City of Las Cruces®

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Council Action and Executive Summary

Item # 7 **Ordinance/Resolution#** 11-144 **Council District:** ALL

For Meeting of January 3, 2011
(Adoption Date)

TITLE: **A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES TO APPLY FOR THE ENVIRONMENTAL PROTECTION AGENCY NATIONAL CLEAN DIESEL FUNDING ASSISTANCE PROGRAM, FY 2011 COOPERATIVE AGREEMENT GRANT IN AN AMOUNT UP TO $750,000 WITH A POSSIBLE 50% MATCH.**

PURPOSE(S) OF ACTION: To apply for the EPA National Clean Diesel Funding Assistance Program, FY 2011 Cooperative Agreement Grant in an amount up to $750,000 with a possible 50% match.

Drafter and Staff Contact: S. Nicole Williams		**Department:** GAO		**Phone:** 541-2716	
Department	**Signature**	**Phone**	**Department**	**Signature**	**Phone**
Facilities	for BD	382-0018	Budget		541-2107
GAO		528-2281	Assistant City Manager		541-2271
Legal		541-2128	City Manager		541-2076

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS: The EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions and diesel emissions exposure.

The City of Las Cruces' Facilities Department requests authorization to apply for the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program, FY 2011, Cooperative Agreement Grant in an amount of up to $750,000, with a possible match requirement of 50%.

The City of Las Cruces' Facilities Department, Fleet Services Section (Fleet) believes application for the above mentioned grant would greatly benefit the City's efforts to curb spending and strive for permanent cost savings as part of the Section's Strategic Plan. Potential grant funds received through application and award for the EPA National Clean Diesel Funding Assistance Program, FY 2011, Cooperative Agreement Grant would allow Fleet to install state-of-the-art anti-idling systems and exhaust controls on select medium-duty to heavy-duty diesel trucks in the city's motor pool. Currently, 85% of Fleet's budget for all fuels and oils is being spent on unleaded gasoline and ultra-low sulfur diesel fuel. To date, the average purchase price for said fuels is $2.35 per gallon; Fleet projects to purchase 851,064 gallons of fuels this fiscal year, for a projected cost of $2,000,000. Surveys conducted by private consultants and the Federal government have determined

(Continue on additional sheets as required)

that 10% of a vehicle's fuel is lost due to idling. Even after eliminating 2% of loss incurred by stop-and-go traffic, stop signs and red lights; 68,085 gallons of fuel at an approximate cost of $160,000 are wasted as a result of engine idling.

Currently, Fleet Services has developed and successfully enforced an anti-idling policy at the East Hadley Avenue Service Center and is striving to institute and enforce the policy throughout all City facilities. Upon preliminary research of commercial anti-idling devices, such devices have the ability to limit idling to 5-minutes while still allowing an accessory to run as needed. The device can be installed in less than 5-minutes and has a cost of approximately $169.00 each. Further research will be done to find the most cost-effective device for purchase and installation. In addition to anti-idling devices, Fleet also plans to research exhaust control devices to possibly be purchased and installed. Application and award of this grant will not only afford the City with a cost-savings of nearly $160,000 annually, but will also contribute to the City's efforts to become more fiscally and environmentally responsible.

SUPPORT INFORMATION:

1. Resolution
2. Exhibit "A" – Grant Application Announcement

SOURCE OF FUNDING:

Is this action already budgeted?			
	Yes	☐	See fund summary below
N/A	No	☒	If No, then check one below:
	Budget Adjustment Attached	☐	Expense reallocated from: ____
		☒	Proposed funding is from a new revenue source (i.e. grant; see details below)
		☐	Proposed funding is from fund balance in the Fund.
Does this action create any revenue?			
	Yes	☒	Funds will be deposited into fund: 6150-592001-Other Revenue Fleet.
	No	☐	There is no new revenue generated by this action.

BUDGET NARRATIVE

Grant application request will be for an amount up to $750,000. Grant guidelines stipulate that the EPA will award 100% of approved grant request if funds are used for Verified Idle Reduction Technologies in conjunction with Verified Exhaust Controls. The approved grant award might require a 50% funds match if the grantee only applies funds for Verified Idle Reduction Technologies; of which match funds will be a pass-through cost for departments whose vehicles will receive the devices and will be disbursed from account *#61003050-730920-Cost of Materials Sold to Depts*. However, Fleet and the GAO anticipate applying for 100% of funding to perform the necessary upgrades to the medium-duty and heavy-duty trucks in the City's motor pool.

(Continue on additional sheets as required)

FUND EXPENDITURE SUMMARY:

Fund Name(s)	Account Number(s)	Expenditure Proposed	Available Budgeted Funds in Current FY	Remaining Funds	Purpose for Remaining Funds
N/A	N/A	N/A	N/A	N/A	N/A

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will authorize the Grants Administration Office to apply for the EPA National Clean Diesel Funding Assistance Program, FY2011.
2. Vote "No"; this will prevent the City of Las Cruces' Fleet Services section from retro-fitting existing medium-duty and heavy-duty service vehicles with anti-idling devices.
3. Vote to "Amend"; not an option, as this is a request for grant application.
4. Vote to "Table"; not an option, as the deadline to apply for the above mentioned grant is January 13, 2011.

REFERENCE INFORMATION

N/A

(Continue on additional sheets as required)

RESOLUTION NO. 11-144

A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES TO APPLY FOR THE ENVIRONMENTAL PROTECTION AGENCY NATIONAL CLEAN DIESEL FUNDING ASSISTANCE PROGRAM, FY 2011 COOPERATIVE AGREEMENT GRANT IN AN AMOUNT UP TO $750,000 WITH A POSSIBLE 50% MATCH.

The City Council is informed that:

WHEREAS, the EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions and diesel emissions exposure; and

WHEREAS, the City of Las Cruces' Facilities Department requests authorization to apply for the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program, FY 2011, Cooperative Agreement Grant in an amount of up to $750,000, with a possible match requirement of 50%; and

WHEREAS, potential grant funds received through application and award would allow Fleet to install state-of-the-art anti-idling systems and exhaust controls on select medium-duty to heavy-duty diesel trucks in the city's motor pool; and

WHEREAS, grant guidelines stipulate that the EPA will award 100% of approved grant request if funds are used for Verified Idle Reduction Technologies in conjunction with Verified Exhaust Controls; and

WHEREAS, the approved grant award might require a 50% funds match if the grantee only applies funds for Verified Idle Reduction Technologies; and

WHEREAS, which match funds will be disbursed from account *#61003050-73092-Cost of Materials Sold to Depts*; and

WHEREAS, Fleet and the GAO anticipate applying for 100% of funding to perform the necessary upgrades to the medium-duty and heavy-duty trucks in the City's motor pool.

NOW, THEREFORE, Be it resolved by the governing body of the City of Las Cruces:

(I)

THAT, the City of Las Cruses is authorized to apply for the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program, FY 2011, Cooperative Agreement Grant in an amount of up to $750,000; and

(II)

THAT, the grant terms stipulate a possible match requirement of 50%; and

(III)

THAT, potential grant funds received through application and award would allow Fleet to install state-of-the-art anti-idling systems and exhaust controls on select medium-duty to heavy-duty diesel trucks in the city's motor pool.

(IV)

THE City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this 3rd day of January, 2011.

APPROVED:

(SEAL)

_____
Mayor

ATTEST:

VOTE:

City Clerk

Mayor Miyagishima: ____
Councillor Silva: ____
Councillor Connor: ____
Councillor Pedroza: ____
Councillor Small: ____
Councillor Sorg: ____
Councillor Thomas: ____

_____

Moved by: _____

Seconded by: _____

APPROVED AS TO FORM:

City Attorney

AGENCY: **ENVIRONMENTAL PROTECTION AGENCY (EPA)**

TITLE: **National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)**

ACTION: **Request for Proposals (RFP)**

RFP NUMBER: **EPA-OAR-OTAQ-11-01**

CATALOG OF FINANCIAL DOMESTIC ASSISTANCE NUMBER: 66.039

IMPORTANT DATES

November 2, 2010	RFP OPENS
January 13, 2011	RFP CLOSES – PROPOSALS DUE
March 2011	ANTICIPATED NOTIFICATION OF SELECTION
May 2011	ANTICIPATED AWARD

The closing date for receipt of proposals is **Thursday, January 13, 2011**. All hard copies of proposal packages must be received by the appropriate EPA contact as described in Section IV by **Thursday, January 13, 2011, 4:00 p.m. local time** in order to be considered for funding. Electronic submissions submitted through e-mail must be received by the appropriate EPA contact as described in Section IV by **Thursday, January 13, 2011, 4:00 p.m. local time.** Electronic submissions submitted through www.grants.gov must be received by **Thursday, January 13, 2011, 4:00 p.m. EST**. Proposals received after the closing date and time will not be considered for funding. See Section IV of the RFP for EPA contacts and further submission information.

SUMMARY

EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.

Eligible diesel emission reduction solutions include verified emission control technologies such as retrofit devices, cleaner fuels, and engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, and/or vehicle or equipment replacement.

Eligible diesel vehicles, engines and equipment may include 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).

Eligible entities include regional, State, local or tribal agencies (or intertribal consortia) or port authorities with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality.

FUNDING / AWARDS

The total estimated funding for this competitive opportunity is approximately $32 million, including all non-tribal and tribal awards. EPA regional offices will award the assistance agreements for projects resulting from this announcement. The anticipated number of non-tribal awards and eligible funding ranges for each EPA regional office are defined in Section II.A of this RFP, subject to availability of funds, the quality of non-tribal proposals received, and other applicable considerations. EPA also anticipates awarding approximately 5-10 tribal assistance agreements depending on the quantity and quality of tribal proposals received, funding and other applicable considerations. The minimum eligible funding request for tribal proposals is $30,000. Funding will be in the form of cooperative agreements or grants.

Summary of What EPA Will Fund

- **Verified Exhaust Controls**: EPA will fund up to 100% of the cost of eligible exhaust controls.
- **Engine Upgrades**: EPA will fund up to 75% of the cost of eligible engine upgrades.
- **Verified/Certified Cleaner Fuel Use**: EPA will fund the cost differential between the eligible cleaner fuels and conventional diesel fuels.
- **Verified Idle Reduction Technologies**: EPA will fund up to 50% or 100% of the cost of an eligible, verified idle reduction technology, depending on the combination of technologies chosen:

A. EPA will fund up to 50% of the cost of an eligible, verified idle reduction technology.

B. EPA will fund up to 100% of the cost of an eligible, verified idle reduction technology, if that technology is combined on the same vehicle with a new eligible verified exhaust control as described in Section I.D.2.a.i.

- **Verified Aerodynamic Technologies and Low Rolling Resistance Tires:** EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. EPA will fund up to 50% or 100% of the cost of verified aerodynamic technologies or verified low rolling resistance tires, depending on the combination of technologies chosen, as described below:

A. If verified aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with an eligible verified exhaust control as described in Section I.D.2.a.i, up to 100% funding will be provided for the entire package.

B. If verified aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with a verified idle reduction technology, up to 50% funding will be provided for the entire package.

C. If verified aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with an eligible verified exhaust control AND a verified idle reduction technology, up to 100% funding will be provided for the entire package.

- **Certified Engine Repower**: EPA will fund up to 75% of the cost (labor and equipment) of an eligible engine repower.
- **Certified Vehicle/Equipment Replacement**:

A. Non-road diesel vehicles and equipment - EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified non-road diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment.

B. Highway diesel vehicles and equipment - EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified highway heavy-duty diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment (except for drayage vehicles; see below).

