



WEST COAST COLLABORATIVE

Public-private partnership to reduce diesel emissions

WEST COAST COLLABORATIVE NEWSLETTER

MARCH/APRIL 2005

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The goal of the West Coast Collaborative is to leverage significant federal funds to reduce emissions from the most polluting diesel sources in the most affected communities and to significantly improve air quality and public health. By targeting the higher polluting engines with the most cost effective strategies, the benefits from the Collaborative are estimated to significantly outweigh the costs. The Collaborative is part of an overall national campaign to reduce diesel emissions.

This issue will focus on the recent West Coast Collaborative (Collaborative) Public Workshop held on March 21 and 22, 2005 in Seattle, Washington. In addition to the many speakers, presenters, and exhibitors, the Workshop attendance exceeded 200 participants. All of the Workshop materials are now posted on the Collaborative's website <http://www.westcoastcollaborative.org/files/meetings/2005-03-21/index.htm>.

West Coast Collaborative Second Public Workshop

The Collaborative held its second Public Workshop in Seattle, Washington on March 21 and 22. Participants who arrived early had the option of joining one of three exciting Workshop field trips. Attracting over 200 participants, as well as a variety of informational and innovative technologies exhibitors, the Workshop focused on the progress in each sector and the availability of funding and other resources from the Department of Transportation (DOT), Department of Energy (DOE), Department of Agriculture (USDA), and the Environmental Protection Agency (EPA). Overall, the second Public Workshop was a tremendous success.

Field Trip Highlights: Early Birds Get the Tour

Some workshop participants showed up early for a bird's eye view of some of the diesel emissions reductions projects in the Seattle area.

Port of Seattle Tour

Those who participated in the Port of Seattle tour were treated to some of the highlights of the Port's diesel emissions successes, such as the Princess Cruise Line cold ironing project, the cruise bus idle reduction effort, the cargo handling equipment retrofit project, terminal efficiency improvements, and the pedestrian/bike path infrastructure.

Seattle-Tacoma Third Runway Tour

Participants in the Port of Seattle Seattle-Tacoma Airport third runway tour were offered a view of the third runway construction project. The tour focused on environmental mitigation efforts that reduce impacts during construction, including the use of ultra low sulfur diesel for all on-road vehicles and non-road equipment.

Washington Ferry System and Bainbridge Island/Kitsap County Tour

The Washington Ferry System and Bainbridge Island/Kitsap County tour took participants on a multi-modal field trip to Bainbridge Island, and illustrated the many retrofit and fuel-switching efforts underway around the Puget Sound. The tour traveled by foot, ferry, and transit bus

to visit a local school district's bus barn. Along the way, regional experts talked about the retrofit and fuel-switching projects they've undertaken for the Washington State Ferry system, Kitsap Transit system, and the Bainbridge Island School District.

Sector Workgroup Updates

Getting Down to Business: Cross-Sector Diesel Emissions Reductions

During the first afternoon of the Workshop, fourteen Collaborative partners presented information on the challenges and opportunities for developing and implementing emissions reductions strategies and projects in each Sector Workgroup: Agriculture, Construction and Distributed Generation, Locomotive and Rail, Marine Vessels and Ports, and Trucking. The presenters also reviewed what projects each Sector Workgroup has focused on thus far, existing or potential funding needs and opportunities, and the next steps towards project implementation.

Collaborative partners also presented additional information on cleaner fuels, such as liquefied natural gas (LNG), biodiesel, and ultra low sulfur diesel (ULSD) and gave an update on the National Idle Reduction Plan.



Pump Efficiency Possibilities and Biomethane Movement in the Agriculture Sector

Peter Canessa (Cal-State Fresno) and John Beyer (USDA Natural Resources Conservation Service) gave an update on the progress of the Agriculture Sector Workgroup and the potential for exciting new projects that hold promise for achieving significant diesel emissions reductions in agricultural communities. For example, improving pump efficiency by repairing just 10 pumps could result in reduced emissions of particulate matter (PM) and nitrogen oxides (NOx) by 1.8 tons, and 33.1 tons, respectively. In addition, the Biomethane Conversion to Vehicle Fuel project could create a biomethane substitute for vehicle fuel.

For more information about the Agriculture Sector Workgroup, contact Kerry Drake at drake.kerry@epa.gov or Peter Murchie at murchie.peter@epa.gov.

