

# Mobile Source Pollution Reduction Success Stories

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## CONTENTS

Abbreviations Used.....	3
Introduction .....	4
Success Stories .....	4
Electrification .....	4
Connecticut .....	4
MARAMA.....	5
Maryland .....	6
Massachusetts .....	7
New Hampshire.....	9
New Jersey .....	9
New York.....	10
Pennsylvania .....	10
Rhode Island.....	11
Virginia .....	11
Engine Replacements/Repowers .....	12
Connecticut .....	12
Delaware .....	12
District of Columbia .....	13
Maine .....	13
MARAMA.....	14
Maryland .....	17
Massachusetts .....	17
Massport Conley Drayage Truck Replacement Project.....	17
NESCAUM.....	18
New Hampshire.....	19
New Jersey .....	19
Pennsylvania .....	20
Virginia .....	21
Vermont .....	21
Idling Reduction .....	22
Connecticut .....	22
Delaware .....	23
Maine .....	24
MARAMA.....	24
Maryland.....	24

Massachusetts .....	26
NESCAUM.....	26
New York.....	26
New Jersey .....	27
Rhode Island.....	27
Vermont .....	27
Pollution Controls .....	28
Connecticut .....	28
Delaware .....	29
Maine .....	29
MARAMA.....	30
Maryland.....	32
Massachusetts .....	37
NESCAUM.....	38
New Jersey .....	39
New York.....	40
Virginia .....	41
Vermont .....	42
Vehicle Replacements/Purchases.....	42
Connecticut .....	42
Delaware .....	44
MARAMA.....	46
Maryland.....	47
Massachusetts .....	48
NESCAUM.....	48
New England .....	48
New Hampshire.....	48
Pennsylvania .....	49
Other Projects .....	49
Connecticut .....	49
Maine .....	49
Maryland.....	50
MARAMA.....	50
Massachusetts .....	50
New Jersey .....	51
Rhode Island.....	51
Virginia .....	51

## Abbreviations Used

APU – Auxiliary Power Unit  
ARRA – American Recovery and Restoration Act  
CCV – Closed Crankcase Ventilation  
CO – Carbon Monoxide  
CO<sub>2</sub> – Carbon Dioxide  
DERA – Diesel Emission Reduction Act  
DOC – Diesel Oxidation Catalyst  
DOT – Department of Transportation  
DPF – Diesel Particulate Filter  
ECM – Electronic Control Module Reprogramming  
EV – Electric Vehicle  
FOH – Fuel Operated Heaters  
NO<sub>x</sub> – Oxides of Nitrogen  
PM<sub>2.5</sub> – Fine Particulate Matter  
SCS – Shore Connection System  
SEP – Supplement Environmental Project  
US EPA – United States Environmental Protection Agency  
ZEV – Zero Emission Vehicle

# Introduction

Great strides have been made in the past decade to reduce pollution from onroad and nonroad mobile sources in the Ozone Transport Region (OTR). A major focus has been on reducing pollution by retrofitting, repowering, and modernizing vehicles in the existing fleet, due to the fact that many nonroad and heavy duty onroad vehicles have a much longer usage life than do light duty onroad vehicles. Many of these programs have been funded through US EPA state and federal DERA funds, the ARRA, and state governments. These projects have been undertaken by State agencies individually and in collaboration with private entities. While the primary objective of these projects is the reduction of PM<sub>2.5</sub>, many also provide reductions in NO<sub>x</sub> as well.

This document has been produced in order to share information about successful retrofit, repowering, fleet modernization, and idle reduction programs in the OTC member states, the cost associated with these programs, and the amount of reduced emissions. The objective of this report is to provide OTC member states with a compilation of successful mobile source emission reduction projects that can be used as a blueprint for future grant funded projects.

## Success Stories

### *Electrification*

#### Connecticut

##### EVConnecticut: EVs and EV Charging Infrastructure

EVConnecticut promotes the environmental and economic opportunities presented by increased ownership of EVs in the state through multiple programs, including:

- A Level 2 infrastructure grant program that has provided \$563,000 in grants to fund the installation of 141 publicly accessible charging stations in 67 cities and towns across the state (see [www.ct.gov/deep/evconnecticut](http://www.ct.gov/deep/evconnecticut));
- A Public Fleet EV and Workplace Charging Station Incentive Grant program that as of April 2017 has provided \$743,000 in funding for the acquisition of EVs and level 2 EV chargers for fleet use at state and municipal facilities throughout Connecticut, resulting in the award of incentives for 25 electric vehicles and 100 level 2 charging outlets;
- The deployment of a pilot DC fast charger program (EV charging stations that can provide a full charge in around 30 minutes) along Connecticut's highway corridors;
- An EV rebate program, known as the [Connecticut Hydrogen and Electric Automobile Purchase Rebate](#) (CHEAPR) program, which provides Connecticut residents with a point-of-sale rebate on the purchase or lease of new ZEVs up to \$5,000. Rebates are offered on a sliding scale based on battery capacity and vehicle technology. As of March 24, 2017, \$2,732,000 rebate dollars had been reserved or issued for 961 plug-in hybrid electric vehicles and 233 battery electric vehicles. Over \$5 million has been allocated for consumer rebates under CHEAPR;
- Partnering with the Connecticut Automotive Retailers Association to establish a dealer recognition and award incentive coordinated. The private-public partnership has also encouraged auto dealers to install free public EV charging at their local dealerships;

- The production and marketing of a Public Service Announcement addressing the top concerns potential buyers have expressed about purchasing EVs;
- Collaborating with Plug-In America to host numerous Ride and Drives throughout Connecticut;
- Connecticut’s General Assembly has adopted long-term greenhouse gas (GHG) reductions goals, which set targets to reduce GHG levels in Connecticut to 10% below 1990 levels by 2020 and 80% below 2001 levels by 2050. These targets necessitate significant GHG reductions across all sectors, including transportation;
- Cities and towns that have joined the [Clean Energy Communities program](#) are eligible to qualify for “Bright Idea Grants” and to earn and redeem their energy efficiency and renewable energy points to help pay for energy projects such as EV charging station equipment;
- CT Green Bank aims to leverage public funds to encourage greater private investments in clean technology for transportation, including electric vehicles and charging infrastructure.

**Other Planning Success Stories Driving ZEV Adoption**

- In May of 2014, Connecticut joined seven other states<sup>1</sup> in a collaborative multi-state agreement to coordinate EV infrastructure development, with the goal of priming the consumer EV market to put 3.3 million zero-emission vehicles (ZEVs) on the road by 2025. The [Multi-State ZEV Action Plan](#) was the first milestone for the multi-state collaborative effort to prepare for putting a transformative amount of EV’s on our nation’s roadways. As part of this collaboration, Connecticut developed a state plan to ramp up efforts to provide a convenient network of charging stations for EVs, add EVs and fuel cell vehicles to the state’s fleet, and build out the hydrogen infrastructure needed for fuel cell vehicles expected to be available for the 2018 model year
- Connecticut recognized the potential positive impact of EVs within the state’s [Comprehensive Energy Strategy](#) (CES), which called for a state investment in clean fuels and vehicles, including electric vehicles. The CES also called for the development of a robust EV charging network to make Connecticut the first “range confident” state in the nation. As of March 2017, there are 662 charging outlets throughout Connecticut.

**MARAMA**

**City of Annapolis Diesel Emission Reduction Project 2009-2012**

With an **ARRA-funded** sub-award from MARAMA, the Annapolis Harbormaster retrofitted two diesel-powered boats with Steyr Hybrid D electric-diesel propulsion systems. The systems operated the boats on batteries for up to three hours at speeds up to six knots without a requirement to turn the diesel engine on. Three-quarters of the harbor is subject to a six knot speed limit imposed by state law. It takes approximately three to four hours to conduct a routine harbor patrol.

Total cost: \$400,575 (\$299,519 grant funding)

**Lifetime Emission Reduction (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	5.75	1.09	2.10	8.69	17.63

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<sup>1</sup> California, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont

## **Maryland**

### **Maryland's Electric Vehicle Infrastructure Council**

The Electric Vehicle Infrastructure Council (EVIC) was established to look into and make recommendations to the needs of the state to support the deployment of electric vehicles. EVIC has set a goal for state fleet purchases to be 25% zero emission vehicles by 2025. EVIC has also developed recommendations for incentives and legislation aimed at reducing the barriers to electric vehicle deployment, such as exempting charging equipment from regulation as a power provider as well as establishing a tax credit for the purchase of electric vehicles and a rebate for the purchase and installation of charging equipment.

### **ZEV Infrastructure Incentives**

Maryland offers a rebate for the installation of Electric Vehicle Supply Equipment of up to 50% of the cost for equipment and installation. The rebate is capped at \$900 for residential installations, \$5,000 for commercial, and \$7,500 for retail service stations.

The Maryland Attorney General's Office has authorized the use of \$1 million dollars from an environmental enforcement action to install a network of electric vehicle DC fast charging stations across Maryland. The program will award grants to companies to cover up to 50% of the cost of installing the fast charging network.

### **ZEV Vehicle Incentives**

A Maryland excise titling tax credit of \$125/kW of battery capacity up to \$3,000 is available to buyers and leasers of qualifying new plug-in electric vehicles. The credit is available from July 1, 2014 through June 30, 2017. Business entities may also qualify for the tax credit up to 10 vehicles.

### **Multi-State ZEV Action Plan**

Maryland joined seven other states in a collaborative multi-state agreement to coordinate EV deployment and, infrastructure development, including related policies, codes and standards, with the goal of readying the consumer EV market to put 3.3 million zero-emission vehicles (ZEVs) on the road by 2025. The Multi-State ZEV Action Plan is the first promised milestone for the collaboration to pave the way for increasingly large numbers of the cleanest cars in the nation. The partner states are California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont. Together these states comprise about a quarter of the nation's new car sales.

### **Electric Vehicle Infrastructure Program (EVIP)**

Using \$1 million in settlement funds, Maryland leveraged this amount with private investment of \$1 million to implement a network of fast chargers in the State. These chargers were located throughout the State to allow electric vehicles travel access across the State. A total of twenty one dual standard (SAE and CHAdeMO) fast chargers were funded by this program. All twenty one stations were installed by the end of calendar year 2016.

### **Alternative Fuel Infrastructure Program (AFIP)**

This program funds the installation of alternative fueling stations in the state. Although open to all alternative fuel, it predominantly funds charging stations. This year, the program provided approximately \$ 2 million to install Level 3 fast chargers near identified corridors. These stations will be fully installed by the end of 2017.

### **Transit Stations**

Maryland invested over \$1.5 million to install Level 2 chargers at MARC and Metro stations, Park and Rides, and other transit connection and public locations.

### **Maryland Clean Corridors**

Under the USDOT FAST Act, Maryland submitted four corridors to be designated as Alternative Fuel/EV Corridors. Maryland was notified by USDOT that all four corridors had been awarded this designation. These corridors are: I-95, I-270, US 50, and I-70/I-68. These corridors represent a critical cross section of Maryland and provide valuable regional and national linkages for freight and passenger travel.

### **Massachusetts**

#### **Massport Fish Pier Electrification Project**

MassDEP provided funding to Massport to enable fishing vessels berthed at the Boston Fish Pier associated to switch power from diesel engines to the electrical grid system. The ARRA funding was used to add three power stations to accommodate six vessels.

Total cost: \$100,000

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total Reduction
Emission Reduction	149.7	10.6	12.1	32.3	5,552.6	5,757.3

Massport was also awarded a competitive DERA grant for \$400,000 by EPA Region 1 in 2008 to equip 6 berths with power stations, serving 12 vessels. Combined with the MassDEP ARRA DERA grant, a total of 21 vessels berthed at Fish Pier now draw show power rather than running their on-board generators. Otherwise, typically those generators would run 10 to 14 hours per day, 190 days per year. As reported by Massport, emissions reductions attributable to the 6 power stations funded directly by EPA are:

#### **Actual Results**

	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>
Lifetime Reduction* (tons)	158	11	12	34	5848
Total Project Cost Effectiveness (\$/ton)	\$569.22	\$8,020.76	\$7,018.68	\$2,641.57	\$15.34
Gallons of Diesel Fuel Saved*	Annual = 37,989		Lifetime = 759,776		

#### **New England Produce Center TRU Electrification**

In 2009, Region 1 EPA awarded nonprofit Chelsea Collaborative a \$1,563,480 ARRA/DERA grant to repower ninety (90) diesel-powered transportation refrigeration units (TRUs) at the New England Produce Center in Chelsea, MA with electrically-powered engines and install 38 power pedestals to provide them with electricity. The trailers are used mainly for stationary cold storage at the Center, and the 10+ year old diesel TRU engines on these trailers often operated 10 hours or more per day, 365 days per year.

#### **Actual Results**

	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>
Lifetime Reduction (tons)	296	50	81	220	8,770

Total Project Cost Effectiveness (\$/ton) <sup>[2]</sup>	\$7,644	\$45,252	\$27,933	\$10,284	\$258
Gallons of Diesel Fuel Saved	Annual = 246,375    Lifetime = 2,463,750				
[2] Includes total project costs, including TRU purchase/installation, installation of electrical infrastructure, and project management					

### **Massachusetts Electric Vehicle Initiative (MEVI)**

The Massachusetts Electric Vehicle Initiative (MEVI) grew from an Electric Vehicle Roundtable held on March 7, 2013. Over 90 participants provided recommendations to accelerate the deployment of plug-in hybrid, battery, and fuel cell electric vehicles in Massachusetts and made a specific recommendation that a high-level group, the MEVI Task Force, be created. The MEVI Task Force met for the first time on September 30, 2013 and held two subsequent meetings. The MEVI Task Force was assigned to set priorities and make regulatory, policy, and program recommendations based on the deliberations from its three working groups (infrastructure, incentives, and outreach).