C. Drayage Truck Replacement - EPA will fund up to 50% of the cost of eligible drayage trucks with a 2007 model year or newer heavy duty engine, or a 2004-2006 model year heavy duty engine and

equipped with a diesel particulate filter that produces at least an 85% reduction in particulate matter (or equipped with a catalyst in the case of a CNG engine).

Pursuant to 42 U.S.C. 16132(d)(2), no funds awarded under this RFP shall be used to fund the costs of emissions reductions that are mandated under Federal, State, Tribal or local law.

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I. FUNDING OPPORTUNITY DESCRIPTION

A. Background

Reducing emissions from diesel engines is one of the most important air quality challenges facing the country. In 2009, nationwide diesel emissions from mobile sources alone accounted for approximately 300,000 tons of directly emitted Fine Particulate Matter ($PM_{2.5}$) and 6.4 million tons of Nitrogen Oxide (NO_X), which contribute to the formation of ozone and additional fine particles. These emissions come from approximately 11 million engines in the existing diesel fleet. Even with more stringent heavy-duty highway and non-road engine standards taking effect over the next decade, millions of diesel engines already in use will continue to emit large amounts of nitrogen oxides, particulate matter and air toxics, which contribute to serious public health problems, including asthma, lung cancer and various other cardiac and respiratory diseases. These problems result in thousands of premature deaths, millions of lost work days, and numerous other negative health impacts every year.

To meet the challenge of reducing exhaust emissions from diesel engines, the U.S. Environmental Protection Agency (EPA) established the National Clean Diesel Campaign (NCDC). The NCDC comprises regulatory programs to address new engines and innovative programs to address the millions of diesel engines already in use. The NCDC mobilizes diverse partners with historic differences to work together to create awareness of the urgency of the public health problems associated with diesel emissions and to accelerate the use of technologies. These partners include State and local governments, transportation officials, engine manufacturers, emission technology vendors, fuel suppliers, private fleet owners and environmental groups.

B. Program History

The Diesel Emissions Reduction National Program (DERA) authorized by Title VII, Subtitle G (Sections 791 to 797) of the Energy Policy Act of 2005 (EPAct 2005) (codified at 42 U.S.C. 16131 et seq.) enables EPA to offer funding assistance to eligible entities on a competitive basis. Fiscal Year (FY) 2008 was the inaugural year of funding for DERA. Approximately 60 assistance agreements totaling over $28 million were awarded nationwide through EPA's FY08 National Clean Diesel Funding Assistance Program's regional competitions. In addition on February 17, 2009, President Barack Obama signed the American Recovery and Reinvestment Act of 2009 (Public Law No. 111-05) (Recovery Act) which provided funding for DERA. Under the Recovery Act funding for the National Clean Diesel Funding Assistance Program, EPA awarded 90 assistance agreements totaling $156 million for projects that demonstrated the ability to be commenced expeditiously, to reduce diesel emissions, and to maximize job creation and/or preservation and economic recovery through a variety of diesel emission reduction strategies. In FY10, EPA awarded 71 assistance agreements nationwide, for a total of $64 million in grant assistance from EPA's regular DERA grant program appropriations. Specific information on these funded projects can be found at www.epa.gov/otaq/diesel/projects.htm.

While DERA offers funding assistance for eligible projects that significantly reduce diesel emissions in accordance with the DERA statute and as outlined in this announcement, another EPA program, "Climate

Showcase Communities" funds grants on a competitive basis in order for communities to develop plans and implement projects which reduce greenhouse gas emissions. Projects that significantly reduce diesel emissions are also likely to reduce greenhouse gas emissions. Applications submitted under this RFP must be for eligible projects under DERA. More detailed information for local governments, Federally recognized tribes, and inter-tribal consortia interested in proposing demonstration, development, and implementation projects which reduce greenhouse gas emissions but are otherwise ineligible for DERA grants, can be found on EPA's Climate Showcase Communities Grant program website at http://www.epa.gov/statelocalclimate/local/showcase/.

C. Scope of Work

A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.

Tribal applicants must submit their proposals to the EPA Office of Transportation and Air Quality (OTAQ) contact identified in Section IV.B.1 of this RFP, regardless of geographic project location. Tribal proposals will be evaluated and selected by OTAQ. Tribal applicants may submit multiple proposals as long as each proposal is for a separate and distinct project and each proposal is submitted separately.

Non-tribal applicants must submit their proposals to the EPA regional office which covers the geographic project location. The geographic boundaries for each EPA regional office are defined below and the EPA regional contacts for proposal submission are identified in Sections IV.B.1.a-i of this RFP. EPA Regions 1, 2, 3, 4, 5, 8, 9, and 10 will only accept non-tribal proposals for projects located solely within that EPA Region and EPA Regions 6 and 7 will only accept non-tribal proposals for projects located solely within EPA Regions 6 and/or 7.

EPA Regions 1, 2, 3, 4, 5, and 8 will each separately evaluate and select non-tribal proposals for projects located within their Region. EPA Regions 6 and 7 will jointly evaluate and select non-tribal proposals for projects located within Regions 6 and/or 7, and will develop one ranking list. EPA Regions 9 and 10 will jointly evaluate non-tribal proposals for projects located in Regions 9 or 10 but will develop separate ranking lists for the Region 9 and 10 proposals and selections will be made separately by Regions 9 and 10.

Non-tribal applicants are allowed to submit proposals to more than one EPA regional office. In addition, non-tribal applicants may submit up to two (2) proposals to the same EPA regional office as long as each proposal is for a separate and distinct project and each proposal is submitted separately. (Since Regions 6 and 7 are jointly evaluating and selecting non-tribal proposals, only two (2) proposals may be submitted in total to the Regions 6 and 7 contact). If an applicant submits more than two (2) proposals to any one EPA regional office, the applicant will be contacted prior to EPA review of any of the proposals to determine which proposals the applicant will withdraw from the competition.

1. **National Programmatic Priorities:** A principal objective of the assistance under this program is to achieve significant reductions in diesel emissions in terms of tons of pollution produced and reductions in diesel emissions exposure, particularly from vehicles, engines and equipment operating in areas designated by the Administrator as poor air quality areas (identified in part c.ii, below).

   Under Section V of this RFP, all applicants will be evaluated based on the extent and quality to which the proposed project addresses the National Programmatic Priorities. Priority for funding under this RFP will go to projects that:

a. Maximize public health benefits[1];
b. Are the most cost-effective[2];
c. Serve areas:
   i. with the highest population density;
   ii. that are poor air quality areas (including nonattainment[3] or maintenance of national ambient air quality standards for a criteria pollutant; Federal Class I areas[4]; or areas with toxic air pollutant concerns);
   iii. that receive a disproportionate quantity of air pollution from diesel fleets; including truck stops, ports, rail yards, terminals, and distribution centers. In order to identify disproportionately impacted areas, include community/neighborhood level information including socioeconomic data about the community and how the community will benefit from the project; and
   iv. that use a community-based multi-stakeholder collaborative process to reduce toxic emissions;
d. Include a certified engine configuration or verified technology that has a long expected useful life;
e. Maximize the useful life of any certified engine configuration or verified technology used or funded by the eligible entity; and
f. Conserve diesel fuel.

2. **Regional Significance**: This section only applies to non-tribal proposals. Tribal proposals do not have to address the Regional Significance factors and will not be evaluated based on them.

The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.

The following Regional Significance factors highlight specific environmental issues that are focal points of the EPA regional office(s). Non-tribal proposals will be evaluated based on the extent and quality to which the proposed project advances the applicable goals and priorities listed below.

a. Region 1 is accepting non-tribal proposals for projects located within Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont.

   Region 2 is accepting non-tribal proposals for projects located within New Jersey, New York, Puerto Rico and the U.S. Virgin Islands.

   Non-tribal proposals submitted for projects located in Regions 1 and 2 will be evaluated based on the quality and extent to which the proposed project:
   i. Advances one or more of the priority sectors of municipal (including school buses), transit, freight, construction, and ports;
   ii. Addresses the following relevant sector-specific priorities:
      a) 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)

[1] See Appendix D for information on how to determine public health benefits.
[2] See Appendix E for suggested cost-effectiveness calculation methodology.
[3] EPA's areas of nonattainment for criteria air pollutants can be found at: www.epa.gov/air/oaqps/greenbk/.
[4] Federal Class I areas are National Parks, Wilderness Areas and National Monuments that are accorded special protection from visibility impairment under section 162(a) of the Clean Air Act. A list of Class I areas can be found at: www.epa.gov/air/visibility/program.html.

b) 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
c) For projects that advance the municipal sector: includes a plan to use leveraged resources (including voluntary cost-share and/or other leveraged funding as defined in Section III.B.2 and Section III.B.3) to reduce idling through policy, outreach and/or driver training
d) For projects that advance the ports sector: focuses on reducing emissions from trucks (i.e. drayage) or marine engines at ports that operate adjacent to communities
e) For projects that advance the transit sector: includes a plan to use leveraged resources (including voluntary cost-share and/or other leveraged funding as defined in Section III.B.2 and Section III.B.3) to reduce idling through policy, outreach and/or driver training

iii. Demonstrates an ability to extend or replicate benefits of the project in the future (sustainability);
iv. Provides emissions benefits to multiple towns, cities or states;
v. Demonstrates the effective use of partnerships and describes the nature and extent of partnership activities, including partner letter(s) of commitment;
vi. 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.

b. Region 3 is accepting non-tribal proposals for projects located within Delaware, Maryland, Virginia, Pennsylvania, West Virginia, and the District of Columbia.

Non-tribal proposals submitted for projects located in Region 3 will be evaluated based on the quality and extent to which the proposed project:

i. Provides emissions benefits to urban areas;
ii. Provides emissions benefits to areas of concern for air toxics risk;
iii. Reduces emissions along interstates and at marine ports; and
iv. Addresses climatic change and the reduction of greenhouse gas emissions.

c. Region 4 is accepting non-tribal proposals for projects located within Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee.

Non-tribal proposals submitted for projects located in Region 4 will be evaluated based on the quality and extent to which the proposed project:

i. Addresses the following relevant sector-specific priorities:
   a) Green Corridors – promoting development of a Regional Green Corridors Program focusing on idle reductions and alternative fueling options for interstate trucking along interstate corridors including any aspect of goods movement (9pts)
   b) Clean Airports and Water Ports- clean diesel operations at water ports and airports (including Ground Support Equipment) to include all aspects of passenger and/or freight passing through a port (9 pts)
ii. Includes the use of alternative fuels that replace diesel fuel, to include but not limited to biodiesel, compressed natural gas, liquefied natural gas, and propane (3 pts).
iii. Directly addresses the Freight movement needs of EJ communities as outlined in the November 2009 National Environmental Justice Advisory Council report titled "Reducing Air Emissions Associated With Goods Movement: Working Towards Environmental Justice," available at http://www.epa.gov/compliance/ej/resources/publications/nejac/2009-goods-movement.pdf. (2 pts)

d. Region 5 is accepting non-tribal proposals for projects located within Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin.

Non-tribal proposals submitted for projects located in Region 5 will be evaluated based on the quality and extent to which the proposed project:

i. Actively supports clean diesel coalitions in each state to share information, work with interested fleets, and address specific geographic needs. To find more information about the Midwest clean diesel coalitions, see www.epa.gov/midwestcleandiesel/leadershipgroup/index.html#state;

ii. Leads to broader efforts and sustainable, larger scale projects and programs to further reduce diesel emissions; (i.e., leads to additional idle reduction policies/rules, construction specifications, or other additional clean diesel actions)

iii. Supports communities working to address climate change and/or localized air quality concerns

iv. Demonstrates job creation/retention benefits within Region 5

v. Demonstrates that most if not all of the emissions reduction benefits will occur within Region 5

e. Regions 6 and 7 are jointly accepting non-tribal proposals for projects located within Arkansas, Iowa, Kansas, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma and Texas.