For more information on the projects mentioned, please contact the following individuals. Pump Efficiency: Peter Canessa, Cal-State Fresno, 866-473-0847, pcanessa@charter.net; Biomethane Conversion to Vehicle

Fuel: Allen Dusault, Sustainable Conservation, 415-977-0380 ext. 303, adusault@suscon.org.



The Nuts and Bolts of the Construction and Distributed Generation Sector

Tim Taylor (Cleaire Advanced Emission Controls), Wayne Elson (EPA Region 10), Tim Hudson (National Park Service), Kevin Downing (Oregon Department of Environmental Quality), Charlie Stansel (Yakima Regional Clean Air Authority), and Bob Saunders (Washington Department of Ecology, Air Quality Program) all spoke about the progress and status of the Construction and Distributed Generation Sector Workgroup.

Kevin Downing presented information about the Portland East Side Combined Sewer Overflow Project, which was spotlighted in the January/February 2005 issue of the Collaborative Newsletter and is the largest public works project in the state of Oregon. The project will get overall reductions of PM of 72% by retrofitting 150 ultra low sulfur diesel-powered construction vehicles. Tim Taylor reviewed the potential for the proposed Sacramento Propane Generator for Construction Sites project and the Fresno Construction Equipment Retrofit project, which would focus on retrofitting generators and construction equipment, respectively, and would collectively result in a 7.41 ton reduction in NOx and a 1.36 ton reduction in PM. Tim Hudson's proposed Brooks Camp Biodiesel project puts forward the use of B100 in the form of fish oil in vehicles, boats and power generation at Brooks Camp in the Katmai National Park, and both B100 and B20 in heavy equipment and buses in the Denali National Park Biodiesel project. Combined, both projects would result in approximately 70,000 gallons per year of fossil fuel diesel saved, and a significant reductions in PM and NOx. Finally, Charles Stansel presented the proposed Washington Clean Construction project, which would call for state agency fleet owners to participate in a voluntary demonstration diesel retrofit program for non-road vehicles, resulting in a reduction in PM of 20 to 40%.

The participants also highlighted potential projects such as developing a proactive contract language model to facilitate clean construction and making this model available for wider use on the West Coast Collaborative website. Lastly, participants suggested a "Green Fleet Program" that could be modeled after EPA's SmartWay program, with a focus on criteria pollutants rather than greenhouse gases.

For more information about the Construction and Distributed Generation Sector Workgroup, please contact Wayne Elson at elson.wayne@epa.gov, or John Brock at brock.john@epa.gov.



On the Right Track with the Locomotive and Rail Sector

Tom Chistofk (Placer County Air Pollution Control District), Terry Judge (Kim Hotstart), Tim Taylor (Cleaire Advanced Emission Controls), and Mike Iden (Union Pacific) highlighted the emissions reductions potential of a variety of emissions control technologies in the locomotive and rail sector.

Tom Christofk presented the possibilities of Advanced Cleanup Technologies, Inc.'s (ACTI) Locomotive Emissions Hood, which could simultaneously treat up to ten stationary locomotives while in railyard maintenance facilities. ACTI's locomotive emissions hood could significantly reduce PM, NOx, SOx, and VOCs. Tim Taylor covered the emissions reductions possibilities of the Commuter Rail Head End Power (HEP) Retrofit project along the Capital Corridor. A total of 4.03 tons per year (tpy) of NOx, 0.41 tpy of PM, 0.41 tpy of VOCs, and 2.74 tpy of CO could be reduced with the installation of 13 HEP units along Amtrak California's Capital Corridor. More information on the status of this project can be found at the end of this section. Terry Judge highlighted the Switcher Locomotive Idle Reduction Project which could retrofit switcher locomotives with idle reduction technology all along the West Coast. Reducing this type of idling has already resulted in significant fuel savings, as well as PM and NOx emissions reductions. In the case of the Burlington Northern Santa Fe (BNSF) 2133 project, fuel savings realized were in the order of 42.7 gallons per day, or 14,339 gallons per year, with reductions in NOx by 2.4 tpy, and PM by 0.07 tpy. Mike Iden from Union Pacific touched on the progress and direction of locomotive emissions control technologies, and highlighted California's first hybrid switcher locomotive ever! This "Green Goat" hybrid model, released in early April, is stationed at a switching station in Fresno, California, and will move cars from one train to another. Built by RailPower Technologies Corp. of Vancouver, British Columbia, the diesel-electric hybrid engine is designed to emit 16.5 fewer tons of NOx per year than a standard train engine. It will also reduce diesel fuel use by 50 to 80 percent.

