

Diesel Idling Reduction Program - 2011 Call for Projects Frequently Asked Questions

- Q: *The guidelines indicate “the project must achieve reductions with a cost per ton of nitrogen oxides (NO_x) reduced of \$20,000 or less.” The guidelines did not provide a worksheet to perform the NO_x reduction calculations. Should it be assumed that the NCTCOG will be performing all of the calculations?*
- A: Yes, NCTCOG staff will perform all calculations for all applications. However, a calculator has been posted at www.nctcog.org/dirp to assist applicants in estimating the cost per ton of their respective projects.
- Q: *Is the \$20,000 per ton calculated using the total cost of the onboard idle reduction equipment or a maximum \$5,000 grant?*
- A: Cost per ton is based upon the amount of grant award requested. The lower the grant amount requested, the better the cost per ton.
- Q: *Is the main element in the cost per ton calculation idling reduction hours or costs? (i.e., if \$4,000 grant with 600 hours idling reduction, would the cost per ton be greater or less than \$20,000?)*
- A: The number of idling hours and the amount of funds requested are equally important; increases in the number of idling hours will provide a better (more competitive) cost per ton; the same is true for decreases in grant award, so an applicant who requests \$4,000 can meet the threshold with fewer idling hours. The horsepower of the idle-reduction technology requested also has an impact on cost per ton, with lower horsepower units providing a lower cost per ton than higher horsepower units.
- Q: *The guidelines state that cost per ton is based upon “reduction of idling hours in the DFW ozone nonattainment area”. The estimate of 600-800 hours in the DFW area would be a very high usage of the vehicle idling in this area. Is this correct, or did you intend a total reduction of 600-800 hours no matter where the vehicle operates?*
- A: The calculation is based upon 600-800 hours in the nine-county DFW nonattainment area; NCTCOG staff reviewed previously received on-board idle-reduction applications and determined that this threshold would be attainable.
- Q: *If you extended the activity life in your example to four years, what would the number of idling hours be reduced to achieve the \$20,000 target?*
- A: Please refer to the calculator posted at www.nctcog.org/dirp to estimate how changes to activity life and other inputs impact the number of idling hours needed to achieve \$20,000 per ton NO_x.
- Q: *Page 4 asks whether the engine is Certified Clean Idle. Is the reason for this question to encourage vehicles with a 2007 engine model year or earlier to apply?*
- A: The intent is not to encourage or discourage certain model years, but to identify those applications that involve Certified Clean Idle Engines. Certified Clean Idle engines first

came about in 2008, so it happens to correspond to model year 2007 and earlier. Certified Clean Idle engines have such low idling emissions that many auxiliary power units (APUs) emit more pollution than the primary engine itself. However, some low-horsepower APUs or all-electric idle-reduction technologies may still be cleaner. This helps us flag those applications where default truck idling emission rates should not be used in the quantification. Idle-reduction technologies installed on Certified Clean Idle engines will have a significantly higher (worse) cost per ton than those installed on engines which do not have this certification. Not all 2008 and newer engines are Certified Clean Idle.

Q: *How do you determine if the engine is a California certified clean idle engine? Where is this information?*

A: Trucks with Certified Clean Idle engines are clearly labeled with a sticker on the hood/cab (typically near the front of the drivers-side wheel well) with the words "certified clean idle" with an outline of the State of California in the background. If the truck is not labeled or is not already in service (i.e. the applicant is ordering a new truck), the engine family code can be used to look up the emissions certification from the California Air Resources Board (CARB) online at www.arb.ca.gov/msprog/onroad/cert/cert.php#6. For model year 2008 and later engines, the emissions certification form will include a box that says "Idling Emissions Control" and will indicate electronic start-stop (ESS) and/or 30 grams per hour (g/hr) NO_x. A certification that indicates 30 g/hr is a Certified Clean Idle engine.

Q: *For Item #109 -Source of Applicant Match, if the funds were coming from the individual or company, would you answer "self"?*

A: Yes