

National Idling Reduction Network News

August 2012

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
North Carolina Department of Environment and Natural Resources	2011 Idle Reduction Devices Rebate Program	\$50,000 (as of August 22, 2012)	First come, first served, but no later than September 30, 2012.	http://daq.state.nc.us/motor/Rebates/
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
Minnesota Pollution Control Agency	Small Business Auxiliary Power Unit (APU) Loan Program	\$110,000	Rolling deadline until funds are awarded.	http://www.pca.state.mn.us/index.php/topics/small-business-environmental-assistance-program/small-business-ombudsman/small-business-auxiliary-power-unit-apu-loan-program.html
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.	http://www.cleandiesel.utah.gov/

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Arkansas Department of Environmental Quality	Business Assistance Program, Environmental Loans for Small Businesses	Indeterminate	N/A	http://www.adeq.state.ar.us/poa/sba/envloans.htm
North Carolina Department of Environment and Natural Resources, Division of Air Quality	2012 Diesel Emission Reduction Grant Program	\$242,000	September 10, 2012	http://daq.state.nc.us/motor/DERG/
Connecticut Department of Energy and Environmental Protection	Clean Diesel Program	~\$130,000	September 19, 2012	http://www.ct.gov/dep/cwp/view.asp?A=2684&Q=322100
Pennsylvania Department of Environmental Protection	Small Business Advantage Grant Program	N/A	September 26, 2012	http://www.portal.state.pa.us/portal/server.pt/community/small_business_ombudsman/10493#AGP
U.S. Environmental Protection Agency (EPA)	Environmental Education Regional Grants Program	~\$2.16 million	November 21, 2012	http://www.epa.gov/education/grants/index.html
New York State Energy Research and Development Authority (NYSERDA)	New York State Clean Air School Bus Program, Round 3	~\$2.6 million	December 28, 2012	http://www.nyserda.ny.gov/Funding-Opportunities/Current-Funding-Opportunities/PON-1896-New-York-State-Clean-Air-School-Bus-Program.aspx

REPORTS AND OTHER RESOURCES OF INTEREST

SOURCE	TITLE	WEBSITE OR CONTACT
EPA and National Highway Traffic Safety Administration (NHTSA)	EPA/NHTSA Final Rulemaking To Establish 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards	http://www.epa.gov/otaq/climate/regs-light-duty.htm
Federal Transit Administration, Department of Transportation (DOT)	Transit Investments for Greenhouse Gas and Energy Reduction Program: First Assessment Report	http://fta.dot.gov/documents/FTA_Report_No._0016.pdf
Washington State Department of Transportation	Using CMAQ Funds in Washington State To Replace Drayage Trucks, Electrify Truck Parking, and Streamline Port Traffic	http://westcoastcollaborative.org/files/meetings/2012-08-14/WA%20State%20DOT%20and%20CMAQ%20081412.pdf

UPCOMING MEETINGS AND EVENTS

[Brown text indicates a new entry since last month]

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
Greener Global Transport: 5th International Environmentally Friendly Vehicle Conference	Baltimore, Maryland	September 10–12, 2012	http://www.regonline.com/builder/site/default.aspx?EventID=998283
CARB Diesel Vehicle Regulation Overview	Riverside, California	September 13, 2012	http://www.arb.ca.gov/training/courses.php?course=512
Hybrid Truck Users Forum (HTUF) National Conference 2012	Charlotte, North Carolina	September 18–20, 2012	http://htuf2012.org/
Green Fleet Conference	Schaumburg, Illinois	October 2–3, 2012	http://www.greenfleetconference.com/Page/Overview.aspx
Society of Automotive Engineers (SAE) 2012 Commercial Vehicle Engineering Congress	Rosemont, Illinois	October 2–3, 2012	http://www.sae.org/events/cve/
Directions in Engine-Efficiency and Emissions Research (DEER) Conference	Dearborn, Michigan	October 16–19, 2012	http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html
Transportation Research Board (TRB) 92nd Annual Meeting	Washington, D.C.	January 13–17, 2013	http://www.trb.org/AnnualMeeting2013/AnnualMeeting2013.aspx
SAE Government/Industry Meeting (in conjunction with the Washington, D.C., Auto Show)	Washington, D.C.	January 31–February 1, 2013	http://www.sae.org/events/gim/
Green Truck Summit	Indianapolis, Indiana	March 5–6, 2013	http://www.calstart.org/Events/CALSTART-Events/Green-Truck-Summit.aspx
Alternative Clean Transportation (ACT) Expo	Washington, D.C.	June 24–27, 2013	http://www.actexpo.com/index.html