The Locomotive and Rail Sector will work over the next several months to achieve their near- and long-term goals, including hosting a half- to full-day "Railroad 101" workshop for the Collaborative stakeholders, and securing funding for HEP unit retrofits, similar to the pilot project currently funded by EPA, for locomotives in California and beyond.

For more information about the Locomotive and Rail Sector Workgroup, please contact Joe Lapka at lapka.joseph@epa.gov or Wayne Elson at elson.wayne@epa.gov.

For more information on the projects, please contact the respective presenters: Tom Chistofk, Placer County Air Pollution Control District, 530-889-7130 ext. 3, tchisto@placer.ca.gov; Terry Judge, Kim Hotstart, 509-536-8672, tjudge@kimhotstart.com; Tim Taylor, Cleaire Advanced Emission Controls, 916-296-7049, timothy.w.taylor@cleaire.com; Mike Iden, Union Pacific, 708-649-5899, meiden@up.com.

On a related note, EPA recently awarded \$1.6 million in new grants to 18 different agencies in 15 states under the National Clean Diesel Campaign. On February 23, 2005, EPA announced a \$150,000 grant to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to install Cleaire Advanced Emissions Control Longview filters on two commuter rail locomotives that run between Oakland and Sacramento. Partnering with CalTrans and Amtrak, Jeff Starsky, chair of the SMAQMD Board of Directors commented, "Each of these locomotives will reduce more than 3.3 tons of pollutants per year." Cleaire's Longview will reduce PM and NOx emissions by filtering particulates and transforming additional pollutants into harmless compounds. In addition to the Sacramento grant, a Los Angeles retrofit project also received \$50,000.



All Aboard with the Marine Vessels and Ports Sector

Dennis McLerran (Puget Sound Clean Air Agency) focused on three key areas for the Marine Vessels and Ports Sector: emissions inventories, sulfur emission control areas (SECA), and the need for better information sharing. He also talked about areas needing further attention, such as retrofitting shore side equipment, the availability and use of alternative fuels, and cold ironing (shore power). An excellent example of the successful use of shore power was kicked off in September 2004, with the Princess Cruise Line cold ironing project demonstrating the possibility for large Collaborative projects. By connecting the cruise liner's electrical networks to the Seattle City Light/Port of Seattle electrical distribution equipment, this exciting undertaking will result in fuel savings of approximately 35 metric tons of turbine engine fuel per ship call, and a total of 40 metric tons of fuel will be saved over an entire summer.

For more information about the Marine Vessels and Ports Sector Workgroup, please contact Brewster Boyd at brewster.boyd@ross-assoc.com, Claire Schary at schary.claire@epa.gov, or Bill Jones, jones.bill@epa.gov.

For more information on the Princess Cruise Line cold ironing project, please contact Barbara Cole, Port of Seattle, 206-728-3326, cole.b@portseattle.org.



In the Fast Lane with the Trucking Sector

Bill Warf (Sacramento Municipal Utility District) gave an update on the Trucking Sector, with an overview of exciting project areas, including: retrofitting and/or replacing trucks; employing the use of cleaner fuels like LNG, ULSD, and biodiesel; reducing unnecessary idling; and furthering emissions reductions along the US-Mexico border. The fact that California, Oregon, and Washington have annual combined trucking emissions of approximately 8,700 tons clearly demonstrates the need to pursue truck diesel emissions reductions with continuous fervor. In pursuit of that goal, the group identified projects that are leading the way, like Oregon's "Everyone Wins" APU Financing Program; Heavy Duty Retrofits—Emissions After Treatment; US-Mexico Clean Diesel Program; CNG Refuse Trucks; Public Fleet & Agency Biodiesel; and Idle Reduction (IR) with Truck Stop Electrification (TSE) Projects (which include the WA-OR-CA On Board IR Equipment Incentive Program, On Board IR Equipment Rebate Program, Shore Power for Northern California Corridor, and the Truck Electrification Tour).

Other Trucking Sector goals include: further education and outreach, securing funding to execute emissions reductions projects, expanding the Lane Regional Air Pollution Authority's (LRAPA) APU financing to include all types of idle reduction equipment along the entire West Coast region, implementing additional idle reduction projects including TSE, increasing the availability and use of alternative fuels, and posting the results of the projects on the Collaborative's web site to make project performance information available to the wider trucking community.

