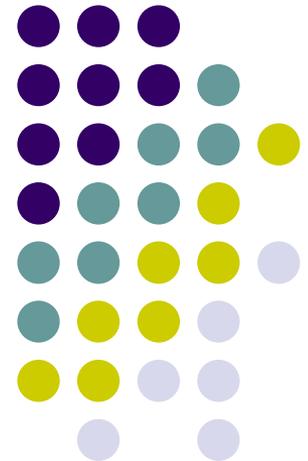


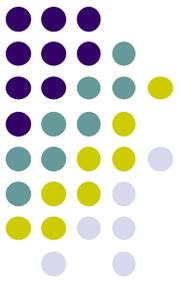
Clean Diesel Funding Assistance Program FY 2016

Request for Proposals
Information Session



National Clean Diesel Campaign

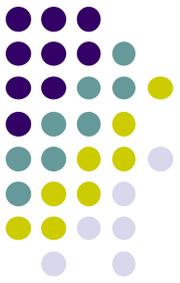




Why Clean Diesel?

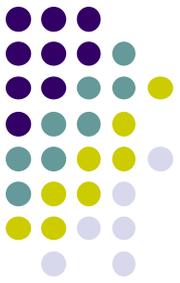
- Diesel engines are the workhorses of the nation; millions of diesel engines already in use continue to emit large amounts of nitrogen oxides, particulate matter and air toxics
- These emissions are linked to premature deaths, asthma attacks, lost work days, and other health impacts every year

Diesel Emissions Reduction Act



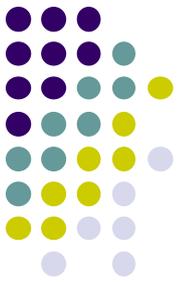
- DERA originally authorized under the Energy Policy Act of 2005
- Amended by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364)
- Enables EPA to offer funding assistance
 - Goal to reduce diesel emissions
 - Competitive process for eligible entities
 - Authorized through 2016

Basic Information



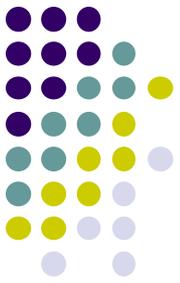
- National Funding Assistance Program
 - Estimated Fiscal Year 2016 funding - **\$26 million**
 - RFP available at www.epa.gov/cleandiesel/cleandiesel-national-grants#rfp
- Due Tuesday, April 26, 2016
- Proposals must be submitted electronically via www.grants.gov
- Submission instructions in Section IV of RFP

Eligible Entities (Section III.A)



- Regional, state, local, tribal or port agency 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
- For-profits and individuals can benefit through partnerships with eligible entities

Proposal Submission Limit



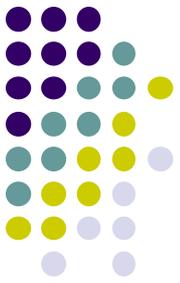
- Applicants may submit no more than THREE proposals nationally
- A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions. An applicant cannot submit two proposals that both request funding for the same project (i.e. the same target fleet or group of fleets).
- Applicants submitting more proposals than the limit will be requested to withdraw the extra proposals

Amount of Funding Available (Section II.A)



- Each Regional Office specifies their own funding ranges
- This amount could dictate the size and type of your project (e.g., how many vehicles, what type of technology, etc.)
- The amount of federal funding requested by an applicant must not exceed the upper limit of the funding ranges specified for each Region.

