



MDC Construction Workgroup

Goal

Develop and coordinate strategies, incentives, and initiatives to reduce diesel exhaust emissions from construction-related activities in the Mid-Atlantic Region. The workgroup will focus on incentives to stimulate the retrofit, replacement, or re-powering of diesel construction equipment/vehicles and/or efforts to reduce activity levels of such equipment/vehicles via idling reduction or by measures to optimize vehicle operating characteristics.

Workgroup Focus

Workgroup proposals for funding may include site-specific diesel retrofit strategies, but will focus, where possible, on broader regional and multi-jurisdictional initiatives. This may include broad policy efforts, such as state/local government contract policy, incentives to stimulate private contractor equipment retrofits, reduced idling policies/ordinance/campaigns, etc.

Although EPA has issued regulations to lower non-road mobile source emissions over the next several years for new engines, pre-existing diesel construction vehicles and equipment are not subject to these regulations. These existing “high-emitting” sources may operate for another 25-30 years. In-use engines power approximately 1.8 million pieces of construction equipment in the United States.

The construction sector includes the following types of construction: building, highway, heavy industrial (e.g., airports, dams, etc.), municipal utility (e.g., wastewater treatment plants), etc. The workgroup will focus on diesel construction equipment and construction site vehicles.

Strategy

- Share information among workgroup members
- Seek funding for construction-related projects
- Work with MPOs to identify large construction projects and achieve emission reductions at these projects.
- Award/recognize “Environmentally Friendly” Construction Companies and Projects



MDC Freight Workgroup

Goal

Develop and coordinate strategies and projects that will reduce emissions from diesel fleets in the nonattainment areas in the Mid-Atlantic Region and in areas where air toxics emissions are high. Strategies will expand current site-specific diesel retrofit projects to include regional and multi-jurisdictional initiatives including, but not limited to, broadly applicable retrofit projects, policies to provide tax rebates or incentives, and/or campaigns to reduce idling.

Workgroup Focus

The Mid-Atlantic Diesel Collaborative through the Freight Workgroup will focus initially on a primary source of diesel emissions, long-haul and short-haul truck fleets. The Freight Workgroup will seek to encourage voluntary emission reductions in advance of regulatory standards. The Workgroup will also focus on reviewing, evaluating and potentially developing model policies and incentives that can be applied in multi-jurisdictional areas and/or at the county or state level. As a collaborative, the Workgroup hopes to encourage both short-term project specific activities and longer-term, sustainable policies and programs (e.g. statewide tax incentives/rebate programs, anti-idling programs) that are transferable among the Region's states and urban areas.

Strategy

- Develop short-term project specific activities, and
- Longer-term, sustainable policies and programs (e.g. statewide tax incentives/rebate programs, anti-idling programs) that are transferable among the Region's states and urban areas.
- Share information
- Explore a variety of funding sources for projects including: CMAQ (Congestion, Mitigation and Air Quality) funding, public and private grants, and in-kind services from partners
- Meet with Metropolitan Planning Organizations (MPOs) to explore opportunities to work together on freight efforts that will reduce diesel emissions



MDC Ports and Marine Workgroup

Goal

Develop and coordinate strategies and projects that will reduce diesel emissions from equipment at port facilities in Mid-Atlantic nonattainment areas and areas where air toxics concentrations are high. Strategies will expand current site-specific diesel retrofit projects to include regional and multi-jurisdictional initiatives including, but not limited to, broadly applicable retrofit projects (e.g. cargo handling equipment, etc.), policies to provide tax rebates or incentives, and/or campaigns to reduce idling.

Workgroup Focus

The Mid-Atlantic Diesel Collaborative through the Ports Workgroup will focus initially on achieving emission reductions from cargo handling equipment, tugs and ferries, dredging operations, cranes, trucking/drayage operations, etc.

The Ports Workgroup will seek to encourage voluntary emission reductions in advance of regulatory standards. The Workgroup will also focus on reviewing, evaluating and potentially developing model policies and incentives that can be applied at Region III ports. As a collaborative, the Workgroup hopes to encourage both short-term, project specific activities and longer-term, sustainable policies and programs (e.g. statewide tax incentives/rebate programs, anti-idling programs).

Strategy

- Support and recognize the many successful diesel reduction efforts already underway through websites, press announcements, and award events.
- Provide information on diesel emission reduction programs to school districts, local governments, transportation managers, and bus drivers
- Create a forum to share information, exchange ideas, and/or seek funding for projects



MDC School Bus Workgroup

Goal

Raise awareness and highlight the importance of protecting children from exposure to diesel exhaust and other pollutants emitted by diesel school buses.

Workgroup Focus

The Mid-Atlantic Diesel Collaborative through the Clean School Bus Workgroup will improve communications, develop partnerships, and work collaboratively to ensure that children riding school buses in the Mid-Atlantic region not only have safe and reliable transportation but also the cleanest transportation. Partnerships will educate school districts, local governments, transportation managers, and bus drivers on basic principals for reducing diesel school bus emissions including:

- Using voluntary retrofit measures to update existing school buses remaining in the fleet with modern pollution control technology.
- Replacing older school buses with new, less polluting buses.
- Encouraging the implementation of “anti-idling” policies and practices that will eliminate unnecessary exposure to diesel exhaust in and around the school yard
- Introducing cleaner burning fuels for use in the fleet.
- Reducing children’s exposure to diesel exhaust that enters the school buildings.

Strategy

- Support and recognize the many successful diesel reduction efforts already underway through websites, press announcements, and award events.
- Provide information on diesel emission reduction programs to school districts, local governments, transportation managers, and bus drivers
- Create a forum to share information, exchange ideas,
- and/or seek funding for projects



MDC Urban Fleets Workgroup

Goal

Develop strategies and projects that will reduce emissions from diesel fleets in the urban areas experiencing the greatest risk from diesel and other air toxics. Strategies will expand current site-specific diesel retrofit projects to include regional and multi-jurisdictional initiatives including, but not limited to, broadly applicable retrofit projects (e.g. all waste haulers in major urban areas), policies to provide tax rebates or incentives to retrofit or re-power vehicles, and/or campaigns to reduce idling.

Workgroup Focus

The Mid-Atlantic Diesel Collaborative through the Urban Fleets Workgroup will focus initially on reducing emissions from the following urban fleets: garbage trucks, fire engines, ambulances, street sweepers, etc. The urban focus permits will allow the Workgroup to consider areas not meeting air quality standards for ozone and particulate matter, as well as areas of concern for air toxics risk.

The Urban Fleets Workgroup will seek to encourage voluntary emission reductions in advance of regulatory standards. The Workgroup will also focus on reviewing, evaluating and potentially developing model policies and incentives that can be applied in multi-jurisdictional areas and/or at the county or state level. As a collaborative, the Workgroup hopes to encourage both short-term project specific activities and longer-term, sustainable policies and programs (e.g. statewide tax incentives/rebate programs, anti-idling programs) that are transferable among the Region's states and urban areas.

Strategy

- Target ozone and PM nonattainment areas and areas of high air toxics risk for emission reduction initiatives
- Identify/develop model policies and incentives that can be applied in multi-jurisdictional areas
- Encourage short-term projects and long-term sustainable policies and programs.
- Ensure transferability of projects among the Region's states and urban areas.