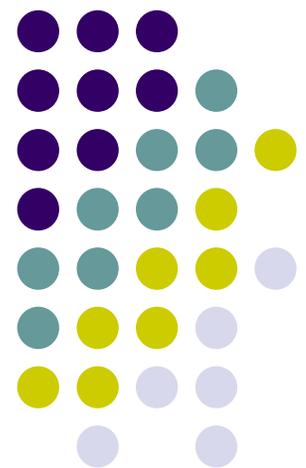


National Clean Diesel Funding Assistance

**FY 2011 Request for Proposal
Information Session
Tribal Competition**
Rosalva Tapia
Wednesday, November 17, 2010



National Clean Diesel Campaign

Why Clean Diesel?



- Diesel engines are the workhorses of the nation; millions of diesel engines already in use continue to emit large amounts of nitrogen oxides, particulate matter and air toxics
- These emissions are linked to premature deaths, asthma attacks, lost work days, and other health impacts every year

Diesel Emissions Reduction Act (DERA)



- Authorized in the Energy Policy Act of 2005
- Enables EPA to offer funding assistance
 - Goal to reduce diesel emissions
 - Competitive process for eligible entities
 - Authorized through 2011; Congress can provide annual appropriations for DERA
- Request for Proposals (RFP) = Competition

How Much Overall Funding is Available?



- National Funding Assistance Program
 - Estimated Fiscal Year 2011 funding - **\$32 million**
 - Includes all non-tribal and tribal awards
- Like last year, there is not set limit for the tribal competition
 - Allocation will depend on the demand
 - Quality of the applications

How Much Overall Funding is Available?



- Other Competitive Programs will be announced separately
 - Emerging Technologies Program
 - Smartway Finance Program

National Request for Proposal (RFP) Basics



- Available at www.epa.gov/cleandiesel/prgnational.htm
- Due Thursday, January 13, 2011 (4:00 PM - EST)
 - Specific times/instructions specified (Section IV)
 - Dependent on applicant type and project location
- Email, hardcopy, or through www.grants.gov
- Choose **ONLY ONE** of the three submission options

Tribal Eligibility to Apply? (Section III.A)



- Tribal or tribal coalitions with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principle purpose, the promotion of transportation or air quality
- Ineligible entity can partner with eligible entity

What Types of Projects Do We Fund?



- Verified Retrofit Technologies
- Verified Idle Reduction Technologies
- Verified Aerodynamic/Low Rolling Tires
- Certified Engine Repowers
- Vehicle and Equipment Replacements

What Vehicles, Engines & Equipment are Eligible?



- Projects may include, but are not limited to (Section I.D.1):
 - Buses;
 - Medium-duty or heavy-duty trucks;
 - Marine Engines;
 - Locomotives; and
 - Non-road engines, equipment or vehicles used in:
 - Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)

How Much Money Will EPA Provide?



- Tribal proposals may range from \$30,000 to \$1,000,000
- This amount could dictate the size and type of your project (how many vehicles, what type of technology, etc.)

How Much Of the Project Will EPA Pay For? (Section I.D.2)



- Verified Retrofit Technology
 - Exhaust Controls - up to 100% of the cost
 - Diesel Oxidation Catalysts, Diesel Particulate Filters, etc.
 - Engine Upgrades – up to 75% of the cost
 - Cleaner Fuels – cost differential between conventional and cleaner fuel

How Much Of the Project Will EPA Pay For?



- Verified Idle Reduction Technologies
 - Idle Reduction Technology – up to 50% of cost
 - Example: Auxiliary Power Unit on a truck - up to 50%
 - Idle Reduction Technology AND exhaust control – up to 100% of the cost
 - Example: Auxiliary Power Unit AND Diesel Particulate Filter on a truck – up to 100% of both technologies
 - APUs are only eligible on long haul Class 8 vehicles with 2006 or older engine configurations

How Much Of the Project Will EPA Pay For?



- Verified Aerodynamic Technologies (Aero) and Low Rolling Resistance Tires (Tires)
 - Stand-alone Aero and/or Tires – 0% of the cost
 - Aero and/or Tires AND Verified Idle Reduction Technology – up to 50% of the cost
 - Aero and/or Tires AND Verified Exhaust Control Technology – up to 100% of the cost
 - Aero and/or Tires AND Verified Idle Reduction AND Verified Exhaust Control – up to 100% of the cost

How Much Of the Project Will EPA Pay For?



