



WEST COAST COLLABORATIVE

Public-private partnership to reduce diesel emissions

WEST COAST COLLABORATIVE NEWSLETTER

MAY/JUNE 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 one of the first pilot projects of the National Clean Diesel Campaign.

This issue will focus on the recent West Coast Collaborative (Collaborative) Sector Workgroup meetings held in May and June 2005. Sector Workgroup members met via conference call and covered a wide range of topics including a summary of planned Collaborative activities, an overview of the March Workshop, an update on the budget process, the status of EPA's request for initial proposals for diesel projects, current grant opportunities and upcoming conferences now posted on our website, and recent technology and/or project advancements within each sector.

Premature deaths linked to particulate matter are now at levels comparable to deaths from traffic accidents and second-hand smoke in California.

CARB and American Lung Association, January 2004

as an amendment to the Energy Bill, to authorize a national voluntary program to reduce diesel emissions beginning next year. The proposal 1) authorizes \$1 billion over 5 years (\$200 million annually); 2) provides that 70% of the funds are distributed by EPA; 3) allocates 20% of the funds to states to develop retrofit programs with an additional 10% available as an incentive for states to match the federal dollars being provided; 4) establishes priority areas for projects—such as those that are more cost-effective and affect the greatest number of people—and focuses the federal program on public fleets; and 5) includes provisions to help develop new technologies, encourage more action through non-financial incentives, and require EPA to conduct outreach to stakeholders and report on the success of the program.

In the News: Significant Announcements

Senator Voinovich's and Other Leaders Sponsor the Diesel Emissions Reduction Act of 2005 (DERA)

On June 16, Senator George Voinovich (R-OH) introduced the **Diesel Emissions Reduction Act of 2005 (DERA)**,

The bipartisan legislation was cosponsored by Chairman and Ranking Member of the Environment and Public Works Committee Sen. Jim Inhofe (R-OK), Sen. Jim Jeffords (I-VT), Sen. Thomas Carper (D-DE), Sen. Johnny Isakson (R-GA), Sen. Hillary Clinton (D-NY), Sen. Kay Bailey Hutchison (R-TX) and Sen. Dianne Feinstein (D-CA) and passed the Senate 92-1. For more information about DERA, go to: http://www.voinovich.senate.gov/news_center/record.cfm?id=238996&

The House version of the Energy bill also contains an amendment sponsored by Rep. Juanita Millender-McDonald (D-CA) that requires EPA to establish a program for awarding grants on a competitive basis to public agencies and entities for fleet modernization programs in-

cluding installation of retrofit technologies for diesel trucks. As of July 1, the House and Senate are resolving differences between their respective versions of the energy bill through a joint conference.

For more information about the current status of diesel issues in the U.S. Congress, go to: <http://www.westcoastcollaborative.org/congress.htm>.

Arizona Workshops: On the Road to Emissions Reductions

Stakeholders in Arizona formally joined the Collaborative through two diesel emissions reductions workshops held in Tucson on June 29, 2005 and Phoenix on June 30, 2005. The "Moving Down the Road to Cleaner Air" workshop goals were to raise awareness of the health effects of diesel emissions, highlight current technologies and strategies to reduce diesel exhaust and diesel particulate matter (PM) in our cities, to showcase local and state projects, and to highlight funding opportunities. The workshops included several panels that provided information on diesel engines, new rules and standards, idle reduction strategies, pre- and post-combustion retrofit technologies, and innovative projects that are being implemented at the local level. Many of the Collaborative partners shared their knowledge with workshop participants. Tom Badgett (IdleAire Technologies), Jeff Kim (Shurepower), Kevin Brown (Lubrizol), Steve Hurd (Caterpillar), and Dave Vargas and Guy Remenap (Cummins Rocky Mountain) were among the many panelists featured at the workshops.

The Phoenix workshop featured several local fleet managers who described their voluntary idle reduction efforts and engine retrofit projects. These fleet managers shared their successes and the many challenges they face in implementing diesel reduction strategies. The Tucson workshop included an inspirational panel with two students from Mexico working to bring biodiesel to the Nogales region. These students are working to make use of waste oil and grease that would otherwise be slated for landfill disposal.

Several new or expanded projects were identified in Tucson and Phoenix including expanding the use of recycled oil for biodiesel production, school bus idle reduction outreach and education, bringing in alternative fuels for school districts, and creating a "green corridor" along major Arizona highways that support electrification of truck stops and infrastructure for alternative fuels.

All Arizona workshop materials are available on line at www.westcoastcollaborative.org, under "Announcements."

The Arizona workshops represent the first in a series of regional funding forums to be organized in Region 9 and Region 10. For more information about the Arizona Workshops, or to initiate a funding forum near you, please contact Sue McDowell at 415-947-4188, or mcdowell.susan@epa.gov.

Happy Birthday, Collaborative! (June 15, 2005): Where We Are After One Year

Since the official West Coast Collaborative kick-off on June 15, 2004 in San Francisco, the Collaborative has developed a pattern of activities. During the Sector Workgroup calls, members heard and commented on a host of activities planned for the second year of the Collaborative, including:

- » Hosting one-hour Sector Workgroup teleconference meetings every other month focused on information exchange (grants, conferences and public agency initiatives) and coordination of regional projects;
- » Initiating one or two large-scale Public Workshops each year (alternating between the Northwest and the Southwest);
- » Initiating multiple small scale "funding forums" for Collaborative partners to educate local decision makers on the impacts of diesel and how to apply for or better utilize existing federal resources;
- » Funding an annual EPA Region 9 and Region 10 request for proposals for regional diesel emissions reductions projects;
- » Possibly funding and/or advertising other federal request for proposals;
- » Conducting periodic press events to highlight successes along the West Coast and the need for ongoing efforts and funds;
- » Continuing federal agency efforts to secure additional funds for diesel projects in the President's Budget and individual agency budgets;
- » Supporting outreach activities by non-federal government members through the ad hoc education resources committee;
- » Continuing to develop and add to the Collaborative website and create other outreach materials as needed; and
- » Conducting Interim Steering Committee meetings every other month, generally preceding Sector Workgroup teleconference meetings.

