

National Idling Reduction Network News

August 2011

SOLICITATIONS FOR FUNDING AND AWARDS

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

ORGANIZATION	PROJECT	FUNDING	DEADLINE	WEBSITE
Bay Area Air Quality Management District (BAAQMD)	Carl Moyer Memorial Air Quality Standards Attainment Program	\$14 million	First come, first served.	http://www.baaqmd.gov/?sc_itemid=08F9594F-BF34-4A2A-BD38-9A3D0CCFF8F8
California Air Resources Board (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	\$6 million (as of January 2011)	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	\$110,000 (as of August 23, 2011)	Rolling deadline until funds are awarded.	http://www.pca.state.mn.us/sbiz7d9
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—Diesel Idle Reduction Campaign	N/A	Rolling deadline—the 15th of every month.	http://www.turnyourengineoff.org/campaign_recognition.html
Utah Department of Environmental Quality	Utah Clean Diesel Program	Indeterminate	Rolling deadline until funds are awarded.	www.cleandiesel.utah.gov
New York State Energy Research and Development Authority (NYSERDA)	Advancing Livable Communities through Sustainable Transportation	\$1.5 million	September 7, 2011	http://www.nysesda.org/funding/2314pon.asp
NYSERDA	Advanced Transportation Technologies	\$3.5 million	September 8, 2011	http://www.nysesda.org/funding/2271pon.asp

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ORGANIZATION	PROJECT	FUNDING	DEADLINE	WEBSITE
National Marine Manufacturers Association (NMMA)	International BoatBuilders Exhibition and Conference (IBEX) Innovation Awards (includes shore power systems)	N/A	September 20, 2011	http://www.bymnews.com/news/newsDetails.php?id=88247
U.S. Department of Transportation (DOT)	TIGER III (Transportation Investment Generating Economic Recovery)	\$527 million	October 3, 2011, for pre-applications; October 31, 2011, for final applications	http://www.dot.gov/tiger/
California Energy Commission	Advanced Medium- and Heavy-Duty Vehicle Technologies Pre-Commercial Demonstrations (Alternative and Renewable Fuel and Vehicle Technology Program)	\$8.94 million	October 7, 2011	http://www.energy.ca.gov/contracts/index.html
Society of Automotive Engineers (SAE)	Environmental Excellence in Transportation (E2T) Award	N/A	October 15, 2011	http://www.sae.org/news/awards/list/e2t/
Washington State Department of Ecology	Washington State Clean Diesel Grant Program	\$7 million	October 17, 2011	http://www.ecy.wa.gov/programs/air/cars/DieselGrantPage.htm
NYSERDA	New York State Clean Air School Bus Program, Round 3 (now includes coolant heaters)	~\$2.6 million	December 30, 2011 (or when all funds are exhausted)	http://www.nyserda.org/funding/1896summary.pdf
Climate Change Central	Trucks of Tomorrow Rebate Program (Alberta, Canada)	Can\$2 million	December 31, 2011	http://www.trucksoftomorrow.com/pages/trucking/index.php
Ohio Environmental Protection Agency (EPA)	Clean Diesel School Bus Fund Retrofit Grants Program	\$300,000	March 1, 2012	http://www.epa.ohio.gov/oeef/schoolbus.aspx
Cascade Sierra Solutions	Shorepower Truck Electrification Project (STEP) Rebate Program	\$10+ million	March 31, 2013	https://csswebform.org/WebForm/TSE_home.aspx

REGULATORY NEWS

EPA and NHTSA Issue Final Rules for Medium- and Heavy-Duty Vehicles

The EPA and the National Highway Traffic Safety Administration (NHTSA) have published the final rules for Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles. The EPA is adopting the emissions standards under the Clean Air Act, and NHTSA is adopting the fuel efficiency standards under the Energy Independence and Security Act.

Affected vehicles will include combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles weighing $\geq 8,500$ pounds manufactured from 2014 through 2018. By 2018, the vehicles will be required to achieve fuel reductions from approximately 10% (vocational vehicles, such as delivery trucks and garbage trucks) to 20% (semi trucks). According to press releases issued by both agencies, the standards are expected to save more than 500 million barrels of oil and yield an estimated

\$50 billion in fuel savings to vehicle owners over the life of model-year 2014–2018 vehicles. A second phase of regulations is planned for vehicles manufactured after 2018.

While the agencies are not mandating the use of idle reduction or idle shutdown devices, they are allowing their use as part of an array of technologies that will help vehicles meet the new standards.

