

National Idling Reduction Network News

October 2010

SOLICITATIONS FOR FUNDING AND AWARDS

[Brown text indicates a new entry, or updated information, since last month.]

ORGANIZATION	PROJECT	FUNDING	DEADLINE	WEBSITE
California Air Resources Board (CARB)	Clean Vehicle Rebate Project	\$4.1 million	First come, first served.	http://energycenter.org/index.php/inc-entive-programs/clean-vehicle-rebate-project
CARB	On-Road Heavy-Duty Vehicle Loan Program	~\$48 million for loan guarantees	Rolling deadline until funds are awarded.	http://www.arb.ca.gov/ba/loan/on-road/documents/hdvloanprogram.pdf
Climate Trust	Greenhouse Gas Offset Projects	\$8 million	Rolling deadline until funds are awarded.	http://www.climatetrust.org/apply.html
Efficiency Maine	Small Business Low Interest Loan Program	Indeterminate	Rolling deadline until funds are awarded.	http://www.energymaine.com/at-work-for-small-business/loan-programs
Minnesota Pollution Control Agency	Small Business Auxiliary Power Unit (APU) Loan Program	\$192,000	Rolling deadline until funds are awarded.	http://www.pca.state.mn.us/program/sbomb_loan.html#evaluation
Owner-Operator Independent Drivers Association (OOIDA)	Financial assistance for the installation of ~240 APUs in U.S. Environmental Protection Agency's (EPA) Regions 6 and 7	\$1 million	Rolling deadline until funds are awarded.	(800) 444-5791
Pittsburgh Public Schools, the Heinz Endowments, Clean Water Action, Group Against Smog and Pollution, and the Clean Air Task Force	Pittsburgh Healthy School Bus Fund	\$500,000	Rolling deadline until funds are awarded.	http://www.dieselfretrofitrebate.org
Metropolitan Washington Council of Governments (COG), in collaboration with the District Department of the Environment, the District Department of Transportation, and the Maryland Department of the Environment	Driver Recognition Program—2010 Diesel Idle Reduction Campaign	N/A	Rolling deadline—the 15th of every month.	http://www.turnyourengineoff.org/campaign_recognition.html

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U.S. Department of Energy (DOE)	2011 Phase I Small Business Innovation Research (SBIR) Small Business Technology Transfer (STTR)	~ \$38 million	November 15, 2010	https://www.fedconnect.net/FedConnect/?doc=DE-FOA-0000413&agency=DOE
North Central Texas Council of Governments (NCTCOG)	North Central Texas Clean School Bus Program 2010 Call for Projects	~ \$600,000	November 19, 2010	http://www.nctcog.org/cleanschoolbuses
The Port of Long Beach and Port of Los Angeles	Request for Information for Ocean-Going Vessel At-Berth Emissions Reduction Technologies for Use at the Port of Long Beach and the Port of Los Angeles	NA	November 19, 2010	http://www.polb.com/economics/contractors/rfq_rfp/request.asp?bidID=121
CARB	Hybrid Truck and Bus Voucher Incentive Project (HVIP)	\$19 million	November 22, 2010	http://www.arb.ca.gov/msprog/aqip/solicitations.htm
Kentucky Division for Air Quality	Clean Diesel Grant Program	\$235,000	November 23, 2010	http://air.ky.gov/Pages/KentuckyCleanDieselGrantProgram.aspx
Oklahoma Department of Environmental Quality	Clean Diesel Grant Program	\$200,000	November 24, 2010	http://www.deq.state.ok.us/AQDnew/cleandiesel/dera5.html
Michigan Department of Natural Resources and Environment	Diesel Emissions Reduction Act (DERA) 2010–2011 Request for Projects (RFP) Competition	~ \$1 million	November 29, 2010	http://www.michigan.gov/deq/0,1607,7-135-3310-198413--,00.html (scroll down to State of Michigan Grants)
U.S. EPA	National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals	~ \$32 million	January 13, 2011	http://www.epa.gov/cleandiesel/grantfund.htm#over
North Carolina Division of Air Quality	2011 Diesel Emission Reduction Grant Program	\$350,000	January 17, 2011	http://www.ncair.org/motor/DERG/
North Carolina Division of Air Quality	North Carolina State APU and 2010 Compliant Heavy-Duty Truck Rebate Program	\$141,500 (as of November 1, 2010)	March 31, 2011	http://www.ncair.org/motor/Rebates/
Cascade Sierra Solutions	Great SmartWay Rebate Program (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut)	~\$600,000 (as of September 30, 2010)	May 31, 2011	https://secure.cascadesierrasolutions.org/
Climate Change Central	Trucks of Tomorrow Rebate Program (Alberta, Canada)	Can\$2 million	December 31, 2011	http://www.trucksoftomorrow.com/pages/trucking/index.php