Non-tribal Proposals for projects located in Regions 6 and/or 7 will be evaluated based on the quality and extent to which the proposed projects:

i. Are in areas that have pollution levels that are approaching the NAAQS;

ii. Are for transit or municipal fleets (including county/city) and are a part of a broader plan that includes idle reduction efforts through policy, outreach and/or driver training;

iii. That focus on reducing emissions at ports or intermodal facilities;

iv. That employ incentives for clean construction approaches to upgrading/retrofitting of non-road construction equipment (http://www.epa.gov/otaq/diesel/construction/index.htm);

v. Would support communities and projects that:

a) have a comprehensive plan for sustainability beyond the grant period

b) build capacity through partnerships and leveraged funds (as described in Section III.B.2, Voluntary Cost-Share)

c) are addressing climate change /greenhouse gas reductions

d) develop green job opportunities

e) help minimize exposures and negative impacts to minority, low income, or otherwise vulnerable communities who are more likely to suffer from higher rates of existing medical problems (including asthma, respiratory ailments, and heart conditions) which may be exacerbated by diesel pollution.

f. Region 8 is accepting non-tribal proposals for projects located within Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Non-tribal proposals for projects located in Region 8 will be evaluated based on the quality and extent to which the proposed project:

i. Promotes idle reduction strategies or technologies (e.g., auxiliary power units, engine preheaters, truck stop electrification, and other technologies);

ii. Reduces diesel emissions from agricultural operations;

iii. Protects children's health; and

iv. Provides innovative approaches to retrofit and/or replace non-road construction equipment in urban areas.

g. Region 9 is accepting non-tribal proposals for projects located within California, Arizona, Nevada, Hawaii, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands.

Region 10 is accepting non-tribal proposals for projects located within Washington, Oregon, Idaho and Alaska.

Non-tribal proposals for projects in Regions 9 and/or 10 will be evaluated based on the quality and extent to which the proposed project:

i. Achieves and clearly quantifies fuel savings, greenhouse gas reductions (carbon dioxide and/or black carbon reductions) *and* diesel criteria pollutant reductions (particulate matter and/or nitrogen oxide reductions);
ii. Reduces emissions along interstate and international goods movement corridors;
iii. Clearly demonstrates inclusion of community, neighborhood, and/or tribal organizations in disproportionately impacted areas (as described in subsection V.A.3.c) as active partners in the project. The proposal narrative should clearly describe the nature and extent of the current and future partnership activities, including partner letter(s) of commitment as appropriate.

D. Use of Funds

1. **Eligible Diesel Vehicles, Engines and Equipment:** Projects may include, but are not limited to, diesel emission reduction solutions from the following heavy-duty diesel emission source types:

   a. Buses;
   b. Medium-duty or heavy-duty trucks;
   c. Marine Engines;
   d. Locomotives; and
   e. Non-road engines, equipment or vehicles used in:
      i. Construction;
      ii. Handling of cargo (including at a port or airport);
      iii. Agriculture;
      iv. Mining; or
      v. Energy production (including stationary generators and pumps)[5].

   NOTE: New emission standards in the highway sector took effect in 2007 and will affect future model year highway heavy-duty vehicles and engines. For non-road engines, new EPA standards are being phased in which started in 2008. Emission reductions from retrofits of post-2007 vehicles, engines and equipment will be considered, if the technologies, devices or systems proposed will achieve significant emissions reductions beyond those required by EPA regulations at the time of engine certification.

2. **Eligible Diesel Emissions Reduction Solutions:** Projects must include one or more of the following diesel emissions reduction solutions that utilize a certified engine configuration and/or a verified technology. EPA is particularly interested in projects that combine technologies in order to further reduce emissions. For example, a project may combine verified idle reduction, aerodynamic, or tire technologies with verified retrofit technologies or combine engine repower with verified retrofit technologies. Combinations of verified retrofit technologies could also be proposed, such as a school bus project that combines either a diesel particulate filter or a diesel oxidation catalyst with a closed crankcase ventilation system.

[5] Eligible non-road engines used for energy production include, but are not limited to, stationary generators and pumps.

a. **Verified Retrofit Technologies:** A "retrofit" project is defined broadly to include any technology, device, fuel or system that when applied to an existing diesel engine achieves emission reductions beyond what is currently required by EPA regulations at the time of the engine's certification.

A list of eligible, EPA verified retrofit technologies is available at www.epa.gov/otaq/retrofit/verif-list.htm; a list of eligible, CARB verified retrofit technologies is available at www.arb.ca.gov/diesel/verdev/vt/cvt.htm. Technologies proposed for funding under this category must be specifically named on one of these lists at the time of proposal submission to EPA, and must only be used for the vehicle application specified on the list. The technologies include:

i. **Exhaust Controls:** Exhaust Controls include pollution control devices installed in the exhaust system (such as oxidation catalysts and particulate matter filters), or systems that include crankcase emission control (like a closed crankcase filtration system). This funding can cover up to 100% of the cost (labor and equipment) for an eligible exhaust control. EPA suggests that each project requesting diesel particulate filters datalog all vehicles to be considered before the application is submitted so that there is evidence that the fleets can accommodate the technology.

ii. **Engine Upgrades:** Generally, an engine upgrade involves the removal of parts on a certified engine configuration and replacement with parts that cause the engine to represent an engine configuration which is certified to meet more stringent federal emission standards. Some engines are able to be upgraded to reduce their emissions by applying manufacturer upgrades that are retrofits verified by EPA or CARB as a package of components demonstrated to achieve specific levels of emission reductions. Some engines are able to be upgraded to a cleaner EPA certified configuration through the application of a "kit" (the "kit" may not necessarily be verified as a retrofit by EPA or CARB, but the "kit" must be used to rebuild the engine to an engine configuration which is certified to meet more stringent federal emission standards. For example, a tier 0 nonroad engine could be upgraded to a certified tier 1 nonroad configuration).

This funding can cover up to 75% of the cost (labor and equipment) of an engine upgrade with a manufacturer upgrade that is a retrofit verified by EPA or CARB as a package of components demonstrated to achieve specific levels of emission reductions. In the case of an engine upgrade with a "kit" applied at the time of rebuild, this funding cannot be applied to the entire cost of the engine rebuild, but only the incremental cost of the upgrade "kit" and associated labor costs for installation. Note: Engine upgrades may not be available for all engines, and not all upgrades may achieve an emissions benefit. To be funded, the upgrade must either be verified or result in an emissions benefit by meeting a more stringent EPA emission standard. For an engine to be eligible for an upgrade, the engine must be currently operating and performing its intended function. EPA suggests that the application also include the availability of engine upgrades and indicate the pre and post project standard levels of the engines in order to ensure that the upgrade will result in an emissions benefit.

iii. **Cleaner Fuels Use:** Cleaner fuels include, but are not limited to, ultra-low sulfur diesel fuel (for non-road vehicles, engines and equipment prior to EPA's mandate), biodiesel, diesel emulsions or additives verified by EPA or CARB, compressed natural gas, propane and other certified alternative fuels. For new or expanded use of a cleaner fuel, this funding can cover the cost differential between the cleaner fuel and conventional diesel fuel.

b. **Verified Idle Reduction Technologies:** An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of the main drive engine of diesel vehicles or

equipment and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive engine while the vehicle is temporarily parked or remains stationary. The reduction in idling will conserve diesel fuel and must also lower emissions. This funding can cover up to 50% of the cost (labor and equipment) for an eligible, verified idle reduction technology. This funding can cover up to 100% of the cost (labor and equipment) for an eligible, verified idle reduction technology, if the technology is combined on the same vehicle with a new eligible verified exhaust control as described in Section I. D.2.a.i. EPA is currently testing and reviewing the use of Auxiliary Power Units (APUs) and generators with 2007 and newer certified engine configurations on long haul Class 8 vehicles. For this RFP, APUs and generators are not eligible for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles. Please note that APUs and generators are eligible for installation on long haul Class 8 vehicles with 2006 and older certified engine configurations.

Technology Options	**% Funding Available (per technology package)**
Idle Reduction Technology	Up to 50%
Idle Reduction Technology *AND* Exhaust Control	Up to 100%

A list of EPA verified idle reduction technologies is available at www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm. Technologies proposed for funding under this category must be specifically named on this list, and may only be used for the vehicle application specified on the list. (i.e. long haul trucks, school buses, locomotives, etc. as identified on the verification website.) The technology categories include:

i. Auxiliary power units and generator sets;
ii. Battery air conditioning systems;
iii. Thermal storage systems;
iv. Electrified parking spaces (truck stop electrification);
v. Fuel operated heaters;
vi. Shore connection systems and alternative maritime power;
vii. Shore connection systems for locomotives; and
viii. Automatic shutdown/start-up systems for locomotives.

Please note that technologies for the electrification of engines/vehicles/equipment other than those specifically listed above cannot be considered verified idle reduction technologies, but may be eligible as a Repower (removal of a diesel engine and its replacement with an electric power source, see Section d, below) or a Replacement (replacement of a diesel powered engine/vehicle/equipment with an eligible electric engine/vehicle/equipment, see Section e, below).

c. Verified Aerodynamic Technologies and Verified Low Rolling Resistance Tires: To improve fuel efficiency, long haul Class 8 trucks can be retrofitted with aerodynamic trailer fairings or the fairings can be provided as new equipment options. Certain tire models can provide a reduction in NOx emissions and fuel savings, relative to the "best selling" new tires for long haul Class 8 trucks, when used on all three axles.

A list of EPA verified aerodynamic technologies is available at www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm, and includes:

i. Gap fairings that reduce the gap between the tractor and the trailer to reduce turbulence;
ii. Trailer side skirts that minimize wind under the trailer; and
iii. Trailer rear fairings that reduce turbulence and pressure drop at the rear of the trailer.

A list of EPA verified low rolling resistance tires is available at www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm, and includes both dual tires and single wide tires (single wide tires replace the double tire on each end of a drive or trailer axle, in effect turning an "18" wheeler into a "10" wheeler). Low rolling resistance tires can be used with lower-weight aluminum wheels to further improve fuel savings, however aluminum wheels are not eligible for funding under this RFP.

EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. This funding can cover up to 50% or 100% of the cost (labor and equipment) for verified aerodynamic technologies or verified low rolling resistance tires installed on long haul Class 8 trucks, depending on the combination of technologies chosen, as described below. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with the new installation of one or more of the Verified Exhaust Controls referenced in a) below, up to 100% funding will be provided for the entire package. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with the new installation of one of the Idle Reduction Technologies referenced in b), up to 50% funding will be provided for the entire package. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with the new installation of one or more of the Verified Exhaust Controls AND the new installation of one of the Idle Reduction Technologies referenced in c), up to 100% funding will be provided for the entire package:

a) In combination with Exhaust Controls, as described in Section I, Part D, Section 2ai (up to 100% funding)
b) In combination with Idle Reduction Technologies, as described in Section I, Part D, Section 2b (up to 50% funding)
c) In combination with Exhaust Controls AND Idle Reduction Technologies (up to 100% funding)

	Technology Combination	**% Funding Available (per technology package)**
a	Aero and/or Tires *AND* Exhaust Control	Up to 100%
b	Aero and/or Tires *AND* Idle Reduction Technology	Up to 50%
c	Aero and/or Tires AND Idle Reduction Technology AND Exhaust Control	Up to 100%

Note: In order to receive funding for aerodynamic technologies or low rolling resistance tires, they must be combined with the new installation of at least one of the technologies listed in either a), b), or c) above.