Amount of Funding Available (Section II.A)



- Region 1: \$100,000 - \$800,000
- Region 2: \$500,000 - \$1,800,000
- Region 3: \$750,000 - \$2,700,000
- Region 4: \$300,000 - \$1,900,000
- Region 5: \$500,000 - \$2,500,000
- Region 6: \$400,000 - \$2,700,000
- Region 7: \$300,000 - \$1,500,000
- Region 8: \$300,000 - \$1,500,000
- Region 9: \$500,000 - \$4,400,000
- Region 10: \$300,000 - \$800,000

Eligible Vehicles, Engines & Equipment (Section I.B.1)



- May include, but are not limited to
 - Buses;
 - Class 5 – Class 8 heavy-duty highway vehicles;
 - 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)

Eligible Projects (Section I.B.2)



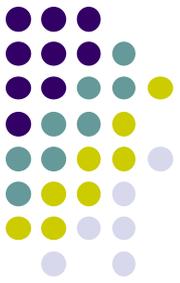
- Verified Exhaust Control Technologies
- Verified/Certified Engine Upgrades
- Verified/Certified Cleaner Fuel Use
- Verified Idle Reduction Technologies
 - Auxiliary Power Units, Fuel Operated Heaters, etc.
 - Also includes shore connection systems and electrified parking spaces
- Verified Aerodynamic Technologies & Low Rolling Resistance Tires
 - Trailer side skirts, trailer gap reducers, tires, etc.
- Certified Engine Repowers
- Vehicle and Equipment Replacement

Project Funding Percentage (Section I.B.2)



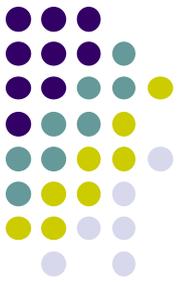
- Exhaust Controls - up to 100% of the cost
 - Diesel Oxidation Catalysts, Diesel Particulate Filters, etc.
- Engine Upgrades - up to 40% of the cost
- Cleaner Fuels - cost differential between conventional fuel and cleaner fuel
 - EPA will NOT fund stand alone cleaner fuel use

Project Funding Percentage (Section I.B.2)



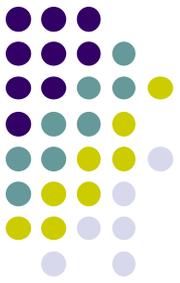
- Verified Idle Reduction Technologies
 - EPA will NOT fund stand alone idle reduction technologies EXCEPT:
 - Locomotive idle reduction up to 40% of the cost
 - Shore connection systems (locomotive and marine) up to 25% of the cost
 - Electrified parking spaces (truck stop electrification) up to 25% of the cost
 - Idle reduction technologies on school buses with model year 2006 or older engines that have been previously retrofitted, up to 100%
 - Other idle reduction projects - 100% when combined on the same vehicle with new eligible verified exhaust control funded under this RFP
 - Example: Auxiliary Power Unit AND Diesel Particulate Filter on a truck

Project Funding Percentage (Section I.B.2)



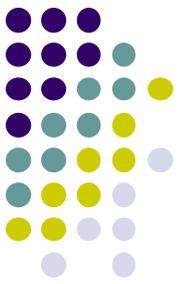
- Verified Aerodynamic Technologies (Aero) and Low Rolling Resistance Tires (Tires)
 - EPA will NOT fund stand-alone Aero and/or Tires projects
 - If Aero and/or Tires are combined on the same vehicle with a verified exhaust control technology funded under this RFP, EPA will fund up to 100% of the cost of all technologies
 - Example: Low Rolling Resistance Tires AND Diesel Particulate Filter on a truck

Project Funding Percentage (Section I.B.2)



- **Repower of Locomotive, Marine, and Nonroad Vehicles and Equipment:**
 - EPA will fund up to 40% of the cost (labor and equipment) of a 2015 model year or newer engine certified to EPA emission standards.
 - EPA will fund up to 60% of the cost (labor and equipment) of an all-electric repower.
- **Repower of Highway Diesel Vehicles:**
 - EPA will fund up to 40% of the cost (labor and equipment) of a 2015 model year or newer engine certified to EPA emission standards.
 - EPA will fund up to 50% of the cost (labor and equipment) of a 2015 model year or newer engine that is certified to CARB's Optional Low-NOx Standard.
 - EPA will fund up to 60% of the cost (labor and equipment) of an all-electric repower.