For more information about the Trucking Sector Workgroup, please contact Peter Murchie, murchie.peter@epa.gov or Michelle Roos at roos.michelle@epa.gov.

For more information on the projects, please contact Bill Warf, Sacramento Municipal Utility District, 916-732-6976, bwarf@smud.org.

Cleaner Fuels

Erik Neandross (Gladstein, Neandross & Associates) gave an enlightening presentation on the possibilities of using LNG across all sectors, as well as the availability of

LNG for vehicle use throughout the United States. Hayden Street (U.S. Navy Northwest Region) presented promising information on the use of biodiesel at naval facilities along the West Coast. Finally, Sharon Banks (Lane Regional Air Pollution Authority) shared information on Lane County's success with implementing the infrastructure for limited distribution of ultra low sulfur diesel, as well as the installation of 10 small storage tanks so school districts can fill up their retrofitted vehicles.

National Idle Reduction Plan

Linda Gaines (Argonne National Laboratory) presented an overview of the progress on the National Idle Reduction Plan, a multi-agency effort to develop an action plan focusing on the technology needs, regulatory and institutional issues, innovative financing, and outreach and education.

Diesel Emissions Reductions Makes Sense

Mike Jackson (TIAX, LLC) presented information on the cost effectiveness of various diesel emissions reductions technologies and strategies. The presentation focused on types of emission reductions technologies, including fuel processing, engine design modifications, and exhaust after treatment. Information on the cost effectiveness of the various technologies was also addressed, and included NOx for on-road heavy-duty vehicles and off-road applications. The presentation explored the intricacies of evaluating cost effectiveness by focusing on three major areas: the specific application, the duty-cycle, and the technology. Strategies for obtaining diesel emissions reductions were also covered, and included: programs to encourage the purchase of new low emission vehicles, transportation control measures that promote or require operational changes, and reducing emissions from existing vehicles through refueling, re-powering, replacement, retrofitting, and engine replacement/rebuilding.

The Collaborative: Past, Present and Future

Peter Murchie spoke about the Collaborative's FY05 and FY06 funding and presented ideas for next steps and potential permanent structures for the Collaborative. Next steps include: continued development of regional projects, such as those listed on the Projects page of the Collaborative web site (<http://www.westcoastcollaborative.org/projects.htm>), accessing existing resources and continued efforts to secure additional resources, implementing reductions projects and strategies, and exploring a more permanent structure for the Collaborative.

Federal Funding Opportunities

Funding was a big topic at the Public Workshop, with informative presentations on various federal funding opportunities. These enlightening presentations were followed by a panel discussion with the audience.

Merrylin Zaw-Mon (EPA's Director of the Certification and Compliance Division of the Office of Transportation and Air Quality) presented an overview of the National Clean Diesel Campaign. Ms. Zaw-Mon highlighted the Collaborative as one of the first pilot programs under the campaign. She also covered other voluntary diesel emissions reductions programs including Clean School Bus USA, Clean Ports USA, Clean Construction USA, and the SmartWay Transport Partnership.

Christina Casgar (DOT) presented information on current and proposed federal programs for funding freight improvements, and highlighted the challenges associated with goods movement. The current funding programs highlighted were National Highway System (NHS) connectors, the Congestion Mitigation & Air Quality (CMAQ) Program, Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, Intelligent Transportation Systems (ITS) Deployment Program, and the Borders and Corridors Program. New freight improvement programs included projects of national significance, truck toll lanes, and a freight cooperative research program.

Roxanne Dempsey (Department of Energy) talked about DOE funding opportunities for transportation, hydrogen fuel cells, distributed generation, and renewable energy sources (i.e., wind solar geothermal). Other funding opportunities included the State Energy Program (SEP) and the Clean Cities Program.

Greg Johnson and John Beyer (USDA Natural Resources Conservation Service) discussed diesel emissions reductions in the context of the Conservation Security Program (CSP) and the Environmental Quality Incentives Program (EQIP).

Ad Hoc Education and Resources Session

Collaborative Partners from California and the Northwest are working together to devise a strategy to secure additional resources. Ms. Lynn Terry, Mr. Richard Stedman, and Mr. Seyed Sadredin led a discussion about coordinated education and resource advocacy. For more information on the Ad Hoc Education and Resources session, please contact the following panel members:

Seyed Sadredin, Deputy Air Pollution Control Officer, San Joaquin Valley Unified Air Pollution Control District 559-230-6000, seyed.sadredin@valleyair.org; Lynn Terry, Deputy Executive Officer, California Air Resources Board, 916-322-2739, lterry@arb.ca.gov; Richard Stedman, Executive Director, Northwest Collaborative Air Priorities Partnership, 360-586-1044 ext 100, richard@orca.org.