Low rolling resistance tires are not eligible for funding where these types of tires have already been installed on the truck.

d. **Certified Engine Repowers:** Repower refers to the removal of an existing engine and replacing it with a newer, cleaner engine that is certified to a more stringent set of engine emissions standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with a cleaner fuel and/or the replacement of a non-road engine with a highway engine. In order for a repower to be eligible, the repowered vehicle, engine or equipment must continue to perform the same function as before the repower. EPA suggests that the application also indicate the pre and post project standard levels of the engines, in order to ensure that the repower will result in an emissions benefit. This funding can cover up to 75% of the cost (labor and equipment) of an eligible engine repower. Please see Section III.B of this RFP for additional information on cost-share requirements.

For a repower that involves the removal of an existing diesel propulsion engine and its replacement with a genset(s), the electric generator in a genset together with the newer, cleaner engine are both eligible costs of the repower, subject to the cost-share requirement defined above.

For a stationary or auxiliary diesel powered electric generator (genset), repower means the removal of the existing diesel engine from the genset and replacing it with a new, cleaner engine. Only the newer, cleaner engine (labor and equipment) is an eligible cost of the repower, subject to the cost-share requirement defined above.

i. **Repower Criteria:** Repower projects are eligible for funding on the condition that the replaced engine is properly disposed of, which must include destruction of the engine block. Evidence of appropriate disposal, including the engine serial number, is required in a final assistance agreement report submitted to EPA. Drilling a hole in the engine block and manifold while retaining possession of the engine is an acceptable scrapping method. Other methods may be considered and will require prior EPA approval. If scrapped or salvaged engines are to be sold, program income requirements apply.
   (1) Non-road Engines: The engine being replaced will be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a certified cleaner emission standard.
   (2) Highway Engines: The engine being replaced will be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to MY 2007 or newer certified emission standards.

e. **Vehicle and Equipment Replacements:** Non-road and highway diesel vehicles and equipment can be replaced under this program with newer, cleaner vehicles and equipment that operate on diesel or alternative fuels and use engines certified by EPA and, if applicable, CARB to meet a more stringent set of engine emissions standards. Replacement projects can include the replacement of diesel vehicles/equipment with newer, cleaner diesel or hybrid or alternative fuel vehicles/equipment. The replacement vehicle/equipment must be of the same type and similar gross vehicle weight rating or horsepower as the vehicle/equipment being replaced (e.g., a 300 horsepower bulldozer is replaced by a bulldozer of similar horsepower). The replacement vehicle/equipment must perform the same function as the vehicle/equipment that is being replaced (e.g., an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines).

i. Non-road diesel vehicles and equipment - This funding can cover the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified non-road

diesel engine, up to 25% of the cost of an eligible replacement vehicle/equipment. Non-road engine emission standards are on EPA's website at http://www.epa.gov/otaq/standards/nonroad/index.htm. Please see Section III.B for additional information on cost-share requirements.

ii. Highway diesel vehicles and equipment - This funding can cover the incremental cost of a newer, cleaner vehicle or piece of equipment, powered by an engine certified to the 2010 or newer model year standards for highway heavy-duty diesel engines, up to 25% of the cost of an eligible replacement vehicle/equipment (except for drayage vehicles; see part v. below), that:
   (a) is particulate filter equipped (or catalyst equipped in the case of a CNG engine); and
   (b) meets regulatory requirements for vehicles or equipment manufactured in 2010 or later.

iii. For a stationary or auxiliary diesel powered electric generator (genset), replacement means the removal of the entire genset and its replacement with a newer, cleaner genset. The electric generator in a genset together with the newer, cleaner engine is an eligible cost of the replacement, subject to the cost-share requirement defined above.

iv. Replacements for Drayage Vehicles - EPA will fund up to 50% of the cost of eligible drayage trucks.
   (1) Vehicle Eligibility Requirements: EPA will fund up to 50% of the cost of eligible drayage trucks with: 1) a 2007 model year or newer heavy duty engine equipped with a diesel particulate filter (or diesel oxidation catalyst in the case of a CNG engine), or 2) a 2004–2006 model year heavy duty engine and equipped with a diesel particulate filter verified for at least an 85% reduction in particulate matter (or a diesel oxidation catalyst in the case of a CNG engine).
   (2) Scrappage Requirements for Drayage Vehicles: The purchaser of the eligible drayage truck must scrap an existing drayage truck, following the Replacement Criteria described in Section I.D.2.e.v below. If your proposal is selected for funding, the grant recipient will be required to establish guidelines to insure that the scrapped vehicle has a history of operating on a frequent basis over the prior year as a drayage truck. For an example of sample guidelines, see page four of the following PDF file: http://www.panynj.gov/truckers-resources/pdf/TRP-Pre-Screening-Form.pdf
   (3) Drayage Operating Guidelines: If your proposal is selected for funding, the grant recipient will be required to establish guidelines to insure that all drayage trucks receiving grant funds are operated in a manner consistent with the definition of a drayage truck, as defined below. For an example of sample guidelines, see page four of the following PDF file: http://www.panynj.gov/truckers-resources/pdf/TRP-Pre-Screening-Form.pdf
   (4) Required/Scheduled Maintenance: EPA will fund the required/scheduled vehicle maintenance, as specified in the owner's manual, which is necessary to meet the warranty requirements for diesel particulate filters installed on drayage trucks. Funding for required maintenance is available for the duration of the project period.
   (5) Definition of Drayage Truck: A "Drayage Truck" means any Class 8b in-use on-road vehicle with a gross vehicle weight rating (GVWR) of greater than 33,000 pounds operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.
   (6) For project proposals which use a 2004-2006 model year heavy duty engine and equipped with a diesel particulate filter that produces at least an 85% reduction in particulate matter (or diesel oxidation catalyst in the case of a CNG engine) as the replacement vehicle, include information in your proposal that addresses the viability of the diesel particulate filter to operate satisfactorily in the dray operational setting. This information should include any datalogging, exhaust temperature operating requirements, previous history of use, etc. for vehicles/operations similar

to those targeted in the proposal. If active filters are to be used to address operational requirements, the proposal should address the operational requirements and associated costs.

v. **Replacement Criteria:** Replacement projects are eligible for funding on the condition that the following criteria are satisfied:
   (1) The vehicle/equipment being replaced will be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a certified cleaner emission standard. Drilling a hole in the engine block and manifold and disabling the chassis while retaining possession of the vehicle/equipment is an acceptable scrapping method. Other methods may be considered and will require prior EPA approval. Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged vehicles/parts are to be sold, program income requirements apply.
   (2) Evidence of appropriate disposal, including engine serial number and vehicle identification number (VIN), is required in a final assistance agreement report submitted to EPA.

f. **Repower and Replacement Restrictions:** This restriction applies to all repower and replacement projects as defined above in Sections d and e. The following activities **are not eligible** for funding under this RFP:
   (1) Repower or 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. Normal attrition is generally defined as a replacement or repower that is scheduled to take place between now and the end of the project period. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule. For example, if a school bus fleet typically retires vehicles after 20 years, a bus that is currently in its 18th or 19th year of service is not eligible for replacement. A bus that is currently in its 17th year of service and has 3 years of useful life remaining (as defined by the fleet's retirement schedule) is eligible for replacement.
   (2) The purchase of new vehicles or equipment to expand a fleet is not covered by this program.

E. Linkage to EPA Strategic Plan and Anticipated Outputs/Outcomes

EPA Order 5700.7, "Environmental Results under EPA Assistance Agreements," requires that all assistance agreements be aligned with the Agency's Strategic Plan. EPA requires that grant applicants and recipients adequately address environmental outputs and outcomes to be achieved under assistance agreements. Grantees will be expected to report progress toward the attainment of project outputs and outcomes during the performance period. Applicants will be evaluated on the effectiveness of their plan for tracking and measuring progress toward achieving anticipated outputs and outcomes.

EPA Order 5700.7, Environmental Results under Assistance Agreements, may be found at: www.epa.gov/ogd/grants/award/5700.7.pdf.

1. **Linkage to EPA Strategic Plan:** EPA's Strategic Plan defines goals, objectives, and sub-objectives for protecting human health and the environment. Projects funded under this RFP will support Goal 1 of EPA's 2006-2011 Strategic Plan, Clean Air and Global Climate Change; Objective 1.1: Healthier Outdoor Air, which states, "Through 2011...[EPA will]...protect human health and the environment by attaining and maintaining health-based air-quality standards and reducing the risk from toxic air pollutants." Specifically, these projects will reduce emissions from diesel fleets, thereby reducing local and regional air pollution.

EPA's Strategic 2006-2011 Strategic Plan may be found at: www.epa.gov/ocfo/plan/2006/entire_report.pdf.

2. **Outputs:** The term "output" means an environmental activity, effort and/or associated work product related to an environmental goal or objective that will be produced by a grantee during the funding period. Outputs may be quantitative or qualitative but must be measurable during an assistance agreement funding period.

   Expected outputs from the projects to be funded under this announcement include, but are not limited to:
   - Number of replaced or retrofitted engines/vehicles/equipment; and/or
   - Hours of idling reduced

   Other potential outputs may include, but are not limited to:
   - Adoption of an idle-reduction policy
   - Number of subawards
   - Dissemination of project/technology information via list serves, websites, journals and outreach events

   Progress reports and a final report will also be required outputs, as specified in Section VI.D of this RFP.

3. **Outcomes:** The term "outcome" means the result, effect or consequence that will occur from carrying out an environmental program or activity that is related to an environmental or programmatic goal or objective. Outcomes may be environmental, behavioral, health-related or programmatic in nature, but must be quantitative, and may not necessarily be achievable within an assistance agreement funding period.

   Expected outcomes from the projects to be funded under this announcement include, but are not limited to:

   Intermediate Outcomes:
   - Annual pounds or tons of fine particulate matter (PM2.5), nitrogen oxides (NOx), greenhouse gases (GHG) such as carbon dioxide (CO_2) and black carbon, and/or volatile organic compounds (VOCs) reduced; and/or
   - Annual gallons of diesel fuel saved.

   End Outcomes:
   - Documented improved ambient air quality.
   - Health benefits achieved (health benefits may be measured by numbers of illnesses, health care costs, or missed work/school days avoided, reduced mortality from air pollution). Monetary health benefits must be described consistent with the instructions provided in Appendix D.

   Other potential outcomes may include, but are not limited to:
   - Changes in driver behavior regarding idling practices.
   - An increased understanding of the environmental or economic effectiveness of the implemented technology.
   - Increased public awareness of project and results.
   - Widespread adoption of the implemented technology.

   The following are questions to consider when developing output and outcome measures of quantitative and qualitative results:
   i) What are the measurable short term and longer term results the project will achieve?

ii) How does the plan measure progress in achieving the expected results (including outputs and outcomes) and how will the approach use resources effectively and efficiently?

F. Supplementary Information

The Diesel Emissions Reduction National Program (DERA) is authorized by Title VII, Subtitle G (Sections 791 to 797) of the Energy Policy Act of 2005, Public Law 109-58, enacted August 8, 2005 (EPAct 2005) and codified at 42 U.S.C. 16131 et seq.

