

EPA's Clean Diesel Funding Assistance Program

FY 2019 Request for Applications Information Session

We will begin the webinar shortly.

For audio through your phone line, please dial 1-202-991-0477, code: 4149804#.

PLEASE MUTE YOUR LINE

Please type your questions into the question box at any 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

<https://www.epa.gov/cleandiesel/clean-diesel-national-grants>.

Presentation materials will be available at

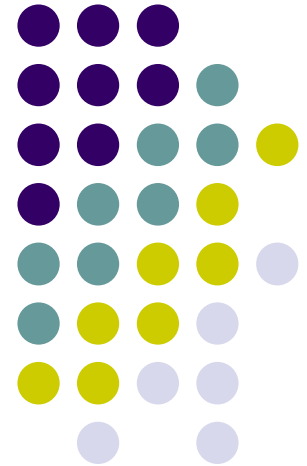
<https://www.epa.gov/cleandiesel/clean-diesel-national-grants>.

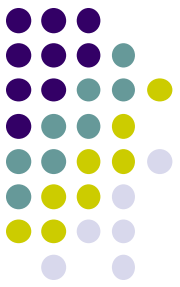
Clean Diesel Funding Assistance Program FY 2019

Request for Applications
Information Session



National Clean Diesel Campaign

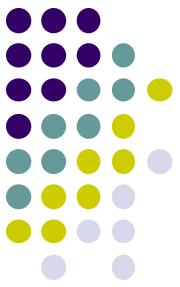




Introduction

Despite EPA's diesel engine and fuel standards for new engines, the nearly ten million legacy diesel engines already in use continue to emit large amounts of NO_x and PM_{2.5}, which contribute to serious public health problems, including asthma, lung cancer and various other cardiac and respiratory diseases.

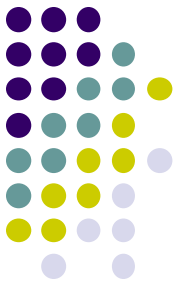
Through this Request for Applications (RFA), EPA is offering a competitive funding opportunity for projects that achieve reductions in diesel emissions from mobile sources.



Basic Information

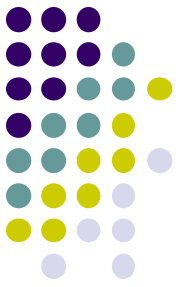
- National Funding Assistance Program
 - Estimated Fiscal Year 2019 funding - **\$40 million**
 - RFA available at:
www.epa.gov/cleandiesel/clean-diesel-national-grants
- Applications due Wednesday, March 6, 2019

Who can apply? (Section III.A)



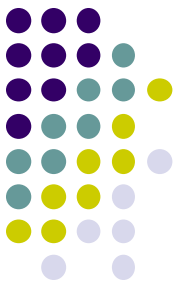
- Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principle purpose, the promotion of transportation or air quality
- For-profits and individuals can benefit through partnerships with eligible entities

Application Submission Limit



- Applicants may submit no more than THREE applications nationally
- A single application may target multiple fleets, fleet types and/or diesel emission reduction solutions. An applicant cannot submit two applications that request funding for the same project (i.e. the same target fleet or group of fleets).

How much funding is available? (Section II.A)



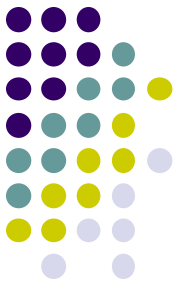
Applicants must request funding from the EPA regional office which covers their geographic project location.

The geographic boundaries for each EPA regional office are defined in Section IV.A of the RFA.

Regional Funding Limits

- Region 1: \$1,000,000
- Region 2: \$2,500,000
- Region 3: \$2,500,000
- Region 4: \$2,000,000
- Region 5: \$3,000,000
- Region 6: \$2,500,000
- Region 7: \$1,500,000
- Region 8: \$2,400,000
- Region 9: \$4,000,000
- Region 10: \$1,000,000

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 engines; 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 & Funding Percentage (Section I.B.2)



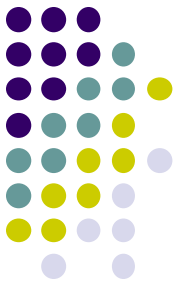
- Verified Engine Retrofits - up to 100% of the cost
 - Diesel Oxidation Catalysts, Diesel Particulate Filters, etc.
- Verified/Certified Engine Upgrades and Remanufacture Systems - up to 40% of the cost
- Verified Cleaner Fuels - cost differential between conventional fuel and cleaner fuel
 - EPA will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

