



NATIONAL IDLING REDUCTION NETWORK NEWS

February 2008

SOLICITATIONS FOR FUNDING AND AWARDS

[Red text indicates a new entry compared to last month.]

| Organization | Project | Funding | Deadline | Website |
|---|---|-------------------------------|---|---|
| New Jersey Department of Environmental Protection | New Jersey Truckers Challenge | \$750,000 | Rolling deadline until funds are awarded. | http://www.njmta.org/images/pages/novemberdep.pdf |
| 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.dieselretrofitrebate.org |
| Allegheny County (Pennsylvania) Health Department | Allegheny County Diesel School Bus Retrofit Program | \$500,000 | Rolling deadline until funds are awarded | Contact Tom Lattner at tlattner@achd.net or (412) 578-7986 |
| U.S. Environmental Protection Agency (EPA) | Hydraulic Pump/Motor and Advanced Powertrain Support for Development of Advanced Hydraulic Vehicle Technology | Information not yet available | Announcement to be in late February 2008 | http://www2.fbo.gov/spg/EPA/OAM/OH/PR-CI-08-10206/listing.html |
| U.S. Army | Tactical Idle Reduction for Heavy Tactical Vehicles (HTV) Technology Transition Initiative | \$1 million (Phase 1) | Rolling deadlines starting March 3, 2008 | http://www.fbo.gov/spg/USA/USAMC/DAAB15/W909MY%2D07%2DR%2D0016/listing.htm <u>1</u> or Jonathan Cristiani at jonathan.cristiani@us.army.mil |



| Organization | Project | Funding | Deadline | Website |
|---------------------------------------|--|--|----------------|---|
| U.S. Department of Agriculture (USDA) | Conservation Innovation Grants – Colorado | \$1 million | March 31, 2008 | http://www.co.nrcs.usda.gov/programs/CIG/cig.htm |
| | Conservation Innovation Grants – Pacific Islands | \$275,000 | March 31, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40597 |
| | Conservation Innovation Grants – Kansas | \$200,000 | April 8, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40832 |
| | Conservation Innovation Grants – New Jersey | \$220,000 | April 9, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40757 |
| California Air Resources Board (CARB) | Carl Moyer Multidistrict Solicitation | \$8.64 million | April 11, 2008 | http://www.arb.ca.gov/msprog/moyer/multidistrict.htm |
| Texas Emissions Reduction Plan (TERP) | Emissions Reduction Incentive Grants | Variable | April 11, 2008 | http://www.tceq.state.tx.us/implementation/air/terp/erig_apps.html |
| USDA | Conservation Innovation Grants – New Mexico | \$240,000 | April 15, 2005 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40703 |
| | Conservation Innovation Grants – Montana | \$500,000 | April 16, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40835 |
| U.S. Department of Energy (DOE) | FY 08 Vehicle Technologies Program Wide FOA | \$550,000 in FY 2008, and \$7.95 million in out years (subject to availability of funding) | April 22, 2008 | https://e-center.doe.gov/iips/faopor.nsf/UNID/6DB1C3B1EC86FA68852573FE00672671/\$file/DE-PS26-08NT01045.pdf |



| Organization | Project | Funding | Deadline | Website |
|----------------------------|--|---|-----------------------------|---|
| USDA | Conservation Innovation Grants – Caribbean | \$275,000 | April 25, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40745 |
| DOE | Plug-In Hybrid Electric Vehicle (PHEV) Technology Acceleration and Deployment Activity | \$10 million in FY 2008, and \$20 million in out years (subject to availability of funds) | April 30, 2008, for Round 2 | http://www.grants.gov/search/search.do?&mode=VIEW&flag2006=true&oppld=16298 |
| USDA | Conservation Innovation Grants – Maine | \$100,000 | April 25, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40587 |
| | Conservation Innovation Grants – Florida | \$150,000 | April 30, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40849 |
| | Conservation Innovation Grants – New York | \$250,000 | May 2, 2008 | http://www07.grants.gov/search/search.do?mode=VIEW&oppld=40758 |
| EPA Regions 1 and 2 | Northeast Diesel Collaborative | ~\$5.4 million | June 12, 2008 | http://www.northeastdiesel.org/funding.htm |
| EPA Region 5 | Midwest Clean Diesel Initiative | ~\$5 million | June 12, 2008 | http://www.epa.gov/midwestcleandiesel/grants/mcdirfp08.html |
| EPA Region 3 | Mid-Atlantic Diesel Collaborative Grants to Reduce Diesel Emissions | \$3.1 million | June 13, 2008 | Contact Susan Stephen at Stephenson@marama.org about RFP # EPA-R3APD-08-0201. URL to be posted soon. |
| TERP | Rebate Grants Program | \$17,628,871 as of February 14, 2008 | July 31, 2008 | http://www.tceq.state.tx.us/implementation/air/terp/rebate.html |