Workshop Sponsors

The Collaborative's Second Public Workshop would not have been possible without the generous support from the following co-hosts and co-sponsors:

- » EPA
- » Port of Seattle
- » Puget Sound Clean Air Agency
- » Diesel Technology Forum
- » Sacramento Metropolitan Air Quality Management District
- » South Coast Air Quality Management District
- » ConocoPhillips
- » Bay Area Air Quality Management District
- » Johnson Matthey Catalysts
- » BP
- » San Joaquin Valley Air Pollution Control District
- » Washington State Department of Ecology
- » Green Diesel Technology
- » Cleaire
- » Great Valley Center
- » Donaldson Filtration Solutions
- » Gladstein, Neandross, & Associates
- » Caterpillar

Exhibitors and Technologies

The Workshop was abuzz with exciting new technologies and information provided by sixteen exhibitors. Thank you to the following exhibitors for providing information and displaying their technologies:

- » Advanced Cleanup Technologies Incorporated (ACTI)
- » Caterpillar Inc.
- » Coast Transit Refrigeration / PROHEAT APU
- » Cummins Northwest, Inc.
- » Diesel Technology Forum
- » Donaldson Company, Inc.
- » Ethos Environmental NW
- » Fleetguard Emission Solutions
- » International Truck and Engine Corporation
- » Johnson Matthey Emission Control Solutions

- » PACIFICA
- » Proheat / Teleflex
- » Shurepower, LLC
- » SmartWay Transportation Partnership
- » U.S. Department of Energy

What's New?

Upcoming funding opportunities, conferences, workshops, events, trainings, and other resources.

Funding Opportunities

Listed below are some of the current funding opportunities for diesel emissions reductions projects. Those listed here, as well as ongoing funding opportunities, can be found on the Resources page of the Collaborative web site at: <http://www.westcoastcollaborative.org/resources.htm>.

EPA announced the availability of funds and solicits proposals from eligible entities utilizing state-of-the-art experimental techniques to **refine hydraulic hybrid drivetrains to optimize fuel economy, emissions and performance**. This project is part of the Clean Automotive Technology Program's efforts to refine hydraulic hybrid drivetrains, for highway vehicle applications, that not only meet today's Clean Air standards, but also establish the building blocks for future environmental and economic benefits. EPA will propose a series of technical challenges in optimizing hydraulic hybrid vehicles for fuel economy, emissions, and performance. Grant recipients will choose one or more technical areas on which to focus their work. The closing date is May 31, 2005. For more information, go to <http://www.epa.gov/oar/grants/05-11.pdf>.

EPA's SmartWay Program announced a first-of-its kind initiative to demonstrate innovative idle reduction technologies along the spectrum of the trucking industry, from the manufacturer level to trucking fleets and at truck stops, ports, and borders. EPA will award up to **\$5 million in grants as part of its SmartWay Transport Partnership**, a voluntary, government-industry initiative aimed at reducing emissions and conserving energy. The grants will be available to states, nonprofits, and academic institutions demonstrating strong partnerships, among other criteria, with the trucking industry. EPA is requesting proposals for initiatives to deploy and demonstrate three kinds of commercially-available technologies:

- » Technologies that small trucking fleets can use to equip trucks they already own;

- » Technologies that can be packaged by truck engine manufacturers into an easily-used installation kit for aftermarket use; and
- » Technologies designed for use by trucks parked at truck stops, terminals, ports and borders.

The **deadline for receipt of proposals is June 6, 2005**, and the full proposal solicitation is available at <http://www.epa.gov/air/grants/05-09.pdf>.

EPA announced the availability of funds and is soliciting proposals from eligible entities for partnership projects that demonstrate the applicability and feasibility of **implementation of EPA and/or California Air Resources Board verified (or certified) pollution reduction retrofit technologies in nonroad vehicles and equipment such as those used in construction or port-related activities**. Eligible activities include the use of verified pollution control technologies or *innovative uses of verified pollution control technologies* in non-road diesel vehicles and equipment in public, tribal or privately owned fleets. Diesel engine/vehicle/equipment replacements or the application of cleaner fuels are also eligible. Applications will only be accepted from state, local, multi-state, and tribal agencies, and other non-profit organizations. The total estimated funding for this project is up to **\$800,000**. EPA anticipates **award of eight to twelve cooperative agreements, each ranging from \$50,000 to \$150,000**, resulting from this announcement. EPA requests **notification of intent to apply by May 27, 2005**. **Complete applications must be submitted and received no later than July 1, 2005**.

