



## WEST COAST COLLABORATIVE

Public-private partnership to reduce diesel emissions

The goal of the Collaborative is to leverage federal funds to strategically reduce emissions from the most polluting diesel sources in impacted communities. The Collaborative seeks to improve air quality and public health by targeting the highest polluting engines with the most cost effective control strategies.

# Clean Fuel for Bridge Construction Project

## What is the Clean Fuel for Bridge Construction Project?

The primary goal of the Clean Fuel for Bridge Construction Project is to promote the use of Ultra Low Sulfur Diesel (ULSD) fuel and reduce diesel emissions from non-road construction equipment involved in bridge improvement projects along the I-5 corridor in Oregon. This will be accomplished by providing a 5 cent per gallon fuel subsidy to heavy construction contractors in the private sector to use of ULSD. The project will also include conferences for heavy construction contractors, focused on the health benefits of using cleaner fuel.

## Why is this project important?

Oregon has over 300 bridge improvement projects scheduled, many in urban areas. These projects use large amounts of non-road diesel fuel in non-road construction equipment. Diesel emissions are a significant source of fine particulates (PM), nitrogen oxides (NO<sub>x</sub>) and air toxics. These bridge projects provide an excellent opportunity to promote the use of ULSD in non-road heavy construction equipment, and improve air quality.

## What are the estimated environmental benefits of this project?

Use of Ultra Low Sulfur Diesel (ULSD) fuel will significantly reduce emissions compared to the use of non-road diesel fuel. The average bridge construction project uses 10,000 to 15,000 gallons of non-road diesel fuel. Oregon has over 300 of these projects scheduled, many of them in urban areas. Through this grant, the sulfur content of the fuel used in bridge projects will be reduced from 5,000 parts per million (ppm) to 15 ppm, exceeding the 2006 non-road diesel fuel sulfur standard of 500 ppm. In addition, the project will replace 1.2 million gallons of non-road diesel fuel with ULSD fuel.

## How is this project funded?

Through EPA, the Collaborative is providing \$80,000 in support of this project. Private contractors using non-road construction equipment for bridge improvement projects in Oregon's I-5 corridor will match that with an estimated \$120,000.

## What is the Lane Regional Air Pollution Authority?

The Lane Regional Air Pollution Authority (LRAPA) was created in 1968 to improve and maintain air quality in Lane County Oregon. This is done in a manner that reflects local priorities and goals while meeting federal and state air pollution control requirements and health-based standards.

With the support of its member jurisdictions – Lane County and the cities of Eugene, Springfield, Cottage Grove and Oakridge – LRAPA carries out its mission to protect and enhance air quality through a combination of regulatory and non-regulatory programs and activities.

## What is the Collaborative?

The West Coast 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. Partners come from all over Western North America, including California, Oregon, Washington, Alaska, Arizona, Idaho, Nevada, Hawaii, Canada and Mexico. The Collaborative is part of the National Clean Diesel Campaign ([www.epa.gov/cleandiesel](http://www.epa.gov/cleandiesel)).

## How can I find out more about the Collaborative?

For more information about the West Coast Collaborative, please contact Peter Murchie ([murchie.peter@epa.gov](mailto:murchie.peter@epa.gov), 503-326-6554) or visit our website at [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org).