REGULATORY NEWS

Another Try: Federal Tax Credit for Idling Reduction Devices

On September 29, 2010, New Mexico Senator Jeff Bingaman (D) introduced Senate Bill 3935, which includes a provision for tax credits for the purchase of idling reduction technologies. According to *Land Line*, the proposed tax credits, which would be calculated according to the efficiency of the idling reduction device (as measured in gallons of diesel fuel consumed per hour), would range from \$800 to \$5,000. The bill, entitled, “To amend the Internal

Revenue Code of 1986 to improve and extend certain energy-related tax provisions, and for other purposes,” is currently in committee. For more information, please see

http://www.landlinemag.com/todays_news/Daily/2010/Oct10/100410/100710-01.htm. To read the text of the bill and to follow the legislation, please go to <http://www.govtrack.us/congress/bill.xpd?bill=s111-3935>.

EPA and NHTSA Propose Standards for Medium- and Heavy-Duty Vehicles

On October 25, 2010, EPA and the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced a first-of-its-kind program to reduce greenhouse gas emissions and to improve the fuel efficiency of medium- and heavy-duty vehicles. The agencies’ complementary standards would cover vehicle model years 2014–2018.

According to EPA and NHTSA, these standards, if implemented, will reduce greenhouse gas emissions by nearly 250 million metric tons and save about 500 million barrels of oil over the lifetimes of the vehicles sold for model years 2014–2018.

The proposed regulations are the agencies’ response to a Presidential Memorandum issued on May 21, 2010, regarding a plan to ensure the production of cleaner vehicles. In the memorandum, President Obama expressed the goal of having a final rule issued by July 30, 2011.

After the proposal has been announced in the *Federal Register*, a 60-day comment period will begin. Two public hearings are planned, one for November 15, 2010, in Chicago, Illinois, and one for November 18, 2010, in Cambridge, Massachusetts. For more information, please see <http://www.epa.gov/otaq/climate/regulations.htm> and <http://www.nhtsa.gov/fuel-economy>.

AWARDS AND RECOGNITION

ORGANIZATION	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Idle Free Systems (Watertown, Wisconsin)	Wisconsin Department of Administration (State Energy Program)	The expansion of production capabilities at the company’s Watertown, Wisconsin, plant, which manufactures battery-powered, idle-elimination systems for over-the-road trucks	\$450,000

ORGANIZATION	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Leonardo Academy (Madison, Wisconsin)	EPA Region 5 and Midwest Clean Diesel Initiative	Clean diesel projects, including the implementation of idle reduction technologies, to reduce fuel emissions from long-haul trucks, school buses, and municipal bus fleets	\$600,000
Maryland Transit Administration	U.S. EPA	Assistance in funding the replacement of a conventional switcher locomotive engine with ultra-clean generator set (gen-set) technology	\$975,000
Seattle-Tacoma International Airport	Federal Aviation Administration	Voluntary Airport Low Emissions (VALE) grant to help fund a project to allow aircraft to hook up to preconditioned air at each gate, allowing planes to turn off their APUs	\$18.3 million