Seattle Public Workshop Presentations Are on the Web

Sector Workgroup members also had the opportunity to provide additional feedback to EPA and the other co-spon-

sors about the most recent Public Workshop in Seattle, held on March 21 and 22, 2005. The primary goal of the Public Workshop was to create an opportunity for face-to-face interaction and to push projects forward. It was also an opportunity for Collaborative members to learn more about federal funding and to meet federal agency staff and managers involved in these programs. Overall, the Public Workshop was a great success. Almost 200 people attended and co-sponsoring partners contributed approximately \$30,000 for non-profit scholarships, the dinner cruise, meals and snacks, and speakers. All the Public Workshop materials are posted on the West Coast Collaborative web site at www.westcoastcollaborative.org/files/meetings/2005-03-21/index.htm.

Ad Hoc Education and Resources Group

During the Sector Workgroup calls, Collaborative members also discussed the formation of the Ad Hoc Education and Resources Group. These discussions were led by Seyed Sadredin (San Joaquin Valley Air Pollution Control District), Dennis McLerran (Puget Sound Clean Air Agency) and Kevin Downing (Oregon Department of Environmental Quality). The Ad Hoc Education and Resources group formed to coordinate non-federal Collaborative partners to lobby for additional funds for diesel mitigation. Seyed, Dennis and Kevin impressed upon the Workgroups that although EPA is providing leadership and administrative coordination for the Collaborative, it is up to the non-federal partners to advocate for the funds from Congress in a coordinated way. The most effective outreach effort will include state and local agencies in partnership with non-profit and private interests. The Ad Hoc Education and Resources group leaders asked that all interested members contact one of the three leads directly:

Seyed Sadredin—seyed.sadredin@valleyair.org
Kevin Downing—downing.kevin@deq.state.or.us
Dennis McLerran—dennism@psc.state.or.us

Federal Budget Update

Collaborative members were updated on the FY06 Budget process during the Sector Workgroup meetings. The President's FY06 proposed budget included \$15 million for the National Clean Diesel Campaign (NCDC). The majority of the initial year's funds will go to the Collaborative. This was EPA's largest budget increase behind homeland security, salaries and rent. In addition, EPA's FY06 proposed budget included \$10 million for Clean School Bus USA and \$9 million for Communities Activated for a Renewed Environment (CARE), a program dedicated to reducing

toxics (often diesel) in environmental justice communities. After Sub-Committee, Full Committee and Floor votes, the House and Senate bills will now go to Conference for further debate. Currently, the House bill contains \$10 million for NCDC, \$10 million for Clean School Bus USA and \$3 million for CARE. The Senate bill contains \$0 for NCDC, \$1 million for Clean School Bus USA and \$0 for CARE. For more up-to-date information, please check out the West Coast Collaborative's "Congressional Update" page for the latest on the appropriations process, at <http://www.westcoastcollaborative.org/congress.htm>.

Status of EPA's RFIP

Michelle also updated the Collaborative members about EPA's Request for Proposals. EPA Regions 9 and 10 received over 50 grant applications totaling over \$13.5 million in potential projects for their request for initial proposals for Collaborative Diesel Emissions Reductions. EPA chose 13 finalists for \$1.25 million in grants. In addition, EPA Region 10 received over 14 air pollution related grant applications in response to their request for initial proposals for Regional Geographic Initiative (RGI) funds. EPA chose 2 finalists for diesel projects totaling \$51,000 in grants. These 15 finalists have been notified and EPA is working with them to complete their final grant applications. EPA expects to announce these grants and an additional National Clean Diesel Campaign grant later this summer, with a corresponding media events beginning as early as August. In addition, EPA is still working to increase the amount of grant money available in FY05 funds so that additional applicants can receive awards.

The next EPA request for initial proposals is expected to be announced around the beginning of the year. Also, current funding opportunities are posted under the Resources page at www.westcoastcollaborative.org/resources.htm; and upcoming workshops,

conferences, trainings, and other diesel related events are posted on the Calendar page at www.westcoastcollaborative.org/calendar.htm. Both pages are updated weekly.

Particulate matter from diesel emissions causes 15,000 premature deaths every year.

CARB and American Lung Association, January 2004

Sector Workgroup Updates



Agriculture Sector Workgroup

On May 9, 2005, the Agriculture Sector Workgroup conducted its sixth Workgroup meeting with approximately 30 participants, including technology companies, local, state and federal agencies, and nonprofit organizations. A summary of all of the past Agriculture meetings and future meeting dates can be found at: <http://www.westcoastcollaborative.org/wkgrp-ag.htm>.

Current funding opportunities that are applicable to the Agriculture Sector were discussed, including the United States Department of Agriculture's (USDA's) Renewable Energy Systems and Energy Efficient Improvement Grants, and the 2005 USDA Sustainable Agriculture, Research and Education (SARE) Grants Program. Further funding opportunities can be found on the "Resources" page of the Collaborative's web site at www.westcoastcollaborative.org/resources.htm.

Edie Chang from the California Air Resources Board (CARB) presented an update on the Carl Moyer program. The Carl Moyer program is a state initiative administered through local partners. Moyer funds pay the difference between cleaner

technologies and regulated requirements. The program is designed so that it can be applied towards SIP credits, and while the program was originally constrained to nitrogen oxides (NOx), Moyer funds are now available for projects and technologies addressing particulate matter (PM) and others pollutants. CARB develops state wide guidelines, but each district runs the program differently – some use an annual request for proposal; and some have a first come, first serve structure. The CARB guidelines set out minimum requirements that change approximately every other year. CARB is gearing up for the next guideline development, which is expected to occur in November 2005. The revised guidelines will likely allow for expanded agriculture projects. The Moyer program has covered agriculture pumps and mobile sources, such as tractors, in the past. Under the revised guidelines, some non-engine sources, like fugitive dust or animal lots, may be eligible. CARB is looking to better understand the implications of

The three primary approaches to diesel emissions reduction are retrofit, cleaner fuels, and idle reduction.

Philadelphia Diesel Difference, June 2005

the potential changes to the guidelines. Feedback and comments, as well as ideas, about the draft guidelines are welcome until late August.

For more information about the proposed Carl Moyer Program guidelines, go to: <http://www.arb.ca.gov/msprog/moyer/moyer.htm> and <http://www.arb.ca.gov/msprog/moyer/issues-carl-moyer-program-workshop-april-and-may-2005.doc>. In addition, you can email Edie Chang at echang@arb.ca.gov with questions.

