

Idle Reduction/Truckstop Electrification Toolkit

General Information:

The American Recovery and Reinvestment Act of 2009 (ARRA), signed into law by President Obama on February 17, 2009, set aside \$300 million for reductions in emissions from diesel engines. The funding will be divided into four programs:

- The National Clean Diesel Funding Assistance Program
- The National Clean Diesel Emerging Technology Program
- The SmartWay Clean Diesel Finance Program
- The State Clean Diesel Grant Program

The State Clean Diesel Grant Program is most relevant for truckstop/travel plaza owners and operators, as private truckstops are not directly eligible for federal funding. However, private truckstop and travel plaza owners may partner with eligible entities such as regional, state, local, or tribal agencies or nonprofit organizations.

In addition to Recovery Act Funding, the federal government, many state agencies, and regional organizations have existing programs that ease the financial burden of installing truckstop electrification (TSE) equipment at your location. Some funding opportunities require private entities to partner with vendors or state and local planning or transit organizations. Creating relationships between your business and your EPA regional headquarters, regional environmental/clean diesel organizations, local planning and transit organizations, and local officials is a helpful step that will maximize the various types of funding for which your location may qualify. The pages below provide a brief description of various programs and the incentives they offer for locations to reduce diesel engine idling at their locations through TSE.

National Programs

Congestion Mitigation and Air Quality (CMAQ) Improvement Program:

The CMAQ program, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is designed to provide funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion.

All CMAQ projects must come from a transportation plan and Transportation Improvement Program (TIP), and the funding must be distributed by the state department of transportation, which means that obtaining this funding will require coordination with both state and local transportation and regional planning authorities. The program operates on a reimbursable basis, so the funding is not provided until the work is completed.

Both truckstop electrification (TSE) and advanced truckstop electrification (ATSE) are eligible truck idle reduction technologies. An example of one such project is the

Knoxville Regional Transportation Planning Organization's use of \$1 million in CMAQ funds to install 100 ATSE units to stop diesel engine idling at the Petro Stopping Center along I-40/I-75 in Knoxville, TN.

To learn more about CMAQ and idle reduction technologies [click here](#).

Small Business Administration Pollution Control Loans:

The Small Business Administration offers 7(a) loans for the special purpose of pollution control. The program is designed to help eligible small businesses finance the planning, design, or installation of a pollution control facility that must prevent, reduce, abate, or control any form of pollution.

The loan follows the standard 7(a) guidelines with the exception that the proceeds must be for fixed-assets only.

To learn more [click here](#).

SmartWay Program:

SmartWay offers an opportunity for truckstops and travel plazas in all states to partner with the Environmental Protection Agency (EPA). Truckstop/travel plaza owners commit to promoting the SmartWay Partnership to their customers and the public through education and outreach campaigns, and locations with electrified parking spaces help truck drivers reduce their idling – a major goal for SmartWay Carriers.

In return for educating and helping customers, truckstops and travel plazas build customer loyalty and turn the occasional customer into a returning customer. Furthermore, locations with electrified parking spaces in particular stand to increase their business, since many SmartWay truck partners have committed to reducing idling in their fleet. EPA will also support your efforts through recognition, outreach, and training materials.

To learn more about the SmartWay Truck Stop/Travel Plaza partner program [click here](#).

To become a SmartWay truckstop partner [click here](#).

For a list of current SmartWay partners [click here](#).

U.S. Department of Energy's Alternative Fuels and Advanced Vehicles Data Center:

The U.S. Department of Energy's (DOE) Office of Energy Efficiency and Renewable Energy (EERE) maintains a listing of all the federal and state laws and incentives related to alternative fuels and vehicles, air quality, fuel efficiency, and other transportation-related topics. Through the Technology Type Table you can easily

search for laws and incentives specifically related to idle reduction both at the federal level and in your specific state.

[Click here](#) to access the Technology Type Table.

Regional Programs

Blue Skyways Collaborative:

The Blue Skyways Collaborative incorporates 10 states: Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, New Mexico, Missouri, and Texas. The program was created to encourage voluntary air emissions reduction. The On-Road Subcommittee focuses on the implementation of road and highway projects that achieve reductions in emissions from on-road sources. The subcommittee's work plan focuses on five areas, one of which is truckstop electrification.