The rulemaking was achieved with input from industry, state governments, and transportation associations. An EPA fact sheet is available at <http://www.epa.gov/otaq/climate/documents/420f11031.pdf>, and the link <http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/Factsheet.08092011.pdf> hosts the NHTSA fact sheet. For the final rule, please go to <http://www.epa.gov/otaq/climate/documents/ghg-hd-rule.pdf>.

Ann Arbor Proposes an Idling Ban with Bite

The City Council of Ann Arbor, Michigan, is considering an ordinance, proposed by the city's Environmental Commission, that would ban vehicle idling. Unoccupied vehicles could not be left running, and an occupied vehicle could idle for no more than 5 minutes. The minimum fine for each violation would be \$100. For commercial vehicles, however, the minimum fine would be \$500 for the vehicle owner, in addition to a minimum fine of \$100 for the vehicle operator. According to AnnArbor.com, the first 6 months would be an educational period; no fines would be levied.

If a poll run by AnnArbor.com ([AnnArbor.com poll](#)) is accurate, popular response is unfavorable; nearly 80% of more than 2,000 respondents said

that they believe an anti-idling ordinance is unnecessary. Other towns, such as Boise, Idaho (see the new Education, Outreach, and Campaigns section of the newsletter), are approaching idling reduction strictly from a public education angle.

Washtenaw County, which includes Ann Arbor, has been designated as a moderate nonattainment area for EPA National Ambient Air Quality Standards (NAAQS) for ground-level ozone and particulate matter (PM_{2.5}). Information about the city's draft proposed ordinance is available at <http://www.annarbor.com/idlindordinance.pdf>.

AWARDS AND RECOGNITION

RECIPIENT	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Brattleboro Memorial Hospital (Brattleboro, Vermont)	Vermont Agency of Natural Resources	Purchase and installation of kiosks to provide electricity to ambulances to power medical and other onboard electronic equipment without use of the main vehicle engine	\$43,000
Cyclone Power Technologies (Pompano Beach, Florida)	U.S. Army/Tank Automotive Command	Development and installation of an all-fuel capable, 10-kW APU for ground-combat vehicles to eliminate the need to the run the main engine for vehicle accessories	\$1.4 million
International Electronic Machines (Troy, New York)	NYSERDA	Continued development of an infrared technology for the inspection of trucks traveling at highway speeds; with this technology, only those trucks that demonstrate mechanical issues would be signaled to pull over for a full inspection, reducing the number of idling trucks in the inspection line	\$250,000
Michigan Department of Transportation	FHWA	Development of Michigan's I-94 Truck Parking and Information Management System, which will deliver information about parking availability to truck drivers in real time	\$4.48 million
Minnesota Department of Transportation	FHWA	Development of Minnesota's Comprehensive System for Assessing Truck Parking Availability, which will deliver information about parking availability to truck drivers in real time	\$2.05 million
University of California, Riverside, Center for Environmental Research and Technology	U.S. Department of Energy (DOE)	Evaluation of technologies that provide feedback, including idling time, to drivers of passenger and fleet vehicles, the goal of which is to reduce emissions and fuel use by up to 30%	\$1.2 million
D & D Trucking (Texas)	North Central Texas Council of Governments (NCTCOG)	Purchase and installation of 1 APU	\$5,000
Eads Trucking, LLC (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000
Mr. Tom Farlin, Owner-Operator (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000
Mr. Jose Garcia, Owner-Operator (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000
K.P. Henderson Trucking (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000

RECIPIENT	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Mr. Chaska Killman, Owner-Operator (Texas)	NCTCOG	Purchase and installation of 1 APU	\$4,368
McGuire Transportation, Inc. (Texas)	NCTCOG	Purchase and installation of 4 APUs	\$16,463
Mr. Loris Ralston, Owner-Operator (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000
Mr. Blair Vigil, Owner-Operator (Texas)	NCTCOG	Purchase and installation of 1 APU	\$5,000

REPORTS AND OTHER RESOURCES OF INTEREST

SOURCE	TITLE	WEBSITE OR CONTACT
NCTCOG/Clean Cities Technical Coalition	Locally Enforced Idling Restrictions	http://www.nctcog.org/trans/committees/cctc/2011/080911/LEIR.pdf
North Jersey Transportation Planning Authority	Public/Private Partnerships: Diesel Locomotive Engine Retrofit Project by the NJTPA, PANYNJ, CSX, and NS Railroads	http://www.fhwa.dot.gov/planning/freight_planning/talking_freight/talkingfreight07_20_Id.ppt
Wisconsin Department of Natural Resources	Wisconsin's Clean Diesel Grant Programs Summary	http://dnr.wi.gov/air/pdf/CleanDieselGrantsSummaryReport.pdf