II. AWARD INFORMATION

A. Available Funding

EPA anticipates awarding a total of approximately $32 million under this announcement, subject to the availability of funds, and the quality of proposals received, and other applicable considerations.

The amount of federal funding requested must fall within the eligible funding range specified below:

Tribal Proposals: Only proposals from eligible tribal agencies or intertribal consortia requesting EPA funding between $30,000 and $1,000,000 will be considered. It is anticipated that approximately 5-10 tribal assistance agreements will be made from this announcement.

Non-Tribal Proposals:

1. **Region 1**: Only non-tribal proposals requesting EPA funding between $250,000 and $500,000 will be considered. It is anticipated that 4-6 Region 1 assistance agreements will be made from this announcement.

2. **Region 2**: Only non-tribal proposals requesting EPA funding between $350,000 and $1,000,000 will be accepted. It is anticipated that 6-10 Region 2 assistance agreements will be made from this announcement.

3. **Region 3**: Only non-tribal proposals requesting EPA funding between $750,000 and $3,000,000 will be accepted. It is anticipated that 2-3 Region 3 assistance agreements will be made from this announcement.

4. **Region 4:** Only non-tribal proposals requesting EPA funding between $750,000 and $2,000,000 will be accepted. It is anticipated that 1-3 Region 4 assistance agreements will be made from this announcement.

5. **Region 5:** Only non-tribal proposals requesting EPA funding between $400,000 and $1,000,000 will be accepted. It is anticipated that 6-12 Region 5 assistance agreements will be made from this announcement.

6. **Regions 6 and 7**: Only non-tribal proposals requesting EPA funding between $200,000 and $1,000,000 will be accepted. It is anticipated that 4-14 Region 6 and/or 7 assistance agreements will be made from this announcement.

7. **Region 8**: Only non-tribal proposals requesting EPA funding between $500,000 and $1,000,000 will be accepted. It is anticipated that 2-4 Region 8 assistance agreements will be made from this announcement.

8. **Region 9:** Only non-tribal proposals requesting EPA funding between $500,000 and $3,000,000 will be accepted. It is anticipated that 3-6 Region 9 assistance agreements will be made from this announcement.

9. **Region 10:** Only non-tribal proposals requesting EPA funding between $250,000 and $1,000,000 will be accepted. It is anticipated that 2-5 Region 10 assistance agreements will be made from this announcement.

EPA reserves the right to make additional awards under this announcement, consistent with Agency policy and other applicable considerations, if additional funding becomes available after the original selections. Any additional selections for awards will be made no later than 6 months from the date of the original selections.

In addition, EPA reserves the right to reject all proposals and make no awards under this announcement or to make fewer awards than anticipated.

B. Partial Funding

In appropriate circumstances, EPA reserves the right to partially fund proposals by funding discrete portions or phases of proposed projects. If EPA decides to partially fund a project it will do so in a manner that does not prejudice any applicants or affect the basis upon which the proposal, or portion thereof, was evaluated and selected for award, thereby maintaining the integrity of the competition and selection process.

C. Project Period

The estimated project period for awards resulting from this solicitation will begin on June 1, 2011, with an expected project completion date no later than May 30, 2013.

D. Funding Type

The funding for selected projects will be in the form of a grant or cooperative agreement. Cooperative agreements permit substantial involvement between EPA and the selected applicants in the performance of the work supported. Although EPA will negotiate precise terms and conditions relating to substantial involvement as part of the award process, the anticipated substantial Federal involvement for these projects will be in the form of technical assistance, development of outputs, and oversight. Specifically, substantial federal involvement will take the form of monitoring the project by EPA during the project period; participation and collaboration between EPA and the recipient in program content; review of project progress, and quantification and reporting of results.

III. ELIGIBILITY INFORMATION

A. Eligible Entities

Under this solicitation, only the following entities are eligible to apply for assistance, in accordance with 42 U.S.C. 16131(3) and CFDA 66.039:

1. A regional, State, local or tribal agency (or intertribal consortium) or port authority with jurisdiction over transportation or air quality; and
2. A nonprofit organization or institution that:
   a. represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or
   b. has, as its principal purpose, the promotion of transportation or air quality.

School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this assistance agreement program to the extent that they fall within the definition above.

Non-profit organization, as defined by OMB Circular A-122, located at 2 CFR Part 230, means any corporation, trust, association, cooperative, or other organization which is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest, is not organized primarily for profit, and uses its net proceeds to maintain, improve, and/or expand its operations. For this purpose, the term "non-profit organization" includes non-profit institutions of higher education and hospitals. Non-profit organizations described in Section 501(c)(4) of the Internal Revenue Code that engage in lobbying activities as defined in Section 3 of the Lobbying Disclosure Act of 1995 are not eligible to apply.

Federally recognized Indian tribal governments are defined as any Indian tribe, band, nation, or other organized group or community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided by him through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents federally recognized tribes.

An "intertribal consortium" is defined as a partnership between two or more tribes that is authorized by the governing bodies of those tribes to apply for and receive assistance under this program. Intertribal consortia are eligible to receive assistance under this program only if the consortium demonstrates that all members of the consortium meet the eligibility requirements for the program and authorize the consortium to apply for and receive assistance by submitting to EPA documentation of (1) the existence of the partnership between Indian tribal governments, and (2) authorization of the consortium by all its members to apply for and receive the assistance.

B. Cost-Share Requirement and Voluntary Cost-Share

Any form of cost-share, mandatory or voluntary, must be included in the Budget Detail portion of the Work Plan and the proposal must describe how the applicant will obtain the cost-share and how the cost-share funding will be used. Applicants may use their own funds or other sources for cost-share if the standards of 40 CFR 30.23 or 40 CFR 31.24, as applicable, are met. If the proposed cost-share is to be provided by a project partner, a letter of commitment is required. Only eligible and allowable costs may be used for cost-share. Other Federal grants may not be used as cost-share under this RFP.

1. **Mandatory Cost-Share Requirement:** Projects involving Engine Upgrades, Verified Idle Reduction Technologies, Verified Aerodynamic Technologies and Low Rolling Resistance Tires, Certified Engine Repowers, or Certified Vehicle/Equipment Replacements, as defined in Sections I.D.2.a, b, c, d and e of this RFP, are subject to the following funding limitations and mandatory cost-share requirements:
   - **a.** Engine Upgrades: EPA will fund up to 75% of the cost (labor and equipment) of an eligible engine upgrade (i.e. applicants are responsible for cost-sharing at least 25% of the cost of an eligible engine upgrade).
   - **b.** Verified Idle Reduction Technologies: EPA will fund up to 50% or 100% of the cost of an eligible, verified idle reduction technology, depending on the combination of technologies chosen:
     - **i.** EPA will fund up to 50% of the cost of an eligible, verified idle reduction technology (i.e. applicants are responsible for cost-sharing at least 50% of the cost of an eligible idle reduction technology).
     - **ii.** EPA will fund up to 100% of the cost of an eligible, verified idle reduction technology, if the technology is combined on the same vehicle with an eligible verified exhaust control as described in Section I.D.2.a.i. (i.e. applicants are responsible for cost-sharing 0% of the cost of an eligible idle reduction technology if the technology is combined on the same vehicle with an eligible verified exhaust control).
   - **c.** Verified Aerodynamic Technologies and Low Rolling Resistance Tires: EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. EPA will fund up to 50% or 100% of the cost

of verified aerodynamic technologies or verified low rolling resistance tires, depending on the combination of technologies chosen:

i. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with a verified exhaust control, up to 100% funding will be provided for the entire package (i.e. applicants are responsible for cost-sharing 0% of the cost of these technologies).
ii. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with an idle reduction technology, up to 50% funding will be provided for the entire package (i.e. applicants are responsible for cost-sharing at least 50% of the cost of these technologies).
iii. If aerodynamic technologies or low rolling resistance tires are combined on the same vehicle with a verified exhaust control and a verified idle reduction technology, up to 100% funding will be provided for the entire package (i.e. applicants are responsible for cost-sharing 0% of the cost of these technologies).

d. Certified Engine Repower: EPA will fund up to 75% of the cost (labor and equipment) of an eligible engine repower (i.e. applicants are responsible for cost-sharing at least 25% of the cost of an eligible engine repower).
e. Certified Vehicle/Equipment Replacement:
   i. Non-road diesel vehicles and equipment - EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified non-road diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment (i.e. applicants are responsible for cost-sharing at least 75% of the cost of an eligible replacement vehicle or piece of equipment).
   ii. Highway diesel vehicles and equipment – EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by an engine certified to the 2010 or newer model year standards for highway heavy-duty diesel engines, up to 25% of the cost of an eligible replacement vehicle/equipment (i.e. applicants are responsible for cost-sharing at least 75% of an eligible replacement vehicle or piece of equipment).
   iii. Drayage Vehicle Replacement: EPA will fund up to 50% of the cost of eligible drayage trucks with: 1) a 2007 model year or newer heavy duty engine equipped with a diesel particulate filter (or diesel oxidation catalyst in the case of a CNG engine), or 2) a 2004–2006 model year heavy duty engine and equipped with a diesel particulate filter verified for at least an 85% reduction in particulate matter (or a diesel oxidation catalyst in the case of a CNG engine). (i.e. applicants are responsible for cost-sharing at least 50% of an eligible drayage replacement vehicle).

For repower and replacement projects, EPA encourages applicants to limit the Federal portion of the equipment costs to the true incremental cost of the cleaner engine or vehicle/equipment. Doing so may improve the cost-effectiveness of the project (applicants should follow the instructions in Appendix E of this announcement for calculating the cost-effectiveness of their project).

Proposals that include projects to which these mandatory cost-share requirements apply must demonstrate on both the SF-424 Application for Federal Assistance and SF-424A Budget Information that these minimum mandatory cost-share requirements will be met, **or the proposal may be disqualified during the threshold eligibility review.** Specifically, the mandatory cost-share funds must be indicated in at least one of the following blocks in Section 18, Estimated Funding, on the SF-424: b. Applicant; c. State; d. Local; or e. Other. The mandatory cost-shared funds must also be indicated in Section A, Section B line 6.d, and Section C of the SF-424A.

There is no requirement for a cost-share contribution from applicants for projects involving Verified Exhaust Controls as defined in Section I.D.2.a.i.

2. **Voluntary Cost-Share:** While it is not required that an applicant provide a voluntary cost-share beyond EPA's funding and/or any mandatory cost-share as described above, applicants may provide a voluntary cost-share to enhance, expand, and improve the cost-effectiveness of the project. Applicants should follow the instructions in Appendix E of this announcement for calculating the cost-effectiveness of their project. Providing a voluntary cost-share may affect an applicant's evaluation under criterion number 3 in Section V of this RFP, and under the leveraging component of criterion number 4 in Section V of this RFP for projects submitted to Regions 1, 2, 6 & 7.

   If proposed, the voluntary cost-share funds must be indicated in at least one of the following blocks in Section 18, Estimated Funding, on the SF-424: b. Applicant; c. State; d. Local; or e. Other. The voluntary cost-shared funds must also be indicated in Sections A-C of the SF-424A. **If EPA accepts an offer for a voluntary cost-share, applicants must meet their sharing commitment as a legal condition of receiving EPA funding.** The recipient is legally obligated to meet any proposed voluntary cost-share that is included in the approved project budget because the grant agreement includes the voluntary cost-share. If an applicant proposes a voluntary cost share, the following apply:
   a. A voluntary cost share is subject to the match provisions in the grant regulations (40 CFR 30.23 or 40 CFR 31.24, as applicable).
   b. A voluntary cost share may only be met with eligible and allowable costs.
   c. The recipient may not use other sources of federal funds to meet a voluntary cost share unless the statute authorizing the other federal funding provides that the federal funds may be used to meet a cost share requirement on a federal grant.
   d. The recipient is legally obligated to meet any proposed voluntary cost share that is included in the approved project budget. If the proposed voluntary cost share does not materialize during grant performance, then EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 40 CFR Parts 30 or 31 as applicable.