In the FY2015 Massachusetts State Budget, Outside Section 205 created a formal Zero Emission Vehicle Commission with 27 named members. At the final meeting of the MEVI Task Force on September 29, 2014, EEA proposed to transition into the ZEV Commission. The ZEV Commission is tasked with filing an action plan based on the work of the Massachusetts electric vehicle task force and a full report of the findings and recommendations to the House of Representatives and senate. The ZEV Commission has met three times since 2014 to discuss the deployment of ZEVs in the Commonwealth.

Using available funding, Massachusetts has implemented the following programs that address some of the key recommendations outlined in the MEVI ZEV Action Plan and the Multi-State Action Plan (see below):

- MassDEP’s Electric Vehicle Incentive Program (MasseVIP) provides \$2.6 million in incentives to Massachusetts public entities, including municipalities, state fleet, public universities and colleges, for the acquisition of electric vehicles and charging stations. MassDEP has awarded \$2.6 million in incentives for 263 electric vehicles and 91 Level 2 dual-head charging stations to fuel them.
- The MasseVIP: Workplace Charging Grant program is providing \$1.4 million in funding for the deployment of Level 1 and Level 2 electric vehicle charging equipment at workplaces across the Commonwealth. As of April 2017, 495 charging stations have been funded at 207 different workplaces (38 employer/property manager entities) for use by employees.
- Massachusetts Offers Rebates for Electric Vehicles program provides rebates up to \$2,500 for the purchase or lease of zero-emission and plug-in hybrid electric passenger cars. As of April 2017, \$7,875,500 rebate dollars have been reserved or issued for 3800 ZEVs. An additional \$12 million has been allocated for this program by the Baker-Polito Administration in December of 2016.
- Massachusetts is using federal and state funding to help create an easily accessible network of public charging stations across the Commonwealth. The state has already spent slightly over \$1 million of federal and state funds to install 140 publically available Level 2 charging systems and plans to deploy Fast Chargers to create a Northeast EV Network. As of April 2017, there are 1,240 public charging outlets throughout the state.
- MASS DRIVE CLEAN Campaign which was started in 2015, is the nation’s first state sponsored electric vehicle test drive campaign. MASS DRIVE CLEAN is introducing thousands of people across the state to the new generation of electric vehicles through professionally-produced test drive events. Between 2015-2016 MASS DRIVE CLEAN produced 27 events and are planning on 40 events for 2017.

- Vehicle-to-Grid Electric School Bus pilot program provided \$1.4 million to four communities in the Commonwealth to acquire and operate electric school buses and charging infrastructure. The pilot is intended to test the viability and potential benefits of the technology.

### **Multi-State ZEV Action Plan**

In May 2014, Governor Patrick, along with the governors of seven other states, released a Multi-State ZEV Action Plan to increase ZEVs on the road to a collective target of at least 3.3 million vehicles in the eight states by 2025 and to establish a fueling infrastructure that will adequately support these vehicles. The 8-state action plan identifies the joint cooperative actions that the signatory states must undertake in order to achieve the cumulative goal, but each state must take steps within its own jurisdiction to achieve its specific goal. Massachusetts' participation in this plan sets a bold goal of 300,000 ZEVs or 15 percent of projected registered vehicles in the state by 2025. The Massachusetts ZEV Action Plan identifies actions and strategies that are consistent with the 8-state plan and identifies additional state specific actions that align with the Commonwealth's own climate and renewable energy goals, policies, and current ZEV market.

## **New Hampshire**

### **Electric Vehicle Charging Station Grants**

In November, 2014, New Hampshire Department of Environmental Services (NHDES) entered into a two-year Memorandum of Understanding with the State Office of Energy and Planning in the amount of \$50,000 to support the installation of electric vehicle charging stations throughout the State. The grants were supported through a two-year rebate program administered by the NHDES Air Resources Division Technical Services Bureau. The electric vehicle charging stations installed as a result of the grant program included:

- A dual level 2 charging station installed at the Pettee Brook Municipal Parking Lot in the Town of Durham.
- Two dual-connector electric vehicle charging stations installed at the Outpatient Surgical Center and Main Facility Parking Garage of the Dartmouth-Hitchcock Medical Center in Lebanon.
- A dual wall mount electric vehicle charging station installed at the Hanover Street Municipal Parking Garage in Portsmouth.
- Two electric vehicle charging stations installed at the Commercial Street Municipal Parking Facility in Keene.

Additionally, NHDES is currently installing a dual level 2 charging station at its main facility located at 29 Hazen Drive in Concord. The station, which will be used for charging Department vehicles, also supports Executive Order #2016-03 requiring State government to continue to lead by example in energy efficiency, conservation and renewable energy. Long-term plans include the installation of four charging stations at the site.

## **New Jersey**

### **Ambulance bay electrification**

Through two SEPs, the ambulance bays at Underwood Memorial hospital in Camden, NJ were outfitted with electrification technology, and electric plug-ins were installed for nearby short line locomotives. The ambulance bay electrification reduced PM by 0.12 and NO<sub>x</sub> by 0.338 tons per year respectively, while the locomotive plug-ins achieved reductions of 0.078 and 2.392 tons per year of PM and NO<sub>x</sub>, respectively.

### **Workplace charging initiatives**

Using a variety of funding, including SEPs and a grant from the US DOE, NJ has provided grants to employers to help defer the cost of installing level 1 and 2 workplace charging stations for their employees, customers and visitors who drive electric vehicles. As of April 2017, NJ has provided \$850,000 in grants to fund 178 charging stations. In addition, NJ also offers a workplace charging recognition program to those employers who have installed two or more electric vehicle charging stations.

## **New York**

### **Municipal ZEV Incentives**

In April 2016 Governor Cuomo and the New York State Legislature included two ZEV incentives in the state budget. The first program to roll out was the municipal rebate program that allotted up to \$5000 per plug-in hybrid or battery electric vehicle and up to \$250,000 per charging/hydrogen fueling facility for investments made by municipal government (county, city, town and village) entities in the state. By the end of the fiscal year on March 31, 2017, municipalities submitted 101 rebate applications, totaling **\$1,776,145.15**

- **20 vehicle** purchase or lease rebates submitted totaling \$265,000.00
- **81 infrastructure** rebates submitted totaling \$1,511,145.15

### **Drive Clean NY Consumer ZEV Rebate**

The second incentive program included in the 2016-17 state budget rolled out on March 21, 2017. The Drive Clean NY consumer ZEV rebate program is open to all New York State residents, businesses and government entities for the purchase of battery electric and plug-in hybrid vehicles as well as fuel cell vehicles when they become available. Rebate amounts are based on the EPA-rated all electric range of the vehicle and range from \$500 to \$2000 rolled into the purchase price of the vehicle. Vehicles must be purchased at participating dealers in New York to qualify.

## **Pennsylvania**

### **Philadelphia International Airport - VALE Projects**

The Philadelphia International Airport (PHL) has either begun to implement or implemented a number of emission reduction projects between 2008 and the present. These projects were primarily funded through the Federal Aviation Administration's (FAA) Voluntary Airport Low Emission (VALE) grant funding. VALE helps airport sponsors meet their state-related air quality responsibilities under the Clean Air Act. Through VALE, airport sponsors can use Airport Improvement Program funds and Passenger Facility Charges to finance low emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements. The projects completed at PHL include: purchase of electric-hybrid and full EVs, purchase and installation of preconditioned air units at airport terminals, installation of ground power for a maintenance hangar, purchase and installation of electric ground service equipment charging infrastructure, and purchase and installation hydrant refueling system for airport equipment and vehicles. The intent of all of these projects is to reduce diesel emissions and fuel use near PHL. The lifetime of the individual airport projects vary from 10 to 40 years.

**Emissions reductions over the projects' lifetime (tons)**

Pollutant	NO <sub>x</sub>	PM	CO	VOC	SO <sub>2</sub>	Total Reduction
Emission Reduction	1,179	104	4,532	2,214	174	8,203

## Rhode Island

### Driving Rhode Island to Vehicle Electrification (DRIVE)

DRIVE offers RI residents up to \$2,500.00 for the purchase or lease of electric vehicles from Rhode Island dealerships (Tesla's are the only exception). It is a tiered incentive based on battery capacity, with three different incentive levels: \$500; \$1,500; and \$2,500. To date, we have issued or reserved 186 rebates totaling \$424,500.00 in incentives. We currently have \$75,500.00 remaining. As you may already be aware, we also have a pending budget article (19) that would allocate \$250,000.00 a year, starting FY2018 and running through FY2022, of general revenue to the DRIVE program. If this passes, our hope is to use this funding in conjunction with other sources that become available to keep our program moving forward.

### Charge Up! Public Sector Vehicle Electrification Program

Charge Up! is a \$725,000.00 program that allows state agencies and municipalities to apply for direct incentives towards the purchase of charging infrastructure and EVs. Through Charge Up!, applicants may qualify for up to \$60,000 in incentives to support the purchase and installation of electric vehicle charging stations (Level II or higher). In addition, applicants that install at least one charging station through this program may also qualify for up to \$15,000 to support the purchase or lease of a new electric vehicle as part of their public sector fleet. EVs with a completed purchase or lease agreement effective on or after July 1, 2016 will be qualified under this incentive program. Applicants must have already completed, or be under contract to complete, an energy efficiency or renewable project that will at minimum offset the expected annual electrical load of the charging station(s). More information can be found in our guidance document via the link above. To date, we have had 4 agencies apply (2 state, 2 muni), totaling \$142,500 in pending or issued funding. 7 Level II stations are either installed or slated to be installed, as well as 1 DCFC. In addition, 3 EVs have been ordered through the program.

## Virginia

### EVs

Virginia Clean Cities (VCC) created and manages the Virginia Get Ready effort, which recently produced the *Virginia Get Ready: Electric Vehicle Plan*. The goal is to establish Virginia as a leader in the adoption of EVs in order to reduce vehicle emissions, increase energy independence, and generate economic development for the Commonwealth. More information on this program may be found at [www.virginiaev.org](http://www.virginiaev.org). The *Electric Vehicle Plan* and other documents created by the program identified local barriers to the installation of public charging stations and other impediments faced by consumers wanting to purchase EVs. Identifying and providing solutions to these barriers enables and encourages more Virginians to purchase these vehicles. Registrations of these vehicles have grown, and this trend is expected to continue.

<b># of Registered EVs in the Commonwealth of Virginia*</b>					
<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
435	538	643	735	729	1,257
<b># of Public Charging Stations in the Commonwealth of Virginia**</b>					
<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
0	1	4	47	140	212

\*Data from Air Division, VDEQ based on registration data from DMV

\*\*Data from VCC

## *Engine Replacements/Repowers*

### **Connecticut**

#### **Ferry Engine Upgrade**

Using American Recovery and Reinvestment Act (ARRA) funds, State Diesel Emissions Reduction Act (DERA) funds and significant contribution by the vessel owner, DEEP upgraded two propulsion engines on Cross Sound Ferry’s *MV Susan Anne* from Tier 0 to Tier 2 emission level – the first ever Tier 2 engine upgrade of a ferry in the United States.

The cost of replacing an engine on a ship the size of the *MV Susan Anne* is estimated to be nearly twice the cost of upgrading the engine, which would have seriously reduced the cost effectiveness of the pollution reduction gains. In addition, the engine upgrade was accomplished without putting this vessel in dry dock thus saving the owners a great deal of time and money by allowing the ferry to be returned to operation quickly. As an additional economic benefit, the engine upgrade is projected to save the owners 5,758 gallons of diesel fuel per year.

Total cost: \$1,331,116

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	47.9	1.5	See note*	3.6	63.9

\*Neither the upgrade kit manufacturer nor US EPA’s Diesel Emissions Quantifier projects HC reductions.

#### **Three Marine Repower Projects**

Using State DERA funds and a contribution from the vessel owner, D. Brake Marine, LLC, DEEP funded the replacement of the propulsion engines on tugboat *Gotham*, bringing it from Tier 0 to Tier 2 emissions level. Connecticut DOT supplemented its funds with State DERA2 funds from DEEP to replace the propulsion engines on the DOT-operated Chester/Hadlyme Ferry, *Selden III*. Additionally, DEEP is working with Jeanette T. Fisheries, LLC to repower two fishing vessels. The *FV Jeanette T.* engine has been upgraded from Tier 1 to Tier 3, and a Tier 0 to Tier 3 repower is underway for the *FV Emma & Maria*.

Total cost: \$645,094

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	170.72	2.14	0.28	13.71	186.85

\*The Diesel Emissions Quantifier did not project HC reductions from early marine engine repowers.

### **Delaware**

#### **Port of Wilmington**

1 Terex payloader, 1 Top Pick loading vehicle and 2 Raygo loading vehicles with Tier 0 engines were replaced with Tier 3 engines. The loading vehicles are primarily used during the months of October to March for unloading freight from ocean going vessels. The Terex is primarily used for snow removal.

Total cost: \$288,000

**Wilmington Tug Company**

Tug boat with two Tier 0 propulsion engines were replaced with two Tier 2 propulsion engines.

Total cost: \$770,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	497	27	18	112	654

**Parks and Recreation Tractor Engine Replacement**

The second project funded the replacement of diesel engines in seven tractors owned by the State of Delaware Division of Parks and Recreation. The Parks and Recreation tractor engine replacement project will spend approximately \$60,000 on new engines for utility tractors that operate throughout Delaware.

Total Cost: \$156,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total reduction
Emission Reduction	1.8249	0.1572	0.1264	0.7184	2.8269

**District of Columbia**

**Marine Vessel Retrofit**

Using DERA funds, in 2012 DDOE and MWCOG began a project to replace four diesel engines on the Passenger Vessel Spirit of Mt Vernon that operates on the Potomac River in the District of Columbia. Two propulsion engines and two gensets were purchased and installed in early 2013.

Total Cost: \$724,935 (grant funding of approximately \$427,000, remainder funded by the owner)

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	31.3	1.5	32.8

**AMTRAK Switcher Repower**

AMTRAK, Brotherhood of Locomotive Engineers and Trainmen and MWCOG replaced two diesel switchers that are used at Union Station in DC with cleaner gensets.