REGULATORY NEWS

EPA Levels \$107,300 Fine for Idling in Bay State

Capitol Waste Services, Inc., an eastern Massachusetts waste hauler, has recently paid an EPA penalty of \$107,300 for exceeding the State idling limit. In 2007, EPA observed pervasive unnecessary idling by Capitol's refuse trucks at Capitol's lot in Revere, which is near a residential area. Massachusetts limits idling to no more than 5 minutes. EPA has the authority to cooperatively regulate idling limits

in Massachusetts and also in Connecticut. More information can be found at <http://yosemite.epa.gov/opa/admpress.nsf/6d651d23f5a91b768525735900400c28/460f79f8305155b8852573db0062030f!OpenDocument> and http://www.fleetowner.com/management/epa_bay_state_hauler_idling_0201/index.html.

Dallas to Restrict Idling during Warm Months

Starting in April 2008, the Dallas City Council will prohibit vehicles weighing more than 14,000 pounds from idling more than 5 minutes during ozone season, which typically occurs from April to October of each year.

City marshals have enforcement authority to issue citations to the driver of the vehicle, and the fines can range up to a maximum of \$500. There are exemptions for certain vehicles, such as military, emergency, law enforcement, airport ground support, those rented or leased to people not employed by the owner, and sleeper berths being used during federally mandated rest periods. Buses are exempt if they are idling for less than 30 minutes while passengers are on board. Exemptions related to operation include traffic conditions, power sources for mechanical operations coming from

trucks' engines, maintenance or diagnostic purposes, defrosting a windshield, and climate control.

The Dallas plan could be followed by cities in nine North Texas counties that are also trying to fight air pollution, according to NBC 5 in Dallas. Information about the idling restriction is posted at seven truck stops in the Dallas area, according to a City Hall briefing prepared by the Office of Environmental Quality. More information is available at <http://www.engineoffdallas.com>, http://www.greendallas.net/air_quality/engineoff.html, <http://www.nbc5i.com/news/15159979/detail.html>, and http://www.landlinemag.com/todays_news/Daily/2008/Mar08/031708/032108-06.htm. Source: Nicole Cooper, City of Dallas Office of Environmental Quality



“Clean Idle” in California May Not Last

According to a report in *Land Line Magazine* of February 8, 2008, CARB may expand its no-idle policy for sleeper berths whose engines meet the 2007 model year and newer standards. Engine manufacturers generally understood that 2008 model year truck engines emitting no more than 30 g/hr of NO_x would be considered “clean idle” as long as other emission did not increase, and drivers in trucks equipped with those engines could therefore idle while in their rest periods. CARB developed the clean idle standard as a way for engine manufacturers to avoid activating engine shutdown software, which would limit idling to 5 minutes, on engine control modules of 2008 model year trucks traveling in California.

At a recent meeting, however, CARB staff announced that it is reconsidering that position. The reason for the possible change in position is that AB 32, which was enacted in 2006, addresses global warming and gives CARB the authority to aggressively reduce CO₂ to 1990 levels by 2020. Most currently enforced truck emission regulations in California were enacted before the State had approved AB 32 in 2006. More information is available at http://www.landlinemag.com/todays_news/Daily/2008/Feb08/020408/020808-07.htm.