REPORTS AND OTHER RESOURCES OF INTEREST

SOURCE	TITLE	WEBSITE OR CONTACT
EPA and NHTSA	Draft Regulatory Impact Analysis: Proposed Rulemaking To Establish Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles	http://www.epa.gov/oms/climate/regulations/420d10901.pdf
EPA, NHTSA, and CARB	Interim Joint Technical Assessment Report: Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards for Model Years 2017–2025	http://www.epa.gov/oms/climate/regulations.htm#ew1
Diesel Technology Forum	Preparing Your DERA Grant Application: What You Need To Know for FY2011 (archived webinar from October 5, 2010)	http://www.dieselforum.org/multimedia/webinars
Oregon Department of Environmental Quality	Improving Truck Efficiency and Reducing Idling (Final Report Submitted to House Interim Committee on Environment and Water and Senate Interim Committee on Environment and Natural Resources)	http://www.deq.state.or.us/aq/committees/TruckEfficiencyStudyGrp.htm
Argonne National Laboratory	To Idle or Not To Idle: That Is the Question	http://www.transportation.anl.gov/pdfs/EE/642.PDF
University of California, Riverside, College of Engineering—Center for Environmental Research and Technology	Evaluating Emissions Benefits of a Hybrid Tug Boat, Final Report (prepared for CARB)	http://www.arb.ca.gov/ports/marinevevess/harborcraft/documents/hybridreport1010.pdf

UPCOMING MEETINGS AND EVENTS

[Brown text indicates a new entry since last month.]

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
EPA National Funding Assistance Program Webinars	Webinar for Regions 1–4: November 9, 2010, 10:00 a.m. EST Webinar for Regions 5–7: November 9, 2010, 3:00 p.m. EST Webinar for Regions 8–10: November 10, 2010, 3:00 p.m. EST		http://www.epa.gov/otag/diesel/prgnational.htm#info
Transportation Research Board (TRB) Webinar: Tools to Evaluate Carbon Emissions from Transportation Agencies/Multipollutant Effects of Emission Control Strategies	Webinar	November 10, 2010	https://www1.gotomeeting.com/register/878091352
TRB 90th Annual Meeting	Washington, D.C.	January 23–27, 2011	http://www.trb.org/AnnualMeeting2011/Public/AnnualMeeting2011.aspx
Society of Automotive Engineers Government/ Industry Meeting (in conjunction with the Washington, D.C., Auto Show)	Washington, D.C.	January 26–28, 2011	http://www.sae.org/events/gim/
Green Truck Summit	Indianapolis, Indiana	March 7–8, 2011	http://www.calstart.org/Events/CALSTART-Events/Green-Truck-Summit.aspx
Government Fleet Expo & Conference (GFX)	San Diego, California	June 6–8, 2011	http://www.governmentfleetexpo.com/

PORTS

Cold Ironing Comes to the Port of San Francisco

The Port of San Francisco has become the first California port—and the fourth port in the world—to provide shoreside electrical power for cruise ships at berth. On October 6, 2010, Princess Cruises’ *Island Princess* turned off its engines and plugged in at Pier 27 to receive electrical power. The shoreside power is generated by the Hetch Hetchy water system, in which water travels, via gravity, from Yosemite to the San Francisco Bay Area.

The EPA, through the West Coast Collaborative, helped fund the electrification of the Port of San Francisco’s Pier 27 by awarding \$1 million to the Port to build the infrastructure to electrify the cruise ships that berth at the Pier. The Bay Area Air Quality Management District’s Carl Moyer Program and San Francisco’s Public Utilities Commission also provided support. According to the Port of San Francisco, the other ports that have

shoreside power for cruise ships are Juneau, Alaska; Seattle, Washington; and Vancouver, Canada. More information is available at

<http://www.sfport.com/index.aspx?page=1497&recordid=17&returnURL=%2findex.aspx>.

RAILROADS

Locomotive Idling: Federal Appeals Court Rules against SCAQMD

A federal appeals court has ruled against California's South Coast Air Quality Management District (SCAQMD), which sought to limit emissions from idling trains through regulations issued in late 2005 and early 2006. The Association of American Railroads, with the BNSF Railway Company and Union Pacific Railroad, challenged SCAQMD's rules in a lawsuit heard in U.S. District Court, which ruled against SCAQMD. The appeals court three-judge panel that heard the case this summer upheld the lower court's finding that SCAQMD's rules interfered with interstate commerce.