- » The announcement soliciting proposals is at http://www.epa.gov/air/grants_funding.html#trans.
- » Notice of Solicitation and Details (OAR-CCD-05-14) <http://www.epa.gov/air/grants/05-14.pdf>.
- » Information on the National Clean Diesel Campaign <http://www.epa.gov/cleandiesel/>.
- » Contact: Monica Beard-Raymond, phone: 734-214-4047, fax: 734-214-4869, email NCDC_RFA05@epa.gov.

EPA's Smart Growth Implementation Assistance Program is soliciting applications from communities that want help with either policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, alternatives analysis, build-out analysis, etc.). Selected communities will receive assistance from a team of experts organized by EPA and other national partners to work with local leaders. **Proposals are due May 19, 2005 by 5:00 p.m. EST**. More information can be found at: http://www.epa.gov/smartgrowth/sg_implementation.htm.

EPA has announced the availability of funds and solicits proposals for financial assistance to eligible entities through the new **Community Action for a Renewed Environment (CARE) program**. CARE is a new and unique community-based, community-driven, multimedia demonstration program designed to help communities understand and reduce risks due to toxics from all sources. The CARE program will empower communities to form collaborative partnerships, develop a comprehensive understanding of all sources of risk from toxics, set priorities, and identify and implement projects to reduce risks through collaborative action at the local level. CARE's long-term goal is to help communities build self-sustaining, community-based partnerships that will continue to improve local environments into the future. **Proposals are due by May 20, 2005**, and more information can be found at <http://www.epa.gov/air/grants/05-08.pdf>.

EPA invites small business firms to submit research proposals under this **Small Business Innovation Research (SBIR) Solicitation**. The SBIR program is a phased process uniform throughout the Federal Government of soliciting proposals and awarding funding agreements for research (R) or research and development (R&D) to meet stated Agency needs or missions. The SBIR's solicitation for developing environmental technologies will **close on May 25, 2005**. More information can be found at http://es.epa.gov/ncer/rfa/2005/2005_sbir_phase1.html.

USDA Sustainable Agriculture, Research and Education (SARE) Grants Program is requesting proposals from applicants. Also known as Chapter 1 or R&E, grants, they're typically awarded to scientists affiliated with universities or nonprofit organizations or agriculture agencies that support agriculture. **Grants range in size from \$20,000 to \$200,000 or more**. The grants usually run for at least three years. An interdisciplinary approach is encouraged and projects must involve producers as participants or consultants. **Electronically submitted pre-proposals are due June 6, 2005**, and more information can be found at <http://wsare.usu.edu/grants/docs/faq.pdf>.

The **U.S. Department of Agriculture** Rural Development Program announced the availability of funds under the **Renewable Energy Systems and Energy Efficient Improvement Grants, Guaranteed Loan and Direct Loan Program. Up to \$22.8 million in competitive grant funds for fiscal year (FY) 2005** is available to purchase renewable energy systems and make energy improvements for agricultural producers and rural small businesses. Of the \$22.8 million, \$11.4 million will be set aside through August 31, 2005, for guaranteed loans. These funds will be administered under a final rule to be published in the Federal Register later this fiscal year. Any

guaranteed loan funds not obligated by August 31, 2005, will be made available for competitive grants under this notice. In order to be eligible for grant funds, the agricultural producer or rural small business must demonstrate financial need. The grant request must not exceed 25 percent of the eligible project costs. **Applications are due 90 days after March 28, 2005, which is June 26, 2005**, and more information can be found at <http://www.rurdev.usda.gov/rbs/farmbill/2005NOFA/nofa05navigate.htm>.