ELECTRIFIED PARKING SPACES

New California STEP Site Serves Refrigerated Trucks

On August 9, the Flying J Travel Plaza in Lodi, California, hosted a grand opening for its new Shorepower Truck Electrification Project (STEP) installation. With 36 bays, the Lodi site is one of the first truck stop electrification (TSE) locations in the U.S. to offer high-voltage service for

electric-hybrid trailer refrigeration units (eTRUs). (Refrigerated trucks require higher-voltage connections than do trucks requiring power for “hotel” needs only). Additional eTRU-compatible STEP sites are planned.

The goal of STEP, which is funded by the American Recovery and Reinvestment Act (ARRA) and administered by Cascade Sierra Solutions in partnership with Shorepower Technologies, is to create a network of electrified corridors for over-the-road trucks so that drivers have reliable access to electrified parking spaces. While some produce distribution centers have installed standby electrification systems for trucks, service for eTRUs on public freight corridors is just becoming available.

When STEP is complete, power pedestals will be available at 50 truck stops on 10 interstate freight corridors. Although Cascade Sierra Solutions had been issuing STEP rebates to help vehicles owners purchase shore-power compatible devices for their trucks, they have all been claimed, according to marketing manager David Orton.

To see a map of STEP locations, please click on <http://www.the-step-project.org/program-progress/truck-stop-locations/>. For more information about eTRUs, please go to <http://www.shorepower.com/etru.html>. (Photo: Tom Howard, Transportation Systems Managers for Veritable Vegetable, headquartered in San Francisco, California, plugs in for the grand opening of TSE service at the Flying J Travel Plaza. Photo courtesy of Cascade Sierra Solutions)



IdleAir: Growth Financing and New Locations

IdleAir, a provider of stand-alone (single-system) TSE, has announced the completion of a \$7 million round of growth financing through Sea Port Group Securities. Since IdleAir was purchased by Convoy Solutions and relaunched in 2010, Sea Port has helped raise more than \$15 million for IdleAir's growth.

IdleAir has recently opened some new sites, including installations at the Flying J in Milton, Pennsylvania, and the Flying J in El Paso, Texas. Now operating 30 locations in 12 states, the company has 1,600 electrified

parking spaces at franchises such as Pilot, Flying J, Love's, Sapp Brothers, and TravelCenters of America (TA). According to IdleAir, customer-use hours are up 56% and fleet usage is up 120% from July 2011 to July 2012. The company states that since the 2010 relaunch, it has helped helped drivers and fleets save more than 1.5 million gallons of diesel fuel.

More information about IdleAir's activities can be found at <http://www.idleair.com>.

EDUCATION, OUTREACH, AND CAMPAIGNS

Idle-Free VT Launching “Idle Free from the Start”

Idle-Free VT is taking a new approach to the problem of unnecessary idling with a program designed to eliminate the habit before it's ingrained. Idle Free from the Start seeks to educate new and future drivers about the benefits of idling reduction.

Idle Free from the Start has three key goals: 1. Work with the Vermont Department of Motor Vehicles to increase coverage of idling awareness in the state's drivers manual; 2. Increase idling awareness, along with other eco-driving behaviors, in drivers education curricula; and 3. Work with Vermont's science educators to include lesson plans and projects related to transportation air quality in their curricula.

Wayne Michaud, Idle-Free VT's director, says that the program will help put new drivers “on the right path toward operating their vehicles responsibly. While safety is the main goal in educating new drivers, they also need to be made aware of the significant benefits resulting from efficient vehicle operation, which includes avoiding excessive idling when parked.”