Eligible Projects & Funding Percentage (Section I.B.2)



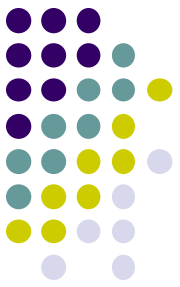
- Verified Idle Reduction Technologies
 - Locomotive idle reduction up to 40% of the cost
 - Marine shore power connection systems up to 25% of the cost
 - Electrified parking spaces (truck stop electrification) up to 30% of the cost
 - Idle reduction technologies on school buses or long-haul Class 8 trucks:
 - up to 25% of the cost of stand-alone idle reduction technology
 - Up to 100% if combined on the same vehicle with new or existing engine retrofit

Eligible Projects & Funding Percentage (Section I.B.2)



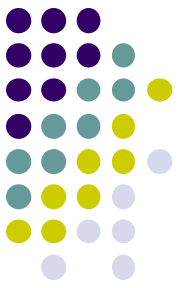
- Verified Aerodynamic Technologies (Aero) and Low Rolling Resistance Tires (Tires)
 - EPA will NOT fund stand-alone Aero and/or Tires projects
 - If Aero and/or Tires are combined on the same vehicle with a verified exhaust control technology funded under this RFA, EPA will fund up to 100% of the cost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

Eligible Projects & Funding Percentage (Section I.B.2)



- **Engine Replacement: Locomotive, Marine, and Nonroad Vehicles and Equipment:**
 - EPA will fund up to 40% of the cost (labor and equipment) of a 2019 model year or newer engine certified to EPA emission standards. (Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to the engine in 2019.)
 - EPA will fund up to 60% of the cost (labor and equipment) of replacing a diesel engine with zero tailpipe emissions power source.

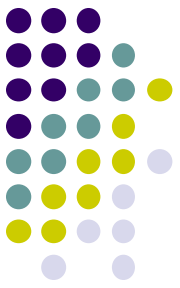
Eligible Projects & Funding Percentage (Section I.B.2)



- **Engine Replacement: Highway Diesel Vehicles:**
 - EPA will fund up to 40% of the cost (labor and equipment) of a 2016 model year or newer engine certified to EPA emission standards.
 - EPA will fund up to 50% of the cost (labor and equipment) of a 2016 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 replacing a diesel engine with a zero tailpipe emissions power source.

Hydrogen fuel cells are only eligible for engine replacements for eligible urban transit buses, shuttle buses, and drayage trucks as defined in this RFA.

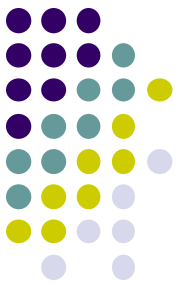
Eligible Projects & Funding Percentage (Section I.B.2)



- **Replacement of Locomotives, Marine Vessels, 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 2019 model year or newer engine certified to EPA emission standards. (Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to the engine in 2019.)
 - EPA will fund up to 45% of the cost of a new, zero tailpipe emissions locomotive, marine vessel, or nonroad vehicle or piece of equipment.

Hydrogen fuel cell equipment are only eligible as replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts as defined in this RFA.

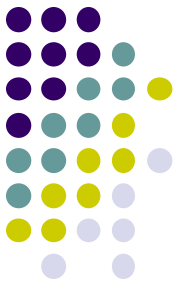
Eligible Projects & Funding Percentage (Section I.B.2)



- **Replacement of Highway Vehicles (other than drayage):**
 - EPA will fund up to 25% of the cost of a replacement vehicle powered by a 2016 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 2016 model year or newer engine certified to meet CARB's Optional Low-NOx Standard.
 - EPA will fund up to 45% of the cost of new, zero tailpipe emissions replacement vehicle.
- **Replacement of Drayage Trucks:**
 - EPA will fund up to 50% of the cost of a replacement drayage truck powered by a 2013 model year or newer certified engine.

Hydrogen fuel cell vehicles are only eligible as replacements for eligible transit buses, shuttle buses, and drayage trucks as defined in this RFA.