Conferences

The **University of Oregon** in Eugene will be offering a **Fleet Management Seminar** on June 24, 2005, from 8:30 a.m. to 4:30 p.m. in the World Trade Center in downtown Portland, OR. The registration fee is \$175 before June 10, and \$200 after June 10, 2005. The seminar will cover how to enhance the performance of vehicle fleets, and how to apply advanced principles of environmental management. This first-of-a-kind seminar focuses on the principles and practices of environmental fleet management and various innovative strategies will be introduced in the areas of planning and operations that can greatly enhance the performance of your fleet and maintenance shop. Applying environmental management concepts to the shop and to vehicle use, including fuels, can ensure that operating costs are at their lowest, while simultaneously preserving the environment, and ensuring success with employees and customers. Seminar topics include applying environmental management practices for fleet management, alternative fuels and alternative vehicles, transportation demand management, energy efficiency, environmental management systems, shop recycling, action planning, and ecological business practices. To register, go to http://center.uoregon.edu/course_desc.php?CourseKey=461717 (click on Add (+) to register). Continuing Education Credits (CEUs): Participants in the seminar will receive a certificate that verifies the number of hours of attendance at the seminar—<http://center.uoregon.edu/sustainability/seminars/schedule.php#Fleet>. For complete details on this and other Sustainability Professional Development seminars, go to <http://sustain.uoregon.edu/> or call the Registration Office at 800-824-2714 or 541-346-4231.

The **West Coast Energy Management Congress (EMC)** is being held June 28-29, 2005 in San Diego, California. EMC is a venue which professionals from throughout California and other western states will come to get up to speed on the latest energy marketplace developments, explore promising new technologies for their facilities, compare energy supply options, and learn about innovative project implementation strategies. Booths are still avail-

able for vendors. For more information, go to <http://www.aeecenter.org/emc/EMCbody.htm>.

Energy 2005: The Solutions Network is being held August 14-17, 2005 in Long Beach, California. It is the eighth annual national energy management workshop and trade show for federal, state, local and private sector organizations involved in energy management, water conservation, renewable energy, and sustainable design. The workshop is sponsored by the U.S. Department of Energy, Federal Energy Management Program, the Department of Defense and the General Services Administration. For more information, call toll free: 800-608-7141, or go to <http://www.energy2005.ee.doe.gov>.

California Air Pollution Control Officer's Association (CAPCOA) is hosting a FREE diesel emissions reductions technical conference for public agency and utility fleets from August 15-16, 2005 in Sacramento, California. An overview of the proposed CARB Public Fleet regulation, available pollution control technologies, and the use of lower-polluting technologies for heavy-duty diesel vehicles owned or operated by public agencies will be provided. For more information, go to http://www.caltrux.org/downloads/pdf/Public_Downloads/General/CAPCOA.pdf.

The **Department of Energy** is hosting the 11th **Diesel Engine Emissions Reduction (DEER) Conference** on August 21-25, 2005 in Chicago, Illinois. For more than a decade, the DEER Conference has been DOE's primary mechanism for the public exchange of state-of-the-art clean diesel research and development (R&D). In keeping with the DEER tradition of bringing you the latest advances in the field, DEER is now issuing a Call for Abstracts. The DEER conference will offer cutting-edge research results on:

- » High-efficiency clean combustion technologies
- » Engine efficiency technologies
- » Health and environmental effects
- » Fuels and lubricants
- » Emission control
- » Waste heat utilization

For more information, go to <http://www.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.shtml>.

Air and Waste Management Association is hosting **Diesel Exhaust: Partnering with Stakeholders to Reduce Emissions**, a conference providing an overview of important developments in the regulatory, policy and scientific arenas. The conference will be held on October 6-7, 2005 in Oak Brook, IL. It will focus on several areas: 1) The New 2007 Emissions Standards, 2) Government

Programs Affecting the Industry, 3) New Perspectives on Health Issues Related to the Old Diesel Technology, and 4) Path Forward: Evaluating the New Technology Diesel Exhaust. For more information, please go to <http://www.awma.org/events/confs/Diesel/default1.asp>.

The Waste Management Association is also **calling for posters**. Abstracts for poster presentations must be 300 words or less and must be submitted through the online abstract management system. Until the system is open, please send your abstract, including the topic description, summary of major points, conclusions, the presentation title, author name, affiliation, mailing address, telephone and fax numbers, and e-mail addresses of author to Amy Klaus, Technical Programs Coordinator at aklaus@awma.org.