**Maine**

**Commercial Marine Engine Repower**

The Maine Department of Environmental Protection (DEP) received a competitive award to repower a mid-water trawler, a whale watch vessel, a fishing boat, and a small tugboat owned by Maine Maritime Academy which operates as a training vessel for the cadets. The project will reduce annual NO<sub>x</sub> emissions by 65% and PM emissions by 84%.

Grant Award: \$1,255,197

Total Cost: \$2,532,514

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	308.2	16.9	325.10

### **Ferry Engine Repower**

The Maine DEP received a competitive DERA award to replace two Tier 0 propulsion engines on the Maine State Ferry *Governor Curtis* which operates approximately 300 days of the year as the primary spare vessel for one of five ferries which operate daily. The project also replaced two Tier 0 propulsion engines on the *Pink Lady II*, a whale watch boat which operates from Boothbay Harbor carrying an average of 25,000 passengers a year. The projects reduced annual NO<sub>x</sub> emissions by 44% and PM emissions by 21%.

Grant Award: \$250,000

Total Cost: \$550,000

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	84.6	0.8	85.4

### **Maine Clean Marine Engine Program**

The Maine DEP established the first statewide commercial vessel repower program in a unique collaboration with Maine Marine Trades Association whom administered the program. Grant funding from ARRA, and both competitive and state DERA grant funds repowered 85 vessels, mostly commercial lobster boats. Other vessels repowered included: two aquaculture boats; five excursion boats; a schooner, the *Isle au Haut* mail boat; the Cranberry Island Ferry, the *Sunbeam* which serves the island communities; and three research vessels including the famous sailboat *American Promise*, the *Gulf Challenger* owned by UNH, and *J. B. Heiser*, owned by Cornell University which ferries students to the Isle of Shoals laboratory. The program also demonstrated the first electric engine installed in Maine in a sailboat. The projects reduced annual NO<sub>x</sub> emissions by 32% and PM emissions by 60%.

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	215.2	18.2	233.4

Grant Award: \$2,131,401

Total Cost: \$5,586,936

## **MARAMA**

### **Build it with Clean Diesel Project 2011 - 2017 (Pennsylvania)**

The Allegheny County Health Department funded MARAMA's project to repower or retrofit construction equipment enhancing air quality in Allegheny County and the City of Pittsburgh. Samples of the construction equipment retrofitted under the Build It with Clean Diesel Program include: Demag crane, Terex 50 ton crane, 1999 International crane, and 2003 Service vehicle. Two additional off-road projects received engine upgrades. The grant project will close in August 2017 and emission reductions for the overall project will be calculated at that time.

Total Cost \$ 959,338 (\$920,000 grant funded)

**Cleveland Brothers Off-Road Construction Project 2009-2011 (Pennsylvania)**

With an **ARRA-funded** sub-award from MARAMA, Cleveland Brothers upgraded two pieces of off-road construction equipment to a higher US EPA Tier level using US EPA Verified components, and repowered 15 pieces of off-road construction equipment, i.e., replaced older engines with higher US EPA Tier engines.

Total cost: \$1,095,483 (\$821,691 grant funded)

**Lifetime Emission Reductions (tons), Region 3**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	524.94	41.35	54.38	317.31	937.98

**CSXT Switcher Locomotive Engine Repower (Maryland)**

With support from an **ARRA-funded** sub-award from MARAMA, CSXT repowered an old switcher locomotive from a single engine to a multi-engine genset locomotive. A switcher locomotive is used primarily for rail yard operations, and is typically an older locomotive that was underpowered for modern line haul duty. This engine is used in the Baltimore area.

Total cost: \$1,425,000 (\$947,625 grant funded)

**Lifetime Emission Reductions (tons), Region 3**

Pollutant	NO <sub>x</sub>	PM	HC	Total Reduction
Emission Reduction	325.7	11.42	30.41	367.53

**Marine Engine Repower Project 2012 (Maryland, Virginia, Pennsylvania and Delaware)**

MARAMA was awarded **DERA 2012** grant funds to reduce emissions in port areas in Region 3. MARAMA launched marine repower and truck replacement projects to improve air quality in the Region 3 coastal nonattainment areas in Maryland, Virginia, Southeastern Pennsylvania, and Delaware. The projects included a total of 10 engine replacements for 3 marine vessels (tugboat *Sea Coast*, cruise vessel *Spirit of Philadelphia*, tugboat *Night Falcon*) and 10 dray truck replacements of pre-2004 heavy duty dray trucks.

Total Cost: \$2,502,417 (Award Amount \$1,326,204)

**Lifetime Emission Reductions Marine, Region 3 (tons)**

Pollutant	NO <sub>x</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>	Total Reductions
Emission Reduction	43.01	2.12	932.4	977.53

**Lifetime Emission Reductions Trucks, Region 3 (tons)**

Pollutant	NO <sub>x</sub>	PM <sub>2.5</sub>	HC	CO <sub>2</sub>	Total Reductions
Emission Reduction	148.04	6.61	4.48	31.57	190.7

**Repower of 37 Year-old Tug “Bering Sea” 2011 (Pennsylvania, Maryland, Virginia)**

With National DERA funds, the Mid-Atlantic Regional Marine Diesel Emission Reduction Project supported K-Sea Transportation Partners L.P.’s early replacement of two model year 1975 propulsion engines and two model year 1975 auxiliary engines with new model year 2010 US EPA Tier II engines. With an estimated 75 % of the tug’s operations in US EPA Region 3 waters, 75 % of the reductions will occur in Region 3. It’s estimated that 50% of the Bering Sea’s operations in the region will be in the Philadelphia area, 25% in the upper Chesapeake Bay, and 25% in the Hampton Roads area.

Total cost: \$1,145,393 (\$486,800 grant funded)

**Lifetime Emission Reductions, Region 3 (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	203.5	6.08	3.25	28.72	241.55

**MARAMA managed the following projects (1-4) for the Virginia Department of Environmental Quality (VA DEQ) with Virginia ARRA funds 2009 -2011**

VA DEQ identified the following four projects for American Reinvestment and Recovery Act (ARRA) funding under the State Clean Diesel Grant Program.

**1. Gloucester County School Bus Conversion to Propane**

Replaced three 1993 and two 1996 diesel powered school buses with five BlueBird Visions propane powered school buses meeting 2010 emission standards, and purchased diagnostic equipment and parts to assist in servicing the buses.

Total cost: \$442,710 (\$221,355 grant funding)

**2. Retrofits/Replacements to Support Virginia Port Authority (VPA) Green Operator Program**

Installation of diesel emission reduction devices or replacement of older vehicles for drayage trucks serving the Port of Virginia. The grant funded 43 truck replacements with \$15,000 down payments, and retrofitted 121 trucks with diesel oxidation catalyts (DOC’s).

Total cost: \$2,025,192 (\$1,133,341 grant funds)

**3. York County Engine Re placement**

Replaced one 1978 backhoe with a 2010 backhoe that meets EPA Tier 3 Non-road Emission Standards.

Total cost: \$72,305 (grant funding \$25,000)

**4. Virginia Beach School Bus Retrofit, Training, and Education**

Installed idle reduction technologies on ten school buses and educated drivers and operations staff.

Total cost and grant amount \$20,597

**Projects 1-4 Lifetime Emission Reductions, Region 3 (Tons)**

Pollutant	NO <sub>x</sub>	PM <sub>2.5</sub>	HC	CO <sub>2</sub>	Total Reductions
Emission Reduction	330.68	12.99	34.70	447	825.37

## Maryland

### **Baltimore Harbor Craft Engine Replacements**

Using ARRA funds, replaced the main and auxiliary engines of tugboat Kaleen McAllister (1 main, 2 auxiliary engines), dinner cruise vessel Inner Harbor Spirit (2 main, 2 auxiliary engines), and Maryland Port Authority harborcraft Endeavour (1 main, 2 auxiliary engines). A total of 10 engines were replaced. All engines were upgraded from Tier 0 to Tier 2 emission levels.

Total cost: \$1,599,730

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	435.02	19.06	1.15	46.82	502.05

## Massachusetts

### **MBTA Locomotive Head End Power Repower Program**

MassDEP provided ARRA, DERA, and SEP settlement funds to the Massachusetts Bay Transportation Authority (MBTA) to repower 18 head-end power (HEP) generator sets in its commuter locomotive fleet. HEP generators supply electrical power used for heating, cooling, and lighting the passenger coaches. Although much smaller than main locomotive engines (670 horsepower versus 3,000 hp), HEP engines typically consume 40 percent or more of the diesel fuel used by a locomotive and emit a substantial amount of the total emissions.

Total cost: \$1,793,000

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	260.6	18	14.5	133.4	426.5

### **Massport Conley Drayage Truck Replacement Project**

EPA Region 1 awarded Massport \$500,000 in 2011 under the competitive DERA process to contribute up to \$25K each to replace 20 of the oldest trucks frequenting the Conley Container Terminal with trucks meeting or exceeding the 2007 standard. Seven owners chose 2010 trucks, in part due to a nationwide scarcity in 2007 trucks, and the average age of the replaced trucks was 1996. This project was difficult to launch but so popular and successful (see reported grant results below) that Massport then self-funded replacement of another 40 trucks.

#### **Actual Results**

	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>
Lifetime Reduction (tons)	283.9	10.94	17	120.1	0
Total Project Cost Effectiveness (\$/ton)	\$5,344	\$138,652	\$94,498	\$13,386	0

Then in 2016 received another competitive EPA Region 1 DERA award for \$800,000 to replace another 26 Class 8 trucks with pre 2005 model year engines with newer trucks with 2011 emission compliant engines.

**NESCAUM**

**CSX Locomotive Genset Repower & Retrofit Project**

Using SEP funds provided by PSEG Fossil LLC and directed to this project by New Jersey DEP, each of three switcher locomotives was repowered with two generators sets meeting Tier 3 emission standards. Each generator set was retrofitted with a DPF to achieve emissions equivalent to a Tier 4 standard. These locomotives are operating in switch yards in Northern New Jersey.

Total cost: \$4,742,374

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	475	28	503

**CSX Locomotive Genset Repower Project**

Under a DERA-ARRA grant, a switcher locomotive operating in New Haven, CT was repowered with three generator sets meeting Tier 3 emission standards. In addition to the emissions benefits, there is an annual fuel savings of 15,000 gallons.

Total Cost: \$1,400,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	166	5	171

**Marine Vessel Engine Repower/Upgrade Projects**

Under two separate DERA-ARRA grants, a combination of 29 propulsion and auxiliary engines were repowered in 10 marine vessels. Two engines in another vessel were upgraded with certified NO<sub>x</sub> rebuild kits. The vessels operate in Maine, New Hampshire, New York, Vermont, and Puerto Rico.

Total cost: \$6,771,024

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	1096	81.5	6030	7207.5

**Tower Gantry Crane Repower Project**

Under a DERA grant, 17 crane power modules are being repowered with new Tier 3 engines. These modules are principally used in cranes on construction sites in New York and New Jersey.

Total cost: \$1,822,223

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	416	32	448

**South Jersey Port Cargo Equipment Repower/Retrofit Project I**

Under a CARE grant provided by US EPA, supplemented by SEP funds directed to the project by New Jersey DEP, 6 units of cargo handling equipment were repowered with new engines and an additional 4 units were retrofitted with DOCs.

Total cost: \$750,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	342	56	398

**South Jersey Port Cargo Equipment Repower Project II**

Under a DERA grant, approximately 30 units of cargo handling equipment at the port in Camden, NJ are being repowered with new engines meeting Tier 2 and Tier 3 emission standards.

Total cost: \$1,463,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	352	34	720	1106

**New Hampshire**

**New Hampshire Vessel Engine Repower**

NHDES provided a \$27,751 Diesel Emission Reduction Act (DERA) grant to Clandestino Charters, LLC of Portsmouth to replace an older diesel engine in a 35-foot commercial fishing vessel. The vessel operates primarily in New Hampshire.

**Annual Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	Total Reduction
Emission Reduction	1.75	0.049	0.015	1.81

**New Jersey**

**Switcher Locomotives**

Two switcher locomotives owned by CSX Transportation and Norfolk Southern Railway Company were upgraded through the installation of Genset technology, which reduced fuel consumption by 25%. Emission benefits over a five-year period include 185 tons of NO<sub>x</sub> and 4.7 tons of PM<sub>2.5</sub>. A similar project was also completed involving 3 switcher locomotives operating at Port Newark and Elizabeth.

**Marine Repowers**

Under the DERA Port Grant and CMAQ funds, NJ has partnered with SeaStreak LLC to repower 3 passenger ferries. The existing Tier 1 engines will be replaced with Tier 3 engines. The repower will decrease the overall horsepower and will see a 10% reduction in fuel usage and greenhouse gases. Total cost: \$10,200,000

**Lifetime Emission Reductions (tons)**

Pollutant	PM	NOx	Total Reduction
Emission Reduction	16	364	380

**Pennsylvania**

**Long-Haul Trucking - State Clean Diesel Program**

Using Diesel Emissions Reduction Grant funds, Hoopes Turf Farm (HTF), Inc. was awarded a 2011 PA State Clean Diesel Grant of \$285,000. HTF has replaced six heavy-duty, long-haul, diesel-powered trucks in their fleet with six liquefied natural gas (LNG) fueled trucks. Each of the six LNG-fuel trucks has a working radius of 300-350 miles. The project entails the purchasing of six 2013 Peterbilt™ Model 388 LNG-fueled tractors each with two fuel tanks, that offer longer range. HTF spent an additional \$450,000 on a 6,000-gallon Automated LNG Mobile Fueling System that will be made available for public access. HTF’s public-access LNG fueling system will be the first in Pennsylvania and only the second in the nation east of the Mississippi River. HTF will also save about 120,000 gallons of fuel annually.