UPCOMING MEETINGS AND EVENTS

[Brown text indicates a new entry since last month]

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
Clean Air Board of Central Pennsylvania: Is IdleAir Making a Comeback in Central Pennsylvania?	Carlisle, Pennsylvania	September 1, 2011	http://cleanairboard.wordpress.com/
SAE Commercial Vehicle Engineering Congress	Rosemont, Illinois	September 13–14, 2011	http://www.sae.org/events/cve/
Ohio Green Fleets Awards and Technology Expo	Columbus, Ohio	September 19, 2011	http://2011ohiogreenfleets.eventbrite.com/
NCTCOG/Dallas–Fort Worth Clean Cities Advancing the Choice: Emergency Response	Grand Prairie, Texas	September 27, 2011	http://www.nctcog.org/trans/clean/cities/advancing_choice_11/atc11.asp
4th Annual Green Fleet Conference	Grapevine, Texas	October 3–4, 2011	http://www.greenfleetconference.com/
17th Directions in Engine-Efficiency and Emissions Research (DEER) Conference	Detroit, Michigan	October 3–6, 2011	http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
Hybrid Truck Users Forum (HTUF) National Conference 2011	Baltimore, Maryland	October 10–13, 2011	http://www.htuf2011.org/
Sustainable Shipping Conference	Vancouver, Canada	October 12–14, 2011	http://www.sustainableshipping.com/events/2011/vancouver/
The 4th Diesel Emissions Conference & Diesel Exhaust Fluid Forum	Atlanta, Georgia	October 17–19, 2011	http://www.integer-research.com/conferences/dec-usa/2011/programme/
2011 Railroad Environmental Conference	Champaign, Illinois	October 25–26, 2011	http://ict.illinois.edu/railroad/rrec/overview.asp
SAE 2011 Light-Duty Diesel Emissions Control Symposium	Ann Arbor, Michigan	November 2–3, 2011	http://www.sae.org/events/training/symposia/lddec/
Transportation Research Board's (TRB) 91st Annual Meeting	Washington, D.C.	January 22–26, 2012	http://www.trb.org/AnnualMeeting2012/AM2012Program.aspx
SAE Government/Industry Meeting (in conjunction with the Washington, D.C., Auto Show)	Washington, D.C.	January 25–27, 2012	http://www.sae.org/events/gim/
Green Truck Summit	Indianapolis, Indiana	March 5–6, 2012	http://www.calstart.org/Events/CALSTART-Events.aspx
Alternative Clean Transportation (ACT) Expo	Long Beach, California	May 14–17, 2012	http://www.actexpo.com/index.html

TRUCK STOP ELECTRIFICATION

First STEP: Oregon

The first of the 50 federally funded truck stop electrification (TSE) sites under the Shorepower Truck Electrification Project (STEP), supported by DOE through the American Recovery and Reinvestment Act (ARRA), opened on August 12, 2011. Truck drivers at the Baker Truck Corral in eastern Oregon now have 24 electrified spaces where they can shut down their engines and pull power from the grid for HVAC and other needs. The pedestals provide 120-V, 208-V, or 240-V power. Power and cable TV access are available at \$1 per hour; wireless internet is additional.

The STEP project is administered by Cascade Sierra Solutions in partnership with Shorepower Technologies. After project completion, more than 1,200 electrified parking spaces will be added to 50 truck stops around the country. One advantage of TSE systems is that the electricity is used primarily at off-peak (overnight) periods, when generators have excess capacity, raising the overall efficiency of existing power-generation facilities.

In addition to TSE installations, the STEP program offers rebates—as much as 20%—for equipment installed on medium- and heavy-duty trucks to eliminate engine idling during mandated rest periods. The rebate maximums are \$2,000 for APUs or generator sets with electric-standby options; \$1,600 for battery HVAC systems; \$700 for battery evaporative cooler systems; \$260 for thermal storage systems; \$3,200 for truck cold-

plate systems; \$5,000 for trailer transport refrigeration units with electric-standby options; and \$5,000 for hybrid transport refrigeration units with electric-standby options. The link http://www.csswebform.org/WebForm/Supplier_list.aspx contains a list of all qualifying equipment. More information about the STEP program is available at http://csswebform.org/WebForm/TSE_home.aspx.