Project Funding Percentage (Section I.B.2)



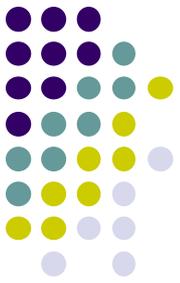
- **Replacement of Locomotive and Nonroad Vehicles and Equipment:**
 - EPA will fund up to 25% of the cost of a replacement vehicle or piece of equipment powered by a 2015 model year or newer engine certified to EPA emission standards.
 - EPA will fund up to 45% of the cost of a new, all-electric nonroad vehicle or piece of equipment.
- **Replacement of Highway Vehicles (other than drayage):**
 - EPA will fund up to 25% of the cost of a replacement vehicle powered by a 2015 model year or newer engine certified to EPA emission standards.
 - EPA will fund up to 35% of the cost of a replacement vehicle powered by a 2015 model year or newer engine certified to meet CARB's Optional Low-NOx Standard.
 - EPA will fund up to 45% of the cost of an all-electric replacement vehicle.
- **Replacement of Drayage Trucks:**
 - EPA will fund up to 50% of the cost of a replacement drayage truck powered by a 2011 model year or newer certified engine.

Repower and Replacement Criteria (Section I.B.2)



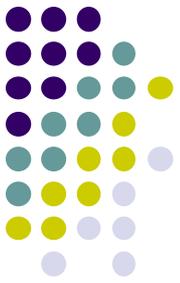
- Nonroad: Horsepower increases of more than 25 percent will require specific approval by EPA prior to purchase, and the applicant may be required to pay the additional costs associated with the higher horsepower equipment.
- Highway: The replacement vehicle must not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8). The engine's primary intended service class must match the replacement vehicle's weight class (i.e. a LHD diesel engine is used in a vehicle with GVWR 16,001 – 19,500 pounds, a MHD diesel engine is used in a vehicle with a GVWR of 19,501 – 33,000 pounds, and an HHD diesel engine is used in a vehicle with a GVWR greater than 33,000 pounds.) Exceptions may be granted for vocational purposes, however the GVWR must stay within 10 percent of the engine's intended service class and any exceptions will require specific EPA approval prior to purchase.

Repower and Replacement Criteria (Section I.B.2)



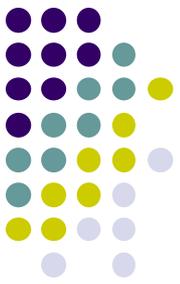
- The engine and/or vehicle or equipment being replaced must be scrapped or rendered permanently disabled within 90 days of being replaced.
- Repowers and replacements that would have occurred through normal attrition within 3 years of the project start date are considered to be the result of normal fleet turnover and are not eligible for funding under this program.

Eligible Diesel Vehicles, Engines and Equipment (Section I.B.1)



- Nonroad equipment that operate less than 500 are NOT eligible
- Locomotives and Marine engines that operate less than 1000 hours/year are NOT eligible.
- Minimum usage requirements for marine and locomotive shore connection systems

Eligible Diesel Vehicles, Engines and Equipment (Section I.B.1)



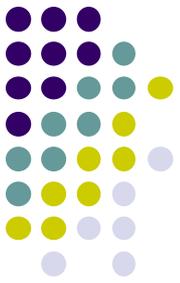
- Buses and Class 5-Class 8 Highway Vehicles

Current Engine Model Year (EMY)	DOC +/- CCV	DPF	SCR	Drayage Truck Replacement: EMY 2011 or Newer	Other Vehicle Replacement: EMY 2015 or Newer	Engine Repower: EMY 2015 or Newer	Replacement or Repower: All-Electric
	+/- idle reduction						
1994-2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 to 2010	No	No	Yes	No	No	No	Yes

