WEST COAST COLLABORATIVE
A public-private partnership to reduce diesel emissions

The goal of the Collaborative is to leverage federal funds to strategically reduce emissions from the most polluting diesel sources in impacted communities. The Collaborative seeks to improve air quality and public health by targeting the highest polluting engines with the most cost effective control strategies.

DERA 2018: The Columbia Corridor Association – Diesel-Powered Truck Replacement Program

Under the Diesel Emission Reduction Act (DERA), the EPA awarded the Columbia Corridor Association (CCA) a $576,419 grant with Fiscal Year 2018 funding. The grant will fund a program to repower and replace heavy-duty diesel trucks, and supports reduced emission freight movement services in and out of port facilities and refuse hauling services in the Portland, Oregon and the Seattle/Tacoma, Washington metropolitan areas. The project will be implemented with a cost share from the short haul freight partner companies of $714,030 for a total project cost of $1,290,449.

What is the Project?

The Columbia Corridor Association, a nonprofit organization focused on the promotion of environmentally sustainable transportation, will work with three project partner companies to repower and replace heavy-duty diesel-powered trucks. The project will support reduced diesel emissions by scrapping and replacing five heavy-duty diesel-powered trucks operated by Freight Expeditors, Inc. and AR Management Group with newer, lower-emission vehicles, and the replacement of old diesel-engines in four heavy-duty trucks operated by City of Roses Disposal and Recycling. These fleets operate predominately in the short-haul sector with a heavy concentration of miles in urban areas of Portland, Seattle, and Tacoma.

Why is this Project Important?

This project will result in diesel emission reductions in the Portland, Seattle, and Tacoma metropolitan areas. These include priority areas of Multnomah County in Oregon, as well as Clark, King, and Pierce counties in Washington state, which are identified in the 2011 National Air Toxics Assessment as having concentrations of diesel particulate matter greater than 2 ug/m^3. Diesel emissions are identified as the predominant source of cancer risk in these areas. This project maximizes health benefits by reducing diesel particulate matter in goods movement through metropolitan areas that have sensitive and minority populations disproportionately impacted by diesel exhaust.

What are the Estimated Environmental Benefits?

The repower and replacement of these heavy-duty trucks is projected to reduce these fleets' annual diesel emissions of nitrogen oxides (NOx) by 2.7 tons, particulate matter 2.5 ($PM_{2.5}$) by 0.2 tons, hydrocarbons (HC) by 0.2 tons, carbon monoxide (CO) by 0.9 tons, carbon dioxide (CO_2) by 54.4 tons, and CO_{2e} black carbon by 394.5 tons. This will result in estimated cumulative emission reductions of 26.2 tons of NOx, 2.2 tons $PM_{2.5}$, 2.0 tons HC, 8.2 tons CO, 505.5 tons CO_2, and 3,725.6 tons CO_{2e} black carbon over the lifetime of these vehicles.

How is this Project Funded?

The West Coast Collaborative is a partnership between leaders from federal, tribal, state, and local government, the private sector, and environmental groups committed to reducing diesel emissions along the West Coast and is part of the National Clean Diesel Campaign: www.epa.gov/cleandiesel.

Where can I find more information?

For more information on the West Coast Collaborative, please visit our website at: www.westcoastcollaborative.org. For more information about this project, please contact Sarah Frederick at frederick.sarah@epa.gov