**Lifetime emission reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO	Total Reduction
Emission Reduction	13	0.5	1,110	1,123.50

**Marine Diesel Engines – Emerging Technology Grant**

CONSOL Energy, operating in the Pittsburgh area, upgraded the engines on a Pittsburgh based towboat, Champion Coal. This included field testing an engine emissions upgrade kit manufactured by Caterpillar that was developed to satisfy the U.S. US EPA new emission standards for class 2 marine engines. This project was a continuation of previous phases of work on upgrading the engine by Caterpillar and will reduce air pollution in the Pittsburgh area which has some of the highest concentrations of pollution in Pennsylvania. Testing showed that the kit exceeded US EPA requirements.

**Lifetime emission reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO	VOC	Total Reductions
Emission Reduction	650	16	90	9	765

**Locomotives – National Clean Diesel Grant Program**

Norfolk Southern received a \$1.5 million dollar grant for their \$3.4 million Mother/Slug Re-power Project. The Mother/Slug Re-power Project replaces a total of four pre-1973 four-axle 2000 horsepower engines with two larger engines with advanced technology, resulting in reduced fuel consumption and accelerated diesel emission reductions. This Mother/Slug pair effectively replaces two existing pre-1973 locomotives performing the same function, but uses one engine. The single engine that replaced the two older engines is 25% to 38% more fuel efficient depending on duty cycle and has reduced emissions.

**Lifetime emission reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	VOC	Total Reduction
Emission Reduction	1,890	44	99	2,033

### **AFIG Program**

Pennsylvania Department of Environmental Protection's Alternative Fuels Incentive Grant (AFIG) Program received over \$5,400,000 in funding to replace and repower older, more polluting vehicles. The AFIG Program funded 6 projects that converted 100 heavy-duty vehicles from using diesel fuel to CNG fuel.

**Estimated Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	128	24	23	50	225

## **Virginia**

### **VPA Green Operator Program**

VPA's Green Operator (GO) Program provides incentives to truck operators to retrofit or replace older engines and exhaust systems to improve emissions. At the close of 2011, 250 vehicles had participated in the program. The VPA estimated the potential contribution of this program toward overall emissions improvements using the following assumptions:

- 183 trucks were retrofitted to generate the equivalent emissions of a 2004 engine.
- 67 trucks replaced their engines with 2008 equivalent models.
- Each truck is assumed to make 2 or 3 trips daily to the terminal on about 250 days annually,

Emissions from the annual trips were calculated using MOVES2010B and compared to trucks in the expected age range to determine the current benefits from the program. The NO<sub>x</sub> benefits are shown in the table below.

**Annual Emission Reductions 2011 (tons)**

	2 Trips Daily	3 Trips Daily
<b>Baseline</b>	87	131
<b>GO Program</b>	55	83
<b>Benefit</b>	<b>32</b>	<b>48</b>

*Data Source: Virginia Port Authority 2011 Air Emissions Inventory, Appendix A, Page A-4*

An additional 100 dray trucks (2003 model year or older) will be retrofitted or replaced through \$1,680,000 provided from CMAQ funds in years 2013 through 2015 from the Richmond Area Metropolitan Planning Organization.

### **VRE Engine Replacements**

Virginia Railway Express (VRE) replaced older Tier 0 engines with 20 new, fuel-efficient Tier 2 engines in mid-2011. These new engines were funded via the ARRA TIGER program. These new engines emit much less NO<sub>x</sub>, VOC, and CO than the older engines, and this project has resulted in significant reductions of these pollutants.

## **Vermont**

### **School Bus Replacement**

Using ARRA-DERA funds, DEC provided technical assistance and cost-matching grants to Vermont school districts to improve air quality and help protect public health through the early replacement of 43 older, more heavily polluting school buses with new buses equipped with state-of-the-art emissions control systems and idle reduction technology. Programmable diesel-fired coolant heaters are projected to save an estimated 129,568 gallons of diesel fuel over the remaining life of the buses.

Total cost: \$3,410,000 (\$1,730,000 grant funding)

Lifetime Emission Reductions (tons)						
Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total reduction
Emission Reduction	130.6	3.0	3.4	14.4	1,438.2	1,589.6

### **Sawmill Repower**

Through this demonstration project, DEC provided financial and technical assistance to Vermont sawmills to repower generator equipment with lower-emitting stationary diesel engines and helped to evaluate this sector as a potential target for future efforts to reduce diesel emissions. Each of the four sawmills approved for engine replacement received a 50 percent cost-matching grant and technical assistance in repowering the equipment with lower-emitting diesel engines that resulted in emissions reductions of up to 80%.

Total cost: \$200,000

### **School Bus Replacement**

Using DERA funds, DEC provided technical assistance and cost-matching grants to Vermont school districts to improve air quality and help protect public health through the early replacement of 17 older, more heavily polluting school buses with new buses equipped with state-of-the-art emissions control systems and idle reduction technology. Programmable diesel-fired coolant heaters are projected to save an estimated 56,916 gallons of diesel fuel over the remaining life of the buses.

Total cost: \$1,316,000 (\$701,000 grant funding)

Lifetime Emission Reductions (tons)						
Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total reduction
Emission Reduction	50.1	2.1	1.8	6.7	631.8	692.5

## ***Idling Reduction***

### **Connecticut**

#### **Outreach & Education**

Through an anti-idling signage program, DEEP provided more than 2,500 anti-idling signs to Connecticut K-12 schools. Nearly 80% of Connecticut school districts participated in the program and all K-12 schools were invited to participate in the program at no cost. DEEP also distributed anti-idling signs and posters Connecticut DMV locations, State Parks and other areas prone to idling complaints.

DEEP produced an Idling "[Ticket](#)" Brochure, which upon closer inspection is "just a friendly reminder to do your part to reduce engine idling, conserve our natural resources and help us all breathe a little

easier. The brochure has proven to be a popular educational tool and over 45,000 brochures have been distributed to date.

To separate idling fact from fiction, DEEP commissioned its own "mythbusting" team in a video parody of "Myth-busters." The DEEP's "wastebusters" conducted experiments and analysis to prove that idling wastes fuel and pollutes the air. [WasteBusters – Idling Myths](#) is available on DEEP's website and YouTube channel.

DEEP along with the University of Connecticut Healthy Environments for Children Initiative, developed an air quality themed children's book, *Casey's Clean Air Week*. The book teaches young children about the importance of clean air and how to protect both human health and the environment. The book also educates children and adults about simple steps they can take to help prevent or reduce air pollution. Over 11,000 hard copies of *Casey's Clean Air Week* and 4,000 *parent/guardian/teacher activity* companion booklets have been distributed to Connecticut schools, day care centers, libraries and pediatrician offices. [Casey's Clean Air Week](#) is available as an e-book on DEEP's webpage.

Anti-idling signs are available for all to purchase through DEEP's [online store](#) and all informational or outreach and education materials are available on DEEP's [anti-idling](#) webpage upon request.

**Clean Diesel Program**

Connecticut provided grants for two projects involving early replacement of diesel trucks equipped with automatic shut-off technology to reduce idling emissions and lower fuel costs. Additionally, five DERA recipients have developed driver awareness programs to promote idle reduction.

**Locomotive Idle Reduction**

Of all diesel projects funded thus far, the installation of idle control equipment on two Providence and Worcester Railroad Company (PWR) switch engines is the most cost-effective. PWR received a FY14 grant of \$9,570.62, which represents 40% of the total cost for a project to install electric idle reduction technology on two switch engines operating in New Haven. This technology is projected yield a minimum of 25% reduction in emissions from these aging engines, emissions benefits that are very high relative to the funds expended.

Total cost: \$23,927

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	1,308.6	27.5	70.2	225.5	1,631.8

PWR installed the same technology on two additional switch engines at their own expense, doubling the emission reduction benefits in the New Haven area.

**Delaware**

**Diesel Engine Idling Reduction - Smyrna Rest Area**

24 electrified truck parking spaces were installed at this rest area where the majority of the long haul truck traffic makes deliveries to the Walmart distribution center, two miles away.

Total cost: \$548,000

**Trinity Trucking**

20 reefer electrification outlets were installed. The electrical outlets replaced the need for truck idling that previously supplied the power to the trailer refrigeration units parked at the trucking company's facility in Wilmington which operated primarily on the weekend.

Total cost: \$250,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	2,013	6	12,355	14,374

## **Maine**

### **Idling Requirements for Motor Vehicles**

In 2007, the Maine Legislature enacted Maine's Idling Requirements for Motor Vehicles statute limiting idling of commercial vehicles. Maine based its ordinance on an EPA Model State Idling Law. Municipalities, schools, and universities have also adopted anti-idling ordinances and policies.

### **Maine Turnpike Authority West Gardiner Plaza Truck Parking Electrification**

In 2009, Region 1 EPA awarded the Maine Turnpike Authority a \$1,209,100 ARRA/DERA grant to construct 30 Truck Stop Electrification technology -equipped parking spaces for tractor trailers at the Authority's West Gardiner Service Plaza to reduce idling during mandated rest periods and other layovers. The EPA SmartWay-verified Craufurd Technologies Airedock units provided in cab heating and cooling, electrical service (110 volt) for both in cab appliances and engine block heaters, and an internet connection. A utilization rate of 33% of the spaces (10) for 10 hours per day was used for estimating idling and emissions reductions. However, actual utilization was lower in spite of the Authority's vigorous outreach, in part because: drivers could not pay with fuel cards and were not reimbursed for use by their companies (unlike for fuel consumption); inadequate distribution of like facilities for drivers to rely on them or fleet owners to default to them, and unfamiliarity with the technology; low prevailing diesel prices; TSE spaces less conveniently located at periphery of plaza; no policing (and exemption in state idle limit) meant idling trucks sometimes occupied TSE-equipped spaces; during transition when vendor went out of business & technology changed hands, the units fell into disrepair.

## **MARAMA**

### **Truck Engine Idle Reduction Demonstration Program (Delaware & Pennsylvania)**

In 2006 with funding from an US EPA Region 3 grant, MARAMA provided 50 percent of the cost of APUs to eligible and approved independent truck owner/operators and small transport company applicants in Delaware and Pennsylvania.

Total cost: \$84,000 (\$42,000 grant funded)

**Annual Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	2.58	0.036	2.62

## **Maryland**

### **Clever Devices Bus Idling Reduction**

Clever Device BusLink devices, which allow remote starting for warmup, were installed on 64 Maryland Transit Administration (MTA) transit buses to reduce bus idling at Baltimore City bus depots under a \$65,000 grant from U.S. Department of Energy’s Clean Cities Grant. After the trial period, MTA installed devices on an additional 295 buses at a cost of \$295,000. It had been estimated that MTA’s full fleet of 822 diesel buses idled more than 2,250,000 hours annually, consuming over 2,800,000 gallons of fuel.

Total Cost: \$360,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	92.1	1.08	29.94	356.87	479.99

**Idle Reduction Campaign**

ARRA funds, were used for a heavy-duty vehicle anti-idling (coach buses & trucks) outreach campaign in the state. The Metropolitan Washington Council of Governments (COG), Maryland Department of the Environment (MDE), District Department of the Environment (DDOE) and the District Department of Transportation (DDOT) formed a Steering Committee to develop and manage the Project. The campaign targeted trucking and bus companies, related trade associations and business groups. The campaign was implemented by a marketing consultant using a multi-jurisdictional approach.

**Driver Recognition Program**

Using State DERA funds, the Driver Recognition Program was initiated as part of a broader Diesel Idle Reduction campaign which aimed to elevate awareness of the financial and environmental benefits of diesel idle reduction, and encourage compliance with idling regulations. The Driver Recognition Program engaged frontline personnel who ultimately make the decision to let their vehicles run or turn off their engines. The program acknowledged and rewarded those who comply with diesel idle reduction laws and set a good example for other drivers.

Total cost: \$20,145

**Locomotive Stop/Start Idling Reduction**

Using ARRA funds, installed start/stop idle control devices on 10 locomotives. The retrofit resulted in idle reduction of 5,877 hours/year. 309,476

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	73.5	3.93	11.67	35.40	124.49

**Maryland Idle Reduction Technology Grant Program**

Using State DERA funds, MDE and MEA established an idle reduction technology grant program to provide financial assistance for the purchase and installation of idle reduction technology on trucks. Under the program APUs were installed on 96 trucks and fuel operated heaters were installed on four trucks.

Total cost: \$344,400

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction	Fuel Savings
Emission Reduction	990	23.3	41,400	42,413	3,730,335

## Massachusetts

### Providence and Worcester Railroad Idle Reduction Program

Installed idling reduction technologies on 22 locomotives with SEP funds.

Total cost: \$475,000

## NESCAUM

### Providence & Worcester Railroad Idle Reduction Program

Under a DERA Grant, APUs were installed on 17 locomotives, operating in Massachusetts, Rhode Island, Connecticut, and New York. The project is expected to reduce annual idling by 25,500 hours and fuel consumption by 51,000 gallons.

Total cost: \$535,250

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	212	6.8	5779	5997.8

## Jersey Vehicle

Using SEP funds provided by Valero Energy Corporation and directed to this project by New Jersey DEP, an ambulance plug-in station was established at Underwood Memorial Hospital in Woodbury, NJ. In addition, a locomotive block heater plug-in station was built at the Valero Refinery, in Paulsboro, NJ. As a result, idling was reduced by 9200 hours per year.

Total cost: \$230,000

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	370	11	282828.2

## New England Locomotive Idle Reduction Project

Under a DERA grant, 29 locomotives, owned and operated by 8 regional railroads in Connecticut, Massachusetts, New Hampshire, and Vermont are being equipped with APUs. As a result idling will be reduced by 44,200 hours annually.