Biomethane as Vehicle Fuel

Allen Dusault (Sustainable Conservation) reported on a new project to evaluate and assess the technical, market, and cost possibilities for biomethane substitution as vehicle fuel. California is the largest dairy state in the U.S. and there is an excess of manure from which biomethane is captured. Traditionally, the primary use of biomethane is for energy production; farms generally use it for on-farm electricity and heat (without upgrading), and even as low grade boiler fuel. However, this new project examines the potential to convert the gas to fuel for vehicles. The processing requires anaerobic decomposition to a non-pure form (similar to the process for fossil source natural gas). The technology is currently being used in Sweden to fuel approximately 10,000 - 20,000 trucks, buses, and cars.

This project specifically investigates how to use the gas, how to refine, transport and distribute it, what regulations and incentives are in place, what barriers exist, and when biomethane can become cost competitive (i.e., when gas reaches around \$3.25-\$3.50 per gallon). The report is expected out this summer, at which point it will be available on Sustainable Conservation's website at www.suscon.org, or contact Allen Dusault at (415) 977-0380 ext 303.

Upcoming Agriculture Sector Workgroup Meetings

The upcoming meeting dates and times have been posted on the Collaborative web site along with the summary notes from all past meetings. Agendas will be posted preceding each conference call. For more information, go to: www.westcoastcollaborative.org/wkgrp-ag.htm.

Monday, July 18, 2005, 10:00 a.m.–11:00 a.m.

Monday, September 19, 2005, 10:00 a.m.–11:00 a.m.

Monday, November 21, 2005, 10:00 a.m.–11:00 a.m.



Construction and Distributed Generation Sector Workgroup

On May 11, 2005, the Construction and Distributed Generation Sector Workgroup conducted its sixth Workgroup call with over 30 participants, including technology companies, local, state and federal agencies, and nonprofit organizations. A summary of all of the past Construction and Distributed Generation meetings and future meeting dates can be found at: www.westcoastcollaborative.org/wkgrp-construct.htm.

After a general update on Collaborative activities and the overall budget, the Sector Workgroup discussed a recent amendment to the transportation bill to increase the availability of Congestion Mitigation Air Quality (CMAQ) funds for diesel emissions reductions. The Clinton-Inhofe amendment could make available up to \$11 billion for non-attainment areas over the next 6 years. While traditionally the funding has been used for on-road projects, this amendment could open up funds for construction and other off-road equipment.

In addition, EPA provided an overview of its then current request for proposals under the National Clean Diesel Campaign. This request called for 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. EPA anticipates awarding 8-12 cooperative agreements, each ranging from \$50,000 to \$150,000, for a total of approximately \$800,000 in projects. Complete applications were due on July 1, 2005. Stay tuned for more information about finalists.

Alaska Biodiesel Project Update

Tim Hudson (National Park Service) highlighted the Alaska Biodiesel project and updated the Workgroup on its progress. The project is testing biodiesel produced from fish oil. The fish oil from the Alaska processing plants is sent

Children are especially at risk from air pollution in general because they breathe significantly more air per pound of body weight than adults.

*American Lung Association,
January 2004*

to Honolulu to be processed and returned as biodiesel, then trucked to Denali National Park and other test sites, where feasibility studies are currently underway to develop processing capability in Alaska. Initial tests ran about 80 gallons through a genset. The test revealed higher lubricity and higher than expected energy (only a 1% loss of power on B100). This was consistent with the largest test in Canada, which confirmed that the lubricity was as good at 5% as is the case in most higher blends. In Alaska, stationary engines are better suited to deal with the cold flow issues of biodiesel than mobile sources. The project envisions running up to 80,000 gallons of B20 in trucks in the park and in 55KW gensets. The project team is currently looking for data on diesel gensets in Alaska. Participants on the call suggested the following contacts for more information:

- » Peter Crimp (pccrimp@aidea.org) from Alaska Industrial Development and Export Authority (AIDEA) may have more information on rural gensets
- » The National Park Service also has a genset database. Those who are interested should contact terry.brennan@nps.gov.
- » Alaska Department of Environmental Quality also has a list of stationary gensets

For further or questions on the project, contact Tim Hudson at 907-644-3381, tim.hudson@nps.gov.

Sacramento Construction Retrofit

Freya Arick (Sacramento Metro Air Quality Management District) reported on their construction equipment retrofit and repower program, and noted that any major project (land use development of 10 acres or more) requires a 20% NOx reduction and 45% PM reduction as compared to the California state-wide average. In advance of a major project, the contractor must submit an equipment inventory list for review to compare to the state average. To achieve the reductions, the contractor can use newer equipment, retrofit equipment, or repower equipment (contractors can use Carl Moyer funds to meet the goals). To date, the program has led to retrofits and repowers to Tier 2 engines in 85 pieces of older equipment. The program helps to generate interest in the Carl Moyer Program and highlights diesel reduction opportunities for the construction sector. Everything that goes through Carl Moyer requires verified technology, but since there are no verified products for off-road vehicles, the California Environmental Quality Act allows for pre-verified technologies. For more information, contact Peter Christensen at 916-874-4886 or visit the website at: <http://www.airquality.org/ceqa/index.shtml#Construction>.

Upcoming Construction and Distributed Generation Sector Workgroup Meetings

Upcoming meeting dates and times have been posted on the Collaborative web site along with the summary notes from all past meetings. Agendas will be posted preceding each conference call. For more information, go to: <http://www.westcoastcollaborative.org/wkgrp-construct.htm>.

Tuesday, July 19, 2005, 1:00 p.m.–2:00 p.m.
Tuesday, September 20, 2005, 1:00 p.m.–2:00 p.m.
Tuesday, November 22, 2005, 1:00 p.m.–2:00 p.m.



Locomotive & Rail Sector Workgroup

The Locomotive & Rail Sector Workgroup also met on May 11, 2005, and nearly 40 individuals from technology companies, local, state and federal agencies, and nonprofit organizations participated. A summary of all of the past Locomotive & Rail meetings and future meeting dates can be found at: www.westcoastcollaborative.org/wkgrp-loco.htm.