Maine Starts Legislation to Reduce Idling

LD 2056, An Act To Conserve Gasoline and Preserve Clean Air, is on the legislative calendar in Maine as State Representative Jon Hink of Portland has proposed a bill to limit idling of commercial motor vehicles. He states that his bill is based on a model law developed by EPA in consultation with truckers and other stakeholders and is designed to achieve the benefits of reduced idling without creating unworkable and unduly burdensome regulations. One distinctive feature of this bill is that it limits the time an owner of a facility, such as a warehouse, can permit idling there.

The Maine Truckers Association testified in favor of the bill, as did witnesses as diverse as the Maine Lung Association, Central Maine Power, the Sierra Club, and Rite Aid. To date, there is no companion bill in the Maine Senate. In last year’s session, a similar bill died upon adjournment. More information is available at <http://tchgetting2zero.blogspot.com/2008/02/bill-to-cut-emissions-no-idle-measure.html> and <http://janus.state.me.us/legis/LawMakerWeb/summary.asp?ID=280027560>.

Virginia Passes Anti-Idling Law for Buses

On March 12, 2008, Governor Tim Kaine of Virginia signed into law a bill to restrict idling of buses (but not school buses or transit buses).

§46.2-1224.1 of the Code of Virginia has been modified to reflect that buses will be allowed to idle for 10 [emphasis added] minutes in



counties having a county manager form of government when the bus is unattended, parked, or stopped for other than traffic or maintenance purposes. However, the governing body of any other county, city, or town may by ordinance prohibit idling the engine of a bus for more than 15 [emphasis added] minutes when the bus is parked, left unattended, or is stopped for any reason other than loading a wheelchair-bound passenger, traffic, or maintenance. This bill extends to all counties, cities, and towns the power presently granted to

Arlington County to adopt ordinances limiting bus engine idling. Violators of such ordinance shall be subject to a civil penalty not to exceed \$50, the proceeds from which shall be paid into the locality's general fund. For more information, please go to <http://leg1.state.va.us/cgi-bin/legp504.exe?ses=081&typ=bil&val=hb885e> and <http://www.richmondsunlight.com/bill/2008/hb885/>.

CARB to Dole Out \$1B to Reduce Freight Emissions

Under Proposition 1B, CARB has approved a \$1 billion plan to retrofit or replace truck and locomotive engines that spend a significant amount of time in California. The money will go to specific air-quality districts in the State's most polluted trade corridors. Governor Schwarzenegger has signed the FY 2007-2008 budget, which contains the first installment of \$250 million for this purpose.

Bond monies will go to four major regions for goods movement-related projects affecting the State's trade corridors. Funding targets to each corridor are based on population, goods movement emissions and Federal attainment needs to focus bond monies on the areas most heavily impacted by freight-related pollution. CARB approved the staff recommended allocation of funds as follows:

- * \$550 million--Los Angeles/Inland Empire trade corridor(55 percent)
- * \$250 million--Central Valley trade corridor(25 percent)
- * \$140 million--Bay Area trade corridor(14 percent)
- * \$60 million--San Diego/Border trade corridor(6 percent)

Since this program looks at the trade corridors as part of a single

goods movement system for California, local agencies administering bond monies will fund projects based on the total emission reductions expected in the entire State, not just in their local area.

Within the approved guidelines, ARB will aim for different funding categories as follows:

- * \$400 million--Diesel trucks serving seaports and intermodal rail yards
- * \$360 million--Other diesel trucks that haul goods; truck stop or distribution center electrification
- * \$100 million--Diesel freight locomotives
- * \$100 million--Shore power for cargo ships; cargo handling equipment used at seaports and intermodal rail yards
- * \$40 million--Commercial harbor craft.

More information is available at <http://www.arb.ca.gov/newsrel/nr022808b.htm>, <http://www.arb.ca.gov/gmbond>, and http://www.landlinemag.com/todays_news/Daily/2008/Feb08/022508/022908-08.htm.