Total cost: \$1,110,722

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	370	11	23,000	23,381

## New York

### Locomotive Idle Reduction Project

Under a DERA grant, the New York State Energy Research and Development Authority and the Department of Environmental Conservation partnered with two short line railroad companies to install 6 auxiliary power units (APUs) in locomotives operating in New York State. Mohawk Adirondack and

Northern Railroad of Utica, and New York, Susquehanna and Western Railway of Cooperstown – installed APUs that reduce main engine idling while maintaining engine temperature and battery charge. The project is expected to reduce annual fuel consumption by 39,500 gallons. The APU installations are expected to reduce emissions of PM by 1.0 tons per year and NO<sub>x</sub> by 7.0 tons per year.

Total Cost: \$140,000 (\$70,000 grant funding)

## **New Jersey**

### **New Jersey Truckers Challenge**

New Jersey partnered with New Jersey Motor Truck Association (NJTMA) to provide Auxiliary Power Units (APUs) or Bunk Heaters for long or short haul heavy duty tractor trailers at a 50% discount. Using Section 105 monies from USEPA this program provided an additional incentive to pay for 100% of the APU or bunk heater along with a tailpipe retrofit device to further reduce diesel emissions. A total of \$700,000 was spent on 168 APUs or bunk heaters were installed as well as 22 DPF/DOCs. Approximately .17 tons of particulate matter was reduced and a fuel saving of approximately 32,000 gallons a year.

### **New Jersey Transit Idle Reduction**

New Jersey Transit (NJT), working with NJDEP and NESCAUM, has instituted a two-pronged approach to idle reduction in their locomotives, encompassing both policy changes and technological updates. NJT has installed automatic shutdown devices on 33 NJ Transit PL-42 locomotives. They have revised their policy for trains entering or leaving their train yard, limiting idling to no more than 1 hour per day per locomotive. The installations reduced emissions of PM by 1.86 tons per year and NO<sub>x</sub> by 74.95 tons per year, while the policy change dropped PM by 14.8 tons per year and NO<sub>x</sub> by 592 tons per year.

## **Rhode Island**

### **Idle Reduction Requirement**

Rhode Island's anti-idling law applies to all on-road vehicles and limits idling time to five consecutive minutes during any 60-minute period. Exemptions are allowed for but not limited to reasons such as emergency response, public safety, or military vehicles.

The Rhode Island Clean Diesel Program's goals and priorities are to maximize public health benefits by employing the most cost effective strategies to reduce diesel emission. Using Congestion Mitigation Air Quality (CMAQ) funding, RI was able to clean up the dirtiest school buses in the fleet. All full-size buses older than Model Year (MY) 1994 were removed from service and 385 buses older than MY 1997 were retrofitted with emission control devices.

In continuation of this effort, in early 2017, DEM distributed "No Idling" signs to 1/3 of Rhode Island Regional School Districts. The signage highlights the importance and visually remind bus drivers of Rhode Island's anti-idling law. Additional signage will be distributed later in the year to reach approximately 2/3 of RI Regional School Districts.

## **Vermont**

### **Idle Reduction Technology for Emergency Response Vehicles**

DEC used DERA funds to develop and implement a project for the installation of 4 shore power-type electrification "kiosks" at two Vermont hospitals to power onboard equipment and provide cabin climate control for emergency-response vehicles and help reduce exposure of sensitive populations to harmful diesel exhaust. As a first deployment of this idle reduction technology, the project serves as a

demonstration for other hospitals in improving local air quality, reducing potential exhaust infiltration of hospital buildings, reducing greenhouse gas emissions, and increasing the energy efficiency of emergency services. Through the deployment of this technology at two hospital campuses, an estimated 83,950 gallon reduction in diesel fuel consumption will also be achieved.

Total cost: \$123,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total reduction
Emission Reduction	25.3	0.7	0	0	931.8	957.9

***Pollution Controls***

**Connecticut**

**School Bus Retrofits**

Using State DERA funds in conjunction with a State legislative allocation from Public Act 07-4, the DEEP funded the retrofit of 353 school buses with diesel oxidation catalyst (DOCs) and closed crankcase ventilation (CCVs). This program successfully met the demand for school bus retrofits in the state.

Total cost: \$870,044

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total reduction
Emission Reduction	0	8.39	25.59	95.93	129.91

**Highway Maintenance Truck Retrofits**

Using ARRA and National DERA funds, in two projects, DEEP funded the retrofit of Connecticut DOT's entire fleet of 175 highway maintenance trucks with DOCs.

Total cost: \$196,905

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	1.19	13.90	34.73	50.54

**Highway Construction Equipment Retrofits**

Using ARRA funds, DEEP funded the retrofit of 19 pieces of highway construction equipment with DOCs, and five with diesel particulate filters (DPFs). The equipment is working on DOT projects in Fairfield County, which was at the time of project completion designated as nonattainment for both the 1997 annual and 2006 24-hour PM<sub>2.5</sub> NAAQS.

Total cost: \$198,463

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	3.06	4.61	15.75	23.42

### **DEEP Truck Retrofit**

Using National DERA funds, DEEP funded the retrofit of all thirteen of the eligible trucks in its fleet with DOCs.

Total cost: \$19,097

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	0.13	0.48	0.99	1.60

## **Delaware**

### **Delaware Transit Corporation**

7 Gillig Low Floor buses with 2006 Cummins ISM engines and 7 Gillig Low Floor buses with 2000 Cummins ISM engines were retrofitted with DPFs. These buses are operated by the State of Delaware's DTC in northern Delaware in New Castle County.

Total cost: \$160,000

### **Seven School Bus Owners**

118 buses ranging in engine model years 2002 -2006 were retrofitted with DPFs. 56 of those buses also had CCV systems installed. The school buses are operated throughout the state in all three counties by school districts and one private company.

Total cost: \$1,425,000

### **Three Municipal Public Works Departments**

32 heavy duty utility trucks were retrofitted with DPFs. These trucks are operated in New Castle and Kent Counties for the cities of Wilmington, Newark and Dover.

Total cost: \$520,000

### **Port of Wilmington**

2 ship-to-shore cranes and 2 yard jockeys were retrofitted with DOCs. The cranes and yard jockeys are operated by the Diamond State and are primarily used during the months of October to March for unloading and transporting freight from ocean going vessels.

Total cost: \$492,200.00

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	N/A	13.5	43.4	141	198

## **Maine**

### **Maine Clean School Bus Program**

Maine DEP was awarded grants from EPA's *Clean School Bus USA* program to fund the first state wide school bus retrofit program. The program funded the retrofit of 568 school buses with DOCs and/or CCV systems. The Department in collaboration with the Maine Association of Pupil Transportation, Maine Department of Education, and the Asthma Regional Council of New England launched the successful

*Clean Air Zone* campaign promoting reduced idling on school buses and around school yards. The Union of Concerned Scientists in 2005 gave Maine high marks as one of the top five states in the country with a successful school bus cleanup program.

Clean Cities and DERA grant funds replaced 14 diesel school buses with compressed natural gas (CNG) for Portland Public Schools, founding the largest CNG school bus fleet in the northeast. DERA grant funds also replaced 17 diesel school buses with propane at four Maine school districts. In addition, the program funded 150 factory installed fuel-fired auxiliary heaters on new school buses.

Grant Award: \$2,131,401

Total costs: \$5,586,936

## **MARAMA**

### **On-Road Retrofits Maryland State Highway Administration (SHA) 2009 - 2011**

With an **ARRA-funded** sub-award from MARAMA, SHA retrofitted 181 dump trucks, model years 1990 – 2004, with high-efficiency DOCs. The dump trucks operate in eleven counties throughout Maryland: Anne Arundel, Baltimore (including Baltimore City), Calvert, Carroll, Charles, Frederick, Harford, Howard, Montgomery, Prince George’s, and St. Mary’s.

Total cost: \$251,764 (\$231,154 grant funded)

#### **Lifetime Emission Reductions (tons)**

Pollutant	PM	HC	CO	Total Reduction
Emission Reduction	10.54	12.75	52.87	76.16

### **DERA 2008 - 2011 in support of the VA DERA Go Green Retrofit Program**

MARAMA administered VA DEQ’s State **DERA** grant, a four year EPA DERA-funded project:

- Retrofits and replacements of 87 dray trucks serving Virginia Port Authority (VPA) facilities as part of VPA’s Green Operator (GO) Program,
- Repowers of auxiliary engines in tugs on the James River I-64 Express Barge Service,
- Recognition of motor coach and bus drivers for not idling in the Metro DC area, and
- Support for the switch to low sulfur fuel for Maersk vessels at berth at VPA facilities as part of VPA’s GO Program

Total cost \$1,039,950 (\$860,711 grant funds)

#### **Lifetime Emission Reductions, Region 3 (tons)**

Pollutant	NOx	PM	HC	CO	CO2	Total Reductions
Emission Reduction	87.63	18.86	30.72	132.44	1864.8	2134.45

### **DERA 2012 & 2013 in support of the VA Go Green Retrofit Program**

MARAMA managed retrofit projects for Virginia Department of Environmental Quality with **VA DERA funds**. The project completed 38 retrofits that were installed on engine model year 2007 and older heavy duty diesel trucks serving the Port of Virginia. The grant funding paid 100% for the cost of retrofit materials and installation which provided significant incentive to participants to access the grant funds.

Total cost: \$209,770

**Lifetime Emission Reductions, Region 3 (Tons)**

Pollutant	NOx	PM	HC	CO
Emission Reduction	0	6.88	12.99	64.18

**DERA 2014, 15 & 16 in support of the VA Go Green Retrofit Program**

MARAMA managed retrofit and replacement projects for Virginia Department of Environmental Quality using **VA DERA funds**. During the program period, 6 retrofits were installed on engine model year 2007 and older dray trucks serving terminals at the port of Virginia. The grant funding paid 100% for the cost of retrofit materials and installation. During the second and third years of funding, truck replacements were added to the mix as interest in retrofits declined. The replacement portion of the project offered up to \$27,500 for a down payment on an engine model year 2010 or newer dray truck. The 3 year project is close to completion. To date, the program retrofitted 6 dray trucks and replaced 12 pre-2007 trucks. Once the grant is completed in spring of 2017, the total emission reductions and trucks replaced will be reported.

Anticipated Program cost: \$718,782 (\$465,683 grant funds)

**Lifetime Emission Reductions, Region 3 (tons)**

Pollutant	NOx	PM <sub>2.5</sub>	HC	CO <sub>2</sub>
Emission Reduction	TBD	TBD	TBD	TBD

**Equipment Retrofits Montgomery County 2009 - 2011**

With an **ARRA-funded** sub-award from MARAMA, Montgomery County retrofitted county vehicles and off-road engines with DPFs and DOCs to reduce the diesel emissions. Specifically, 15 dump trucks, 12 delivery trucks, and five off-road engines were retrofitted with DPFs; and DOCs were fitted to 26 dump trucks and 14 delivery trucks. Montgomery County also installed cleaning units and DPF monitoring panels in several locations.

Total cost: \$531,019 (\$523,607 grant funded)

**Lifetime Emission Reductions (tons), Region 3**

Pollutant	PM	HC	CO	Total Reduction
Emission Reduction	30.23	42.57	207.63	280.43

**Waste Hauler Retrofits 2006 (Pittsburgh)**

With a **MARAMA DERA** sub-award funded by an US EPA Region 3 grant, the City of Pittsburgh retrofitted 13 waste haulers with DPFs. This demonstration project highlighted the emission reduction capability of DPFs on waste haulers and addressed potential installation and operational barriers. Based on the success of this demonstration, the City of Pittsburgh applied for US EPA funds to retrofit 33 additional waste haulers.

Total cost: \$163,000 (\$163,000 grant funded; the City of Pittsburgh provided in-kind staff resources and expertise to facilitate the program)

**Lifetime Emission Reductions (tons), Region 3**

Pollutant	PM	HC	CO	Total Reduction
Emission Reduction	0.69	0.87	4.14	5.7

**Fire Truck Retrofits 2006 (Philadelphia)**

With a **MARAMA DERA** sub-award funded by an US EPA Region 3 grant, the City of Philadelphia retrofitted 68 fire engines with DOCs. The retrofitted fire trucks serve 53 fire houses throughout Philadelphia. This demonstration project highlighted the emission reduction capability of DOCs on fire trucks and addressed potential installation and operational barriers.

Total cost: \$148,447 (\$89,000 grant funded)

**Lifetime Emission Reductions (tons), Region 3**

Pollutant	PM	HC	CO	Total Reduction
Emission Reduction	0.35	2.05	4.94	7.34

**Maryland**

**Maryland Port Administration (MPA) Crane Retrofits**

With a sub-award funded by an US EPA Region 3 grant to MARAMA, the MPA retrofitted two cargo-handling cranes with DOCs. This demonstration project highlighted the emission reduction capability of DOCs on port cargo-handling equipment and addressed potential installation and operational barriers. Based on the success of this demonstration, MPA applied for and was awarded an ARRA grant that included funding for additional cargo-handling equipment retrofits.

Total cost: \$24,889 (\$12,500 grant funded)

**Annual Emission Reductions (tons)**

Pollutant	PM	VOC	CO	Total Reduction
Emission Reduction	0.0116	0.038	0.35	0.4

**Cargo Handling Equipment**

Using ARRA funds, installed 21 retrofits DOCs, repowered 20 pieces of equipment and replaced 1 piece of equipment. This program was a joint effort between MDE, Maryland Environmental Service and Maryland Port Authority.

Total cost: \$508,332

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	73.5	8.67	11.39	32.89	127.79

**Dray Truck Program**

Using ARRA funds, installed 18 retrofits (14 DPF, 4 DOC), replaced 4 vehicles (2007 vehicles), and

repowered 1 truck with 2007 engine. This program was a joint effort between MDE, Maryland Environmental Service and Maryland Port Authority.

Total cost: \$320,574

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	n/c	1.91	5.4	21.09	28.4

**Maryland School Bus Grant Program**

Using National and State ARRA funds, DPF and CCV systems were installed on 203 county owned school buses. FOHs and timers were installed on 50 school buses, and FOH timers were installed on 31 school buses. Baltimore, Frederick, Harford, Montgomery, Prince George’s, Queen Anne’s and Washington counties participated in the program.

