



**WEST COAST COLLABORATIVE**  
Public-private partnership to reduce diesel emissions

## ***West Coast Collaborative*** **Locomotives and Rail Workgroup**

September 20, 2005 Teleconference Meeting Summary

The Locomotive Workgroup met by teleconference on September 20, 2005. This was a regularly scheduled meeting to highlight grants and conferences, update participants on Collaborative activities and discuss federal budget news.

### **Sector Relevant Grants and Conferences**

EPA reported on several grant opportunities currently open and relevant to the locomotive sector. The West Coast Collaborative continues to track funding opportunities and conferences on the Web site at [www.westcoastcollaborative.org](http://www.westcoastcollaborative.org) under the “Resources” and “Calendar” sections.

**SAVE THE DATE:** Faster Freight Cleaner Air 2006 and the (tentative) Annual Meeting of the West Coast Collaborative, January 31-February 1, 2006, Long Beach Convention Center.

*Air Waste Management conference – Oakbrook IL:* Diesel Exhaust: Partnering with Stakeholders to Reduce Emissions – October 6-7, 2005. This conference will provide an overview of important developments in the regulatory, policy and scientific arenas and DTF will coordinate a demonstration of clean diesel vehicles

*Railroad environmental conference – University of Illinois at Urbana-Champaign:* ON October 25-27, 2005 Pollution prevention, energy, emissions and air quality, noise & vibration, environmental management systems, compliance, risk and liability management, remediation & training.

For more information visit <http://sftp.cce.uiuc.edu/research/railroad/RREC/overview.asp>.

*2005 National Clean Diesel Campaign Policy Leaders Summit:* Accelerating the Path to Cleaner Air; December 7-8, 2005, Marriott Wardman Park Hotel, Washington, D.C. For more information, go to: [www.cleanfleetsusa.net/cfusa/ncdclps.htm](http://www.cleanfleetsusa.net/cfusa/ncdclps.htm)

*National Urban Freight Conference* will examine impacts of goods movement and international trade in metropolitan areas. February 1-3, 2006, Westin Long Beach Hotel. For more information, go to:

[http://www.mettrans.org/whatsnew/urban\\_freight\\_conf/ufconf06.htm](http://www.mettrans.org/whatsnew/urban_freight_conf/ufconf06.htm)

*Incentives for Purchasing Lower-Emission Heavy-Duty Engines from the Carl Moyer Program* (Due Date September 30, 2005 2PM). New vehicles and engines must achieve a 30 percent reduction, and repowered vehicles and retrofits must achieve a 15% reduction of NOx emissions compared to current emission standards. Projects reducing

PM and/or ROG are also eligible for funding provided they are cost-effective. Alternative fuel engines, such as those using compressed natural gas, liquefied natural gas, propane and electricity will be given preference for funding. However, cleaner diesel engines may be considered in the off-road category.

[http://www.aqmd.gov/tao/implementation/carl\\_moyer\\_program\\_2001.html](http://www.aqmd.gov/tao/implementation/carl_moyer_program_2001.html)

## **Sector-Specific Topics**

### **Union Pacific's Environmental Initiatives**

On September 13 at the California State Railway Museum in Old Sacramento, Union Pacific Railroad gave a presentation on its latest advances in clean-air technology, featuring its state-of-the-art locomotives. Lanny Schmid and Mike Iden, Union Pacific, delivered the presentation for those that could not make it to the event. The presentation highlighted UP's environmental initiatives and goals regarding the recently announced CARB Memorandum of Understanding. (See the Collaborative website - <http://westcoastcollaborative.org/wkgrp-loco.htm> for a copy of the presentation.)

### **Collaborative LNG Locomotive Project**

16 EPA RFP finalists were announced in August; Dipankar Sarkar, South Coast AQMD, discussed one locomotive project – Clean Air Partners Transportation System Liquefied Natural Gas Short Line Locomotive Project. All projects are described on the Collaborative website – for more information see <http://westcoastcollaborative.org/grants/index.htm>.

The primary goal of this project is to reduce diesel emissions from both trucks and locomotives and reduce truck traffic congestion between the Ports of Los Angeles and Long Beach. This will be accomplished by retrofitting an existing locomotive to operate primarily on cleaner-burning liquefied natural gas (LNG) and using this locomotive to offset diesel truck traffic as part of a larger clean transportation system. The LNG locomotive will make a daily 200 mile round trip from the South Coast port complex to the Port of L.A. – Port of Long Beach intermodal station.

The contract is with Hunter & Hunter Trucking and the project funding includes \$1.8 million from the SCAQMD in Carl Moyer funds and over \$400,000 from Hunter and Hunter.

Overall, the project will reduce NOx emissions by 17 tons per year, displace 400 trucks per day, and significantly reduce traffic congestion. The cost effectiveness for NOx is approximately \$7,000 per ton (down to \$2,000 including the truck displacement). In addition, the effort will reduce total fuel consumption by 15% (on heat content basis).

The retrofit will be done in early 2006 and delivered in time to start service in early 2007.

### **Port of Long Beach and Port of LA Clean Diesel Locomotive Initiative**

Thomas Jelenic, Port of Long Beach, reported on a recent ports clean diesel locomotive initiative. The South Coast ports are working with the rail switch operator in the ports to amend the existing contract that would upgrade the fleet of 16 engines to all Tier 2 engines. Among the 16, there would also be one LNG and one Green Goat hybrid as demonstration projects (the rest will be Caterpillar diesel engines). All locomotives will have anti-idling devices.

In addition, the contract calls for any future locomotives to meet Tier 3 standards. The cost is estimated at \$23 million with funding coming from a grant applied from the Carl Moyer (\$3 million), \$5 million from each port, and PHL funding the remaining. In return for the commitment, the two ports are extending the operating agreement by 10 years.

The project would result in 226 tons NOx reduction (66% reduction), and 5.9 tons PM per year (79% reduction). All engine replacements should be completed in approximately 2 years.

### **General Update on the Collaborative**

There are three areas of budget updates which can be found on the Web site at <http://www.westcoastcollaborative.org/congress.htm>

### **Congressional Update**

#### *EPA Budget*

In August, the President signed EPA's budget, which contained three funded programs relevant to voluntary diesel emissions reductions efforts:

- For the first time ever, there is a \$5 million appropriation for a National Clean Diesel Campaign. The West Coast Collaborative is the national pilot for this program. As part of this campaign, EPA expects to issue a \$3-3.5 million West Coast Collaborative RFIP in December 2005.
- In its fourth year, and the second year at this funding level, the Clean School Bus USA program was funded at \$7 million.
- Lastly, for the first year ever, EPA's community-based toxics program (CARE) was funded at \$3 million.

#### *Energy Bill*

In the federal Energy Bill signed in August 2005, there is a total of over \$400 million/year in authorizations for the next three years that could apply to voluntary diesel emissions reductions. These authorizations include: provisions for fleet modernization, retrofit programs, biofuels development and idle reduction. It is important to note that although these are all authorizations and not appropriations it is still an important success.

#### *Transportation Bill*

The Transportation Bill was also signed August and not only contained the identical Clean School Bus authorization as was in the Energy Bill (\$55 million/year for two years), but also contained an important amendment that addresses diesel mitigation

within the Congestion Mitigation and Air Quality (CMAQ) program. CMAQ are funds set aside under the Highway Trust Fund Surface Transportation Program available for all types of congestion and air quality related initiatives, including non-road retrofits.

Because these funds have not been regularly used for retrofits, the amendment:

- Requires EPA to develop and evaluate and list cost effective diesel retrofit technologies; and
- Directs state to prioritize CMAQ money for retrofits and cost effective strategies to reduce pollution and improve;
- Makes up to \$11 billion over 6 years available for these types of projects (EPA estimates that about \$3 million will be used for off-road retrofits)

For more detailed information on these bills and other links, visit:

<http://www.westcoastcollaborative.org/congress.htm>

### **Conclusion**

The next Locomotive sector workgroup call will be November 22, 2005, 10-11am PDT.

Stay tuned for additional details about a face-to-face meeting at the end of January.

### **Attendees:**

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