Texas Adds AireDock Installations

Truck drivers seeking an alternative to rest-period engine idling now have more choices in Texas. The Signature Travel Mart in Willow Park now offers 24 electrified parking spaces, and the Alvarado Shell in Alvarado provides 9 spaces. According to NCTCOG, use of the AireDock installations, which supply HVAC, internal and external electric power, and internet access, will save operators more than 520,000 gallons of fuel over the life of the technology. The CO₂ reductions are expected to total 3,819 tons at the Willow Park facility and 2,045 tons at the Alvarado site.

Funding for the projects—\$173,400 for the Willow Park truck stop and \$65,025 for the Alvarado Shell—was provided by NCTCOG through the Heavy-Duty Vehicle and Equipment Grant Program, in partnership with the Texas Commission on Environmental Quality (TCEQ).

With 11 TSE sites, Texas tops all states in the number of electrified parking facilities available to truck drivers. For more information, please see <http://www.nctcog.org/trans/outreach/media/truckcharge.pdf>. To learn more about the AireDock system, please click on <http://www.airedock.com>.

IdleAIR Opens Two New Locations

IdleAIR recently opened locations in Shepherd, Texas, and Claysville, Pennsylvania, bringing the total number of IdleAir locations to 21. In May, the company closed its Monee, Illinois, location after Travel Centers of America, which purchased the truck stop from Gas City, chose to discontinue IdleAIR service. According to the IdleAIR website, the company plans to have its installations at 30 locations by year's end.

In June of this year, Bledsoe Capital Group, an IdleAir shareholder, awarded the company \$3 million in second-round funding. For more information, please see <http://www.idleair.com>.

EDUCATION, OUTREACH, AND CAMPAIGNS

Boise Pursues “Persuasion, not Penalties”

The city of Boise, Idaho, recently launched a campaign to educate motorists about the value of idling reduction. As part of the campaign, the city posted educational signs at about 50 of the city’s loading zones.

The city chose to approach the problem through education rather than an ordinance. Said Boise mayor, David Bieter, “This campaign uses the art of persuasion rather than penalties to educate our residents about the bad effects of idling.”

The city’s first campaign partners are the Ada County Highway District, Allied Waste Idaho, Capitol Educators Federal Credit Union, the Idaho

Transportation Department, and United Water Idaho. According to the general manager of Allied Waste Idaho, Dave Fisher, the idling reduction technology installed on 90 of the city’s waste trucks saves about 250 gallons of fuel per day.

For their participation, campaign partners receive signs, cling decals for their vehicles, and recognition on the <http://www.beidelfreeboise.org/> website. For more information, please see <http://www.thenewstribune.com/2011/08/17/1786282/boise-launches-anti-idling-campaign.html#ixzz1VOOtmFNn>.

Utah Celebrates Idle-Free Awareness Month

September marks the beginning of Idle-Free Awareness Month in Utah. The goal of the campaign, which is supported by dozens of the state’s mayors, is to educate residents about the value of idling reduction, especially in school loading zones. Drivers waiting to pick up their schoolchildren are encouraged to shut off their engines.

In collaboration with the National Energy Foundation, Utah School Districts, and the Utah Office of Education, the Utah Clean Cities Coalition has promoted idling reduction for about 4 years. In 2008, after Utah Clean Cities personnel started training school bus drivers in idling reduction, drivers

reduced their idling times by an average of 21 minutes per day. The corresponding savings of 92,000 gallons of fuel amounts to nearly \$300,000 saved by school districts each year.

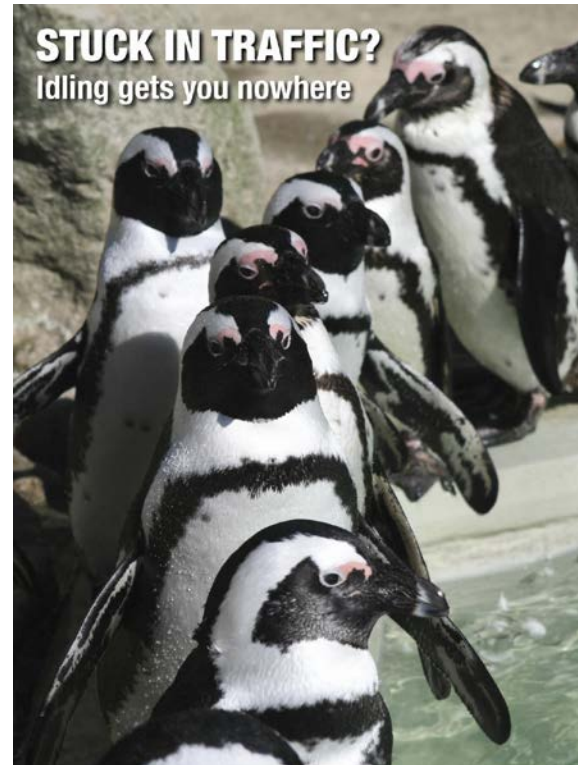
In 2010, the Utah legislature passed, and the Governor signed, a resolution encouraging Utah residents to eliminate all unnecessary vehicle idling (<http://le.utah.gov/~2010/bills/hbillenr/hjr005.htm>). For more information about Utah’s Idle-Free Awareness Month, please see <http://www.idlefree.utah.gov/index.htm>.