Total cost: \$2,482,815

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO2	Total Reduction	Fuel Savings
Emission Reduction	4.7	9.1	16	87	155	207.6	13,946

**School Bus Retrofit Grants**

Using DERA funds, DPF and CCV systems were installed on 21 county owned school buses. Additionally, 3 CCV systems were installed on contracted school buses. Kent, Prince George’s and Washington counties participated in the program.

Total cost: \$224,928

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	0.7	1.6	8.0	10.3

**Montgomery County DPF Cleaner**

In order to properly maintain the filters used by the retrofitted vehicles, an Engine Control Systems Combiclean automated unit that automatically both bakes the filter and uses air to remove residual ash was purchased. Recently DPF retrofitted vehicles include 3 rubber tire loaders used by Department of Solid Waste and 12 delivery trucks used by the Department of Liquor Control.

Total cost: \$17,149

**County Fleet Retrofit Grants**

Using US EPA Grant and State DERA funds, diesel particulate filters and closed crankcase ventilation systems were installed on 19 local government trucks. Participating jurisdictions were Charles County, City of Gaithersburg and City of Rockville.

Total cost: \$297,029

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction

Emission Reduction	0	2.1	47	143	192
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**Maryland Port Administration (MPA) Retrofits**

Using State funds, 12 rubber tire gantries, six yard jockeys and two trucks were retrofitted with DOCs.

Total cost: \$132,079

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	2.1	5.5	16.4	24.0

**Prince George’s County Thermal Wraps**

A year after 85 school buses were retrofitted with passive DPF, some of the buses required filter cleaning earlier than anticipated and were right on the borderline of the required heat needed for the DPFs to regenerate and burn the soot into ash. Further investigation revealed that the engine duty cycle had changed since the initial exhaust temperatures were taken as a result of changes to assigned bus routes and due to different driving characteristics of the drivers. To resolve the issue, thermal blankets were installed on the section of exhaust pipe from the turbo to DPF to retain the temperature in the heat range for the DPFs to regenerate.

Total cost: \$50,425

**Construction Equipment Retrofits**

Using EPA funds from a NCDG Grant, DPFs were installed on four rubber tire loaders owned by Montgomery County and City of Baltimore.

Total cost: \$50,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	2.0	2.7	7.9	12.6

**Emergency Response Vehicle Retrofits**

Using US EPA funds from the Sensitive Populations Grant, a total of 81 emergency response vehicles including fire trucks, ambulances and hazmat vehicles were retrofitted with DOCs. Participating jurisdictions were City of Annapolis, City of Baltimore, Montgomery County and MDE.

Total cost: \$89,120

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	1.1	43.3	428.3	472.7

**Construction Equipment Vehicle Retrofits**

Using funds from the US EPA Sensitive Populations Grant and the State of Maryland funds were used to install DOCs on 7 Montgomery County dump trucks.

Total cost: \$7,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	0.05	2.13	20.34	22.52

**Transit Bus Retrofits**

\$66,000 was issued by MDE’s Air and Radiation Management Administration (ARMA) to retrofit 18 Howard County transit buses with DOCs, re-flashing, and CCVF systems.

Total Cost: \$66,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	23.37	0.23	15.21	36.26	75.07

**School Bus Retrofits - SEP**

Dominion Resources, Inc. (formerly VEPCO - Virginia Electric Power Company) awarded the sum of \$600,000 to the Maryland Department of the Environment (MDE) for the implementation of projects that reduced emissions from 403 school buses. Anne Arundel County Public Schools retrofitted 43 school buses with DOCs and 8 school buses with DOC and Spiracle CCV filtration systems. Montgomery County Public Schools retrofitted 171 school buses with DOCs and 80 International school buses (T444E engines) with International “Green Diesel” technology (DOCs and reflash. Prince George’s County Schools retrofitted 101 school buses with International’s “Green Diesel” Technology (DOCs and reflashing).

Total Cost: \$600,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	9.25	0.32	13.32	82.24	105.13

**Baltimore City Fleet Retrofits**

The U.S. EPA Air Toxics Grant for Diesel Retrofits funded three separate projects for the City of Baltimore: \$160,000 to retrofit 98 load packers with DOCs and CCV filtration systems; \$30,000 to retrofit 23 dump trucks with DOCs and CCVF systems; and \$40,000 for Maryland Transit Administration (MTA) to install Clever Devices BusLink Switches on 40 Neoplan transit buses in order to reduce bus idling.

Total Cost: \$230,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	159.5	2.02	56.97	851.86	479.99

**Johns Hopkins University Vehicle Retrofits**

\$10,000 was issued by the State of Maryland to Johns Hopkins to install DOCs on 16 school and coach buses used for transport between different branches of the university and hospital.

Total Cost: \$1,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	0.13	4.34	41.39	45.86

**Baltimore City School Bus Project**

Under a USEPA Region III Clean School and City grant, 19 Baltimore city school buses were retrofitted with partial DPFs, DOCs, and/or CCVs. Due to decreased costs, 22 school buses were outfitted with auxiliary engine heaters, saving idling warmup time.

Total Cost: \$73,600

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	11.78	0.33	0.12	0.3	12.53

**Toyota Clean Buses for Kids Project**

Using a grant of \$90,000 from the Toyota Clean Buses for Kids, DPFs were installed on 12 Baltimore City school buses.

Total Cost: \$90,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	0.05	0.63	7.46	8.14

**Congestion Mitigation and Air Quality Improvement Program**

Utilizing a grant from the Congestion Mitigation and Air Quality Improvement Program, the Baltimore Regional Transportation Board worked with MDE and county governments to purchase or retrofit public utility vehicles. Baltimore City Department of Public Works purchased two diesel hybrid bucket trucks and installed DPFs on 13 dump trucks. Howard County purchased three diesel hybrid transit buses.

Total Cost: \$1,042,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	27.6	1.09	1.53	3.64	33.86

**Inter County Connector and Merritt Mid-Atlantic SEP School Bus Project**

Using a Supplemental Environmental Project grant, from the Maryland Inter County Connector project, 9 public school buses from Prince George's County and 70 from Montgomery County had DPF of combination DPFs and CCV systems installed.

Total Cost: \$1,075,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	2.67	6.94	34,55	44.16

**Baltimore Washington International Airport Shuttles—SEP Project**

Three airport shuttles received DPFs, and an electrical regeneration facility was purchased and installed, as a SEP in an agreement signed by MDE and the Maryland Aviation Administration.

Total Cost: \$50,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	1.3	1.4	7.5	10.2

**Montgomery County Public School Bus Project**

With US EPA grant funds, Montgomery County Public Schools had 86 school buses retrofitted with DPFs.

Total Cost: \$699,901

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	3.33	7.25	36.15	90.89

**Massachusetts**

**Waste Collection Vehicle Retrofit Program**

MassDEP provided funding to retrofit 203 waste collection vehicles owned by municipal and private waste haulers with DOCs. Funding was provided by ARRA, DERA, and SEP settlement.

Total cost: \$470,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	N/A	2.6	12.5	49.7	64.8

**Massachusetts' state-owned onroad heavy-duty diesel vehicle fleet**

MassDEP provided ARRA and SEP funding to retrofit 341 heavy-duty vehicles, including dump trucks, plow trucks, rack trucks, truck/crane combination vehicles, and front end loaders with DOCs. The vehicles are owned by the Massachusetts Department of Transportation and the Department of Conservation and Recreation. These vehicles are typically used for on-highway construction projects and/or snow plowing and other uses including movement of materials and personnel.

Total cost: \$699,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	N/A	5.6	18.9	58.3	82.8

**MassCleanDiesel 'Clean Air for Kids' Diesel School Bus Retrofit Program**

Using \$3.7 million in state and federal funding provided by the Massachusetts Department of Transportation (MassDOT), the MassCleanDiesel program installed pollution controls, DOCs and crankcase ventilation (CCV) systems, on 2,114 diesel-powered school buses that served nearly 310,000 students in 300 local communities.

Total cost: \$3,700,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	N/A	10.8	41.4	184.2	236.4

**MassCleanDiesel - State Fleet Retrofit Program - DPFs**

Under the MassCleanDiesel: State Fleet Retrofit Program, MassDEP is using DERA funding to retrofit up to 25 MassDOT-owned diesel vehicles, namely John Deere series 544 and 644 wheeled loaders with US EPA-verified DPFs. These vehicles are typically used for on-highway construction projects and/or roadway maintenance.

Total funding: \$373,500

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	N/A	1	2	5.9	8.9

**NESCAUM**

**Construction Equipment Retrofit Projects**

Under two separate DERA-funded projects, construction equipment (loaders, excavators) were retrofitted with DPFs. One project involved five pieces of equipment based on construction sites in Massachusetts and New Hampshire. The other project involved 17 pieces of equipment, owned by rental companies and operating throughout Regions 1 and 2.

Total cost: \$521,682

**Lifetime Emission Reductions (tons)**

Pollutant	HC	PM	CO	Total Reduction
Emission Reduction	11.36	3.25	44.70	59.31

**Camden (NJ) Retrofit Project**

Using SEP funds, 54 vehicles and equipment were retrofitted with DOCs and DPFs. The vehicles and equipment are from various publicly owned fleets in Camden County, NJ.

Total cost: \$381,167

**Lifetime Emission Reductions (tons)**

Pollutant	HC	PM	CO	Total Reduction
Emission Reduction	2.29	5.2	4.71	12.20

## **New Jersey**

### **New Jersey Clean Construction**

Using several sources of funding, NJDEP is retrofitting diesel vehicles used on state construction projects in urban, high population areas. To date, over 300 diesel particulate filters have been installed on 262 pieces of construction equipment. Emissions benefits each year are estimated to be 5.0 tons per year, with additional retrofits ongoing.

### **South Jersey Port Retrofits**

NESCAUM, in collaboration with NJDEP, repowered a wharf crane, two front end Loaders and two large lift trucks at the South Jersey Port Corporation in Camden, NJ. An additional four vehicles (3 lift trucks and a water truck) were retrofitted with DOCs. Emissions benefits each year are estimated to include 2.78 tons of PM and 17.1 tons of NO<sub>x</sub>.

### **South Jersey Port Corporation Marine Vessel Repowers**

NJ Clean Cities Coalition received a grant in 2011 to replace 21 engines on 8 marine vessels with Tier 2 engines. Repowered cargo handling equipment at South Jersey Port Corporation in Camden, NJ.

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>
Emission Reduction	462	28.1	6.3	23	157.4

### **South Jersey Port Forklift Replacements**

Using CMAQ funds, NJ partnered with South Jersey Port Corporation to replace 9 of their oldest and dirtiest forklifts. These forklifts are Tier 0 and will be replaced with equivalent Tier 4 forklifts. South Jersey Port Corporation is in the city of Camden directly east of Philadelphia and is an area with several environmental, economic, and social justice issues.

Total cost: \$1,000,000

#### **Lifetime emission reductions (tons)**

Pollutant	PM	NO <sub>x</sub>	HC	CO	Total Reduction
Emission Reduction	11	63	10	29	113

### **Diesel Exhaust Reduction Plan**

The Port Authority of New York and New Jersey, in collaboration with NJDEP, NYSDEC, and other stakeholders, developed a plan to reduce diesel exhaust, criteria pollutants and greenhouse gas emissions from maritime operations at the port. The resulting Clean Air Strategy Plan's goal is to achieve a minimum 42% net reduction of criteria pollutants and 70% net reduction of local greenhouse gases over 14 years (or through 2020). Modeling of the port area indicates significant improvements in air quality will result from these measures. The measures include incentivizing ships to use cleaner fuel (already underway) and modernizing the drayage trucks that call on the port (already underway).

### **Mandatory Diesel Retrofit Program**

Pursuant to a law passed in 2005, the Mandatory Diesel Retrofit Program has seen 5,707 tailpipe retrofits installed, reducing annual particulate (PM<sub>2.5</sub>) emissions by 73 tons, an amount emitted annually by over 3 million passenger vehicles. Solid waste vehicles, commercial buses and public utility vehicles were targeted to maximize health benefits because of their presence in neighborhoods and on

regular routes and disproportionate contribution to people’s chronic exposure to diesel exhaust. 7,429 school buses were also retrofit with Close Crankcase Ventilation Systems to reduce the health impacts of students’ chronic exposure to diesel exhaust that can enter school bus cabins. A constitutionally dedicated portion of the corporate business tax was used to fund the \$82 million costs to purchase and install the retrofits systems.

## **New York**

### **Upstate Transit Buses Project**

Using a \$1,635,087 ARRA-DEIRA grant, NYSDEC managed a project to successfully retrofit 170 diesel powered transit buses. The purpose of the project was to reduce diesel emissions and improve air quality. The three upstate regional transportation authorities selected for funding under this project were: Central New York Regional Transportation Authority (CNYRTA), Rochester-Genesee Regional Transportation Authority (RGRTA), and the Niagara Frontier Transportation Authority (NFTA). Project funding was allocated to the three authorities based on the number of buses in their respective fleets that were required to be retrofitted and the financial resources available to each authority. There were 170 buses in total retrofitted with DPF, with 33 from CNYRTA, 36 from NFTA and 101 from RGRTA. The DPFs reduced diesel emissions of PM by 90%, HC by 85%, and CO by 75% from the buses.

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	0	12.51	27.018	351.08	390.77

### **NYS Clean School Bus Project**

Using a \$1,301,901 DERA FFY 2008 – 2012 grant, the NYSDEC in cooperation with the New York State Energy Research & Development Authority (NYSERDA) managed and completed a project which successfully installed 204 diesel retrofit devices and 373 direct fired heaters on school buses operating in NYS. The retrofits were a combination of after treatment devices including DPFs, DOCs and CCVs. The direct fired heaters provide emissions benefits through engine idle reduction. The purpose of the project was to reduce diesel emissions from school buses operating in NYS.