- Nonroad Vehicles and Equipment

Current Engine Horsepower	Current Engine Model Year (EMY)	Replacement or Repower: EMY 2015 or Newer			Verified Exhaust Control	Verified Engine Upgrade
		Tier 0 - 3	Tier 4	All-Electric		
0-50	2004 and Newer	No	Yes	Yes	Yes	Yes
51-300	1994 and Newer	No	Yes	Yes	Yes	Yes
301-99999	1984 and Newer	No	Yes	Yes	Yes	Yes

Eligible Diesel Vehicles, Engines and Equipment (Section I.B.1)



- Marine Engines

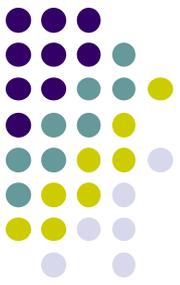
Current Engine Tier	Engine Repower: Engine Model Year 2015 or Newer		Certified Remanufacture System	Verified Engine Upgrade
	Tier 1-2	Tier 3-4		
Unregulated – Tier 2	No	Yes	Yes	Yes
Tier 3 - 4	No	No	No	No

- Locomotives

Current Locomotive Tier	Replacement or Repower: Engine Model Year 2015 or Newer			Verified Exhaust Controls	Verified Idle-Reduction Technology
	Tier 0+ - 3	Tier 4	All-Electric	SCR	
Unregulated - Tier 2	No	Yes	Yes	No	Yes*
Tier 2+ switcher	No	Yes	Yes	Yes	Yes*
Tier 2+ line haul	No	No	No	Yes	Yes*

*Automatic Engine Start-Stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated.

Funding Restrictions (Section III.D)



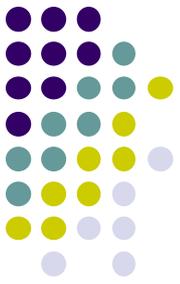
- **Restriction for Mandated Measures:** No funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law.
- EPA’s locomotive and marine rule, “Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder”
- EPA’s RICE rule, “National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ)”

Restriction for Mandated Measures Con't



- Proposals which include locomotives and/or marine engines and/or stationary engines must include a clear and concise justification for why/how the proposed emission reduction are not subject to the Restriction for Mandated Measures under this RFP. The justification must clearly demonstrate that:
 - the target engines are exempt from the requirements of the rule; and/or
 - emission reductions funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule; and/or
 - emission reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but instead are in excess of (above and beyond) those required by the applicable mandate.

Restriction for Mandated Measures Con't



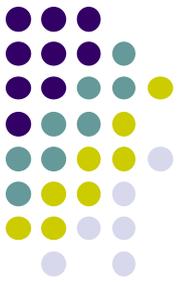
- Applicants must provide sufficient information to support the justification, including maintenance records, if applicable.
- Supporting information may be included as an attachment to the proposal, and does not count towards the 11-page limit. Please see Appendix D of the RFP for additional information.



Reminder!

- You may use your computer's speakers for audio.
- If you prefer to hear audio through your phone line, please dial 1-866-299-3188, code: 3439147#.
- All lines are muted. Please type your questions into the question box at this time and we will address as many as possible after the presentation.
- If we are unable to answer your question at this time, we will list all questions and answers in the FAQ document available at www.epa.gov/cleandiesel/prgnational.htm.

Proposal Submission

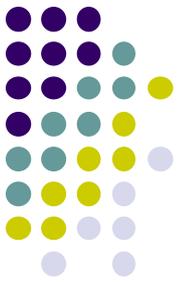


- Submit proposals electronically via www.grants.gov
- If not currently registered with Grants.gov, designate an Authorized Organization Representative (AOR) and begin the registration process as soon as possible.
- The registration process requires that your organization have a DUNS number and a current registration with the System for Award Management (SAM) and the process of obtaining both could take several weeks.