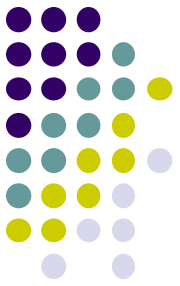
Eligible Projects & Funding Percentage (Section I.B.2)



- **Clean Alternative Fuel Conversion**

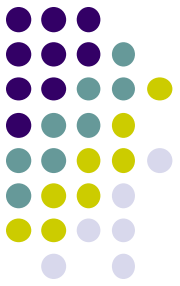
- Funding can cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion.
- Eligible conversions are those certified by EPA and/or CARB, and those systems deemed compliant by EPA for Intermediate-Age engines.
- EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and compliant "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" are available at: www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.
- Eligible conversion systems for EMY1995-2006 must achieve at least a 30% NOx reduction and a 10% PM reduction from the applicable certified emission standards of the original engine.
- Eligible conversion systems for EMY 2007 and newer must achieve at least a 20% NOx reduction with no increase in PM from the applicable certified emission standards of the original engine.

Funding Restrictions (Section III.D)



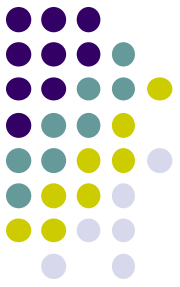
- Other federal grant funds, federal SEP funds, and VW Mitigation funds cannot be used as cost share, and vice versa
- Funds cannot be used for cost incurred prior to project period
- Funds cannot be used for emissions testing or air monitoring
- Funds cannot be used for fueling infrastructure

Funding Restrictions (Section III.D)



- Funds cannot be used for fleet expansion
 - The target vehicle must be fully operational and in current, regular service.
 - The replacement will continue to perform similar function and operation as the unit that is being replaced.
 - The replacement will be of similar type and gross vehicle weight rating or horsepower as the unit being replaced
 - Nonroad: HP increase of more than 25% requires EPA approval
 - Highway: Increase in weight Class requires EPA approval

Funding Restrictions (Section III.D)



- The unit being replaced must be scrapped within 90 days
 - If a 2010 engine model year (EMY) or newer vehicle is replaced, the 2010 EMY or newer vehicle may be retained or sold if the 2010 EMY or newer vehicle will replace an 1996-2009 EMY vehicle, and the 1996-2009 EMY vehicle will be scrapped. A detailed scrappage plan must be submitted and will require prior EPA approval.
 - If a Tier 2 or Tier 3 locomotive, marine, or nonroad vehicle, equipment and/or engine is replaced, the units may be retained or sold if they will replace a similar, lower Tiered unit, and the lower Tiered unit will be scrapped. A detailed scrappage plan must be submitted and will require prior EPA approval.

Funding Restrictions (Section III.D)

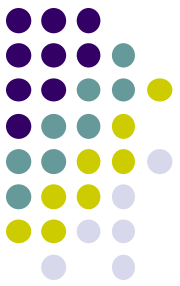


- Agricultural pumps that operate less than 250 hours/year are NOT eligible
- All other nonroad equipment that operate less than 500 hours/year are NOT eligible
- Locomotives and Marine engines that operate less than 1000 hours/year are NOT eligible

Note: Engine hours may be combined to reach the threshold where two units will be scrapped and replaced with a single unit.

- Minimum usage requirements for marine and locomotive shore connection systems

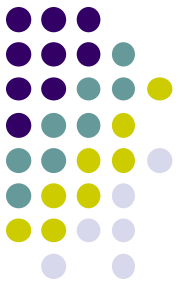
Funding Restrictions (Section III.D)



- **Medium and Heavy-Duty Trucks, Transit Buses, and School Buses**

Current Engine Model Year (EMY)	DOC +/- CCV	DPF	SCR	Verified Idle Reduction, Tires, or Aerodynamics	Vehicle or Engine Replacement: EMY 2016+ (2013+ for Drayage)	Vehicle or Engine Replacement: EMY 2016+ Zero Emission or Low-NO _x	Clean Alternative Fuel Conversion
older - 1995	No	No	No	No	No	No	No
1996 - 2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 - 2009	No	No	Yes	Yes*	Yes	Yes	Yes
2010 - newer	No	No	No	Yes*	No	Yes	Yes

* Auxiliary Power Units and generators are not eligible on vehicles with EMY 2007 or newer.