3. **Other leveraged funding/resources that are not identified as a voluntary cost share**: This form of leveraging may be met by funding from another federal grant, from an applicant's own resources, or resources from other third party sources. While it is not required that an applicant provide other leveraged funding/resources beyond EPA's funding and/or any mandatory cost-share as described above, providing these funds my affect an applicant's evaluation under the leveraging component of criterion number 4 in Section V of this RFP, for projects submitted to Regions 1 & 2. This form of leveraging should not be included in the budget and the costs need not be eligible and allowable project costs under the EPA assistance agreement. While this form of leveraging should not be included in the budget, the grant workplan should include a statement indicating that the applicant is expected to produce the proposed leveraging consistent with the terms of the announcement and the applicant's proposal. If applicants propose to provide this form of leveraging, EPA expects them to make the effort to secure the leveraged resources described in their proposals. If the proposed leveraging does not materialize during grant performance, then EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 40 CFR Parts 30 or 31 as applicable.

C. Threshold Eligibility Criteria

Only proposals from eligible applicants (see Section III.A of this RFP) that meet all of these threshold eligibility criteria will be evaluated against the ranking criteria in Section V of this RFP. Applicants deemed ineligible for funding considerations as a result of the threshold eligibility review will be notified within 15 calendar days of the ineligibility determination.

1. Proposal Content and Submission

a. Proposals must substantially comply with the proposal submission instructions and proposal content requirements set forth in Section IV and Appendix B of this RFP or else they will not be reviewed.
b. Where a page limit is expressed in Section IV of this RFP with respect to the Project Narrative, pages in excess of the page limitation will not be reviewed.
c. Proposals must be received by EPA or grants.gov through one of the specified methods in Section IV of this RFP on or before the submission deadline published in Section IV of this RFP. Proposals received after the deadline will be considered late and returned to the sender without further consideration unless the applicant can clearly demonstrate that it was late due to EPA mishandling or because of technical problems associated with www.grants.gov. For hard copy submissions, where Section IV of this RFP requires proposal receipt by a specific person/office by the deadline, receipt by an agency mailroom is not sufficient. Applicants should confirm receipt of their proposal with the EPA regional contact identified in Section IV of this RFP as soon as possible after the deadline; failure to do so may result in your proposal not being reviewed.
d. **Hard copy proposals will only be accepted via an express delivery service. Proposals will NOT be accepted via fax or standard 1st class mail delivery by U.S. Postal Service.**

2. Proposals that do not include one or more of the eligible diesel emissions reduction solutions set forth in Section I.D.2 of this RFP are not eligible and will not be reviewed.

3. Proposals which request EPA assistance funds below or in excess of the applicable amounts specified in Section II.A of this RFP are not eligible and will not be reviewed.

4. Non-tribal applicants can submit no more than two (2) proposals to the same EPA regional office as long as each proposal is for a separate and distinct project and each proposal is submitted separately. If an applicant submits more than two (2) proposals to any one EPA regional office, the applicant will be contacted prior to EPA review of any of the proposals to determine which proposals the applicant will withdraw from the competition. A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

5. Proposals must support Goal 1 of EPA's 2006 – 2011 Strategic Plan, Clean Air and Global Climate Change; Objective 1.1: Healthier Outdoor Air, which states, "Through 2011...[EPA will]...protect human health and the environment by attaining and maintaining health-based air-quality standards and reducing the risk from toxic air pollutants." (See Section I.E.)

D. Funding Restrictions

If a submitted proposal includes the following ineligible activities, that portion of the proposal will be ineligible for funding and may render the entire proposal ineligible for funding.

1. **Restriction for Mandated Measures:** Pursuant to 42 U.S.C. 16132(d)(2), no funds awarded under this RFP shall be used to fund the costs of emissions reductions that are mandated under Federal, State, Tribal or local law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines or equipment.

   For heavy-duty trucks that operate anywhere in California, including trucks that primarily operate in other states but enter California, please be aware that these trucks may be subject to new California Air Resources Board (CARB) heavy-duty vehicle regulations. To determine which CARB rules may apply to heavy-duty vehicles, please visit: http://www.arb.ca.gov/msprog/truckstop/questions.php?page=diesel.

If the project takes place in an affected area, or includes affected vehicles, engines or equipment, the Applicant must clearly demonstrate that emission reductions funded with EPA funds:

a. will be implemented prior to the effective date of the mandate; and/or

b. will not be used to satisfy the mandate, but are in excess of (above and beyond) those required by the applicable mandate.

If applicable, emission reduction benefits shall only be calculated for the period preceding the effective date or compliance deadline. Please see Appendix C for instructions on calculating emission reductions. Voluntary or elective emission reduction measures shall not be considered "mandated," regardless of whether the reductions are included in a State Implementation Plan.

2. No funds awarded under this RFP shall be used for matching funds for other federal grants, lobbying, or intervention in Federal regulatory or adjudicatory proceedings, and cannot be used to sue the Federal government or any other government entity.

3. No funds awarded under this RFP shall be used for retrofit technologies on EPA's or CARB's, "Formerly Verified Technologies" lists: www.epa.gov/otaq/retrofit/deleted-list.htm, www.arb.ca.gov/diesel/verdev/verdev.htm. No funds awarded under this RFP shall be used for idle reduction technologies on EPA's "Previously Verified Idle Reduction Technologies" list: http://www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm#idle.

4. No funds awarded under this RFP shall be used for emissions testing and/or air monitoring activities (including the acquisition cost of emissions testing equipment), or research and development.

5. No funds awarded under this RFP shall be used for fueling infrastructure, such as that used for the production and/or distribution of biodiesel, compressed natural gas, liquefied natural gas, and or other cleaner fuels.

6. In the case of an engine upgrade with a "kit" applied at the time of rebuild, no funds awarded under this RFP shall be used for the entire cost of the engine rebuild, but only for the incremental cost of the upgrade "kit" and associated labor costs for installation.

7. Low rolling resistance tires may be used with lower-weight aluminum wheels to further improve fuel savings; however no funds awarded under this RFP shall be used for the purchase of aluminum wheels.

8. No funds awarded under this RFP shall be used for the purchase of low rolling resistance tires or advanced aerodynamic technologies if similar technologies have already been installed on the truck.

9. No funds awarded under this RFP shall be used for the purchase of APUs or generators for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles.

IV. PROPOSAL AND SUBMISSION INFORMATION

A. How to Obtain a Proposal Package

Applicants can download the individual grant application forms (Application for Federal Assistance SF-424, and Budget Information for Non-Construction Programs SF-424A)
from EPA's Office of Grants and Debarment website at: www.epa.gov/ogd/forms/forms.htm.

Please refer to the Proposal Submission Checklist in Appendix F to ensure that all required information is included in your proposal package.

To obtain a hard copy of materials, please call 1-877-NCDC-FACTS (1-877-623-2322) or email cleandiesel@epa.gov.

B. Proposal Submission

A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.

Tribal applicants must submit their proposals to the EPA Office of Transportation and Air Quality (OTAQ) contact identified in section IV.B.1a below, regardless of geographic project location. Tribal proposals will be evaluated and selected by OTAQ. Tribal applicants may submit multiple proposals as long as each proposal is for a separate and distinct project and each proposal is submitted separately.

Non-tribal applicants must submit their proposal to the EPA regional office which covers the geographic project location and as identified below. EPA Regions 1, 2, 3, 4, 5, 8, 9, and 10 will only accept non-tribal proposals for projects located solely within that EPA Region and EPA Regions 6 and 7 will only accept non-tribal proposals for projects located solely within EPA Regions 6 and/or 7.

EPA Regions 1, 2, 3, 4, 5, and 8 will each separately evaluate and select non-tribal proposals for projects located within their Region. EPA Regions 6 and 7 will jointly evaluate and select non-tribal proposals for projects located within Regions 6 and/or 7, and will develop one ranking list. EPA Regions 9 and 10 will jointly evaluate non-tribal proposals for projects that take place in Regions 9 and/or 10 but will develop separate ranking lists for the Region 9 and 10 proposals and selections will be made separately by Regions 9 and 10.

Non-tribal applicants are allowed to submit proposals to more than one EPA regional office. Non-tribal applicants may submit up to two (2) proposals to the same EPA regional office as long as each proposal is for a separate and distinct project and each proposal is submitted separately. (Since Regions 6 and 7 are jointly evaluating and selecting non-tribal proposals, only two (2) proposals may be submitted in total to the Regions 6 and 7 contact). If an applicant submits more than two (2) proposals to any one EPA regional office, the applicant will be contacted prior to EPA review of any of the proposals to determine which proposals the applicant will withdraw from the competition.

All applicants have the following options to submit their proposals: a) Electronically through email to the specified EPA contact listed below, b) hard copy by express delivery service or hand delivery to the specified EPA contact listed below, or c) electronically through www.grants.gov as explained in Appendix A. All proposals must be prepared, and include the information, as described below in Section IV.C "Content of Proposal Package," regardless of mode of transmission.

Proposals will NOT be accepted via fax or standard 1st class mail delivery by U.S. Postal Service.

All proposals must be prepared, and include the information, as described in Section IV.C of this RFP, regardless of mode of submission. Each proposal should have the EPA region in which the project is taking place clearly listed on the cover page.

1. **Electronic Email Submission:** Please send an email containing an Adobe pdf file of all required application package materials, including signed and completed SF 424 and SF 424A forms. Emails must be addressed to the appropriate EPA contact identified below and include, "Clean Diesel Funding Proposal – [*name of applicant*]" in the subject line. All email submissions of complete proposal packages must be **received** by the appropriate EPA contact listed below by Thursday, January 13, 2011, 4:00 p.m. local time.

   Please note that if you choose to submit your materials via email, you are accepting all risk attendant to email submissions, including server delays. Email submissions exceeding 15MB will experience transmission delays. EPA advises applicants to send email submissions at least 48 hours prior to the deadline to ensure timely receipt, or to submit any proposal packages exceeding 15MB via hardcopy. Proposal packages received after the submission deadline will not be considered for funding.

   Proposal Submission Contacts:

Tribal Proposals: Rosalva Tapia
U.S EPA OTAQ - 347G
1310 L Street, NW
Washington, DC 20005
Email: tribal_clean_diesel@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m EST.
Note: All proposals submitted by tribal applicants must be submitted to the OTAQ contact listed here, regardless of geographic location of the project.