AWARDS AND RECOGNITION

Clean Cities Coalition Recognizes School Bus Idling Reduction Effort

The Valley of the Sun Clean Cities Coalition (Phoenix, Arizona, area) recently presented Steve Owens, Director of the Arizona Department of Environmental Quality (ADEQ) with its Clean Air Champion Award. This award was in recognition of Owens' accomplishments, which

included the School Bus Idle Reduction program. As a result of this program, 75 percent of the Arizona School Districts have signed on to reducing idling emissions at schools and when operating the buses. *Source:* Bill Sheaffer, Valley of the Sun Clean Cities Coalition

PRESENTATIONS FROM MEETINGS

| Meeting | Location | Date | Website or Contact |
|--|--|---|---|
| CARB Statewide Diesel Truck and Bus Regulation and Proposed Greenhouse Gas Measure | Sacramento, Fresno, El Monte and Riverside, San Diego and El Centro, Redding, and Berkeley, California | January 28, 30, 31, February 4, 6, and 11, 2008 | http://www.arb.ca.gov/msprog/onrdiesel/workshops.htm |
| CARB Shore Power Workgroup Meeting | Sacramento, California | February 22, 2008 | http://www.arb.ca.gov/ports/shorepower/febpresentation.pdf |

NEW PUBLICATIONS OF INTEREST

[Red text indicates a new entry compared to last month.]

| Source | Title | Website or Contact |
|--------|---|---|
| CARB | <i>Recommendations of the Economic and Technology Advancement Advisory Committee (ETAAC) Final Report on Technologies and Policies to Consider for Reducing Green House Gas Emissions in California</i> | http://www.arb.ca.gov/cc/etaac/ETAACFinalReport2-11-08.pdf |



| Source | Title | Website or Contact |
|---|---|---|
| CARB | <i>Draft Health Risk Assessments for the Union Pacific Rail Yards in Oakland, City of Industry, Colton, and ICF and Dolores</i> | http://www.arb.ca.gov/railyard/hra/hra.htm |
| New Jersey Department of Environmental Protection | <i>Draft Greenhouse Gas Inventory and Reference Case Projections Report</i> | http://www.state.nj.us/globalwarming/home/documents/approved/080219.html |
| Region 2 University Transportation Research Center | <i>The Retrofit Puzzle: Optimal Fleet Owner Behavior in the Context of Diesel Retrofit Incentive Programs</i> | http://www.utrc2.org/research/assets/130/DieselRetro1.pdf |

UPCOMING MEETINGS AND EVENTS

[Red text indicates a new entry compared to last month.]

| Meeting | Location | Date | Website or Contact |
|--|--|--|---|
| California Energy Commission and CARB Joint Kickoff Workshop on AB 118, Alternative and Renewable Fuel and Vehicle Technology Program and Air Quality Improvement Program | Sacramento, California | April 2, 2008 | http://www.arb.ca.gov/msprog/aqip/aqip.htm |
| Green California Summit and Exposition | Sacramento, California | April 7-9, 2008 | http://www.green-technology.org/gcsummit.htm |
| Public Workshops on CARB Strategic Plan to Assess its Enforcement Program for Diesel Emission Control Regulations | El Monte and Sacramento, California | April 15 and April 25, 2008, respectively | http://www.arb.ca.gov/enf/hhla/meetings/notice.pdf |
| 29th International Bunker Conference | Copenhagen, Denmark | April 23-25, 2008 | http://www.bi.no/Content/Article_66414.aspx |



| Meeting | Location | Date | Website or Contact |
|--|--------------------------|------------------------------|---|
| Alternative Fuels & Vehicles National Conference + Expo | Las Vegas, Nevada | May 11-14, 2008 | http://www.afvi.org/NationalConference2008/ |
| Faster Freight, Cleaner Air Conference | New York City, New York | July 8-9, 2008 | http://www.ffcaeastcoast.com/ |
| Plug-In 2008 Conference and Exposition | San José, California | July 22-24, 2008 | http://plugin2008.com/ |
| U.S. Department of Energy (DOE) Diesel Engine-Efficiency and Emissions Research Conference | Dearborn, Michigan | August 4-7, 2008 | http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html |
| 24th Annual Clean Air Conference | Boulder, Colorado | September 22-25, 2008 | http://www.ncvecs.colostate.edu |