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total Reduction
Emission Reduction	176.5	9.4	21.0	87.1	5874	6168

### **NYS Clean School Bus Project (DERA FFY 2013 grant)**

NYSDEC in cooperation with NYSERDA is managing an on-going \$157,562 DERA FFY 2013 grant. The grant is being used to continue the project to install direct fired heaters (DFHs) in school buses operating in NYS. It’s estimated that the installation of approximately 77 DFHs will be funded through the grant. The grant work is to be completed by September 30, 2014. The estimated lifetime emissions reductions are noted below.

**Lifetime Emissions Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	16.7	0.46	557	574.1

### **NYS Clean Diesel Grant Project (DERA FFY 2014 grant)**

NYSDEC continues to have on-going discussions with US EPA regarding the grant process and is considering the submittal of a revised grant application to US EPA for the installation of idle reduction technologies for short-line railroad locomotives operating in NYS. The estimated DERA grant amount of \$122,474 would be used to fund the installation of 5 APUs and 4 SCSs on a total of 9 locomotives. The estimated lifetime emissions reductions are noted below.

**Lifetime Emissions Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	CO <sub>2</sub>	Total Reduction
Emission Reduction	9.44	1.29	381	391.7

## Virginia

### **Bus Retrofits and Fuel Conversions**

Since 2005, more than 2,000 school and transit buses have been retrofitted with US EPA verified technologies to reduce hydrocarbon emissions, particulate emissions, CO emissions, and NO<sub>x</sub> emissions. The table below provides a listing of such retrofits by jurisdiction and information on funding sources for the retrofits.

Jurisdiction	# of Buses	Control Retrofit	Funding Source
Fairfax County	345	ECM + DOC	Dominion Consent Decree SEP
	91	ECM + DOC	Local Funds Procured
	576	ECM + DOC	Local Funds Procured
Henrico County	100	ECM + DOC	Dominion Consent Decree SEP
Roanoke City	19	ECM + DOC	Dominion Consent Decree SEP
	117	DOC	Dominion Consent Decree SEP
Roanoke County	100	DOC	Dominion Consent Decree SEP
Virginia Beach	115	ECM + DOC	Dominion Consent Decree SEP
Norfolk	110	ECM + DOC	Dominion Consent Decree SEP
Frederick	127	DOC	Dominion Consent Decree SEP
Winchester	8	DOC	Dominion Consent Decree SEP
Loudoun	53	ECM + DOC	Dominion Consent Decree SEP
Rockingham	141	DOC	Merck Consent Decree SEP
Harrisonburg	23	DOC	Merck Consent Decree SEP
Harrisonburg - Transit Buses	13	DOC	Merck Consent Decree SEP
Alexandria	33	DOC	Dominion Consent Decree SEP
Gloucester	40	DOC	Dominion Consent Decree SEP
Richmond City	195	DOC	Clean School Bus USA Grant
Arlington	22	DOC + CCV	Dominion Consent Decree SEP
Hopewell	28	DOC	Clean School Bus USA Grant
Stafford	87	DOC	Dominion Consent Decree SEP

Additionally, the Greater Richmond Transit Commission (GRTC) is converting its fixed route buses and paratransit vehicles to CNG. In 2013, 8 buses and 15 vans were converted to CNG, and 21 buses and 15 vans are planned for 2014. The entire fleet of 155 buses will be converted in the next several years, reducing NO<sub>x</sub> emissions from these vehicles by more than 80%, reducing GHG emissions by 20%, and resulting in fuel cost savings of \$50,000 annually.

## Vermont

### School Bus Retrofits

Using Clean School Bus USA grant funds in conjunction with State funds and in-kind staff resources and expertise to facilitate the program, the Vermont Department of Environmental Conservation (DEC) retrofitted 15 school buses with DOCs and CCV systems and equipped 25 buses with programmable diesel-fired coolant heater technology. Through this project, emissions from buses equipped with emissions control retrofit devices and idle-reduction technology were significantly reduced, childhood exposure to unhealthful contaminants was reduced, and the effectiveness of these technologies was demonstrated to a broad audience of school bus administrators and interested parties throughout the state. The idle reduction technology will also result in an estimated savings of 59,762 gallons of diesel fuel over the remaining life of the buses.

Total cost: \$200,904

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total reduction
Emission Reduction	20.0	0.7	0.5	1.2	663.4	685.8

## *Vehicle Replacements/Purchases*

## Connecticut

### Municipal Recycling Truck Replacement

Using State DERA and municipal funds, DEEP funded the replacement of four standard recycling trucks owned by the Town of Enfield, with two larger, fully automated, recycling trucks. The automated systems reduce idling time, allowing the two new trucks to cover all the routes previously served by four trucks. Air quality benefits accrue from improved emissions standards, from the decreased number of trucks and from reducing the amount of idling.

Total cost: \$587,938

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	85.19	4.26	3.95	22.66	116.06

### Five DERA-Funded Municipal Maintenance Truck Replacement Projects

Using State DERA and municipal funds, DEEP funded the replacement of two maintenance trucks in Middlebury with new trucks that utilize auto-shut-off technology to reduce idling, saving fuel and decreasing emissions. Additional municipal maintenance truck replacement projects have been completed in Wethersfield and Ledyard, with another underway in West Hartford.

Total cost: \$682,226

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	29.85	2.02	2.42	10.79	45.08

**Seven SEP-Funded Municipal Truck Replacements**

Deep used \$360,000 in SEP funds to fund the early replacement of diesel-powered trucks for the following seven municipalities: Enfield, Middletown, Naugatuck, Plainville, Stamford, Waterbury and Wethersfield. Noteworthy among these was Stamford’s project which added hydraulic hybrid assist technology to its new refuse collection truck.

Total cost: \$1,491,193

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	17.31	0.72	0.78	5.10	23.91

**Shuttle Bus Replacement**

Using State DERA and university funds, DEEP funded the replacement of one shuttle bus for the University of Hartford.

Total cost: \$143,512

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	1.14	0.09	0.15	See note*	1.38

\*While there is an annual reduction of CO, the lifetime emissions appeared to increase due to the fact that the lifetime of the old bus is 12 years, while the new bus’s projected lifetime is 29 years.

**CNG Replacement Project**

Using State DERA funds and a significant contribution from the owner, Enviro Express, LLC, DEEP funded the replacement of a diesel-powered roll-off truck with a CNG-powered roll-off truck.

Total cost: \$165,077

**Lifetime Emission Reductions (tons):**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	3.07	0.15	0.13	0.83	4.18

**2 Refuse Collection Vehicle Replacements**

Using State DERA and private funds, DEEP funded the replacement of two recycling trucks owned D.A. Vento Refuse, LLC with two new recycling trucks. An increase in the capacities of the new trucks allows for fewer trips and reduced vehicle miles traveled (VMT). Air quality benefits also accrue from improved emissions standards. And because refuse trucks operate in neighborhoods where people live, the emission reductions have direct health benefits to the residents.

Total cost: \$354,825

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	6.17	0.35	0.39	2.21	9.12

#### **4 Box Truck Replacements**

The Connecticut Department of Correction (CTDOC) augmented its state budget with State DERA2 funds from DEEP to replace one refrigerated box truck and three other box trucks used to deliver food and supplies to its facilities across the state. The new refrigerated truck has a larger capacity, which reduces VMT and a state-of-the-art refrigeration unit, the added efficiency of which provides further emission reductions.

Total cost: \$430,360

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	6.35	.33	0.61	2.71	10.00

#### **2 Diesel Non-road Equipment Replacements**

DEEP awarded the Town of Wethersfield State DERA2 funds to replace a pay loader and a skid steer loader used in snow removal and for other municipal maintenance and repair projects.

Total cost: \$239,197

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	3.69	0.61	0.51	3.03	7.84

### **Delaware**

#### **Diesel Equipment Replacement - Fort Delaware**

Two diesel reciprocating piston generators were replaced with a microturbine diesel generator. The microturbine generator will provide electricity to the Fort Delaware State Park on Pea Patch Island.

Total cost: \$160,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	Total Reduction
Emission Reduction	1,112	5	1,117

#### **Drayage Truck Replacement**

The first project provided a partial purchase of newer cleaner burning drayage trucks. The drayage truck replacement program is already in operation in several states in the mid-Atlantic region and has been successfully managed by the Mid-Atlantic Regional Air Management Association (MARAMA) who subcontracts part of the work to the University of Maryland Environmental Finance Center (EFC).

Total Cost: \$113,066

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total reduction
Emission Reduction	0.7	0.039	0.0273	0.1952	0.9615

**2014 Vehicle Replacements**

The FY2014 DERA grant was used to replace a Department of Transportation owned street sweeper operating in the Wilmington area.

**Lifetime Emission Reduction (tons)**

Pollutant	NO <sub>x</sub>	PM	CO	Total Reduction
Emission Reduction	8.27	0.25	1.15	9.67

Total cost: \$ 243,755.00 (\$76,930.00 grant funds)

**2015 Engine /Vehicle Replacements**

The FY2015 DERA grant funds were used to replace two older diesel school buses with the Department of Education. The replaced school buses are new model year diesel buses.

**Lifetime Emission Reduction (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	4.03	1.85	0.36	1.05	7.29

Additionally, the Division of Air Quality is in the process of replacing a transfer table engine with Amtrak using grant funds. The existing transfer table, a Caterpillar Model 29105A, was built in 1971 and Amtrak proposes to replace it with a Tier 4 Cummins engine. This project is still ongoing due to delays with the vendor. Amtrak has until June 1, 2017 to complete this project.

**Expected Lifetime Emission Reduction (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	15.66	1.12	1.14	0.54	18.46

Total cost: \$179,304.00 (\$50,694.75 grant funds)

**2016 Vehicle Replacements**

Under the FY2016 DERA grant, the Division of Air Quality replaced eight diesel fueled school buses with eight new school buses that operate in propane with two (private) contracted bus companies.

**Lifetime Emission Reduction (tons) for 8 buses**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	50.74	4.26	7.06	8.51	70.57

The Division is also in the process of replacing one diesel school bus with a propane school bus with the Delaware Department of Education. This project should be complete by this spring of 2017.

**Expected Lifetime Emission Reduction (tons) for 1 remaining bus**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	6.34	0.53	0.88	1.06	8.81

Total cost: \$ 731,722.00 (\$182,827.75 grant funds)

## **MARAMA**

### **Alexandria VA DASH Transit Bus Replacements 2009 - 2011**

Supported by an **ARRA** sub-award from MARAMA, Alexandria Transit Company replaced seven model-year 1996 – 1998 transit diesel buses with hybrid electric transit buses.

Total cost: \$3,652,621 (\$913,155 grant funded)

#### **Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	28.61	1.33	1.72	12.23	186.61

### **Chaney Enterprises Cement Truck Replacements 2009-2011 (Maryland)**

Chaney Enterprises used an ARRA grant from MARAMA to prematurely retire from service seven heavy duty cement trucks, model years 1997 – 1999, with essentially no emission reduction equipment, and replaced them with new, clean more fuel efficient 2010 vehicles.

Total cost: \$1,327,696 (\$306,465 grant funded)

#### **Lifetime Emission Reductions (tons), Region 3**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	124.39	3.91	4.44	31.42	164.16

### **MARAMA Mid-Atlantic Dray Truck Program 2010 – 2014 (Pennsylvania, Delaware, Maryland & Virginia)**

With a majority of funding coming from an EPA **DERA SmartWay** grant, as well as additional funding from Virginia Port Authority, Maryland Port Authority, and numerous program partners, MARAMA provided down payments to make the voluntary replacement of drayage trucks affordable. The program supported the replacement of pre-2004 213 drayage trucks, 131 serving the Port of Virginia, 64 serving the Port of Baltimore, and 18 serving the Ports of Philadelphia and/or Wilmington.

Total cost: \$6,795,757 (\$4,614,720 grant-funded)

#### **Lifetime Emission Reductions, Region 3 (tons)**

Pollutant	NO <sub>x</sub>	PM <sub>2.5</sub>	HC	CO	Total Reductions
Emission Reduction	3,908	194	153	1,028	5,283

### **MARAMA Dray Truck Replacement Project in Delaware, Pennsylvania and Virginia 2014**

EPA awarded **MARAMA DERA** funds in 2014, to assist truck owners with replacement of pre 2004 heavy duty dray trucks serving the ports of Wilmington, DE, Philadelphia, PA, and Norfolk, VA. These projects served to reduce NO<sub>x</sub> and PM emissions and greenhouse gases in and around the port and surrounding communities. A total of 21 old diesel trucks engine model year 1996 to 2003 were replaced with cleaner model year 2010 or newer engines. Owner operators serving the port areas of Delaware, Pennsylvania and Virginia were invited to apply for grant funding to help with truck down payments.

Total Cost: \$1,640,577 (Award Amount \$715,216)

**Lifetime Emission Reductions Trucks (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total Reductions
Emission Reduction (tons)	58.69	2.28	2.65	15.33	387.1	466.05

**DERA Dray Truck Replacements Program 2012 (Maryland)**

With a State **DERA** fund sub-award, MARAMA worked with the Maryland Department of the Environment (MDE) to replace 10 drayage trucks serving Baltimore ports at a cost of \$20,000 per truck.

Total cost: \$546,940 (\$200,000 grant funded)

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	140.95	6.37	5.02	34.27	186.61

**Truck Replacement Program (Delaware and Pennsylvania) 2016**

A competitive grant award, the 2016 MARAMA DERA grant is a program in progress. MARAMA continues working in the port areas of Wilmington, DE and Philadelphia, PA to improve air quality there by replacing old diesel dray trucks with newer and cleaner engine model year 2011 and newer trucks. This voluntary truck replacement program will replace approximately 28 trucks before the end of the grant period.