Proposal Submission



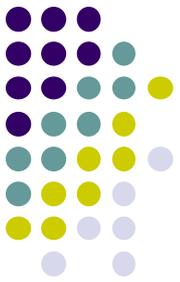
- Applicants must indicate in their proposal the EPA regional office from which they are requesting funding.
- Applicants should request funding from the EPA regional office which covers their geographic project location.
- The term “project location” as used in this RFP refers to the primary area where the affected vehicles operate, or the primary area where the emissions benefits of the project will be realized.
- For long-distance fleets, the applicant should decide which Region the proposal should be submitted to and provide justification as to why that Region was selected - whether it is the Region where the fleet is based, or operates the majority of the time, or other factors that would justify award in that Region.



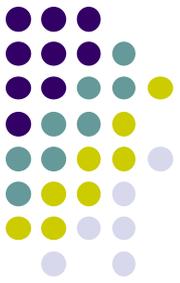
Proposal Evaluation Process

- Step 1: Threshold Criteria Review (Section III.C)
 - Must meet ALL 6 threshold criteria to move on to Step 2
- Step 2: Evaluation Criteria (Section V.A)
 - Ten evaluation criteria – points assigned to each
 - 145 points possible

Proposal Selection Process



- 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 may consider Other Factors (Section V.C), then selects proposals to fund



Evaluation Criteria (Section V.A)

Criteria	Points
Project Summary Approach	25
Project Location	30
Project Sector	15
Benefits to the Community	5
Community Engagement and Partnerships	5
Project Sustainability	5
Environmental Results – Outputs, Outcomes, and Performance Measures	20
Programmatic Capability and Past Performance	20
Budget	15
Applicant Fleet Description	5

Evaluation Criteria (Section V.A.2)

Project Location



- Proposals will be evaluated based on the location of the project
 - (5 points) Whether the proposal includes a detailed description of the primary areas where the affected vehicle/engine operate, or the primary area where the emissions benefits of the project will be realized.
 - (15 points) Projects located in an Ozone or PM2.5 Nonattainment or Maintenance area
 - (10 points) Projects located in an area where all or part of the population is exposed to more than 2.0 $\mu\text{g}/\text{m}^3$ of diesel particulate matter emissions
 - www.epa.gov/sites/production/files/2016-01/documents/fy16-county-area-list.pdf

Evaluation Criteria (Section V.A.3)

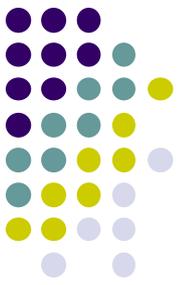
Project Sector



- Proposals will be evaluated on the targeted sector of the project
 - (5 points) Whether the proposal includes a detailed description of the economic sector served by the project
 - (10 points) Whether the vehicles/engines/equipment targeted for diesel emission reductions are located at, or service, goods movement facilities such as: ports, rail yards, terminals, or distribution centers, as described in Section I.B.3.b. of the RFP

Evaluation Criteria (Section V.A.4)

Benefits to the Community



- Applicants will be evaluated based on the quality and extent to which their proposal demonstrates how the proposed project will address the needs and concerns of local communities, including any communities or populations that have faced or are facing environmental justice concerns (as defined in Section I.B.3.c of the RFP), and/or other interested parties, groups, or populations that are affected, or have been affected, by the environmental and/or other issues that the project is intended to address.
- The extent that a project will maximize public health benefits depends on both the population that will experience improvements in air quality due to the project, and the amount of emission reductions that will take place. Proposals should therefore describe both the population that will be affected by the project and how they will directly benefit from emission reductions that will result from the₃₃ project.

Evaluation Criteria (Section V.A.5)

Community Engagement and Partnerships



- Under this criterion, proposals will be evaluated based on the extent and quality of the applicant's efforts and plans for engaging local communities with respect to the design and performance of the project and obtaining support from project partners to more effectively perform the project, as described in Section I.B.3.d of the RFP.
- Community engagement and partnership efforts should include various organizations representing a broad spectrum of the community; examples include grassroots, neighborhood, school, faith-based, city council, business, local government, and other organizations.