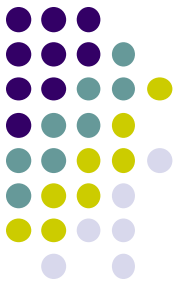
Nonroad Engine Funding Restrictions (Section III.D)

Current Engine Horsepower	Current Engine Model Year (EMY) and Tier	Vehicle/Equipment Replacement: EMY 2019+					Verified Retrofit
		Compression Ignition			Spark Ignition	Zero Emission	
		Tier 0-2	Tier 3-4i	Tier 4	Tier 2		
0-50	2006 and Newer; Unregulated – Tier 2	No	No	Yes	Yes	Yes	Yes
51-300	1996 and Newer; Tier 0 – Tier 2	No	Yes*	Yes	Yes	Yes	Yes
51-300	1996 and Newer; Tier 3	No	No	Yes	Yes	Yes	Yes
301+	1986 and Newer; Tier 0 – Tier 2	No	Yes*	Yes	Yes	Yes	Yes
301+	1986 and Newer; Tier 3	No	No	Yes	Yes	Yes	Yes
Current Engine Horsepower	Current Engine Model Year (EMY) and Tier	Engine Replacement: EMY 2019+**				Verified Engine Upgrade	
		Compression Ignition		Spark Ignition	Zero Emission		
		Tier 0-3	Tier 4	Tier 2			
0-50	2006 and Newer; Unregulated – Tier 2	No	Yes	Yes	Yes	Yes	
51-300	1996 and Newer; Tier 0 – Tier 3	No	Yes	Yes	Yes	Yes	
301-750	1986 and Newer; Tier 0 – Tier 3	No	Yes	Yes	Yes	Yes	
751+	1986 and Newer; Tier 0 – Tier 2	No	Yes	Yes	Yes	Yes	

*Tier 3 and Tier 4 interim (4i) allowed for vehicle/equipment replacement only when Tier 4 final is not yet available from OEM: 2019 model year equipment under the Transition Program for Equipment Manufacturers (TPEM).

**Previous engine model year engines may be used for engine replacement if the engine is certified to the same emission standards applicable to EMY 2019.

Funding Restrictions (Section III.D)



- Marine Engines

Current Engine Tier	Engine Replacement: EMY 2019+ *			Certified Remanufacture System	Verified Engine Upgrade
	Compression Ignition		Spark Ignition		
	Tier 1-2	Tier 3-4			
Unregulated – Tier 2	No	Yes	Yes	Yes	Yes
Tier 3 - 4	No	No	No	Yes	No

*Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to EMY 2019.

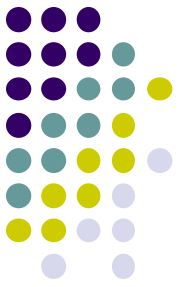
- Locomotives

Current Locomotive Tier	Locomotive Replacement or Engine Replacement: EMY 2019+* or Zero Emission			Verified Retrofit	Idle-Reduction Technology	Certified Remanufacture System
	Tier 0+ - 3	Tier 4	Zero Emission			
Unregulated - Tier 2	No	Yes	Yes	Yes	Yes**	Yes
Tier 2+ switcher	No	Yes	Yes	Yes	Yes**	Yes
Tier 2+ line haul	No	No	No	Yes	Yes**	Yes
Tier 3 – Tier 4	No	No	No	No	No	No

*Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to EMY 2019.

**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)

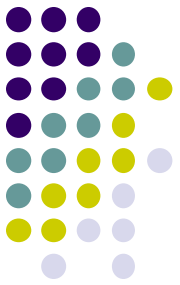


- **Restriction for Mandated Measures:** No funds awarded under this RFA shall be used to fund the costs of emission reductions that are mandated under federal law.
 - EPA’s locomotive and marine rule, “Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less 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



- Applications 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 RFA. 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.

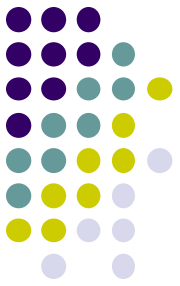


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Where do I start?

1. Visit the Clean Diesel National Grants webpage:
www.epa.gov/cleandiesel/clean-diesel-national-grants
2. Download, Save, and Read the following documents:
 - Request for Applications #EPA-OAR-OTAQ-19-01(pdf)
 - Sample Project Narrative (word)
 - Sample Applicant Fleet Description (excel)
3. Other Supporting Information found on this page:
 - Priority Area List
 - Sample Drayage Operating Guidelines
 - TRU Factsheet



How do I apply?