Following a general discussion of the status of Collaborative activities, two members of the Locomotive & Rail Sector Workgroup made presentations. The first focused on the CalTrain Electrification Program, and the other covered North Carolina's Hydrail technology.

CalTrain Electrification Program

CalTrain is a commuter rail system in the San Francisco area covering a 77 mile corridor and serving 34 stations. Five years ago, the board decided to upgrade to an electrified system to improve air quality, reduce noise, and to modernize the system. There are additional benefits expected, such as increased ridership, which could reduce travel times and reduce automotive traffic and parking in the city.

The development of the overhead contact system has been ongoing in a number of phases. The system is designed to accommodate growth and to increase the number train trips per day. The plans call for substations along the corridor with a 2x25 system and a feeder along the tracks. This plan reduces the need for electrical facilities. CalTrain expects the system to be operational in 2014, which is in line with the end of the life of the existing rolling stock.

In parallel, CalTrain is looking at rolling stock options - electrical vehicles or electric engines pulling new cars. The current plans suggest choosing the electric multiple unit (EMU) option, but no bi-level cars are certified yet as this

will require designing new cars for the EMU. Alternative technologies that do not include batteries will be considered.

As proposed, this is an \$831 million project. There are funding complications since the project competes with other transit projects around the

area which generally rely on the metric of cost per new passenger. Since the cost per new rider is not as favorable for the electrification project, CalTrain is interested in highlighting the benefits to the environment. Participants on the Workgroup call suggested some resources that may be helpful for CalTrain:

- » UC Berkeley is looking at the economics of climate change projects
- » EPA has a state/local climate change group that can address the air benefits

Additional information is available on the CalTrain website: <http://www.caltrain.com/electrification.html>.

Further questions can be directed to April Chan (Director, Capital Program Support) at 650-508-6228 or chana@samtrans.com and Rick Schmedes (Electrification Program Manager) at 604-436-6750 or schmedesr@samtrans.com.

Update on Hydrail Technology

Bill Thunberg (Mooresville/South Iredell Chamber of Commerce in North Carolina) provided an update on the state of hydrogen technology for rail applications. The first Hydrail conference was a success in starting the conversation and potentially advancing the issue. The technology is still in its infancy with only a couple demonstration applications worldwide. For instance, the technology is currently in a demonstration phase for a mine locomotive in Canada that works on hydrogen fuel cell locomotion. There is another project for the U.S. Army and one at the Japanese Railway Institute for commuter rail research; Japan is getting ready to roll-out a prototype on a ½ mile track. Many questions and concerns remain, such as CO2 emissions from hydrogen production and FRA approval of hydrogen units. For more information, Bill Thunberg can be contacted at billthunberg@aol.com.

Idling engines emit 11 million tons of carbon dioxide, 200,000 tons of nitrogen oxides, and 5,000 tons of particulate matter annually.

EPA SmartWay Transportation Partnership

Upcoming Locomotive & Rail Sector Workgroup Meetings

Upcoming meeting dates and times have been posted on the Collaborative web site along with the summary notes from all past meetings. Agendas will be posted preceding each conference call. For more information, go to: <http://www.westcoastcollaborative.org/wkgrp-loco.htm>.

Tuesday, July 19, 2005, 10:00 a.m.–11:00 a.m.

Tuesday, September 20, 2005, 10:00 a.m.–11:00 a.m.

Tuesday, November 22, 2005, 10:00 a.m.–11:00 a.m.



Marine Vessels & Ports Sector Workgroup

The Marine Vessels and Ports Workgroup met on three occasions over the past two months, including the overall Sector Workgroup call on May 12, and two follow-up calls on June 1 and June 15, to discuss specific issues in more detail. On June 1 the Sector Workgroup met to discuss the purpose and role of the National Clean Diesel and Retrofit Workgroup's Ports Subgroup, and to provide an opportunity for input on the Subgroup. On June 15 the Sector Workgroup met again to hear more about regional diesel emissions reductions efforts along the West Coast, including those in Los Angeles, Puget Sound and British Columbia.

The May 12, 2005 overall Workgroup conference call marked the Workgroup's eighth meeting. There were numerous participants from technology companies, local, state and federal agencies, and nonprofit organizations. A summary of all of the past Marine Vessels and Ports meetings and future meeting dates can be found at: <http://www.westcoastcollaborative.org/wkgrp-marine.htm>.

During the conference call, EPA presented a brief overview of then current grant opportunities for the Marine Vessels and Ports sector, including the \$800,000 for EPA's Diesel Retrofit Program, \$1.65 million for Community Action for a Renewed Environment (CARE), and \$5 million for SmartWay grants for truck idle reduction activities.

Workgroup participants heard about No Net Increase at West Coast ports, the Federal Clean Diesel and Retrofit Federal Advisory Committee Act (FACA), the Puget Sound Maritime Air Forum, and on Sulfur Emission Control Areas (SECA).

During the June 1 meeting, the Sector Workgroup discussed in more detail the purpose and role of the National

Clean Diesel and Retrofit Workgroup's Subgroup, and provided the Sector Workgroup members an opportunity to give their input on the Subgroup. The meeting focused on the purpose of the Federal Advisory Committee Act (FACA) Workgroup, which consists of experts on a subject whose charge is to advise and seek consensus from the Federal government. The meeting also discussed the structure and relationship of the FACA, the Clean Air Act Advisory Committee (CAAAC), Mobile Source Technical Review Scientific (MSTRS) group, and its regulatory and voluntary diesel-focused group (Clean Diesel and Retrofit Work Group). For more information on this meeting, go to: <http://www.westcoastcollaborative.org/files/meetings/2005-06-01/June%201%20Marine%20FACA%20Meeting%20Summary.pdf>.

On June 15 the Sector Workgroup met again to discuss regional diesel emissions reductions efforts along the West Coast. The efforts include the No Net Increase Task Force in Los Angeles, the Puget Sound Maritime Air Forum, and British Columbia Maritime Vessel Air Quality Workgroup. The information from each of these three regional efforts demonstrates the significant diesel emissions reduction activities that are already providing ways to reduce emissions at ports along the West Coast.

