



Beyond The Fumes...

Philadelphia Diesel Difference
(PDD) Newsletter

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"Beyond The Fumes..." is produced quarterly for use by PDD Working Group Members and interested members of the public to learn the latest regional news relating to clean diesel technologies and projects

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PDD Calendar

February 11: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

March 17: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

April 19: Annual 5K Run for Clean Air, MLK Drive near Art Museum (9:00 am - noon)

April 21: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

"Forging Partnerships To Reduce Diesel Emissions"

www.cleanair.org/dieseldifference

New Mayor Looks to Diesel Options for Sustainability

Mayor Michael Nutter was officially inaugurated as Mayor of Philadelphia on January 8th, 2008, ushering in a wave of renewed hope among the environmentally-conscious that Philadelphia may

soon dramatically increase its involvement in promoting green policies and technologies.

Among Nutter's proposed policies for the next four years are creating a sustainability cabinet, increasing

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Legislative Update

It has been a very busy time for Congress with regard to transportation and energy policy. Besides approving an appropriation for DERA funds (see *DERA Appropriated* on this page), the legislature passed the Energy Independence and Security Act of 2007 (HR 6), which sets a new standard for fuel efficiency that aims to reduce greenhouse gases by 30% and improve fuel economy by 40%. Notably, this policy could be a boon for the diesel industry, since diesel fuel contains more energy content than gasoline and is therefore more fuel efficient. JD Power and Associates have forecasted that diesels could account for 10-15 percent of new vehicle sales in the next seven years, up from diesel's current 3%. Moreover, by 2012 the act specifies the production of 1 billion annual gallons of biomass-based diesel fuels, including biodiesel, to reduce greenhouse gases.

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DERA Appropriated at \$50 million

On December 19th, just in time for Christmas, Congress presented the clean diesel community with a gift of \$50 million in federal grants for diesel retrofits under the Diesel Emissions Reduction Act, which was authorized under the Energy Bill of 2005. In addition, \$10 million has been set aside for use in the State of California to combat some serious environmental problems related to particulates and other toxic diesel pollutants.

The \$50 million will be divided between the 10 EPA regional offices, and Region 3 could potentially see several million dollars for projects in its states. One caveat to this funding is that areas in attainment with Clean Air Act Standards are now eligible to apply for funding, which could make the grants more competitive. However, the Philadelphia area may still be in a good position to receive funds since the Diesel Difference and other groups have already generated lists of fleets willing to retrofit using federal grants.

FLEET FOCUS: City of Philadelphia Fleet Management

The City's Fleet, with more than 4,000 diesel vehicles in addition to 2,000 gasoline-powered cars and trucks is in the midst of some significant changes, as the first installment of the City's \$1.2 million settlement with the Sunoco Corporation has been received and is now being used to install retrofits on dozens of fleet vehicles. This includes an expected 77 fire rescue vehicles, as these funds have been used as a match for the recent Mid-Atlantic Diesel Collaborative grant for oxidation catalysts for these units as a response to firefighters' own request for cleaner equipment. In addition, the Fleet has received an Alternative Fuels Incentive Grant for biodiesel tanks and the incremental cost of fuel. This fuel will be used to power much of the City's maintenance equipment.



Zoning Comm. Looks to Air Quality

Air Management Services was called upon in January to make a presentation to the City's Zoning Code Commission, which is currently considering how the Code can be changed to make it more user-friendly to residents and how zoning can help to address some of the City's social and environmental concerns. The Philadelphia Water Department previously spoke to the Commission regarding stormwater.

In its presentation, AMS discussed the many sources of pollution in the City, including buildings and vehicles, and ways that development planning might be used to mitigate emissions or human exposure to harmful pollutants. Some of the options included setbacks from roadways for residences or other buildings housing children or seniors, space for vehicle plug-in or alternative fueling infrastructure, and restricting the number of

Legislative, Cont'd

Unfortunately, under this legislation California was denied its request for a waiver from the provision that would have set more stringent efficiency standards for vehicles within its jurisdiction. The State of California has filed a lawsuit arguing that its program is both superior to the federal plan and is necessary to combat climate change. Twelve states, including Pennsylvania and New Jersey, have already adopted policies that will match the emissions standards established by the California

parking spaces relative to building capacity in order to encourage use of public transit and ride share programs. AMS also highlighted tree planting and improved green space as a method for mitigating the public's exposure to toxic diesel particulate. Trees also

Air Resources Board. For updates please visit PDD's website or NACAA's page at 4cleanair.org.