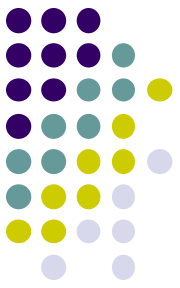
- Applications must be submitted electronically via www.grants.gov
- If not currently registered with Grants.gov, designate an Authorized Organization Representative (AOR) and begin the registration process as soon as possible.
- The registration process requires that your organization have a DUNS number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



How do I apply? (continued)

1. Register your organization with Grants.gov

2. Write your Project Narrative
 - Includes the Cover Page and Work Plan; cannot exceed 12 pages
 - Must substantially comply with the specific instructions, format, and content as defined in Appendix B of the RFA
 - Save as a pdf



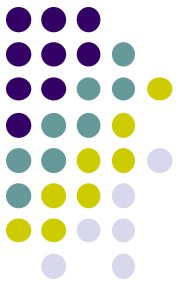
How do I apply? (continued)

3. Write your Applicant Fleet Description

- Should be presented in table format (e.g. excel)
- Do not convert excel files to pdf
- Does not count towards 12-page limit

4. Quantify Emission Reductions

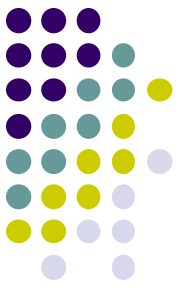
- Follow instructions in Appendix C of RFA
- Download DEQ Results Spreadsheet showing DEQ results and your inputs
- Do not convert excel files to pdf
- Does not count towards 12-page limit



How do I apply? (continued)

5. If applicable, obtain Cost Share Commitment Letters and Partnership Letters
 - Letters should be addressed to the applicant organization and included as attachments to the application. Please do not ask partners to submit letters directly to EPA.
 - Does not count towards 12-page limit

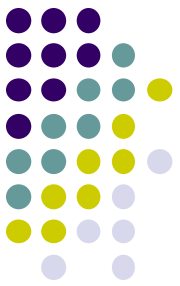
6. If applicable, prepare mandated Measures Justification Supporting Information
 - Does not count towards 12-page limit



How do I apply? (continued)

7. Go to Grants.gov and then click on “Search Grants” at the top of the page and enter the Funding Opportunity Number, EPA-OAR-OTAQ-19-01, or the CFDA number, CFDA 66.039, in the appropriate field and click the Search button
8. Click on the Opportunity Number to View Grant Opportunity
9. Click the red “Apply” button in the upper right and create a Workspace

Please Note: All applications must now be submitted through [Grants.gov](https://www.grants.gov) using the “Workspace” feature. Information on the Workspace feature can be found at the [Grants.gov Workspace Overview Page](#).



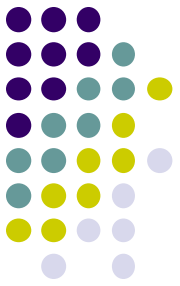
How do I apply? (continued)

10. Fill out the required grant application forms and upload all required and optional attachments
 - You can download PDFs of the forms, fill them out offline, then upload back to grants.gov; or
 - You can complete the forms online as webforms

PACKAGE FORMS:

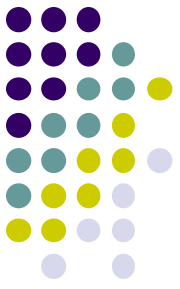
Mandatory Forms
(Click to Preview)

- » [Application for Federal Assistance \(SF-424\) \[V2.1\]](#)
- » [EPA Form 4700-4 \[V2.1\]](#)
- » [Project Narrative Attachment Form \[V1.2\]](#)
- » [EPA KEY CONTACTS FORM \[V1.1\]](#)
- » [Budget Information for Non-Construction Programs \(SF-424A\) \[V1.0\]](#)
- » [Assurances for Non-Construction Programs \(SF-424B\) \[V1.1\]](#)
- » [Other Attachments Form \[V1.2\]](#)



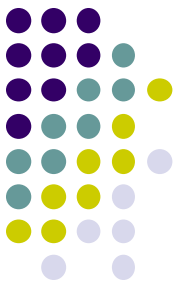
How do I apply? (continued)

11. The “Check Application” button runs a validation process to ensure all the forms are complete. If the validation fails, a list of errors will be displayed.
12. Once all forms are in “passed” status the “Sign and Submit” button will be active.