Non-Tribal Proposals:

a. **Region 1**: Gary Rennie
U.S. EPA Region 1
5 Post Office Square
Mail Code: OEP05-2
Boston, MA 02109-3912
Email: rennie.gary@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m EST.

b. **Region 2**: Matthew Laurita
U.S. EPA Region 2
290 Broadway, Floor 25
New York, NY 10007
Email: Region2_Clean_Diesel@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m EST.

c. **Region 3:** Bill Jones
U.S. EPA Region 3
Air Protection Division (3AP50)
1650 Arch Street
Philadelphia, PA 19103
Email: jones.bill@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m EST.

d. **Region 4:** Alan Powell

U.S. EPA Region 4
Air, Pesticides and Toxics Management Division
61 Forsyth St., SW
Atlanta, Georgia 30303
Email: R4CleanDiesel@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m EST.

e. **Region 5:** Steve Marquardt
U.S. EPA Region 5
77 West Jackson Blvd., A-18J
Chicago, IL 60604
Email: mcdi@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m CST.

f. **Regions 6 and 7**: Gloria Vaughn (6PD)
U.S. EPA Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733
Email: BSCDERA@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m CST.
Note: Regions 6 and/or 7 non-tribal proposals must be sent to the Region 6 contact listed here. Regions 6 and 7 will jointly evaluate and select non-tribal proposals for projects located within Regions 6 and/or 7 (i.e. the evaluation will result in one ranking list of the Region 6 and 7 non-tribal proposals).

g. **Region 8:** Greg Davis
U.S. EPA Region 8
Mailcode: 8P-AR
1595 Wynkoop St.
Denver, CO 80202
Email: davis.gregory@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m MST.

h. **Region 9:** Lucita Valiere
EPA Region 10
Office of Air, Waste, and Toxics
1200 Sixth Avenue, Suite 900, AWT-107
Seattle, WA 98101-3140
Email: dieselgrants@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m PST.

i. **Region 10**: Lucita Valiere
EPA Region 10
Office of Air, Waste, and Toxics
1200 Sixth Avenue, Suite 900, AWT-107
Seattle, WA 98101-3140
Email: dieselgrants@epa.gov
All proposal packages must be received by Thursday, January 13, 2011, 4:00 p.m PST.

Note: Since there will be a joint Region 9and 10 review panel, Region 9 proposals must be sent to the same Region 10 contact listed above. EPA Regions 9 and 10 will jointly evaluate non-tribal proposals for projects that take place in Regions 9 or 10 but will develop separate ranking lists for the Region 9 and 10 proposals and selections will be separately made by Regions 9 and 10.

2. **Hard Copy Submission**: Hard copy submissions must be hand delivered or sent using an express delivery service, such as FedEX, UPS, DHL, etc., to the appropriate EPA contact mailing address listed above. Please provide one original of the proposal package (including signed and completed SF-424 and SF-424A forms), as well as two photocopies of the complete proposal package. Binders or spiral binding will not be accepted. All hard copies of proposal packages must be **received** by the appropriate headquarters (for Tribal Proposals) or EPA regional contact listed above by Thursday, January 13, 2011, 4:00 p.m. local time.

3. **Grants.gov Submission: Please see Appendix A, Grants.gov Submission Instructions**

   Proposal Submission Deadline: Your organization's authorized official representative (AOR) must submit your complete proposal electronically to EPA through Grants.gov (http://www.grants.gov) no later than Thursday, January 13, 2011, 4:00 p.m. eastern standard time (EST).

   Applicants are advised that they must send in their proposals through one, and only one, of the three methods identified above by the submission deadline. The same proposal should not be submitted through different means. In addition, if an applicant submits a proposal before the submission deadline and then wants to revise it and resubmit it before the submission deadline, then it must indicate that the resubmittal replaces the original submission.

C. Content of Proposal Package

The proposal package *must* include all of the following materials:

1. **Grant Application Forms**:
   a. **Standard Form (SF) 424, Application for Federal Assistance.** Complete the form (available at www.epa.gov/ogd/forms/forms.htm. Please be sure to include the Applicant organization fax number and email address in Block 5 of the Standard Form 424.

      Please note that the organizational Dun and Bradstreet (D&B) Data Universal Number System (DUNS) number must be included on the SF-424. Organizations may obtain a DUNS number at no cost by calling the toll-free DUNS number request line at 1-866-705-5711.

   b. **Standard Form (SF) 424A , Budget Information.** Complete the form (available at www.epa.gov/ogd/forms/forms.htm). There are no attachments. The total amount of federal funding requested for the project period should be shown on line 5(e) and on line 6(k) of SF-424A, the amount of indirect costs should be entered on line 6(j). The indirect cost rate (i.e., a percentage), the base (e.g., personnel costs and fringe benefits), and the amount should also be indicated on line 22.

2. **Project Narrative**: The Project Narrative must substantially comply with the specific instructions, format and content as defined in **Appendix B**. The Project Narrative includes the following components:
   a. Cover Page
   b. Work Plan (Sections 1-7)

The Project Narrative (including the cover page) shall not exceed ten (10) single-spaced pages in length. Pages refer to one-side of a single-spaced typed page. Font size should be no smaller than 10 and the proposal must be submitted on 8 ½" x 11" paper. Pages in excess of the 10-page limit will not be considered. Supporting materials, such as resumes, letters of support and/or commitment, and fleet description information can be submitted as attachments and are not included in the 10-page limit. A sample format for the Project Narrative may be downloaded at www.epa.gov/otaq/diesel/prgnational.htm.

3. **Applicant Fleet Description:** This information does not count towards the 10-page limit. The purpose of the Applicant Fleet Description is to describe in detail the specific vehicles and engines targeted for emissions reductions under the proposed project. Applicants must describe the fleet(s) targeted for the proposed project, including: target fleet type (e.g., school bus, port, construction, delivery truck, transit bus, locomotive, refuse hauler, utility vehicle, long haul truck, agriculture, mining, marine, other), number of vehicles, vehicle class, model year, retrofit year, chosen technology, current fuel type, amount of fuel used, etc. This information may be presented in a table format. A sample format for the Applicant Fleet Description may be downloaded at www.epa.gov/otaq/diesel/prgnational.htm.

4. **Cost-Share Commitment Letters**: If applicable, project partners that are providing in-kind or monetary assistance must demonstrate their specific commitment to meet the proposed cost-share. This information does not count towards the 10-page limit.

5. **Optional Attachments:** These are not included in the 10-page limit.
   a. Resumes: Provide resumes or curriculum vitae for all principal investigators and any other key personnel.
   b. Letters of Support: Specifically indicate how supporting organizations will assist in the project. Please limit your letters of support to 3.

D. Submission Dates and Time

All hard copies of proposal packages must be received by the appropriate EPA contact defined in Section IV.B.1 of this RFP by Thursday, January 13, 2011, 4:00 p.m. local time in order to be considered for funding. All email submissions of proposal packages must be received via email by the appropriate EPA contact defined in Section IV.B.1 of this RFP by Thursday, January 13, 2011, 4:00 p.m. local time in order to be considered for funding. All grants.gov submissions of proposal packages must be received electronically by EPA through Grants.gov (www.grants.gov) by Thursday, January 13, 2011, 4:00 p.m. EST in order to be considered for funding.

E. Confidential Business Information

In accordance with 40 CFR 2.203, applicants may claim all or a portion of their proposal package as confidential business information. EPA will evaluate confidentiality claims in accordance with 40 CFR Part 2. Applicants must clearly mark proposals or portions thereof that they claim as confidential. If no claim of confidentiality is made, EPA is not required to make the inquiry to the applicant otherwise required by 40 CFR 2.204(c)(2) prior to disclosure. However, competitive proposals are considered confidential and protected from disclosure prior to the completion of the competitive selection process.

F. Pre-Proposal Assistance and Communications

All applicants are encouraged to review the Frequently Asked Questions (FAQ) document posted at www.epa.gov/otaq/diesel/prgnational.htm for further clarification of this Request for Proposals.

In accordance with EPA's Assistance Agreement Competition Policy (EPA Order 5700.5A1), EPA staff will not meet with individual applicants to discuss draft proposals, provide informal comments on draft proposals, or provide advice to applicants on how to respond to ranking criteria. Applicants are responsible for the content of their proposals.

EPA will respond to questions in writing from individual applicants regarding threshold eligibility criteria, administrative issues related to the submission of the proposal, and requests for clarification about the announcement.

Please email written questions to cleandiesel@epa.gov. Please type "National RFP Question" in the subject line of your email. All questions and answers will be posted in the FAQ document at www.epa.gov/otaq/diesel/prgnational.htm.

Tribal applicants may email written questions to tribal_clean_diesel@epa.gov. Please type "Tribal National RFP Question" in the subject line of your email. All questions and answers will be posed in the FAQ document at www.epa.gov/otaq/diesel/prgnational.htm.

All questions submitted via email by 5:00 pm eastern standard time (EST) each Friday during the RFP open period will be answered and posted in the FAQ document the following week. The deadline for submitting questions via email is Wednesday, January 5, 2011 at 5:00 pm EST. The estimated final posting of the FAQ document will be Monday, January 10, 2011 at 5:00 pm EST.

In addition, EPA will host three Information Sessions regarding this Request for Proposals via webinar, based on the schedule below. EPA will attempt to answer any appropriate questions in these public forums. Registration information for all three webinars can be found at www.epa.gov/otaq/diesel/prgnational.htm. Please refer to the following website to determine in which Region you are located: http://www.epa.gov/otaq/diesel/whereyoulive.htm.

1. Regions 1, 2, 3 and 4 - Tuesday, November 9, 2010 at 10:00 a.m. (EST)
2. Regions 5, 6, and 7 - Tuesday, November 9, 2010 at 3:00 p.m. (EST)
3. Regions 8, 9, and 10 – Wednesday, November 10, 2010 at 3:00 p.m. (EST)

Questions and answers from these webinars will also be posted in the FAQ document at www.epa.gov/otaq/diesel/prgnational.htm.

G. Contracts, Subawards and Partnerships

1. Can funding be used for the applicant to make subawards, acquire contract services, or fund partnerships?

EPA awards funds to one eligible applicant as the recipient even if other eligible applicants are named as partners or co-applicants or members of a coalition or consortium. The recipient is accountable to EPA for the proper expenditure of funds.

Funding may be used to provide subgrants or subawards of financial assistance, which includes using subawards or subgrants to fund partnerships, provided the recipient complies with applicable requirements for subawards or subgrants including those contained in 40 CFR Parts 30 or 31, as appropriate. Applicants must compete contracts for services and products, including consultant contracts, and conduct cost and price

analyses, to the extent required by the procurement provisions of the regulations at 40 CFR Parts 30 or 31, as appropriate. The regulations also contain limitations on consultant compensation. Applicants are not required to identify subawardees/subgrantees and/or contractors (including consultants) in their proposal. However, if they do, the fact that an applicant selected for award has named a specific subawardee/subgrantee, contractor, or consultant in the proposal EPA selects for funding does not relieve the applicant of its obligations to comply with subaward/subgrant and/or competitive procurement requirements as appropriate. Please note that applicants may not award sole source contracts to consulting, engineering or other firms assisting applicants with the proposal solely based on the firm's role in preparing the proposal.

A successful applicant cannot use subgrants or subawards to avoid requirements in EPA grant regulations for competitive procurement by using these instruments to acquire commercial services or products from for-profit organizations to carry out its assistance agreement. The nature of the transaction between the recipient and the subawardee or subgrantee must be consistent with the standards for distinguishing between vendor transactions and subrecipient assistance under Subpart B Section .210 of OMB Circular A-133, and the definitions of subaward at 40 CFR 30.2(ff) or subgrant at 40 CFR 31.3, as applicable. EPA will not be a party to these transactions. Applicants acquiring commercial goods or services must comply with the competitive procurement standards in 40 CFR Part 30 or 40 CFR Part 31.36 and cannot use a subaward/subgrant as the funding mechanism.

2. How will an applicant's proposed subawardees/subgrantees and contractors be considered during the evaluation process described in Section V of this RFP?

