessels use cleaner but more expensive low-sulfur fuels. The report can be found at: www.cleanskies.org.

Brighter Skies for Freight: Logistics Industry Perfects Approach to Environmental Responsibility

American Shipper magazine has published an article highlighting challenges and strategies for achieving transportation sustainability identified by SmartWay partners at last year's US Freight Sustainability Summit. A reprint of the article is available (courtesy of American Shipper magazine) at: www.epa.gov/smartway/documents/publication/s/american-shipper-article-02-12.pdf.

American Lung Association Releases *State of the Air 2012*

In April 2012, the American Lung Association (ALA) released its annual State of the Air report, which assigns grades to counties based on levels of ozone and fine particulate matter. In this year's report, ALA finds that 22 of the 25 most smog-polluted cities in the U.S. saw air quality improvements, with almost half of those cities having their best years yet. Similarly, ALA notes many cities with short-term or year-round soot problems also saw air quality improvements with many experiencing their cleanest years to date. The report also noted that nine of the nation's ten most polluted cities for ozone are located in California. For further information, visit: www.stateoftheair.org.

Plug-In Electric Vehicle Collaborative Resource Center Goes Live

A new online tool for plug-in electric vehicle buyers, dealers, businesses, electricians, first responders, cities, policymakers and the media is now available. The Plug-in Electric Vehicle Collaborative Resource Center is a comprehensive source of information designed to help a wide array of audience groups better

understand plug-in electric drive technology and to provide car buyers with the information they need to purchase and own a plug-in electric vehicle. The objective of this online tool is to provide clear, concise, accurate and unbiased information to facilitate vehicle market growth and achieve well-established air quality, climate and energy goals. This Resource Center can be accessed at www.pevcollaborative.org.

Shared Fuel Savings Fleet Financing Program

The Silicon Valley Clean Cities Coalition is promoting a fleet financing tool that is similar to the solar industry's Power Purchase Agreement where the customer shares their power bill savings with the provider of the financing and the technology. Shared Fuel Savings allows qualified customers to implement electric technology kits to current petroleum vehicles at no upfront cost. For more information, contact Adomoni Electric at info@adomanelectric.net or the Silicon Valley Clean Cities Coalition at www.svcleancities.org/index.php/Contact-the-Coalition.html.



New Reports & Tools

EPA's 1975-2011 Light-Duty Automotive Technology, Carbon Dioxide & Fuel Economy Trends Report

This report provides data on the fuel economy, CO2 emissions, and technology trends of new light-duty vehicles (cars, minivans, sport utility vehicles, and pickup trucks) for model years 1975 through 2011 in the United States. The report can be found at: <http://www.epa.gov/otaq/fetrends.htm>.

EPA SmartWay Program New Tool to Identify "Green Shippers"

EPA's new tool to identify environmentally-friendly shippers can now be found on the SmartWay webpage at: www.epa.gov/smartway/partnership/index.htm.

FleetSmart Incentive Program Tools and Guide for Aerodynamic Tractors and Trailers

SmartWay's sister program in Canada, FleetSmart, has published several new resources, including a video on setting up a driver incentive program featuring speakers from Bison Transport and Turk Enterprises. Also new to the FleetSmart site is *A Guide for Purchasing Aerodynamics for Heavy-Duty Tractors and Trailers*, including how to predict fuel savings, and fleet case studies. For more info visit FleetSmart at: fleetsmart.nrcan.gc.ca/. To sign up for the FleetSmart e-newsletter, email FleetSmart@nrcan.gc.ca.

Truck Fleet Efficiency Study Unveils Annual Savings of \$4,400 per Truck

Truck fleets adopting new fuel efficiency products and practices saved an annual average of \$4,400 per truck - \$22,000 over five years - the North American Council for Freight Efficiency found in its first fleet fuel efficiency study. The council conducted the study with eight of the world's largest trucking fleets, representing 75,000 tractors and 130,000

trailers. It analyzed the adoption of 60 known technologies and practices available to fleets over the past eight years, including aerodynamic tractors, single-wide tires, automatic transmissions, and anti-idling devices. For more information, visit: nacfe.org/

Freight Facility Location Selection: A Guide for Public Officials

This National Cooperative Freight Research Program report describes the key criteria that the private sector considers when making decisions on where to build new logistics facilities. View this report at: <http://www.trb.org/Main/Blurbs/165743.aspx>.

Freight Transportation Fact Sheet

This Center for Climate and Energy Solutions fact sheet provides detailed statistics about freight transport, including a comparison of rail versus truck transport costs and efficiencies. The fact sheet can be found at: www.c2es.org/technology/factsheet/FreightTransportation#_edn4.



Links & Resources

DOT's FHWA Recorded Webinars of Freight and the Environment

The Federal Highway Administration (FHWA) hosts monthly "Talking Freight" seminars aimed at providing technical assistance, training, tools, and information to help the freight and planning workforce meet the transportation challenges of tomorrow. Seminars are open at no cost to interested parties in both the public and private sectors. Presentations and recordings from Talking Freight web seminars are available at: http://www.fhwa.dot.gov/planning/freight_planning/talking_freight/index.cfm. EPA's SmartWay was featured in the April session.

CARB Emission Inventory Database

CARB's California Emission Projection Analysis Model (CEPAM) is available for the public to forecast air district, air basin, or county criteria pollutant emissions. Mobile, stationary, area, and natural sources of emissions can be projected with and without controls, providing a valuable tool for determining the benefits of existing air quality programs and policies. The database can be utilized at: <http://www.arb.ca.gov/app/emsinv/fcemssumcat2009.php>.