Application Evaluation Process

- Step 1: Threshold Criteria Review (Section III.C)
 - Must meet ALL 7 threshold criteria to move on to Step 2
- Step 2: Evaluation Criteria (Section V.A)
 - Nine evaluation criteria – points assigned to each
 - 130 points possible



Evaluation Criteria (Section V.A)

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

Evaluation Criteria (Section V.A.2)

Project Location



- Applications will be evaluated based on the location of the project
 - (10 points) Projects located in an Ozone or PM2.5 Nonattainment or Maintenance area
 - (5 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
 - (5 points) Project target vehicles located at, or that service, good movement facilities such as ports, rail yards, terminals, or distribution centers as described in the RFA.

www.epa.gov/sites/production/files/2018-12/documents/fy19-priority-county-list-2018-12-7.pdf

Evaluation Criteria (Section V.A.4)

Benefits to the Community



- Applicants will be evaluated based on the quality and extent to which their application demonstrates how the proposed project will address the needs and concerns of affected communities, especially any communities or populations that have faced or are facing environmental justice concerns, as defined in Section I.B.3.c of the RFA.

Evaluation Criteria (Section V.A.5)

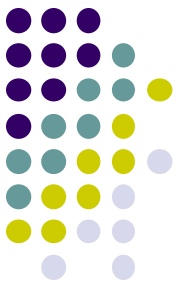
Community Engagement and Partnerships



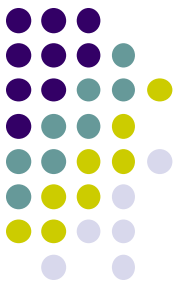
- Applications will be evaluated based on the extent and quality of the applicant's efforts and plans for engaging affected communities with respect to the design and performance of the project and obtaining support from project partners to more effectively perform the project, as described in Section I.B.3.d of the RFA.

Evaluation Criteria (Section V.A.6)

Project Sustainability



- Applications 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.
- Specifically, that the applicant and/or its project partners:
 - will implement idle-reduction policies; will implement contract specifications requiring the use of cleaner, more efficient vehicles and equipment; will develop and maintain mobile source equipment inventories; have documented commitment to continue to identify and address air quality issues in the affected community; or will implement other strategies to promote and continue efforts to reduce emissions.
 - have developed in the past five years, or have a documented commitment to developing before the end of the project period, any of the following:
 - a publicly available baseline mobile source emission inventory for PM2.5 and/or NOx, or refinement of an existing mobile source inventory that was completed before 2014;
 - a publicly available long term air quality plan with specific PM2.5 and/or NOx emission reduction goals, or refinement of an existing air quality plan that was completed before 2014; or
 - a publicly available plan for meaningful engagement of the affected communities regarding the issues that the project is intended to address, or to specifically inform the policies, specifications, inventories, commitments, and other strategies outlined above.



Potential Pitfalls

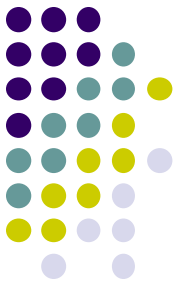
- Grants.gov issues
 - CREATE AN ACCOUNT NOW
 - the registration process requires that your organization have a DUNS number and a current registration with the System for Award Management (www.SAM.gov).
 - Grants.gov now requires users to sign up for and use their “Workspace” feature when applying for opportunities.
 - SUBMIT EARLY – late applications will not be accepted.
 - Minor problems with application submittal are NOT uncommon. Grants.gov offers 24-hour support, however some issues may take a few days to resolve.
 - See Appendix A for full grants.gov instructions

Tools and Resources



- RFA and Supporting Information can be found at:
<https://www.epa.gov/cleandiesel/clean-diesel-national-grants>
- Diesel Emissions Quantifier (DEQ)
 - Can be used to show expected project results, cost-effectiveness
www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq
 - Helpline: DEQhelp@epa.gov
- Additional Resources found at: www.epa.gov/cleandiesel/clean-diesel-national-grants
 - “Tips for a Successful Diesel Retrofit Project” provides tips to help you get started and avoid common mistakes.
 - “Technologies, Fleets and Projects Information” provides information about retrofit technologies and what to look for.
 - Clean Diesel Clearinghouse (CDCH) is a web-based tool that helps users determine the best available emission reduction technology for retrofitting diesel-powered vehicles and equipment.
 - Shore Power Technology Assessment at U.S. Ports

Additional Support



- Frequently Asked Questions
 - Posted weekly, on webpage
 - List will include questions from today's webinar
 - Deadline for submitting questions is Friday, February 22
 - Submit questions via email to cleandiesel@epa.gov or 1-877-NCDC-FACTS (1-877-623-2322)
 - Type "RFA Question" in the subject line of email

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

Thank You!

FY 2019 Request for Applications Information Session

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#faq

Copies of this presentation are available a:

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