For more information about the project, please go to <http://idlefreevt.org/idle-free-from-the-start.html>. (Graphic: Courtesy of Idle-Free VT)



PORTS

New No Idling Zones at Peace Bridge

As part of an initiative to improve air quality, the Buffalo and Fort Erie Public Bridge Authority (also known as the Peace Bridge Authority [PBA]) has instituted no-idling zones at the Peace Bridge, a U.S.-Canada border spanning the Niagara River between Buffalo, New York, and Fort Erie, Ontario.

The PBA will develop an implementation program, including signage, communications, and staff training, to educate drivers. The previous

restriction had prohibited idling more than 5 minutes. David Rivera, Buffalo, New York, Common Council Member said, “By banning [idling] outright, the PBA has made their policy easier to enforce.” The policy applies to secondary customs plaza areas and duty-free parking lots.

Earlier this summer, the New York State Department of Environmental Conservation (NYDEC) and PBA conducted a series of joint enforcement sweeps aimed at heavy-duty diesel vehicles at the Peace Bridge plaza.

The PBA and NYDEC are also implementing an air-quality monitoring program to enable “before and after” assessment of air quality near the Peace Bridge, which is slated to undergo a \$20 million congestion-reducing renovation.

The PBA is a binational bridge authority. For more information, please see http://www.peacebridge.com/index.php?option=com_content&view=article&id=185:no-idling&catid=12:pressreleases&Itemid=695 and <http://www.dec.ny.gov/press/83384.html>.

OTHER NEWS OF INTEREST

Hodyon–JBS Carriers Fleet Trial: Dynasys APU Improves Fuel Economy by More Than 15%

Hodyon (Cedar Park, Texas), manufacturer of the Dynasys APU, teamed with JBS Carriers, a 1,000+ truck, over-the-road carrier covering 48 states, to conduct a fleet trial program. Hodyon installed Dynasys APUs on 16 of JBS’s Class 8, long-haul trucks and evaluated fuel use and idling data for a 10-week period.

Before APU installation, technicians gathered data from each truck’s engine control unit (ECU). Data included average idle time, gallons of fuel burned per idling hour, and idle percentage. Technicians reset the ECUs after they installed the APUs, and changed the parameters to disable the idle shutdown override feature (preventing the truck operator from running the truck engine and the APU at the same time). The company tracked idle times and fuel savings for 10 weeks using the ECUs and a fleet management telematics system, Qualcomm’s OmniTRACS system, already installed on the trucks.

According to Hodyon, the use of the APUs improved trucks’ average fuel economy from 6.04 miles per gallon (mpg) to 6.99 mpg, or nearly 16%. Fuel savings per truck averaged \$181 per week, which corresponds to an annual savings of more than \$9,000, assuming a fuel cost of \$3.80/gallon. (These figures include the cost of fuel consumed by the APU.) Based on the fleet trial, the APUs as used on these trucks would pay for themselves in about 11 months, assuming an average purchase and installation cost of \$8,500.

The Dynasys APU operates using the truck’s fuel supply and has shore-power compatibility. More information about the APU is available at <http://www.hodyon.com/auxiliarypower.aspx>. For more information about the fleet trial program with JBS Carriers, please go to http://www.hodyon.com/pdfs/jbs_case_study.pdf.

RECURRING FEATURES

Currently Available Idling Reduction Equipment

The Alternative Fuels Data Center (AFDC) of the U.S. Department of Energy’s (DOE) Office of Energy Efficiency and Renewable Energy (EERE) identifies manufacturers of idling 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 idling 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	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/2012/07/20/idling-regulations-compendium/> 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/funding-opportunities.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 idling reduction equipment. A site from Canada that quantifies the costs of workplace idling

- 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://us.bergstrominc.com/nite-calculate-savings/>)
- DOE Clean Cities program (<https://www.afdc.energy.gov/afdc/prep/index.php>)
- Energy Xtreme (<http://www.energyxtreme.net/resources/calculator>)
- 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>)
- Hodyon (<http://www.hodyon.com/calculator.aspx>)
- Hotstart (<http://www.hotstart.com/fuel-consumption-calculator/>)

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.

- Idle Free Systems (<http://idlefreesystems.com/no-idle-elimination-solutions-for-sleepers.html>)
- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102>)
- LifeForce (<http://liforceapu.com/files/LiforceCalculator.xls>)
- Natural Resources Canada (<http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idlingimpact-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 currently available in at least 21 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 locations 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://www.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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