Finally, legislation that would limit sulfur content from oceangoing vessels to 1,000 ppm within 200 miles of U.S. shorelines is expected to be written up in committees in both houses of Congress, and could move to the floor for a vote in the next few months. California's South Coast Air Quality Management District is soliciting letters of support from localities, ports, and others to support his proposed rule. For more information, see www.aqmd for details.

help to mitigate the urban heat island effect, which can contribute to ozone creation on hot days. Other presenters at the meeting included representatives from the Delaware Valley Smart Growth Alliance, the American Institute of Architects, and Drexel University.

A WORD FROM THE CHAIR:

This is an exciting time for the Philadelphia Diesel Difference. A new Mayor with a robust environmental agenda is now in office, and many projects which have been underway for some time are now coming to fruition. Principally, the long-awaited Sunoco settlement funds are now being used to retrofit hundreds of City vehicles, and the process is now in place to construct a biodiesel tank that will be used by a large number of City-owned diesels.

In addition to these successful projects already underway, we have at least one new source of potential funding to look forward to in 2008: Diesel Emissions Reduction Act (DERA) funding, authorized in 2005 but just appropriated at the end of 2007. I understand we can expect a Request for Applications to be finalized in the next few months. In the meantime, PDD will be working with our current list of committed fleets to identify which vehicles/sectors/areas might benefit most from this source of funding.

In the coming year, we will look for ways to quantify more closely the emissions benefits gleaned through Diesel Difference activities, to more accurately depict progress over time. We also hope to work closely with the new administration to implement innovative programs to combat harmful emissions and promote sustainability across our City and region. I wish to thank all our partners for your ongoing support and participation.

-Thomas Huynh, Chair, Philadelphia Diesel Difference

Mayor (cont'd)

funding for Fairmount Park, reducing City energy consumption, and improving citywide recycling and tree planting rates. It is also expected that Nutter's administration will follow through on the already-established Local Action Plan for Climate Change and will also address the Next Great City recommendations. Check future *Beyond the Fumes* issues for updates.

Philly Diesels Ahead of Next Great City Curve

Philadelphia may have some work to do in implementing the Next Great City recommendations posed by the Next Great City Coalition (a group comprised of dozens of nonprofits and other civic groups), but one of their suggestions is already well underway. Representatives from PDD were on hand at a January meeting of the Coalition, and were happy to report that the City's Fleet is now installing retrofits on dozens of its diesel vehicles, with hundreds more planned over the next three years. Moreover, PDD's activities have brought biodiesel to the City's fleet, and more retrofits to school buses and port equipment. PDD will continue to work with the Coalition to fully implement its air quality goals. For more information, visit www.nextgreatcity.com.

Biofuels on the Rise in Local Fleets

Several area school districts, along with the City of Philadelphia, are moving toward more widespread use of biodiesel. In Chester County, five school districts have partnered with the Philadelphia-based Energy Cooperative to obtain \$300,000 in Alternative Fuels Incentive Grant (AFIG) funding from the State of Pennsylvania to cover the incremental cost of using biodiesel fuel in their school bus fleets. Biodiesel fuel emits less particulate and hydrocarbon pollution than regular diesel, and is nontoxic. Many school fleets across the country have turned to biodiesel as a way to reduce the

exposure of schoolchildren to diesel pollution, which can exacerbate respiratory or cardiovascular diseases, especially in sensitive populations. Children are especially prone to asthma, and Philadelphia has a high rate of the disease among young people.

As mentioned in this issue's *Fleet Focus*, the City of Philadelphia's Fleet also is implementing an Alternative Fuels Incentive Grant (AFIG) from the Commonwealth of Pennsylvania for the installation of a dedicated biodiesel tank at 69th Street. The grant will also cover the incremental cost of fuel, projected at 1 million gallons over two years.

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The Philadelphia Diesel Difference Vision

The Philadelphia Diesel Difference (PDD) Working Group has been formed to help build a coalition of diverse partners with a mutual interest in reducing air pollution from diesel engines in the greater Philadelphia area through voluntary programs and the use of innovative strategies including market-based approaches.

PDD is coordinated by the City of Philadelphia's Air Management Services (AMS) and Clean Air Council. Its operational costs are paid through a contract between AMS and the U.S. Environmental Protection Agency (EPA).



Member News

Clean Air Guardians

Clean Air Protector

Clean Air Advocate



Clean Air Partners



Diesel Difference membership dues are used to pay for the costs of administering the PDD Program. If your organization is interested in making a contribution, email Eric at echeung@cleanair.org.