West Coast Marine Priorities

No Net Increase

Los Angeles has a No Net Increase (NNI) policy that was initiated by a commitment from Mayor James Hahn. In response to that policy, Los Angeles conducted an emission inventory for baseline year of 2001. Following the emission inventory development, in 2004, a Task Force formed to identify measures to reduce emissions below the 2001 baseline for NOx and PM. The Task Force includes labor groups, port representatives, rail, environmental groups, agencies, and local interests. Over the course of eight months, the task force identified over 70 different measures to reduce emissions for captive fleets, ocean-going vessels, and shore-side equipment. The measures identified projected emissions and suggested controls to mitigate those emissions.

The initial phase of work to identify the measures is completed; however, additional work remains to be completed under a Financial Working Group, a Health Benefits Working Group, and a Legal Working Group. The Task Force anticipates a report with these other pieces to be sent to the Mayor in early June.

Other efforts to implement the recommended measures are currently underway. Many of the measures are quite ambitious, with equipment and cost information coming

out of the process, which can be used elsewhere on the West Coast. Finally, the Port of Los Angeles has commissioned a fuels study on worldwide bunker availability that will be completed early this summer.

To read the "Working Draft No Net Increase Strategy with Preliminary Recommendations, Subject to Further Legal and Economic Review" go to: http://www.portoflosangeles.org/environment_studies.htm.

To read the notes from the June 15, 2005 follow-up meeting on No Net Increase, go to: <http://www.westcoastcollaborative.org/wkgrp-marine.htm>.

Clean Diesel and Retrofit FACA update

The federal Clean Diesel and Retrofit FACA (Federal Advisory Committee Act) was formed in light of earlier successful school bus efforts. The FACA was charged with providing consensus advice on structuring incentives to encourage the expanded use of clean diesel and retrofit technologies. Within the FACA, there are several working groups, including a ports group. The ports group has members from several marine interests relevant to the West Coast, including the American Association of Port Authorities (AAPA), Barbara Cole (Port of Seattle) and Dennis McLerran (Puget Sound Clean Air Agency).

Following a meeting in Corpus Christi where the ports group discussed barriers and incentives to reduce diesel emissions, the group is producing a report with a draft expected in June. On June 23rd, the ports group will meet again to finalize the report that is expected to be delivered to the FACA in September. Although there is significant input from West Coast interests, some smaller ports may be under-represented. Other call participants were interested in hearing more about the ports group recommendations and in having a chance to provide input.

Additional information can be found at: <http://www.epa.gov/airprog/oar/caaac/cleandieselWG.html>, and at <http://www.cleanfleetsusa.net/>.

To read the notes from the June 1, 2005 follow-up meeting on FACA, go to: <http://www.westcoastcollaborative.org/wkgrp-marine.htm>.

Puget Sound Maritime Air Forum

Spearheaded by the Port of Seattle, the Puget Sound Maritime Forum formed last year with three purposes in mind:

- » To build greater technical understanding of marine air emissions and their impacts on public health and the

environment, starting with preparation of a high quality maritime emissions inventory;

- » To support implementation of cost effective maritime air pollution control strategies by sharing expertise and resources and building partnerships when activities require the cooperation of multiple organizations for success; and
- » To serve as the Puget Sound forum for the ports and vessels track of the West Coast Diesel Emission Reduction Collaborative.

Thus far, based on contributions from participants and grants, the Forum has collected nearly \$500,000 to conduct an emission inventory for the whole 140 miles of water way in Puget Sound, from the Canadian border to the South Sound and out to the "J" buoy of the Strait of San Juan de Fuca. The Forum expects to begin this work in summer of 2005.

In addition, several Forum members have moved forward with air pollution control strategies without waiting for the emission inventory to be complete. For example, the Ports of Tacoma and Everett have chosen to install new electric cranes, Washington State ferries have switched to ultra-low sulfur diesel, and the Port of Seattle plugged in the first Princess Cruise ship of the season last week. The Port of Seattle has also commissioned a 60-day study on the best practices to further explore mitigation opportunities. In order to facilitate information sharing, the Puget Sound Forum is developing a website, which will be available in upcoming months.

Annually, over 1 billion gallons of diesel fuel are consumed needlessly through truck and locomotive idling

EPA SmartWay Transportation Partnership

To read the notes from the June 15, 2005 follow-up meeting on the Puget Sound Maritime Forum, go to: <http://www.westcoastcollaborative.org/wkgrp-marine.htm>.

Sulfur Emission Control Area (SECA)

The U.S., Canada, and Mexico, are currently evaluating the potential for a SECA application to put forward to the International Maritime Organization (IMO). Should there be sufficient support; the intent is to submit a full, tri-nation (Canada, U.S., and Mexico) SECA application. The U.S. would only consider a full U.S. SECA application (as opposed to a West Coast only application). Should the U.S. and Canada choose to submit an application, the current

SECA timing goal is spring 2007. California Air Resources Board (CARB) is the lead agency for the West Coast and is the primary point of contact to the EPA; Environment Canada's Pacific and Yukon Region plays a similar role as CARB for Canada. West Coast agencies recently met in California with the national agencies, including EPA and Environment Canada, to discuss the technical analysis required to support a SECA and to identify a work plan to meet the spring 2007 submission goal. The meeting set out plans for working on emissions inventories, air quality modeling, and evaluating health and ecological impacts of diesel sulfur emissions. Especially pertinent to the West Coast, previous SECA applications in Europe have focused on acid rain and the East Coast of North America is likely to have similar claims. The West Coast, however, is likely to make a stronger case for the need to reduce diesel sulfur for public health reasons.

The Workgroup will continue to have periodic updates about the SECA in the regularly planned teleconference meetings every other month.

Upcoming Marine Vessels & Ports Sector Workgroup Meetings

The upcoming meeting dates and times have been posted on the Collaborative web site along with the summary notes from all past meetings. Agendas will be posted preceding each conference call. For more information, go to: <http://www.westcoastcollaborative.org/wkgrp-marine.htm>.

Wednesday, July 20, 2005, 9:00 a.m.–10:00 a.m.
Wednesday, September 21, 2005, 9:00 a.m.–10:00 a.m.
Tuesday, November 22, 2005, 9:00 a.m.–10:00 a.m.



Trucking Sector Workgroup

The Trucking Sector Workgroup met on May 10, 2005, and nearly 40 individuals from technology companies, local, state and federal agencies, and nonprofit organizations participated. A summary of all of the past Trucking meetings and future meeting dates can be found at: www.westcoastcollaborative.org/wkgrp-truck.htm.