- Certified Engine Repowers
 - Up to 75% of the cost
 - Repowers must include a complete engine and emission control system to the design specifications of the certified engine configuration
 - Associated hardware
 - Replaced engine must be scrapped or remanufactured to next EPA Standard (Tier 0 to Tier 1, for example)

How Much Of the Project Will EPA Pay For?



- Vehicle and Equipment Replacements
 - For Drayage Vehicles – up to 50% of the cost
 - 2007 or newer model year certified engine
 - Must meet operational guidelines and definition of drayage truck, as stated in RFP (Section I.D.2.e.iv)
 - For All Other Vehicles – up to 25% of the cost
 - 2010 or newer model year certified engine
 - Replaced vehicle or equipment must be scrapped or engine remanufactured to the next EPA Standard

How Will Tribal Proposals be Evaluated?



- Step 1: Threshold Criteria Review (Section III.C)
 - Must meet ALL 5 threshold criteria to move on to Step 2
- Step 2: Evaluation Criteria (Section V.A)
 - Eight evaluation criteria – points assigned to each
 - 100 points possible for non-Tribal proposals
 - 77 points possible for Tribal proposals
 - Tribes are not evaluated on Regional Significance

What is the Review/Selection Process?



- Tribal Applicants
 - Submit proposals to Office of Transportation and Air Quality via email or hardcopy (Section IV.B)
 - Given numerical score and rank-ordered (following Steps 1 and 2, discussed previously)
 - Funding Recommendation provided to EPA Approving Official
 - EPA Approving Official considers rank and Other Factors (Section V.C), then selects proposals to fund

What are the Evaluation Criteria for Tribal Applications? (Section V.A)



1. Project Summary & Overall Approach-13 pts
2. Results – Outcomes and Outputs -13 pts
3. National Programmatic Priorities - 30 pts
4. *Regional Significance – Not applicable*
5. Past Performance – Programmatic Capability and Reporting on Results – 8 pts
6. Staff Expertise/Qualifications – 4 pts
7. Budget/Resources – 5 pts
8. Applicant Fleet Description – 4 pts



Cost-Share (Section III.B)

- Three types of Cost-Share:
 - 1) Mandatory, 2) Voluntary & 3) Other Leveraged Funding/Resources
 - Specific definitions of each type in RFP
 - Mandatory & Voluntary must be included on SF-424 & SF 424A forms
- Including Voluntary and/or Other Leveraged Funding may affect applicant's evaluation:
 - National Programmatic Priorities, Cost Effectiveness Criterion (Section V.3 / Appendix E)

Potential Pitfalls



- **Project changes mid-stream are difficult**
 - Proposed project statement of work changes after proposal submission and during grant raise competition issues
 - No fundamental changes in the scope of work will be allowed, so think through your project and anticipate technology challenges
- **Vehicle & technology options & limitations**
 - Not all technology combinations are appropriate for all vehicles
 - For example, DPFs must meet exhaust temperature thresholds
 - Do as much homework ahead of time as possible to avoid complications
- **Thoroughly plan & document engine upgrades & repowers**
 - Upgrades & repowers must achieve reductions based on verified levels or to more stringent standards
 - Many older vehicles cannot accept current technology engines
 - Complete-new emission control systems must be included



Potential Pitfalls

- **Technology must be verified for *specific type* of vehicle and model year – check the lists! (Section I.D.2)**
 - Review verification letters, attachments & criteria
 - Thoroughly evaluate candidate vehicles
 - Obtain detailed documentation from vendors
 - Retain complete records for each installation
- **Reporting, Reporting, Reporting**
 - Expect more transparency and monitoring
 - Quarterly reports, detailed fleet info, national databases, verifiable results & records



Tools and Resources

- Applicant Fleet Description
 - Required part of the proposal
 - Describes fleet in detail
 - Sample available at:
<http://www.epa.gov/otaq/diesel/prgnational.htm>
- Project Narrative Sample Format
 - <http://www.epa.gov/otaq/diesel/prgnational.htm>
- Diesel Emissions Quantifier (DEQ)
 - Can be used to show expected project results, cost-effectiveness, and public health benefits
 - <http://www.epa.gov/otaq/diesel/resources.htm>



Additional Support

- Frequently Asked Questions
 - Posted weekly, on webpage
 - List will include questions from today's webinar & any submitted to helpline through Jan. 5, 2011
 - Submit questions via email to cleandiesel@epa.gov
 - Or call the hotline at
 - 1.877.NCDC.FACTS (1.877.623.2322)
 - <http://www.epa.gov/cleandiesel/prgnational.htm>