

West Coast Diesel Emissions Reductions Collaborative
Construction Sector Workgroup
Meeting Summary Notes
January 20, 2005

The Construction Sector Workgroup of the West Coast Collaborative met by teleconference on January 20, 2005. The purpose of the meeting was to consider the portfolio of possible construction projects, to identify next steps to move the projects forward, and to talk about other upcoming Collaborative activities.

Update from EPA headquarters

Construction is one of the sectors in EPA HQ's Office of Policy – Sectors Strategy. At the urging of EPA's OTAQ, they are developing a retrofit report on incentives for retrofits for construction contractors and ports. It covers grant funds, such as Carl Moyer and TERP, tax incentives, such as in Oregon and Georgia, tax deductions, tax refunds, contract specifications, contract preferences, and EMS. The draft report is attached to the email; the final report is targeted for April 29th. Comments on the report will be requested by February 24th. The report will also be available on the website. Questions can be directed to Peter Truitt at truitt.peter@epa.gov.

Update on the ISC

The Interim Steering Committee met by teleconference on December 10th and 16th. They were focused primarily on sector workgroup progress, Collaborative updates, funding, and planning a Collaborative-wide public workshop this Spring.

As for the sector workgroups, ISC members shared and reviewed project descriptions; there are now over 25 project descriptions from all of the sector workgroups. The project descriptions create a portfolio of the types of real, measurable diesel emission reduction results that could be achieved by Collaborative partners. 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.

Already, EPA has been conducting well-received educational briefings for elected officials to raise awareness about the Collaborative. Also, in separate discussions, other Collaborative partners have begun to talk about how best to communicate with elected officials about the Collaborative and the opportunity it presents.

Furthering the Collaborative interest in finding new resources, an education and resources group is being established, lead by the San Joaquin Valley Air Pollution Control District and the California Air Resources Board. They identified a need to go beyond the existing efforts to find new resources. The group will aim to bring in the private sector and other Collaborative partners including industry and NGOs. This group will have two functions:

1. It will act to educate and raise awareness of the Collaborative and of the need for diesel emissions reductions on the West Coast, the potential benefits of diesel emissions reductions, and how best to provide incentives for diesel emissions reductions.
2. It will have an "asking" function to solicit increases in federal diesel emissions reduction funding using lobbying efforts already established to incorporate Collaborative-wide needs. Federal agencies will not be part of the "asking" function because of restrictions on use of federal funds for lobbying. Federal agencies can participate in discussions of education, potential benefits of

the Collaborative, ways to incentivize diesel emissions reductions, and leveraging private funds to further diesel emissions reductions.

In addition to public funds, the Collaborative is actively developing strategies to approach private foundations for funding.

Finally, the Collaborative is preparing for a March 21-22 face-to-face Collaborative-wide public workshop at Seattle's SeaTac airport. A draft agenda is being developed and will likely include education and resources, advancing project implementation and other topics.

Update on the EPA RFIP

The EPA RFIP for \$1.0-\$1.25 million is due on February 11, 2005. There was a well-attended question and answer teleconference. Answers to all of the questions are now posted on the Collaborative website. Construction Workgroup participants are encouraged to submit applications to this RFIP.

Projects

The portfolio of possible projects can be used by Collaborative members to increase awareness of the Collaborate and generate interest in increasing funding for diesel emissions reduction efforts on the West Coast. There are currently four projects for the Construction sector, however, there have been several additional projects discussed in past calls. With the project descriptions in hand, Collaborative partners will be able to look for funding in various areas.

Each project champion reviewed their proposal looking to other participants for ways to expand the scope of the project or for collaboration opportunities.

Fresno Retrofit

Transitioning on-road technology to non-road applications. A project proposing retrofits for equipment at a wastewater treatment plant in Fresno. Fresno has demonstrated an aggressive stance toward emission reduction in their on and off-road fleets. The retrofit will be for NO_x and PM controls for 3 pieces of equipment (a 1996 Scrapper, 1997 Scrapper, and a 1998 Dozer). The off-road exhaust systems are configured differently than on-road, so this would be an important pilot project. The fleet uses ULSD already; the technology is rated to achieve 85% PM and 25% NO_x reduction. In addition, the fleet is well managed and maintained at the single site by the city, which will give good performance tracking. The technology is proven elsewhere, but not necessarily with the heavy construction environment.

Sacramento Propane Generator sets

Sacramento has funded the development of a propane generator set (60 kw set) to use at construction sites to replace typical diesel generator set, which provides a relatively easy way to reduce emissions. The challenge is that contractors do not typically think of this as an option, so an outreach program will help educate contractors to create publicity to make the information more widely available. There would be a slightly higher fuel cost with propane versus diesel; however, the driver for contractors will be a fit-and-forget solution to emission reduction requirements. By 2010, this type of equipment will be required by the State of California.

While the current project focuses on Sacramento, we'd like to expand the scope of the project.

Portland Big Pipe ULSD

A five-year construction project in Portland to separate the sanitary and storm sewerage system (installs a 6 mile pipe with many off-shoots) will use over 100 pieces of diesel equipment. The project proposes retrofits for the equipment in Portland. The project expects that the all equipment will use ULSD and will add the best available control technology, such as DPF, DOCs, or wire mesh filters. The focus in Oregon

is around diesel PM and less about NOx. The project estimates the cost will be around \$600k while the health benefits would be upwards of \$6 million. Proponents are looking to find funding to cover the cost, options to use contract mechanisms, or tax incentive offset options.

Washington Clean Construction

Installs 30-50 Diesel Oxidation Catalysts on construction equipment in Yakima – there may be a good opportunity to expand elsewhere on the coast. The project is underway and has thus far targeted highway maintenance equipment retrofitted in an area with environmental justice concerns. The project is already partially funded through an EPA Sensitive Populations grant.

Others project proposals include biodiesel options in:

- Denali National Park
- Brooks Range
- Alternative fueling station at Fort Lewis

Additional opportunities

There may be opportunities for generator sets (particularly in Alaska) that off-the-shelf filtration systems which will provide high PM control.

March Public Meeting

A Collaborative-wide public workshop is planned for March 21-22 in Seattle at the SeaTac airport. There are initial ideas of some portion of the meeting covering funding issues, Workgroup breakouts, and potentially a field trip to look at diesel reduction projects. There will be an attempt to minimize Workgroup overlap and allow participants to attend multiple sectors.

Under the current plan, the Construction group will meet for four hours on the 22nd in a Workgroup breakout session.

Updates

There is an AGC meeting in Las Vegas in March. See the link below:

<http://www.agc.org/page.wv?section=Meetings&name=AGC's+86th+Annual+Convention>

Attendees

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