MANUFACTURERS' NEWS

Cummins Meets CARB Anti-Idling Requirements, Offers New APU's

Clean Idle Certified mid-range and heavy-duty engines from Cummins will meet 2010 model year EPA emissions regulations. In addition, the heavy-duty ISX, ISM, ISL, ISC, and ISB engines will all meet CARB's idle reduction regulation, which requires automatic shutdowns after idling for 5 minutes. Alternatively, engines can emit 30 g/hr or less of NO_x while idling. Cummins expects that these engines will also have the same fuel economy as the 2007 model year engines.

Cummins plans to use selective catalytic reduction using urea for NO_x aftertreatment in its medium-duty engines. The company's heavy-duty engines will use the XPI high-pressure common rail (HPCR) fuel system, cooled exhaust gas recirculation, advanced electronic controls, and the Cummins particulate filter, which includes both a diesel oxidation catalyst and a diesel particulate filter, to reduce NO_x

to the lowest possible levels. Cummins' 2008 model year on-highway engines now emit less than 30 g/hr of NO_x so they can idle indefinitely.

Cummins also announced two new ComfortGuard auxiliary power units (APU's). These APU's are aimed at CARB idle reduction regulations. The company said the products are available with two options to meet the emissions standards: a stand-alone particulate filter on the ComfortGuard APU engine or an engine installation kit to route the ComfortGuard diesel exhaust gas into the particulate filter. The ComfortGuard APU's feature a 2-cylinder diesel engine and a Cummins alternator, producing 4,000 watts at 120 volts, paying for itself in 18 months or less through saved power, according to Cummins. More information can be found at



<http://www.sae.org/automag/technewsletter/080226TB/02.htm> and
http://www.fleetowner.com/equipment/cummins_plans_carb_regulation_0205/index.html

[ns_0205/index.html](http://www.fleetowner.com/equipment/cummins_plans_carb_regulation_0205/index.html).

RigMaster Now Offers CARB-Compliant APU's

RigMaster Power Corporation now has APU's that are compliant with CARB emissions standards. Its T4 model uses a Tier 4a engine and can be equipped with a diesel particulate filter that is compliant with 2007 model year or new trucks. The unit is awaiting final approval from CARB. The RigMaster T2 model is fitted with a Tier 2 EPA compliant engine and can be installed on pre-2007 model year trucks or those that do not intend to travel to California.

According to RigMaster, both units use a serpentine belt drive to replace the generator and compressor belts in order to reduce maintenance, improve serviceability, and increase the longevity of the APU. The new design also offers drivers improved heating and cooling in the cab and comes factory installed with a quieter muffler designed with multiple exhaust options for greater installation flexibility. More detail is available at http://www.fleetowner.com/equipment/carb_apus_offered_0225/index.html. Source: Amy Ergeter, RigMaster Power Corporation

Webasto Makes a LEaP

A website, <http://www.makealeap.org>, dedicated to idling reduction of all vehicles has been created by Webasto Product North America. "Make a LEaP (Lowering Emissions and Particulates)" contains statistics on idling, visual representation of anti-idling regulations, idling myths, and more.

If your work computer allows you to access YouTube, you might find the following video from Webasto amusing: <http://www.youtube.com/MakeALEaP>. Source: John Thomas, Webasto Product North America



PARKING SPACES FOR TRUCKS

Tom Badgett Retires from IdleAire

IdleAire Technologies Corporation has announced that Tom Badgett, one of its co-founders, has announced his retirement on January 29, 2008, for personal reasons and not any disagreement with the company management or its board of directors. Badgett had served as the company's chief information officer and secretary for nearly 6 years, but he will continue to be available on a day-to-day basis as

part of the transition process until April 14, 2008. His responsibilities are being consolidated under other areas of the company. For more information, please see <http://www.idleaire.com/NewsDetails.asp?id=17> and <http://sec.gov/Archives/edgar/data/1162298/000095013308000325/w47668e8vk.htm>.

IdleAire Reorganizes, Eliminates 40 Positions

According to the February 1, 2008, Knoxville *News-Sentinel*, IdleAire is undergoing a realignment to reduce costs, streamline operations, and move closer to profitability. The company plans to reorganize and consolidate various departments and functions, eliminate 40 positions, and save \$4 million a year. Half of these positions are currently vacant and will not be filled; the other half are being eliminated, and employees will be offered severance and job placement assistance.

IdleAire is currently in a "quiet period" due to its registration with the U.S. Securities and Exchange Commission (SEC) to file an initial

public offering at some time in the future. As of September 30, 2007, IdleAire's latest quarterly report with the SEC, the company had an accumulated deficit of \$219.7 million. More information is available at <http://www.knoxnews.com/news/2008/feb/01/idleaire-to-eliminate-40-positions/>, <http://sec.gov/Archives/edgar/data/1162298/000095013307004701/w42521e10vq.htm>, and <http://sec.gov/Archives/edgar/data/1162298/000095013308000325/w47668e8vk.htm>

South Carolina Opens 7 New Rest Areas for Commercial Vehicles

By mid-April of this year, the South Carolina Department of Transportation (SCDOT) plans to have seven new rest areas open for truckers. Each paved site will have between 12 and 16 spaces

marked off for commercial vehicles. All the sites will have lighting and fencing although there will be no restrooms.



SCDOT has received \$723,000 from the State's General Fund in 2007-08 to open these rest areas. Funding includes \$637,400 for one-time site preparation and includes \$85,600 annually for electricity, lights, and vegetation maintenance.

SCDOT opened the rest areas to reduce the need for truckers to park on the shoulders of interstate highway interchange ramps and improve public safety. Federal regulations require truck drivers to

have 10 hours off between each driving/on-duty shift, and drivers must remain in the sleeper berth for a minimum of 8 hours. These regulations have placed an increasing demand on available parking facilities. Please see http://www.scdot.org/ArtMan/publish/article_675.shtml and http://www.landlinemag.com/todays_news/Daily/2008/Mar08/030308/030708-11.htm for locations of these rest areas.

SCHOOL BUSES

Espar Receives Rave Reviews from School District

John Dennehy of Espar Products sent us a copy of a letter from Cheryl Dalton, Director of the City Schools Transportation Department in Saratoga Springs, New York, complimenting Espar on how well the E-Guardian 12-kW heater worked in sub-zero weather and after recent ice storms. According to Ms. Dalton, using the heater meant

that the school bus drivers did not have to scrape ice from their buses after an ice storm nor wait to warm up the bus. She is also pleased with the compact size of the device, which she plans to spec for all future purchases of school buses. *Source:* John Dennehy, Espar Products

EQUIPMENT FINANCING

SmartWay to Launch Finance Center for Fuel-Saving and Emission-Reducing Equipment

EPA's SmartWay Transport Partnership has taken its mission to a new level by helping truck owners finance SmartWay-approved equipment that saves fuel and reduces emissions. While the website (www.smartwayfinancecenter.com) for the SmartWay Finance Center is up and running, its official announcement will be at the Mid-American Trucking Show in Louisville, Kentucky, on March 28, 2008.

EPA has contracted with iBank to manage the Finance Center. iBank will use its experience with private-sector lending institutions that understand owner-operators and small fleets to connect applicants with lenders. A standardized application form will be used for all the lenders participating in the program. iBank will act as a facilitator between lenders or lessors and applicants, simplifying the process. Interest rates and acceptance will depend on the applicant's credit



score. An applicant can expect a response in 2-5 business days. In addition to the website, a toll-free number (877-767-8875) will also be available for more information.

Eligible equipment through the Finance Center includes components of the SmartWay Upgrade Kit: diesel oxidation catalysts, diesel particulate filters, aerodynamic fairings, single-wide tires, and APU's.

Fuel-efficient tractors and trailers also fall under the purview of this financing program. More information is at http://www.landlinemag.com/todays_news/Daily/2008/Mar08/031708/032108-08.htm and <http://www.smartwayfinancecenter.com>.

Trucking Company Helps Owner-Operators Lease APU-Equipped Tractors

Texas Star Express, which is based in Rockwall, Texas, has created a 36-month leasing package for owner-operators who want to start their own trucking businesses. Drivers can lease a 2004 Freightliner Columbia equipped with a Thermo King Tri-Pac Hybrid Auxiliary Idle Reduction and Temperature Management System (APU). The tractor comes with a 200,000-mile or 2-year warranty from Freightliner, new tires and brakes; is fully detailed; and is ready to hit the road. Costs are \$440 per week, no money down, no credit check, and 3 years to pay for the lease. One year of business bookkeeping is also included.

According to the company, drivers like the TriPac system, which allows a quieter night sleep, emission regulation compliance, and a significant fuel savings. There is a ½-1 gallon improvement in MPG between TriPac and non-TriPac tractors. While the Tri-Pac part of the lease costs about \$200 per month, fuel savings come to about \$100 a week, which offsets the cost and puts more money into drivers' pockets. The APU can pay for itself within 15-16 months, and lower maintenance costs boost the savings.

Texas Star Express currently has 24 drivers on the lease truck program with TriPac systems and plans to add another 25 in the next 8 months. The first round of tractors was purchased specifically for the program. They hope to begin utilizing company-owned tractors, which would be retrofitted with TriPac systems, for the program as soon as they have a group that reaches the ideal mileage needed to make the lease package affordable.

Currently Texas Star Express runs 300 company-owned Freightliner and Peterbilt tractors and owns 1,280 trailers, the majority of which are Wabash Duraplates. The company has 105 owner-operators on its payroll, but is working towards a 50-50 company driver to owner-operator ratio. Texas Star Express management is hoping its lease truck program will help even that spread, and they currently have a waiting list of drivers interested in this opportunity. More information is at <http://www.layover.com/news/article/enabling-entrepreneurs-12830.html>.



OTHER NEWS OF INTEREST

New Worksheet Available to Guide Idling Reduction Decisions

Fleet Owner magazine has created a new worksheet that will enable fleet managers and others to evaluate a variety of factors in selecting idling reduction equipment. Managers can plug in both tangible (fuel costs, fines for idling) and intangible factors (environmental justice, “green” perception for the company) measured against risks, benefits, and importance. The worksheet is at the end of an article that covers

the big picture of idling costs, the maturing market for idling reduction equipment, regulation, and the role truck manufacturers in integrating the equipment. The article, “Idling: the Payoff” and the worksheet are at http://www.fleetowner.com/management/specialreport/fleet_idling_payoff/index.html.

RECURRING FEATURES

How to Find Back Issues of National Idling Reduction Network News

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are located at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html. Please update your bookmarks accordingly.

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

Tools Now Available to Calculate Cost of Idling Reduction Equipment

Among the tools available to workplace and truck fleet managers and owner-operators are calculators to help determine the cost and benefits of installing and paying for idling reduction equipment. Included also is a site from Canada that quantifies the costs of workplace idling. Here are a few sites that might be of benefit to you. Any new entry this month is shown in red.

- Argonne National Laboratory (<http://www.transportation.anl.gov/pdfs/TA/361.pdf>)
- Cummins (<http://www.cumminscomfortguard.com/offer>)
- EPA (<http://www.epa.gov/otaq/smartway/calculator/loancalc.htm>)



- Espar (<http://www.espar.com/html/service/calculator/calculator.html>)
- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102>)
- Natural Resources Canada (<http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idlingimpact-workplace.cfm?attr=16>)
- Teleflex APU's (http://www.teleflexpower.com/tb_idle_calculator_usapu.php)
- Teleflex auxiliary heaters (http://www.teleflexpower.com/tb_idle_calculator_usheater.php)
- Thermo King (<http://www.thermoking.com/tripac/>)
- **Webasto** (http://www.techwebasto.com/calculators/heater/heater_fuel_calculator_us.htm)

Please let us know if you are aware of other sources that the readers of this newsletter might want to know about.

Summary of State Anti-Idling Regulations

The most up-to-date lists of anti-idling regulations in States and municipalities, updated in January 2008, are available at http://www.atri-online.org/research/idling/Truck_Idling_Regulations.htm. If your State or municipality has changed anything listed here or if the information

listed is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

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. Further information can be found at http://www1.eere.energy.gov/cleancities/financial_opps.html. Let us know if the information needs to be changed or updated.

The West Coast Diesel Collaborative has a comprehensive listing of grant and loan programs available from many States to purchase or apply for a loan for on-board idling reduction equipment. For the listing of these programs, please go to <http://www.westcoastdiesel.org/programs.htm>.



Clean Cities, SmartWay Web Sites Show Locations of Electrified Parking Spaces

The DOE Clean Cities web site shows the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in 34 States. Both IdleAire and Shorepower Technologies installations are listed in this locator. For more information, please go to http://www.eere.energy.gov/afdc/vehicles/idle_reduction_stations.html.

The EPA SmartWay Interactive Activity Map 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 stations, State idling laws, and other related data. The maps enable you to visualize the location of projects for specific fuel consumption and pollution reduction projects. The maps also help truck drivers to find the nearest electrified truck stop and help you to find the nearest public alternative-fuel station. For more information, please go to http://epamap10.epa.gov/website/irim_us_map.asp.

Status of 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. Lawyers in the Federal Highway Administration interpreted the language to mean that each State would have to adopt that provision. The table below will be updated as States adopt the exemption. URL's are provided so that interested

parties, such as trucking companies, can work with their State trucking associations to make sure that enforcement officials are aware of changes in the laws. Please feel free to provide updates for this table. Red indicates a new entry compared to the previous month.]

| State | Bill | URL | Status |
|----------|------|-----|---|
| Arkansas | | | As of April 23, 2007, the Arkansas Highway Police (AHP), a division of the Arkansas Highway and Transportation Department, will accept an APU weighing up to 400 pounds so long as the driver has a written certificate to that effect and the APU is fully functional at all times (AHP Enforcement Policy 07-03-030). |



| State | Bill | URL | Status |
|------------------|--|---|---|
| Kansas | SB 8, An Act Concerning Motor Vehicles | http://www.kslegislature.org/legsrv-bills/searchBillNumber.do and insert "8" in the search box | Approved by Governor Sebelius on April 14, 2007. |
| Maine | LD 265 (HP 221), An Act to Allow a Weight Tolerance for Vehicle Auxiliary Power Units | http://janus.state.me.us/legis/LawMakerWeb/externalsiteframe.asp?ID=280022617&LD=265&Type=1&SessionID=7 | Died upon adjournment of the Legislature on June 21, 2007. |
| Missouri | HB 488, An Act to Amend Chapter 135, RSMO, by Adding Thereto One New Section Relating to a Tax Credit for the Use of Idle Reduction Technology | http://www.house.mo.gov/billtracking/bills071/bills/hb488.htm | Died upon adjourned due to no final vote in the Senate. |
| New Mexico | SB 496, Weight Distance Tax & Penalties Enforcement, §9D | http://legis.state.nm.us/lcs/session.asp?chamber=S&type=++&number=496&Submit=Search&year=07 | Effective July 1, 2007. |
| Oregon | SB 223, An Act Relating to Exemption from Weight Limitations for Vehicles with Idle Reduction Systems | http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtml#SB223_APU_weight_allowance | Governor Kulongoski signed the bill on May 7, 2007, and it was effective immediately. |
| Washington | | http://apps.leg.wa.gov/WAC/default.aspx?cite=468-38-073 | Effective August 30, 2007. |
| Wisconsin | 2007 Wisconsin Act 20 | http://www.legis.state.wi.us/statutes/Stat0348.pdf | Effective October 26, 2007 |



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