Anticipated Total Cost \$1,809,859 (Grant Award \$978,302)

**Maryland**

**Transit Administration Capital Investment Program**

Utilizing a grant from the USDOT's Federal Transit Administration Capital Investment Program, the Baltimore Regional Transportation Board worked with MDE to purchase three additional diesel hybrid transit buses for Howard County.

Total Cost: \$594,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	27.6	0.45	0.96	0	29.01

**Port of Baltimore Dray Truck Replacement Programs**

Maryland Department of the Environment established an ongoing dray truck replacement program with the Maryland Port Administration and Maryland Environmental Service to provide up to \$30,000 to dray truck owners serving Baltimore ports to obtain vehicles with MY2010 or newer engines; the owner providing at least 50% of the purchase price. So far 15 trucks have been replaced.

Total cost: \$581,761 (\$443,680 grant funded)

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	211	9.6	7.5	51.4	280

**Massachusetts**

**Northeast Hybrid Truck Consortium Hybrid Truck Purchasing Program**

MassDEP used ARRA, DERA, and SEP funding to offset the incremental cost (up to 25% or \$40,000) of purchasing 11 diesel medium- and/or heavy-duty hybrid trucks for commercial fleets and utility fleets as replacements for the conventional diesel-powered trucks.

Total cost: \$440,000

**Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total Reduction
Emission Reduction	10.1	0.4	1.4	5.5	1,941	1,958.4

**NESCAUM**

**Northeast Hybrid Truck Consortium Hybrid Truck Purchasing Program**

Under a subcontract with the Environmental Defense Fund, NESCAUM managed this project to provide 25 percent subsidies to various fleets in Connecticut, Maine, New Hampshire, and Rhode Island towards the purchase of 11 new heavy-duty hybrid trucks. The subsidies were made available through a DERA grant. In exchange, fleet owners retired an older conventional diesel truck for each hybrid purchased.

Total cost: \$1,464,915

**Annual Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO <sub>2</sub>	Total Reduction
Emission Reduction	2.28	0.08	0.13	84.20	86.69

**New England**

**Great SmartWay Rebate Program**

In 2009, Region 1 EPA awarded nonprofit Cascade Sierra Solutions (CSS) a \$1,148,236 ARRA/DERA grant to help truckers operating mostly within New England upgrade their class 8 diesel trucks and trailers with verified EPA SmartWay-verified technologies. Rebates of between \$100 and \$2,000 were granted to companies for 1,730 units of technology including no-idle cab comfort devices (APUs, etc), low rolling resistance tire sets, aerodynamic trailer skirts, and new Transport Refrigeration Units. Results reported by the recipient are as follows:

**Actual Results**

	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>
Lifetime Reduction (tons)	425	10	10	57	181,797
Total Project Cost Effectiveness (\$/ton)	\$2,377.24	\$100,689.41	\$103,635.36	\$17,845.68	\$5.55
Gallons of Diesel Fuel Saved	Annual = 950,057		Lifetime = 16,378,120		

**New Hampshire**

**Drayage Truck Vehicle Replacement**

NHDES provided a \$71,063 Diesel Emission Reduction Act (DERA) grant to S&J Transportation Services, Inc. of Lee to replace two diesel drayage trucks. The new vehicles were equipped with diesel particulate filters to reduce emissions and the engines and fuel systems meet more stringent emissions standards.

**Annual Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO <sub>2</sub>	Total Reduction
Emission Reduction	1.134	.097	.083	88.8	90.11

## **Pennsylvania**

### **AFIG Vehicle Replacement**

Pennsylvania Department of Environmental Protection’s Alternative Fuels Incentive Grant (AFIG) Program received over \$5,400,000 in funding to replace and repower older, more polluting vehicles. The AFIG Program funded 10 projects that replaced 130 heavy-duty diesel vehicles with CNG-powered vehicles. Also, 4 projects supported the replacement of 129 diesel-powered school buses with propane-powered school buses.

**Estimated Lifetime Emission Reductions (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	Total Reduction
Emission Reduction	808	80	76	698	1,662

## ***Other Projects***

### **Connecticut**

#### **Volkswagen Settlement**

In late, 2015 Volkswagen (VW) publicly admitted that the company had deliberately installed a defeat device to cheat emissions tests and deceive federal and state regulators. Per several court settlements, VW will be issuing Connecticut over \$50 million to use towards offsetting the excess of NO<sub>x</sub> emissions caused by VW’s actions. CT DEEP has begun NO<sub>x</sub> Mitigation planning efforts focused on educating the public and getting their input on where and how the money should be spent in Connecticut. DEEP has created a [VW webpage](#) where the public can learn more about the settlement and how to get involved. The first draft of Connecticut’s Proposed Mitigation Plan has been developed and released to allow the public to comment early in the process to aide in the development of the final mitigation plan prior to taking any formal action.

### **Maine**

#### **Active Transportation**

According to U.S. Census Bureau, 2008-2012 American Community Survey over 4 percent of Maine workers walk to work and over 0.5 percent bicycle. This level of active transportation is notable in light of Maine’s large geographical area and low population density.

The Kittery Memorial Bridge is a model for Active Community Environment projects and is part of the East Coast Greenway system, connecting Maine to Florida.

Construction began on the final phase of the paved Lisbon Bicycle and Pedestrian Trail connecting the municipalities and downtown areas of Lisbon and Lisbon Falls.

## **Maryland**

### **Port of Baltimore Air Quality Voluntary Agreement**

On December 11, 2015, the Maryland Department of the Environment, the Maryland Department of Transportation, and the Maryland Port Administration signed a Voluntary Agreement to work together to identify, develop, and implement new cost-effective voluntary programs to reduce emissions and increase energy efficiency. The agencies created a workgroup to share information on current efforts, explore possible project opportunities, and propose new initiatives. Through the workgroup’s efforts the Port has secured over \$3 million to implement emission-related projects.

### **MPA International Marine Emissions Reduction Study**

Using DERA funds, MDE partnered with Maryland Environmental Service and the Maryland Port Administration to develop a study with two specific tasks. Task 1 would identify candidate technologies that would reduce emissions from ocean going vessels at the Port. Task 2 would evaluate the list of technical and operational options for reducing emissions developed under Task 1 and evaluate them for applicability at the Port of Baltimore.

Total cost: \$75,000

## **MARAMA**

### **MDC 10<sup>th</sup> Anniversary Meeting 2016**

The Mid-Atlantic Regional Air Management Association, Inc. collaborated with EPA Region 3 to organize and conduct the 10th Anniversary Meeting of the Mid-Atlantic Diesel Collaborative. This event brought together 50 representatives from the Mid-Atlantic states seeking to improve air quality and public health by encouraging additional diesel emissions reductions in Region 3. The Meeting was held May 4, 2016.

Total cost: \$19,580 (\$13,751 grant-funded)

## **Massachusetts**

### **MassCleanDiesel: Clean Market Program**

In Round I of this grant program, MassDEP used DERA and SEP funds to replace 52 diesel transportation refrigeration units (TRUs) with electric TRUs that are connected to the electric grid, and installed 23 DOCs and auxiliary power units (APUs) on long-haul trucks serving wholesale markets, distribution facilities, and warehouses. The electric units were installed on privately owned produce trailers serving wholesale markets, distribution facilities, and warehouses. In Round II, MassDEP replaced 23 diesel TRUs with electric units at fish and produce markets and distribution centers.

Total cost: \$1,358,838

**Lifetime Emission Reductions for Round II (tons)**

Pollutant	NO <sub>x</sub>	PM	HC	CO	CO <sub>2</sub>	Total Reduction
Emission Reduction	4	0.5	1	15	810	830.5

## **New Jersey**

### **New York/New Jersey Harbor Deepening Project**

The NY/NJ Harbor Deepening Project is an 11 year (2005 - 2015) dredging project that will deepen several channels in the Port to a depth of approximately 50 feet below mean sea level. The channels include: Ambrose, Anchorage, Kill Van Kull, Newark Bay, Arthur Kill, Bay Ridge and Port Jersey. In order for the project to meet the requirements of the Federal General Conformity regulation, a mitigation plan to reduce the annual NO<sub>x</sub> emissions to zero was required. The Port Authority of New York/New Jersey, Army Corps of Engineers, US EPA, New Jersey Department of Environmental Protection ("NJDEP"), New Jersey Department of Transportation's Office of Maritime Resources, New York State Department of Environmental Conservation ("NYSDEC") and the New York City Department of Transportation collaborated to develop the Harbor Air Management Plan. Since the project started, the strategies in the Harbor Air Management Plan have been utilized to mitigate approximately 3,500 tons of NO<sub>x</sub>.

### **OBD Fraud Investigation**

Between July and December 2015, the NJDEP and the NJ Motor Vehicle Commission worked on a joint investigation with the Attorney General's Office Division of Criminal Justice on a case of OBD fraud. As a result of this collaborative effort, five individuals were indicted on December 6<sup>th</sup>, 2016. One former and two current inspectors were charged with fraudulently using OBD data simulators to generate false results for motor vehicle emissions inspections. Two vehicle owners also were charged in the indictment for allegedly having OBD data simulators used to generate passing results for their own vehicles that had failed emissions inspections. Details of the investigation and resulting charges can be found in a Press Release on the Attorney General's Website at <http://nj.gov/oag/newsreleases14/pr20140115a.html>.

### **The Harbor Air Mitigation Plan**

Strategies include:

- The installation of Selective Catalytic Reduction technology on two Staten Island ferries
- The installation of Tier 1 kits on 3 Staten Island ferries and the installation of Tier II kits on 3 Staten Island ferries
- Main and/or auxiliary engines replaced on 20 marine vessels in the Marine Vessel Engine Replacement Program I and II (MVERP I and II)
- Main engines replaced on 3 tugs for Port Jersey's Tug Engine Vessel Replacement Program
- Main/auxiliary engines replaced on 2 tugs for Kill Van Kull channel

## **Rhode Island**

### **Establishment of the Rhode Island Clean Diesel Fund**

The Clean Diesel Fund was established under R.I Gen. Laws §31-47.3-5.1 in 2016. Through it, DEM provides reimbursement grants to help companies and local communities adopt clean diesel and reduce their carbon footprint. In Fiscal year 2017, \$1.9 million was appropriated to the Fund. For more information about this grant opportunity visit <http://www.dem.ri.gov/programs/air/cleandieselfund.php>. Several groups are eligible to apply for a Clean Diesel grant, including independent and fleet operators, local businesses, and municipalities. Eligible projects range from vehicle replacement to low-rolling resistance tires that improve fuel efficiency or decreases emissions.

## **Virginia**

### **On-Road Emissions Testing Program Expansion**

As part of VDEQ's decentralized I/M program for the identification and repair of high emitting vehicles, VDEQ operates an On-Road Emissions (ORE) testing program using remote sensing of vehicle emissions. In the ORE program, on-road remote sensing devices identify vehicles with high emissions, and owners of these vehicles must make necessary repairs. This real-time monitoring and identification effort allows out-of-cycle identification of high emitting vehicles so that repairs happen sooner. Additionally, the ORE program can detect vehicles with very high evaporative emissions, possibly coming from leaking fuel tanks or lines. VDEQ notifies owners of such vehicles that they may have a gasoline leak, which could be a potential safety issue and may reduce fuel economy. For exceptionally clean vehicles observed by remote sensing, the ORE program provides owners an emission inspection pass. The 2012 Virginia General Assembly passed legislation expanding this program, and this expansion will be beneficial for both the citizens and the environment. More remote sensing operations will mean more high emitting vehicles identified prior to their biennial station-based emissions test as well as more citizens with exceptionally clean vehicles receiving emission inspection passes. The expansion of the program is scheduled to begin in the fall of 2014.

### **64 Express**

Beginning in late 2008, a container-on-barge service began operating between the Port of Richmond and the Virginia Port Authority (VPA) terminals in Hampton Roads. This service, called the 64 Express, started as a partnership between the VPA, the Richmond Area Metropolitan Planning Organization, and the Hampton Roads Transportation Planning Organization. Initially, the program was funded via a grant from the U.S. Maritime Administration's America's Marine Highway Program, funds from the CMAQ program, and other state and local funding sources. This service provides an alternative to trucking imports bound for regional distribution or export from the region to international markets. The service mitigates highway system impacts associated with goods movement by shifting individual containers from truck to barge. Each barge transit reduces congestion, reduces maintenance and operations-related highway system costs, and on a per-ton-mile basis produces fewer VOC or NO<sub>x</sub> emissions than either rail or truck alternatives. A fully loaded barge has the capacity to carry up to 100 containers, as shown in the picture below.

During the first year of operation, the barge transported approximately 6,000 containers, removing 12,000 truck trips from the I-64 corridor. Since then, additional barges and weekly trips have been added to the route as demand has increased.

According to the VPA, in 2011 4% of the port's cargo was moved by barges, which is

equivalent to 28,800 trucks per year or 79 trucks per day on regional roadways. A VPA study estimates that the 64 Express will remove about 285 trucks per day from this corridor in 2040. Estimates indicate that the program is responsible for 11,200 kilograms/day (kg/day) of VOC reductions and 3,563 kg/day of NO<sub>x</sub> reductions, roughly 4,400 tpy of VOC and 1,400 tpy of NO<sub>x</sub>. As the program expands, these benefits will continue to increase. This program will also improve the quality of life for all citizens using the I-64 corridor by reducing truck traffic congestion. More information may be found at



**64 Express Barge Operations**

<http://www.64express.com/>. Emissions estimates may be found at [https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/HomePage/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/HomePage/) using case number VA20090013.

**Inter-Terminal Barge Service**

The Hampton Roads Transportation Planning Organization has allocated a total of \$8,190,480 in CMAQ funds between fiscal year 2012 and fiscal year 2015 to a VPA project for the Inter-Terminal Barge Service. This project will provide a container-on-barge intra-harbor terminal service to shuttle containers between NIT and PMT and includes requirements to use ultra-low sulfur diesel (ULSD). The project is expected to reduce emissions and traffic congestion, while also improving safety.