"Because ICCTA [Interstate Commerce Commission Termination Act of 1995] 'preempts all state laws that may reasonably be said to have the effect of managing or governing rail transportation,' ICCTA preempts the District's rules here," wrote one of the judges in the opinion. For more on the court's ruling, please see <http://www.courthousenews.com/2010/09/16/30409.htm> and www.ca9.uscourts.gov/datastore/opinions/2010/09/15/07-55804.pdf.

Baltimore Gets a Gen-Set

Maryland has received its first ultra-low emission gen-set locomotive. Introduced on October 26, 2010, at a public event at Baltimore's Camden Station, the CSX gen-set switcher locomotive will reduce emissions and fuel use at CSX's Curtis Bay Yard in Baltimore. Gen-sets monitor engine idling and switch to "sleep mode" after a period of inactivity, thus reducing nitrous oxide and particulate matter emissions by approximately 80% and carbon dioxide emissions by up to 25%, according to CSX. An EPA grant, funded by the American Reinvestment and Recovery Act (ARRA), covered 65% of the \$1.4 million required for the project, and CSX contributed the remaining funds. For more information, please see <http://www.csx.com/index.cfm/media/press-releases/major-public-private-partnership-brings-cleaner-air-to-maryland/>. (Photo by Terry Levinson)



RECURRING FEATURES

Currently Available Idling Reduction Equipment

The Alternative Fuels and Advanced Vehicles Data Center (AFDC) of the DOE Office of Energy Efficiency and Renewable Energy (EERE) identifies manufacturers of idle reduction equipment and provides links to their websites. More information is available at http://www.afdc.energy.gov/afdc/vehicles/idle_reduction_equipment.html.

For EPA-verified idle reduction technologies in eight categories, please visit EPA's SmartWay Transport website at <http://www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm>.

Status of the 400-Pound Weight Exemption for Idling Reduction Devices

[Ed. note: The Energy Policy Act of 2005 allowed for a national 400-pound exemption for the additional weight of idling reduction technology on heavy-duty vehicles. Each state can adopt this exemption, at its own discretion, without being subject to any penalty provision related to withholding of highway trust fund monies.]

The following table is updated as we become aware of changes. As time permits, we will provide URLs so that interested parties, such as trucking companies, can work with their state trucking associations to be sure that enforcement officials are aware of changes in the laws. Please feel free to provide us with updates.

State Recognition of the 400-Pound Auxiliary Power Unit Exemption to GVW Limit: 23 CFR 658.17(n)						
Alabama	<i>District of Columbia</i>	Kansas	Mississippi*	New York	South Carolina	West Virginia
Alaska	Florida	<i>Kentucky</i>	Missouri	<i>North Carolina</i>	South Dakota*	Wisconsin
Arizona	Georgia	Louisiana*	Montana*	North Dakota	<i>Tennessee</i>	Wyoming*
Arkansas*	<i>Hawaii</i>	Maine	Nebraska	Ohio*	Texas*	
<i>California</i>	Idaho*	Maryland*	Nevada*	Oklahoma	Utah*	
Colorado	Illinois*	Massachusetts	New Hampshire*	Oregon	Vermont*	
Connecticut	Indiana	Michigan*	New Jersey*	Pennsylvania	Virginia	
Delaware	Iowa*	Minnesota	New Mexico	<i>Rhode Island</i>	Washington	

States in **black** allow the 400-lb weight exemption (asterisk means that the allowance is granted by enforcement policy rather than by state law); states in *gray* do not permit the exemption; and states in **brown** have legislation in process.

Summary of State and Municipal Idling Regulations

The most current information about idling regulations, for both states and municipalities, is available at http://atri-online.org/index.php?option=com_content&view=article&id=164&Itemid=70 and http://www.afdc.energy.gov/afdc/progs/all_state_summary.cgi?afdc/0.

If information for your state or municipality is outdated or erroneous, please let us know. This newsletter is also a place to let people know about possible changes in laws or regulations or the solicitation of comments related to such.

Incentives and Funding Opportunities for Idling Reduction Projects

The DOE Clean Cities program provides a listing of federal and state programs that offer incentives and funding for idling reduction projects. Information can be found at http://www.afdc.energy.gov/afdc/progs/fed_summary.php/afdc/US/0. Let us know if any information needs to be changed or updated.