Workshops

The **Federal Highway Administration's Finance Technical Service Team** is hosting the **Transportation Finance Workshop** on June 27-30, 2005 at the Sir Francis Drake Hotel, in San Francisco, CA. This is a national workshop intended for State DOT officials, Federal Highway Division Offices, and others involved in transportation project finance. Hot topics for this event will include Public-Private Partnerships, Innovative Revenue Sources, updates on the Transportation Infrastructure and Innovation Finance Act (TIFIA), State Infrastructure Bank (SIB), Grant Anticipation Revenue Vehicles (GARVEE) tools, and the decision framework for use of financing tools. At this conference, you will have the opportunity to learn about the specialized topics and tools. The event will host breakout sessions that will discuss creating financial plans for megaprojects, financing on tribal lands and rural areas, and identifying new revenue sources. For more information, go to <http://www.fhwa.dot.gov/resourcecenter/finwrkshop/>.

Regional diesel emission reduction workshops are being developed as part of the **West Coast Collaborative**. Arizona will host the first two FREE workshops: June 29 in Tucson and June 30 in Phoenix. The workshops will focus on diesel emissions reductions strategies, including the newest diesel emissions reductions technologies, voluntary programs, and federal funding opportunities. State and local projects will be highlighted and participants will identify new opportunities implement diesel emission reductions in their communities. If you would like more information, go to <http://www.westcoastcollaborative.org/files/meetings/2005-06-29/Diesel%20Emissions%20Flyer.pdf>, or contact Susan McDowell at 415-947-4188 or mcdowell.susan@epa.gov.

Trainings

Design Strategies for Low-Energy, Sustainable, Secure Buildings is being offered August 17-19, 2005 in Long Beach, California. The course teaches the fundamentals of an integrated “whole building” approach, focusing on the early stages of building planning and design and how to integrate architectural features, high-performance equipment, renewable energy, and durable materials for cost effective solutions. For more information contact Richard Paradis at the Sustainable Building Industry Council, 202-628-7400 x201, email rparadis@sbicouncil.org or go to: http://www.eere.energy.gov/femp/services/training/low_energy.cfm. To register online, go to <http://fempcentral.com/work-shops/registration.ws>.

Other Events

The **California Trucking Association** is holding its **44th Annual International Trucking Show** from September 8-10 in Anaheim, California at the Anaheim Convention Center. For more information, go to <http://www.intltruckshow.com>.

On Saturday, June 4 (10 AM–4 PM), the Shoreline Solar Project is hosting its **2nd Annual Renewable Energy Fair**. The Fair will feature a variety of bio vehicles, and are still looking for others to display their personal bio vehicles. Fair organizers are also looking for groups that would like to have display tables, and for speakers (20 min or 40 min). There will be a session on health and environmental impacts of using biodiesel. The fair should be lots of fun, with displays about Photovoltaics, solar hot water systems, and kids making solar ovens (there'll be a separate kids' zone).

For general information on the Fair, go to <http://www.shorelinesolar.org/gpage2.html>. To download flyers and forms for exhibitors, go to <http://www.shorelinesolar.org/Download.html>.

Other Resources

A suite of **technologies estimating cross border truck emissions** was demonstrated to kick-off a pilot **project at the Nogales-Mariposa border in Arizona** on April 11, 2005. Pilot project partners include US EPA, Arizona Department of Environmental Quality, Environmental Systems Products (ESP) and Michael Bradley & Associates. The technologies include opacimeters, which estimate PM and are currently used at California border crossings; portable emissions monitors which estimate VOC, CO and NOx and are diagnostic tools used with engine certification standards; and the debut of heavy duty remote sensing technology which estimates PM 2.5, VOC, CO and NOx. The goals of the pilot project are three-fold: 1) to estimate actual in-use cross border commercial truck emissions for US and Mexican trucks, 2) to help verify the heavy duty remote sensing technology and 3) to estimate potential benefits of a heavy duty emissions screening program. Data will be collected for three weeks, and a report analyzing the data will be available this summer. For questions contact Niranjana Vescio at ESP Niranjana.Vescio@etest.com.

The **3rd Annual Northwest Biodiesel Forum 2005** was held in the Phinney Ridge Neighborhood Center, in Seattle, Washington on March 19, 2005. Sponsored by the Northwest Biodiesel Network, a citizens group that promotes biodiesel, a standing room only crowd of around 400 people braved heavy downpours to attend. Many drove there in their biodiesel powered vehicles. The forum, titled “Growing Regional Economies and Cleaning Up the Air,” provided everything from hands on demonstrations on how to make your own biodiesel, to presentations from local fleet managers on the use of biodiesel. Visitors could listen to presentations, talk with exhibitors and vendors, purchase biodiesel, or watch biodiesel demonstrations. For more information, go to <http://www.nwbiodiesel.org>.