The Blue Skyways Collaborative's website is an excellent resource for finding funding opportunities throughout the region. [Click here](#) to browse a list of federal and state grant programs.

Clean Cities:

Clean Cities is a program sponsored by the U.S. Department of Energy's (DOE) Vehicle Technologies Program (VTP) through which government and industry partner to reduce petroleum consumption through the use of alternative fuels, idle reduction technologies, hybrid electric vehicles, fuel blends, and fuel economy measures. It is composed of almost 90 local coalitions and 5700 stakeholders. Clean Cities tracks financial opportunities for alternative fuels and advanced technologies like idle reduction, and local Clean Cities coordinators are available to help grant applicants navigate the funding process.

In addition, many of the local Clean Cities coalitions maintain websites and issue newsletters informing stakeholders and the public of funding opportunities, relevant regulations, etc. Such a resource provides valuable information regarding local developments and opportunities that are most likely to affect your business.

To locate your local Clean Cities Coalition [click here](#).

To access the Clean Cities financial opportunities page [click here](#).

EPA Clean Diesel Grants (administered through EPA Regional Offices):

The second wave of this year's Clean Diesel funding is expected to be released in late August or early September. Visit your Regional Office's webpage for more information and updates.

EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont):

[Grant Information](#)

- Applicants seeking information on grants specifically related to diesel exhaust are directed to the [Northeast Diesel Collaborative](#).

EPA Region 2 (New York, New Jersey, Puerto Rico, U.S. Virgin Islands):

[Grant Information](#)

- Applicants seeking information on grants specifically related to diesel exhaust are directed to the [Northeast Diesel Collaborative](#).

EPA Region 3 (Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia):

[Grant Information](#)

EPA Region 4 (Alabama, Georgia, Florida, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee):

[Grant Information](#)

EPA Region 5 (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin):

[Grant Information](#)

EPA Region 6 (Arkansas, Louisiana, New Mexico, Oklahoma, Texas):

[Grant Information](#)

- Applicants seeking information on grants specifically related to the State Clean Diesel Program are directed [here](#).

EPA Region 7 (Iowa, Kansas, Missouri, Nebraska):

[Grant Information](#)

EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming):

[Grant Information](#)

- Information on the Rocky Mountain Clean Diesel Collaborative and its funding opportunities can be found [here](#).

EPA Region 9 (Arizona, California, Hawaii, Nevada, and the Pacific Islands):

[Grant Information](#)

EPA Region 10 (Alaska, Idaho, Oregon, Washington):

[Grant Information](#)

Support Services

Cascade Sierra Solutions:

Cascade Sierra Solutions (CSS) is a non-profit organization dedicated to saving fuel and reducing emissions from heavy-duty diesel engines. It operates three outreach centers located with major truck stops to provide education and financial assistance

to long-haul drivers, particularly in the area of emissions reduction. While CSS does not have independent funding to offer truckstop operators for truckstop electrification, it can help truckstop operators navigate through grant application processes for other organizations.

To learn more about Cascade Sierra Solutions [click here](#).

State Programs

Arizona:

The Arizona Department of Environmental Quality (ADEQ) will use Recovery Act funding for projects including truckstop electrification along the U.S.-Mexico border. The targeted counties for this program are Cochise, Santa Cruz and Yuma. ADEQ recently released a request for proposals (RFP) for a truckstop electrification vendor to work with truckstops on establishing stations adjacent to land ports of entry.

[Click here](#) for instructions on obtaining a copy of the RFP.

Arkansas:

The Arkansas Department of Environmental Quality (ADEQ) is providing funding received from the Recovery Act for the retrofit, upgrade or replacement of diesel engines and equipment in a manner that is EPA or CARB (California Air Resources Board) certified to reduce emissions. The deployment of idle reduction technology is also included. The application deadline is **August 31, 2009**.

[Click here](#) for more information and to download the application.