Additionally, the EPA Diesel Collaboratives offer news of available grant and loan programs. For the Northeast Diesel Collaborative (Regions 1 and 2), see <http://northeastdiesel.org/funding.html>; Mid-Atlantic Diesel Collaborative

(Region 3), <http://www.dieselmideatlantic.org/diesel/funding.htm>; Southeast Diesel Collaborative (Region 4), <http://www.southeastdiesel.org/funding.html>; Midwest Clean Diesel Initiative (Region 5), <http://www.epa.gov/midwestcleandiesel/grants/index.html>; Blue Skyways Collaborative (Regions 6 and 7 plus Minnesota), <http://www.blueskyways.org/funding/index.html>; Rocky Mountain Clean Diesel Collaborative (EPA Region 8), <http://www.epa.gov/region8/air/rmcdc/>; and West Coast Collaborative (EPA Regions 9 and 10 plus Canada and Mexico), <http://www.westcoastcollaborative.org/grants.htm>.

Tools Available to Calculate the Cost of Idling Reduction Equipment

There are a number of tools available to workplace and truck fleet managers, owner-operators, and locomotive engineers to help determine the costs and benefits of paying for and installing idle-reduction equipment. A site from Canada that quantifies the costs of workplace idling is also

included. The calculators are provided as tools of possible benefit; their accuracy has not been verified. Any new entry this month is shown in brown. If you are aware of other sources of information that may be of possible interest to newsletter readers, please let us know.

- Argonne National Laboratory (<http://www.transportation.anl.gov/pdfs/TA/361.pdf>)
- Autotherm (<http://autothermusa.com/wordpress/calculate-idling-costs-savings/>)
- DOE Clean Cities program (<https://www.afdc.energy.gov/afdc/prep/index.php>)
- EPA (<http://www.epa.gov/otaq/smartway/calculator/loancalc.htm>)
- Espar (<http://www.espar.com/html/service/calculator/calculator.html>)

- Fraser Basin Council (<http://web.memberclicks.com/mc/page.do;jsessionid=d0301a9d9869fa88bfd51e50592a377d5d48?sitePageId=40919&orgId=clcc>)
- Hotstart (<http://www.hotstart.com/fuel-consumption-calculator/>)
- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?selectionNumber=13361&nodeNumber=1&contentNumber=102>)

- LifeForce (<http://lifeforceapu.com/files/LifeforceCalculator.xls>)
- Natural Resources Canada (http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idling_impact-workplace.cfm?attr=16)
- Odyssey Battery (<http://www.odysseybattery.com/fleet.html>)
- Thermo King (<http://www.thermoking.com/tripac/>)
- Webasto (http://www.techwebasto.com/calculators/heater/heater_fuel_calculator_us.htm)

Locations of Electrified Parking Spaces

In collaboration with the U.S. DOT, the DOE Clean Cities program has a website showing the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in at least 16 states. CabAire, EnviroDock, IdleAire, and Shorepower Technologies installations are listed at http://www.afdc.energy.gov/afdc/progs/tse_listings.php.

Another resource is the EPA SmartWay Interactive Activity Map, which

features data from SmartWay Partners, National Transportation Idle-Free Corridors, National Clean Diesel Campaign Retrofit projects, School Bus USA projects, ethanol (E-85) and biodiesel fueling station projects, and other related sources. The maps enable visualization of the location of specific fuel consumption and pollution reduction projects. The maps also help users locate the nearest electrified truck stop and the nearest public alternative-fuel filling station. For more information, please go to http://epamap10.epa.gov/website/irim_us_map.asp.

How to Find Back Issues of *National Idling Reduction Network News*

All issues of *National Idling Reduction Network News* may be found at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html. Additionally, a compendium of all previous issues is available on the site; this PDF file is especially useful for conducting searches of all issues of the newsletter.

Please be mindful that web links may expire or move over time and that some sources require registration. If you have trouble opening a link, try copying and pasting it, or retype the URL in your browser window.

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