Waiting at a Bridge Lift? Turn It Off

Multnomah County, Oregon, has launched a campaign to encourage motorists to cut their engines at bridge lifts, railroad crossings, and other locations where they expect to be stopped for more than 20 seconds. (Drivers are not, however, encouraged to turn off their engines in traffic jams.) “Basically what we’re trying to do is to explain to people that idling your vehicle is a really bad idea. It wastes gas, it’s bad for the engine and it’s polluting the atmosphere,” said Jeff Cogen, Multnomah County Chair.

The “Idling Gets You Nowhere” campaign is a partnership between Multnomah County and the Oregon Toxics Alliance, with support from Portland State University and the City of Portland’s Mayor’s Office. More information is available at <http://web.multco.us/idling-gets-you-nowhere/about-idling-gets-you-nowhere>. For a video about the project’s launch, please see <http://www.koinlocal6.com/news/local/story/Multnomah-County-launches-campaign-asking-people/vjXjpldTXEm8KnuJCJSFBg.csp>.

Source: Kevin Downing, Oregon Department of Environmental Quality (Photo by Genista, courtesy of the Multnomah County Office of Sustainability, Multnomah County, Oregon)



OTHER NEWS OF INTEREST

Nebraska: An Abundance of APUs

In Nebraska, 273 heavy-duty trucks from three regional freight companies are now equipped with APUs, with help from the American Recovery and Reinvestment Act (ARRA). The companies—Barlow Truck Line (Faucett, Missouri), Dynamic Transit (St. Louis, Missouri), and Werner Enterprises (Omaha, Nebraska)—paid 40% of equipment and installation costs, while

grant funds covered the remainder. The project, managed by the Nebraska Transportation Center at the University of Nebraska—Lincoln under a 2009 \$1 million grant from the EPA’s National Clean Diesel Campaign, initially called for the purchase and installation of 188 APUs. Reduced equipment costs, however, enabled the installation of 45% more.

According to the University's news release, Werner Enterprises reported that its fleet's use of APUs corresponds to an annual reduction of nearly 1,000 tons of carbon dioxide. The link

<http://newsroom.unl.edu/releases/2011/07/25/Nebraska+Transportation+Center+helps+with+diesel+emissions+reduction> provides more information.

Unattended, Idling Ambulance Taken for a (Very Brief) Joy Ride

The Hillsboro, New Hampshire, fire department found a good reason to adopt a new idling reduction policy. Shortly before midnight on July 12, 2011, emergency personnel stopped for fast food and left their unlocked ambulance idling. Someone took control of the vehicle, drove it a few

hundred yards, hit a building, and fled on foot. Repairs to the ambulance will total thousands of dollars. More information about is available at <http://www.jems.com/article/news/suspect-sought-stolen-ambulance-incident>.

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/technology/idling.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†	<i>Massachusetts*</i>	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.
 †Effective January 1, 2012.

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 initiative 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.dieselmidatlantic.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

- Argonne National Laboratory (<http://www.transportation.anl.gov/engines/idling.html>—choose a calculator from the right side of the Web page)
- Autotherm (<http://autothermusa.com/wordpress/calculate-idling-costs-savings/>)
- Bergstrom (http://www.nitesystem.com/html/idle_calculator.cfm)
- DOE Clean Cities program (<https://www.afdc.energy.gov/afdc/prep/index.php>)
- EPA (<http://www.epa.gov/smartwaylogistics/transport/calculators/index.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/>)

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.

- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=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 initiative offers 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 17 states. AireDock, CabAire, EnviroDock, IdleAIR, 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, Clean 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 retyping the URL, in your browser window.

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