Louisiana:

The Louisiana Department of Environmental Quality (LDEQ) will be allocating Recovery Act funding for diesel emission reduction through the Louisiana Clean Diesel Grant Program. Private entities are not directly eligible for funding, but may be eligible for sub-grants from entities administering selected projects. Truckstops can also partner with an eligible entity to receive funding. Project proposals are due **August 14, 2009**.

To learn more about the Louisiana Clean Diesel Grant Program and to access a copy of the solicitation, [click here](#).

Maine:

Through the Energy Conservation Loan Program, administered by the Maine Public Utilities Commission and the Finance Authority of Maine, small businesses can qualify for low-interest loans for energy saving measures approved by Efficiency Maine. The program provides loans of up to \$35,000 at 1% interest.

To learn more and to determine if your business and truck stop electrification project is eligible [click here](#).

Massachusetts:

Funding through the Congestion Mitigation and Air Quality (CMAQ) program in Massachusetts is distributed through a request for proposals (RFP) process seeking one or more partnerships between a vendor and an individual truckstop for the installation of electrification equipment. The RFP has not yet been released – check back for future updates.

North Carolina:

The Clean Fuel Advanced Technology (CFAT) program is a project designed to improve air quality in 24 counties that do not meet National Ambient Air Quality Standards (NAAQS). Originally started in 2006 and funded for 2006-2008, CFAT-II will provide continued funding for 2010-2012. Truckstop owners located in one of the 24 non-attainment counties can apply directly for funding.

A list of non-attainment counties and further program information can be found [here](#).

New Jersey:

The New Jersey Department of Environmental Protection's (NJDEP) Diesel Risk Reduction Program oversees and helps manage over \$10 million in voluntary demonstration projects to reduce diesel emissions through projects including idle reduction technologies. This program does not have a regular source of funding, but does receive periodic grants and settlement funds. Past projects include truckstop electrification in Paulsboro and Bordentown. The program invites applicants to submit projects they would like considered for future funding.

[Click here](#) to learn more and access the Project Information Form.

Oregon:

The Climate Trust, an Oregon-based nonprofit organization, has partnered with Shorepower Technologies and contracted to purchase offsets from a project that reduces truck diesel engine idling through truck stop electrification.

To learn more about this partnership and how your location can be involved [click here](#).

The Oregon Department of Energy also offers low-interest loans and state tax credits for which truckstop electrification projects are eligible. More information on the Energy Loan Program can be found [here](#). To learn more about the Business Energy Tax Credit [click here](#).

South Carolina:

The South Carolina Department of Health and Environmental Control (DHEC) is soliciting applications for Recovery Act Diesel Emissions Reduction Act (DERA) sub-grants. A total of \$600,000 is available for projects including truckstop electrification. Submissions are due **Monday, July 13, 2009**.

Chosen projects should be completed within one year of receiving the award. Recipients will be reimbursed for their qualifying purchase after verification by DHEC.

[Click here](#) to download the application packet.

Tennessee:

The Tennessee Department of Transportation (TDOT) is receiving a \$2 million American Reinvestment and Recovery Act (ARRA) grant from the Environmental Protection Agency (EPA) for truckstop electrification. The grant will allow TDOT to solicit competitive applications from truckstops to buy and install truckstop electrification equipment at six to ten truckstops throughout the state. The opportunity is also available to TSE vendors who wish to apply in partnership with a truckstop. Applications are due **August 6, 2010**.

[Click here](#) to learn more and to download the application.

Texas:

The North Central Texas Council of Governments (NCTCOG) has partnered with the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA) to fund up to \$5.6 million in idle reduction projects through the Heavy-Duty Vehicle and Equipment Grant Program. Eligible projects include on-site idle reduction such as truckstop electrification. Projects will be selected on a first-come, first-served basis with proposals scored and selected in one-week intervals. Applications are due to NCTCOG offices each Friday by 5:00 p.m. until March 26, 2010, or until all funds are awarded.

To learn more and to download the application [click here](#).

Washington:

Effective June 7, 2006, a Business and Occupations (B&O) tax deduction applies to income earned by truckstop owners for providing non-metered auxiliary power to heavy-duty diesel trucks through on-board or stand-alone electrification systems.

For more information, [click here](#).