

EPA Announces Availability of National Clean Diesel Funding

On October 6, 2009, the Environmental Protection Agency (EPA) released a Request for Proposals (RFP) for competitive grant applications for projects funded under the 2009 **AND** 2010 National Clean Diesel Funding Assistance Program. *The next competitive solicitation will not be until 2011!* Funding for this program is provided through the Diesel Emission Reduction Act (DERA). Completed applications, either electronic or hard copy submittals, need to be received by the EPA no later than **4:00 PM Tuesday, December 8, 2009.**

Please see the EPA National Clean Diesel website at <http://www.epa.gov/air/grants/09-10.pdf> for the solicitation announcement and information about this program.

EPA New England (Region 1) is accepting non-tribal proposals for projects located within Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. Only proposals requesting EPA funding between \$250,000 and \$1,000,000 will be considered. It is anticipated that six to nine Region 1 assistance agreements will be made from this announcement.

Project Period (estimated): April 1, 2010 to March 31, 2012

Eligible Applicants:

- U.S. regional, State, local or tribal agencies or port authorities with jurisdiction over transportation or air quality, and
- Nonprofit organizations or institutions that:
 - represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or
 - have, as their principal purpose, the promotion of transportation or air quality

Note: *If you are not an eligible applicant (private fleet), please contact us to see if we can help in finding an eligible project partner.*

Eligible fleets:

- Buses
- Medium or heavy duty trucks
- Marine engines
- Locomotives
- 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).

Examples of Eligible Technologies:

| | <u>Cost Share</u> <u>EPA/Recipient</u> |
|--|---|
| • Certified equipment/vehicle <u>early</u> ¹ replacement | 25% ² / 75% |
| • Certified engine re-powers or <u>early</u> ¹ engine replacement | 75% / 25% |
| • Verified emission controls – oxidation catalysts, particulate traps, or other retrofit devices | 100% / 0% |
| • EPA-Verified engine upgrades | 100% / 0% |
| • Idle Reduction – engine/cabin heaters & auxiliary power units | 100% / 0% |
| • Incremental cost for cleaner fuels – biodiesel | 100% / 0% |
| • Verified aerodynamic technology & low rolling resistance tires | 100% / 0%. |

¹ This program funds the early replacement of vehicles, engines and/or equipment. Equipment or engine replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program.

² Certain school bus replacements are eligible for 50% federal funding.

Proposal Evaluation:

Non-tribal proposals submitted for projects located in Region 1 will be evaluated based on the quality and extent to which the proposed project:

- Advances the priority sectors of municipal (including school buses), transit, freight, construction, and ports;
- Addresses the following relevant sector-specific priorities:
 - For projects that advance the construction sector: includes a plan to adopt or encourage the adoption of the Northeast Diesel Collaborative model, or similar, construction specifications (<http://northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf>)
 - For projects that advance the freight sector: reduces diesel emissions locally through retrofits, idle reduction technology, fleet turnover, and/or engine replacement; and/or by facilitating or encouraging a mode shift from truck to rail or barge
 - For projects that advance the municipal sector: includes a plan to reduce idling through policy, outreach and/or driver training
 - For projects that advance the ports sector: focuses on reducing emissions from trucks or marine engines at ports that operate adjacent to communities
 - For projects that advance the transit sector: includes a plan to reduce idling through policy, outreach and/or driver training
- Demonstrates an ability to extend or replicate benefits of the project in the future (sustainability);
- Provides emissions reductions benefits to multiple towns, cities or states;
- Demonstrates the effective use of partnerships and describes the nature and extent of partnership activities, including partner letter(s) of commitment.
- In addition to reducing emissions of black carbon, addresses climate change by either maximizing reductions of other greenhouse gases or by incorporating the proposed project as part of a larger strategy to address climate change.

Final Notes:

Begin working on your project **now!** Successful applicants are those whose project proposals are complete, address every area of the RFP, and have well developed objectives and outcomes. This level of detail takes time, so start now. If you are planning to re-submit a proposal that was not selected in a previous round do not just recycle the proposal, go back and review and work to strengthen the previous proposal

DES will answer questions about the EPA's National Clean Diesel Campaign and this funding opportunity to the best of our ability, but EPA is going to be the best source of information so please go to their website (www.epa.gov/otaq/diesel/prgnational.htm) and get your questions in early.

The DES does not anticipate being an applicant submitting proposals for this funding. However, DES is available to assist applicants with information required in some areas of the proposal such as air quality status in various parts of the state and how to quantify emissions reductions. We may also be able to assist in helping you identify project partners.

Please contact Thomas Fargo, DES-DERA Program Manager at 271-1378 or thomas.fargo@des.nh.gov with any questions, comments, or ideas.