Evaluation Criteria (Section V.A.6)

Project Sustainability



- Proposals will be evaluated based on the extent and quality to which the applicant can demonstrate its ability to promote and continue efforts to reduce emissions after EPA funding for this project has ended.
- This could include, but is not limited to: the project's inclusion in a broader-based environmental or air quality plan; the implementation of idle-reduction policies; the implementation of contract specifications requiring the use of cleaner vehicles and equipment; or a documented commitment to continue to identify and address air quality issues in the affected community.



Cost-Share (Section III.B)

- Types of Cost-Share:
 - Mandatory and Voluntary (overmatch)
- Must be included on SF-424 & SF 424A forms and in the proposal budget
- The proposal must describe how and when the applicant will obtain the cost-share and how the cost-share funding will be used
- If the proposed cost-share is to be provided by a project partner, a letter of commitment is required

Consultant, Contractor & Vendor Participation



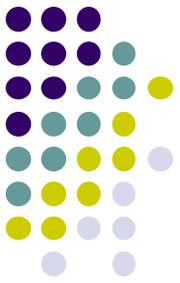
- Grantees must compete contracts for services and products.
- Applicants are not required to identify contractors, consultants, or vendors in their proposal.
- Naming a specific contractor, consultant or vendor in the proposal does not relieve the applicant of its obligations to comply with competitive procurement requirements.
- Applicants may not award sole source contracts to consultants, contractors or vendors assisting applicants with the proposal solely based on the firm's role in preparing the proposal.

Potential Pitfalls



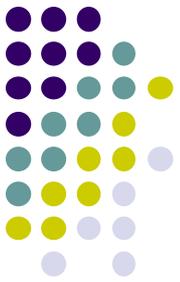
- Project changes mid-stream are not likely to be allowed
 - Potential competition issues – scores are based on vehicles/technologies/locations as proposed
- Vehicle & technology options & limitations
 - Not all technology combinations are appropriate for all vehicles
 - i.e. DPFs must meet exhaust temperature thresholds
 - Do as much homework ahead of time as possible to avoid complications

Potential Pitfalls



- Thoroughly plan and 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
 - Make sure to check model years and tiers of proposed engines to make sure they're eligible for funding

Potential Pitfalls



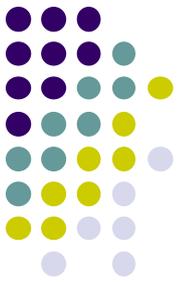
- Technology must be verified for *specific type* of vehicle and model year – check the EPA and CARB verified technologies lists!
 - Review verification letters, attachments & criteria
 - Thoroughly evaluate candidate vehicles
 - Obtain detailed documentation from vendors

Tools and Resources



- Applicant Fleet Description
 - Required part of the proposal – describes fleet in detail
 - Sample available at www.epa.gov/file/2016-applicant-fleet-description-sample
- Project Narrative Sample Format
 - www.epa.gov/file/2016-project-narrative-sample
- Priority County and Area List
 - www.epa.gov/sites/production/files/2016-01/documents/fy16-county-area-list.pdf
- Diesel Emissions Quantifier (DEQ)
 - Can be used to show expected project results, cost-effectiveness
 - www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq
- Technology Tips Guide
 - Helpful info about each type of project, technical issues to look out for, etc.
 - <http://www.epa.gov/sites/production/files/2015-09/documents/420p11001.pdf>

Additional Support



- Frequently Asked Questions
 - Posted weekly, on webpage
 - List will include questions from today's webinar
 - Deadline for submitting questions is Friday, April 15, 2016
 - Submit questions via email to cleandiesel@epa.gov or 1-877-NCDC-FACTS (1-877-623-2322)
 - Type "RFP Question" in the subject line of email

www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp

Thank You!

FY 2016 Request for Proposals Information Session

All lines are muted. Please type your questions into the question box at this time and we will address as many as possible.

If we are unable to answer your question at this time, we will list all questions and answers in the FAQ document available at

www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp

Handouts for this presentation are available at

www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp

This webinar was recorded and will be posted at

www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp

