



MIDWEST CLEAN DIESEL
INITIATIVE

(Insert Title Here)

Diesel Contributes to PBT Emissions

- Diesel is a contributor to dioxin/furan emissions and B(a)P emissions
- Percentages are small, but important as larger emission sources are reduced through MACT/CWS
- A draft receptor modeling study indicates that diesel emissions are the greatest contributor to B(a)P in ambient air, e.g. about 80% in Chicago



- Goal – Impact 1 Million Engines by 2010
- Elements:
 - Clean School Bus USA – Sustained program development
 - SmartWay Transport Partnership – Keep Region 5 on top nationally
 - Clean Diesel Retrofit Technologies – Addressing ‘legacy’ vehicles
 - Idle Reduction Programs – Broad fleet/technology coverage
 - Cleaner/Alternative Fuels – Expand Use/Address issues
 - Creative Financing – Develop alternatives beyond EPA
 - Partnership with Canada – Reciprocal actions
 - MCDI Leadership Group – State level coalition building

Retrofit Technologies

Can be placed on existing (“legacy”) engines to reduce emissions

- Diesel Oxidation Catalyst
- Diesel Particulate Filter
- Selective Catalytic Reduction
- Exhaust Gas Recirculation

Idle Reduction

When an engine is off, it's not emitting pollution or wasting fuel

- Auxilliary Power Units (APU)
- Truck Stop Electrification (TSE)
- Anti-idling regulations/policies/contract language

Cleaner/Alternative Fuels

- Use ultra-low sulfur diesel (ULSD) in non-road applications before mandated date
- Biodiesel
- Compressed natural gas (CNG)
- Propane

SmartWay Transport Partnership

Voluntary EPA program to reduce fuel use, emissions, and maximize efficiency

- Partners agree to address their fleet within 3 years
- EPA provides quantification, technical and/or financial assistance, recognition
- Both cost and emission savings for partners

www.epa.gov/smartway

Clean School Bus USA

- Retrofit, repower, or replace aging school buses
- Idle reduction component
- Reduced exposure to diesel emissions in most susceptible population (children)
- Education and outreach component

<http://www.epa.gov/otaq/schoolbus/index.htm>

MCDI Accomplishments

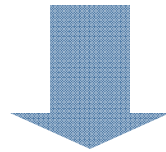
- Development of coalitions within states to create funding and implement projects
 - Examples: \$20M Diesel Fund in Ohio, \$2.4 M Diesel fund in MN
- Connecting partners to generate funds
 - Examples:
 - Over \$62M CMAQ funds (2005 to end of 2007)
 - \$5M in regional competitive grant funds for FY08
- Sharing experiences and materials
 - Examples: bid specs, outreach materials, case studies

National Clean Diesel Program, FY08 Funding Breakdown

\$49.2 Million for 2008

National

\$34.4 Million (70%)



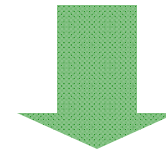
**National Clean Diesel
Funding Assistance Program \$27.6 M**
Region 5: \$5M
(Region 5 Applications due: June 12)

Clean Diesel Emerging Technologies Program \$3.4 M
(Applications due: TBA)

National Clean Diesel Finance Program \$3.4 M
(Applications due: June 9)

State

\$14.8 Million (30%)



State Clean Diesel Grant Program \$14.8 M

State Base: ~\$200k | Matching Bonus: ~\$100k

- All Region 5 states applied for the allocation
- 4/5 R5 states will match in 2008

For More Information

www.epa.gov/midwestcleandiesel

General questions and grant information:

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