EPA provided an overview of then current funding opportunities, including \$5 million for EPA's SmartWay grants for truck idle reduction activities, \$1.65 million for CARE, and \$7.5 million for Clean School Bus USA.

SmartWay Grants to Reduce Truck Engine Idling

EPA provided an in depth presentation of EPA's SmartWay request for proposals to reduce truck engine idling. The deadline for this opportunity was June 6, 2005. EPA's truck engine idling grant initiative sought projects that 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 requested proposals for initiatives to deploy and demonstrate three kinds of commercially available technologies:

1. Technologies that small trucking fleets can use to equip trucks they already own;
2. Technologies that can be packaged by truck engine manufacturers into an easily used installation kit for aftermarket use; and
3. Technologies designed for use by trucks parked at truck stops, terminals, ports and borders.

For more information on EPA's SmartWay Grants to Reduce Truck Engine Idling, go to: <http://www.epa.gov/oar/grants/05-09.pdf>.

Upcoming Trucking Sector Workgroup Meetings

The upcoming meeting dates and times have been posted on the Collaborative web site along with the summary notes from all past meetings. Agendas will be posted pre-

Recent studies of children's health conducted in California have demonstrated that particle pollution may significantly reduce lung function growth in children because particulate matter becomes embedded in the deepest recesses of the lung where it can disrupt cellular processes.

CARB and American Lung Association, January 2004

ceding each conference call. For more information, go to: <http://www.westcoastcollaborative.org/wkgrp-truck.htm>.
Monday, July 18, 2005, 1:00 p.m.–2:00 p.m.
Monday, September 19, 2005, 1:00 p.m.–2:00 p.m.
Monday, November 21, 2005, 1:00 p.m.–2:00 p.m.

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's Clean School Bus USA has been allocated \$7.5 million in funding by Congress to Clean School Bus USA for a cost-shared grant program to school districts to upgrade their diesel fleets through retrofits, replacements or cleaner fuels. EPA anticipates awarding 20-30 grants to school districts for retrofit, replacement and cleaner fuel projects for school bus fleets. The maximum award amount is \$725,000, with an average award of \$200,000 - \$300,000. Applicants must contribute at least a 5% match for these grants. School districts ONLY can apply (including federally recognized tribes which operate school buses and groups of school districts such as School District Councils and BOCES). Other entities, such as non-profits, State and local government programs, etc., can partner with school districts to assist with the application process and project implementation. **Intent to apply letters are due June 24. Applications are due July 22.** EPA anticipates awarding the grants in late fall of 2005.

The Request for Applications is now posted on EPA's web site: <http://www.epa.gov/oar/grants/05-13.pdf>. For descriptions of successful school bus projects, please visit the Clean School Bus USA web site: http://www.epa.gov/cleanschoolbus/demo_projects.htm.

Modifications: <http://fedgrants.gov/Applicants/EPA/OGD/GAD/OAR-CCD-05-13/Modification1.html>, <http://fedgrants.gov/Applicants/EPA/OGD/GAD/OAR-CCD-05-13/Modification2.html>

EPA's Waste-To-Energy: Strategic Geographic Planning Tool Development; Phase II is looking to grant proposals that support their strategy for reducing waste generation and increasing recycling, which is based on

(1) establishing and expanding partnerships with businesses, industries, states, communities, and consumers; (2) stimulating infrastructure development, environmentally responsible behavior by product manufacturers, users, and disposers ("product stewardship"), and new technologies; and (3) helping businesses, government, institutions, and consumers through education, outreach, training, and technical assistance. Some grants awarded under this announcement may involve geospatial information. **Application due date is July 24, 2005**, and proposals must be postmarked no later than July 24, 2005). For more information, go to: http://epa.gov/earth1r6/6pd/pd-u-sw/wte_phase2final.pdf.

The **Department of Energy** (DOE) is looking to grant an expected 2 awards of a maximum of \$4,500,000 each to projects relating to **High Temperatures Solid Oxide Technologies Research, with applications due July 25, 2005**. The Hydrogen, Fuel Cells, and Infrastructure Technologies (HFCIT) program of the Office of Energy Efficiency and Renewable Energy (EERE) is looking for projects that support the Hydrogen Fuel Initiative toward developing a hydrogen economy. The DOE is seeking applications that advance high temperature solid oxide technologies for the co-production of electricity and hydrogen. More specific details and information is available online at: <http://fedgrants.gov/Applicants/DOE/PAM/HQ/DE-PS36-05GO95019/Grant.html>.

EPA is looking to grant an expected \$300,000 for a proposal that supports the **Electronic Product Environmental Assessment Tool (EPEAT) Project. Proposals are due 5:00 pm on July 29, 2005**. The purpose of the grant program is to further fund the testing of a system that promotes environmentally preferable electronic products. The goal of this RFIP is to select a proposal from an organization that will implement the system developed under the EPEAT project. More information is available online at: <http://fedgrants.gov/Applicants/EPA/OGD/GAD/EPA-GRANTS-060805-001/Grant.html>.

The **Department of Energy** (DOE) is looking to grant up to \$2,500,000 for projects relating to **High Temperature, Low Relative Humidity Polymer-Type Membranes, with applications due August 4, 2005**. The DOE is looking for applicants that can develop such membrane materials that are suitable for use in a polymer electrolyte-type membrane fuel cell. They specifically desire the development of alternative materials with performance at 120 degrees C and 25-50 percent relative humidity. More details and information is available online at: <http://fedgrants.gov/Applicants/DOE/PAM/HQ/DE-PS36-05GO95020/Grant.html>.

The Climate Trust announced the release of its **2005 Request for Carbon Offset Projects (RFP)**. The Trust encourages project developers with high-quality carbon offset projects to submit a project application. The Trust is interested in offsets from most project sectors. For information on how to apply, please download the two attached documents (The Climate Trust 2005 RFP; and the Project Information Document). **Initial proposals are due August 24, 2005.** The total funding available is **\$4.3 M** for carbon offset projects. The funding that The Climate Trust will apply to this effort was provided by Portland General Electric as part of their requirement to offset the emissions from their new Port Westward power facility. The Climate Trust will be transacting for the ownership of carbon dioxide offsets through offset purchase agreement contracts. The Trust is interested primarily in projects seeking more than \$1 M in carbon funding (total project costs can be greater) and expects to fund projects at a carbon price of \$5/metric ton carbon dioxide. There is no geographic constraint on projects that can be funded. There is a \$500 application fee due for each submitted proposal. There are other fees that will be assessed. More information on the RFP process is available at: http://www.climatetrust.org/solicitations_2005_RFP.php If you need assistance with the downloads or have any questions, please contact Ted Presberg tpresberg@climatetrust.org, or call 503-238-1915.

The **USDA, Cooperative State Research, Education, and Extension Service, Office of Extramural Programs**, is offering the Small Business Innovation (SBIR) Grants. The purpose of the SBIR program is to provide an opportunity for US-owned, for-profit small business firms to submit innovative, applied, research and development projects that address important problems facing American agriculture and have the potential to lead to significant public benefit if the research is successful. Research proposals are accepted in any of the following topic areas: 1) Forests and Related Resources; 2) Plant Production and Protection; 3) Animal Production and Protection; 4) Air, Water and Soils; 5) Food Science and Nutrition; 6) Rural and Community Development; 7) Aquaculture; 8) Industrial Applications; 9) Marketing and Trade; 10) Wildlife; 11) Animal Waste Management; and 12) Small and Mid-Size Farms. The SBIR program exists in three phases. The purpose of Phase I is to prove the scientific or technical feasibility of the proposed research and development effort. Phase I projects typically are for 8 months. Phase II is the principal research and development effort and often involves moving the project from the laboratory to the field or the development of prototypes. Phase II projects typically are for 24 months. Phase III is the commercialization phase and there is no SBIR support provided for this phase. The RFA for FY 2006 was released on June 2, 2005 and **Phase I**

applications are due on September 1, 2005. Phase II applications are due by February 2, 2006. For more information, go to: http://www.csrees.usda.gov/funding/rfas/sbir_rfa.html, or <http://fedgrants.gov/Applicants/USDA/CSREES/OEP/USDA-GRANTS-060105-001/Grant.html>.

Washington Technology Center's Research & Technology Development Grant Program (RTD) is soliciting grants. **Notices of intent to apply for Fall 2005 awards, are due September 9, 2005.** Final proposals are due October 13, 2005. The Washington Technology Center's Research & Technology Development Grant Program (RTD) supports research projects in Washington State that have near-term potential for commercialization. Projects must partner with Washington companies with academic or non-profit research teams. Preference is given to small companies (250 employees or fewer). Up to \$240 k will be available per project. For more information, go to: <http://www.watechcenter.org/index.php?p=RTD+Grant+Program&s=66>.

Conferences and Workshops

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 the U.S. Department of Energy's (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>.

The **EPA** is hosting the **2005 Air Innovation Conference**, from August 24 – 26, in Chicago, Illinois. Air Innovations conference is a forum for providing Federal, State, local and tribal air professionals and others with up-to-date information on new and innovative approaches and technologies to help achieve clean air goals. For more information, go to: <http://www.cleanairinfo.com/airinnovations2005/index.htm>.

The North American International Powertrain Conference is being held September 7-9, 2005. It will be located in the Hilton Toronto, in Toronto, Ontario. Registration completed by August 19, 2005 will save \$100 on the conference fee. More information is available online at: <http://www.sae.org/events/naip/>.

The **2005 SAE Future Transportation Technology Conference** is being held September 7-9, 2005 at the Illinois Institute of Technology in Chicago, Illinois. More information is available online at: <http://www.sae.org/events/ftt/>.

Eastern Biofuels Conference and Expo 2005 will bring a global perspective with topics covering ethanol, biodiesel and biomass. Learn how European countries are making the most of their natural resources using rapeseed, sorghum, grain, and native grasses. The Conference and Expo will be held September 13-15, 2005 in Warsaw, Poland. For registration and more information, go to: <http://www.easternbiofuels.com/>.

The **Air and Waste Management Association**, Pacific North West International Section and the Puget Sound Chapter are holding a conference/workshop on **Ultra-Low Sulfur Diesel and Clean Diesel Engines, Staying Alive after 2005 on September 15, 2005** in Seattle, Washington, at the Seattle-Tacoma Airport (SeaTac). Another conference will be held in **Anchorage, Alaska on September 16, 2005**. More information is available online at: www.pnwis.org.

American Filtration and Separation Society (AFS) is holding the **2005 International Topical Conference and Exposition** about, “**Diesel and Gas Engine Emission Solutions**,” held from September 19-22, 2005 at the Kensington Court Hotel in Ann Arbor, Michigan. More information is available online at: <http://www.afssociety.org/conferences/2005fallemissions.htm>.

SAE International is holding a “**Heavy Duty Diesel Emissions Control Symposium**,” from September 20-22, 2005 at Hotel 11 in Göteborg, Sweden. Registration by September 9, 2005 can save \$100 on the conference fee. The symposium will deal with retrofit projects for heavy-duty diesel vehicles and will focus on the latest emission-control research and development.

International Trade Fair and Conference for Renewable Energy and Energy Efficiency. The International Trade Fair and Conference for Renewable Energy and Energy Efficiency will September 22nd - 25th, 2005, in Fairground Augsburg, Germany. For more information, go to: <http://www.renexpo.de/engl/index.htm>.

RENEXPO® 2005, International Trade Fair and Conference for Renewable Energy and Energy Efficiency is being held on **September 22nd - 25th, 2005**, at the Fairground in Augsburg, Germany. Three conferences will be held under one roof. INTERCARBON® and IHE® WoodEnergy will run simultaneous with RENEXPO®, the leading fair for renewable energy and energy efficient construction. In addition, for the first time in 2005 reCONSTRUCT®, the conference on construction and reconstruction, has been reorganized into an additional fair that will run in parallel to RENEXPO®/IHE® WoodEnergy. Augsburg is thus Germany’s leading location for renewable technology – particularly wood energy – and energy efficient construction and reconstruction, and also now a leader in emission trading.

In 2004, more than 1,000 conference participants, 240 exhibitors, and 10,700 visitors from 30 countries convened at this leading event to discuss the latest trends and conduct business. At the center of RENEXPO® 2005 you will find hundreds of exhibitors from the renewable energy industry. This makes RENEXPO® 2005 a must for all innovative businesses in the fields of manufacturing, trade, and services. Foreign exhibitors in 2004 amounted to 20%. For more information, and to register, go to: <http://www.renexpo.de/engl/index.htm>.

Marine Fuel Sustainability Conference is being hosted by **The BunkerWorld Forum** on October 5-7, 2005 in San Francisco, CA. This is an opportunity to engage with industry representatives and regulators alike to de-

bate and discuss the issue of marine emissions reductions in California, the Americas west coast, Pacific Rim and beyond. Attendees will include key Asian and North American shipping lines, refiners from North and South America, marine fuel suppliers, traders and brokers from across the globe, environmental groups, port authorities, and a number of governmental and non-governmental representatives. For more information, go to <http://www.bunkerworld.com/events/sanfran2005.html>.

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

Mining Diesel Emissions Conference will be held from October 12-14. It will be located in Toronto, Canada. For more information, go to: <http://www.dieselnet.com/mdec/>.

The **Texas General Land Office** is hosting the **Border Energy Forum XII United States – Mexico: Moving Together for a Clean Energy Future**, October 13 – 14, 2005 in Santa Fe, New Mexico. **Border Energy Forum XII United States – Mexico: Moving Together for a Clean Energy Future**. A vibrant and growing economy consistent with a clean and healthy environment for both sides of the border has been the vision shared by Border Energy Forum participants and organizers since the first forum was held in El Paso in 1994. For more information, go to: <http://www.glo.state.tx.us/energy/border/forum/12/index.html>.

The **2005 Railroad Environmental Conference** will be held 25-27 October on the campus of the **University of Illinois at Urbana-Champaign**. RREC-2005 will feature

presentations by railroaders, consulting engineers, academics and others involved in all aspects of railroad environmental topics. Presentation topics will include: pollution prevention; energy, emissions and air quality; noise and vibration; environmental management systems; compliance; risk and liability management; remediation; and training.

All individuals interested in the topics to be presented are encouraged to attend. We expect representatives from all of the Class 1 railroads, as well as short line, passenger, commuter, and rail transit organizations to be in attendance. In addition, most of the major environmental engineering consulting firms serving the railroad industry will be represented. Environmental researchers from academia and representatives from environmental regulatory agencies are also expected.

The conference is co-sponsored by The Association of American Railroads (AAR), the American Railway Engineering & Maintenance of Way Association (AREMA), the American Short Line and Regional Railroad Association (ASLRA), and the American Railway Development Association (ARDA).

AREMA Committee 13 and the AAR Environmental Affairs Committee are expected to hold their fall meeting in conjunction with the conference. For more information, go to: <http://sftp.cee.uiuc.edu/research/railroad/RREC/overview.asp>.

The **National Renewable Energy Laboratory (NREL)**, the **California Energy Commission**, and the **Environmental Business Center** are holding the 18th Industry Growth Forum, November 7-9, 2005, in San Francisco, California. Applications to present at this forum will start to be accepted in May 2005. NREL's Industry Growth Forum is the premiere clean energy investment forum because of the number of investors and caliber of entrepreneurial companies it attracts, but also because of its unique format and window on the energy future.

The **National Biodiesel Conference and Expo 2006** is scheduled for February 5 – 8, 2006, in San Diego, California. The Expo is sure to attract a record number of biodiesel marketers, consumers, feedstock growers, fuel distributors, government leaders and biodiesel users. The national Biodiesel Board is planning a rich educational program featuring presentations and discussions from the industries most influential and knowledgeable leaders. For more information, go to: <http://www.biodiesel.org/expo2006/>.

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>.

The Universities of Leeds and Minnesota are holding a short CPD course on “**Diesel Particulates and NOx Emissions**,” to be held Monday, October 17 through Friday, October 21, 2005. The course will be held at the United States Council for Automotive Research in Southfield, Michigan. The course is designed for diesel and petroleum engineers and researchers dealing with emission-controls. More information is available at: http://www.leeds.ac.uk/fuel/shortc/diesel_usa.htm.

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>.

The **Intermodal Association of North America (IANA)** is hosting the 2005 **Intermodal Expo**, November 12 – 15, 2005, at the Anaheim Convention center in Anaheim, California. The Intermodal Expo is a multimodal freight transportation exhibition, and is one of the most respected trade shows in both the domestic and international arenas, introducing more products and services than any other transportation or logistics conference of its kind. This is the show where companies showcase the latest innovations in information technology applications and management tools for freight transportation and distribution operations. For more information, go to: <http://www.intermodal.org/expo/>.

On-line Resources

The **Western Regional Air Partnership (WRAP) Mobile Sources Forum (MSF)** is responsible for investigating/recommending mobile source control measures to member states and tribes to address regional haze and other

air quality issues. The MSF has chosen to focus on existing offroad diesel engines because they are a growing source of regional haze precursors. The goal of the WRAP Offroad Retrofit Program is to promote the reduction from existing offroad diesel engines by providing a wide variety of professional support services to WRAP members and equipment owners/operators. For more information on upcoming conferences and grants, links to other retrofit programs, vendor verification status and retrofit guidance and rule updates go to: <http://www.wrapair.org/forums/msf/offret.html>.

Toolkit for Reducing Diesel Emissions at Schools. Produced by the **New England Asthma Regional Council**, the Toolkit for Reducing Diesel Emissions is designed to help school communities, environmental officials, and others make informed decisions about ways to reduce harmful diesel emissions from school buses. It includes materials created by the Asthma Regional Council and resources developed by numerous organizations and agencies around the country. Originally designed to support activities in New England, the resources may benefit others seeking to improve the health of America’s school children by reducing diesel bus emissions. For more information and to download the toolkit go to: <http://www.asthmaregionalcouncil.org/about/BusToolkit.htm>.

Emission Reduction Incentives for Off-Road Diesel Equipment Used in the Port and Construction Sectors. This report analyzes different incentives to reduce diesel emissions from off-road equipment used in the port and construction sectors. This report has broad appeal to anyone interested in learning what kinds of incentives show potential for helping businesses in other sectors reduce their emissions. To read the final report, go to: http://www.epa.gov/sectors/pdf/emission_20050519.pdf.