Section V of this RFP describes the evaluation criteria and evaluation process that will be used by EPA to make selections under this announcement. During this evaluation, except for those criteria that relate to the applicant's own qualifications, past performance, and reporting history, the review panel will consider, as appropriate and relevant, the qualifications, expertise, and experience of:

a. an applicant's named subawardees/subgrantees identified in the proposal if the applicant demonstrates in the proposal that if it receives an award that the subaward/subgrant will be properly awarded consistent with the applicable regulations in 40 CFR Parts 30 or 31. For example, applicants must not use subawards/subgrants to obtain commercial services or products from for profit firms or individual consultants.

b. an applicant's named contractor(s), including consultants, identified in the proposal if the applicant demonstrates in its proposal that the contractor(s) was selected in compliance with the competitive Procurement Standards in 40 CFR Part 30 or 40 CFR 31.36 as appropriate. For example, an applicant must demonstrate that it selected the contractor(s) competitively or that a proper non-competitive sole-source award consistent with the regulations will be made to the contractor(s), that efforts were made to provide small and disadvantaged businesses with opportunities to compete, and that some form of cost or price analysis was conducted. EPA may not accept sole source justifications for contracts for services or products that are otherwise readily available in the commercial marketplace.

EPA will not consider the qualifications, experience, and expertise of named subawardees/subgrantees and/or named contractor(s) during the proposal evaluation process unless the applicant complies with these requirements.

V. PROPOSAL REVIEW INFORMATION

Only those proposals from eligible entities that meet the threshold criteria in Section III.C of this RFP will be evaluated according to the criteria set forth below. Applicants should directly and explicitly address these criteria as part of their proposal submittal. Each proposal will be rated under a points system. Non-tribal proposals will be evaluated based on a total of 100 points possible and tribal proposals will be evaluated based on a total of 77 points possible, since tribal proposals will not be scored under Criteria #4, Regional Significance.

A. Evaluation Criteria

Criteria	Points
Project Narrative	
1. <u>Project Summary and Overall Approach:</u> Under this criterion, applicants will be evaluated based on: **a.** (4 points) the extent and quality to which an applicant addresses the requirements in Section I.D, "Use of Funds"; **b.** (4 points) the extent and quality to which the applicant addresses the requirements in Appendix B, Sub-Section 1 "Project Summary" of the Work Plan; **c.** (5 points) the extent and quality to which the proposal includes a well-conceived, logical strategy for achieving – by the project end date – the anticipated results associated with the project.	**13**
2. <u>Results – Outcomes and Outputs</u>: Under this criterion, applicants will be evaluated based on: **a.** (8 points) the extent and quality to which the applicant identifies and quantifies the expected project outputs and outcomes, including those identified in Section I.E of the RFP. **b.** (5 points) the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes, including those identified in Section I.E of the RFP.	**13**
3. <u>National Programmatic Priorities</u>: Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the National Programmatic Priorities identified in Section I.C.1 of the RFP. **a.** (10 pts) Maximize public health benefits (see Appendix D); **b.** (7 pts)Are the most cost-effective (see Appendix E); **c.** (6 pts)Are in areas with high population density, that are poor air quality areas and that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers. In order to identify disproportionately impacted areas, applicants should include community/neighborhood level information including socioeconomic data about the community and how the community will benefit from the project; **d.** (2 pts)That use a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided; **e.** (2 pts)Maximize the useful life of any certified engine configuration or	**30**

verified technology used or funded by the eligible entity. Applicants should provide information on engine maintenance plans or other efforts to maintain engines and pollution control devices; **f.** (3 pts) Conserve diesel fuel.	
4. <u>Regional Significance:</u> Under this criterion, applicants will be evaluated based on the extent and quality to which the project advances the goals and priorities of the EPA regional office which covers the project location, as identified in Section I.C.2 of the RFP. Please note that in Region 4, non-tribal applicants submitting proposals will be evaluated based on a specific point breakdown under this criterion, as defined in Section I.C.2. Tribal applicants will not be evaluated based on this criterion.	**23**
5. <u>Past Performance--Programmatic Capability and Reporting on Results:</u> Under this criterion, applicants will be evaluated based on their technical ability to successfully complete and manage the project taking into account the applicant's: **a.** (4 points) past performance in successfully completing and managing the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years; **b.** (2 points) history of meeting reporting requirements on the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years and submitting acceptable final technical reports under those agreements; and **c.** (2 points) past performance in documenting and/or reporting on progress towards achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not. Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.	**8**

6. <u>Staff Expertise/Qualifications:</u> Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.	**4**
7. <u>Budget/Resources</u>: Under this criterion, applicants will be evaluated based on: **a.** (3 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 "Budget Detail" of the Work Plan; **b.** (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.	**5**
8. <u>Applicant Fleet Description</u>: Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.	**4**

B. Review and Selection Process

Assistance agreements funded under this announcement will be awarded and managed by each of EPA's ten regional offices.

1. **Tribal Proposals:** Tribal applicants must submit their proposals to the EPA Office of Transportation and Air Quality (OTAQ) contact identified in Section IV.B.1.a of this RFP, regardless of geographic location of the project. Tribal proposals will be reviewed by an OTAQ review panel. Proposals will first be evaluated against the threshold factors listed in Section III.C of this RFP. Only those tribal proposals which meet all of the threshold factors will be evaluated against other tribal proposals using the evaluation criteria listed above. Each proposal will be given a numerical score and will be rank-ordered according to the numerical score against the other tribal proposals evaluated by the review panel. Preliminary funding recommendations will be provided to the OTAQ Approving Official based on this ranking.

2. **Non-tribal Proposals:** Non-tribal applicants must submit their proposals to the appropriate EPA regional contact identified in Sections IV.B.1.b-j of this RFP for the geographic project location. Non-tribal proposals will be reviewed by regional review panels.

   Non-tribal proposals will first be evaluated against the threshold factors listed in Section III.C of this RFP. Only those non-tribal proposals which meet all of the threshold factors will be evaluated using the evaluation criteria listed above. Each non-tribal proposal will be given a numerical score and will be rank-ordered according to the numerical score against the other non-tribal proposals evaluated by the regional review panel as follows: EPA Regions 1, 2, 3, 4, 5 and 8 will each separately review and select non-tribal proposals for projects located within their Region; EPA Regions 6 and 7 will jointly review and select non-tribal proposals for projects located within Regions 6 and/or 7; EPA Regions 9 and 10 will jointly review non-tribal proposals for projects that take place in Regions 9 and/or 10 but will develop separate ranking lists for the Region 9 and 10 proposals and selections will be made separately by Regions 9 and 10.

   Preliminary funding recommendations will be provided to the EPA regional Approving Officials based on this ranking.

C. Other Factors

Funding decisions will be made by the appropriate EPA Approving Official based on the rankings and preliminary recommendation of the appropriate EPA review panel. In making the funding decisions, the EPA Approving Official may also consider sector (fleet type) diversity, technology diversity, geographic diversity, and the funding priorities of the statutory funding allocation (EPAct 2005) as discussed below.

EPAct 2005 specifies that EPA shall provide not less than 50 percent of funds available for a fiscal year under the Diesel Emissions Reduction National Program to eligible entities for the benefit of public fleets. For the purposes of this RFP, emissions reductions for the benefit of public fleets include, but are not limited to, projects involving: school buses; municipal fleets; public or private equipment contracted for public works; public or private vehicles and equipment that serve public ports. **Please note that this is calculated at the national level and is not a factor in the evaluation and initial ranking of proposals.** Once preliminary funding decisions are made by each Approving Official the national program calculates the percent of funding proposed for the benefit of public fleets to ensure the national program mandate of 50 percent will be met. If the national program mandate is not met by the preliminary funding decisions, the Approving Officials may also consider the benefit of public fleets in the final funding decision.

Once final decisions have been made, a funding recommendation will be developed and forwarded to the appropriate EPA Award Official for approval. Once selected, applicants are expected to perform their projects as proposed and evaluated, and no fundamental changes in the scope of work will be allowed.

VI. AWARD ADMINISTRATION INFORMATION

A. Award Notices

Following evaluation of proposals, all applicants will be notified regarding their status.

1. **Successful Applicants:** EPA anticipates notification to the successful applicant will be made via telephone, electronic or postal mail by March 15, 2011. The notification will advise the applicant that its proposal has been successfully evaluated and recommended for award. The notification will be sent to the original signer of the Standard Form 424, Application for Federal Assistance.

   This notification, which advises that the applicant's proposal has been recommended for award, is not an authorization to begin performance. The award offer signed by the EPA Award Official is the authorizing document and will be provided through postal mail.

   Final applications and forms will be requested, as necessary, from those eligible entities whose proposals have been successfully evaluated and preliminarily recommended for award. Those entities will be provided with instructions and a due date for submittal of the final application package.

2. **Unsuccessful Applicants**: EPA anticipates notification to unsuccessful applicant(s) will be made via electronic or postal mail by March 15, 2011. The notification will be sent to the original signer of the Standard Form 424, Application for Federal Assistance.

B. General Administrative and National Policy Requirements

A listing and description of general EPA Regulations applicable to the award of assistance agreements may be viewed at: http://www.epa.gov/ogd/AppKit/applicable_epa_regulations_and_description.htm.

Executive Order 12372, Intergovernmental Review of Federal Programs, may be applicable to awards resulting from this announcement. Applicants selected for funding may be required to provide a copy of their application to their State Point of Contact (SPOC) for review, pursuant to Executive Order 12372, Intergovernmental Review of Federal Programs. Not all states require such a review. A listing of State Point of Contacts (SPOC) may be viewed at: http://www.whitehouse.gov/omb/grants_spoc

For the purpose of responding to this RFP, applicants may choose to not respond to question #19 on the SF 424 form; EPA will provide additional guidance on the intergovernmental review process to those applicants selected for funding.

C. Central Contractor Registration (CCR) and Data Universal Numbering System (DUNS) Requirements

Unless exempt from these requirements under OMB guidance at 2 CFR Part 25 (e.g., individuals), applicants must:

1. Be registered in the CCR prior to submitting an application or proposal under this announcement. CCR information can be found at https://www.bpn.gov/ccr/

2. Maintain an active CCR registration with current information at all times during which it has an active Federal award or an application or proposal under consideration by an agency, and

3. Provide its DUNS number in each application or proposal it submits to the agency.

Applicants can receive a DUNS number, at no cost, by calling the dedicated toll-free DUNS Number request line at 1-866-705-5711, or visiting the D&B website at: http://www.dnb.com.

If an applicant fails to comply with these requirements, it will, should it be selected for award, affect their ability to receive the award.

D. Reporting Requirement

These grants will be subject to the requirements of the Federal Funding Accountability and Transparency Act. In addition, quarterly progress reports and a detailed final report will be required. Quarterly reports summarizing technical progress, planned activities for the next quarter and a summary of expenditures are required. The final report shall be submitted to EPA within 90 calendar days of the completion of the period of performance. The final report should include: summary of the project or activity, advances achieved and costs of the project or activity. In addition, the final report shall discuss the problems, successes, and lessons learned from the project or activity that could help overcome structural, organizational or technical obstacles to implementing a similar project elsewhere. The schedule for submission of quarterly reports will be established by EPA, after the grants are awarded. Award recipients may be provided with additional information and guidance on reporting performance measures and project progress after award.

E. Exchange Network

EPA, states, territories, and tribes are working together to develop the National Environmental Information Exchange Network, a secure, Internet- and standards-based way to support electronic data reporting, sharing, and integration of both regulatory and non-regulatory environmental data. States, tribes and territories

exchanging data with each other or with EPA, should make the Exchange Network and the Agency's connection to it, the Central Data Exchange (CDX), the standard way they exchange data and should phase out any legacy methods they have been using. More information on the Exchange Network is available at www.exchangenetwork.net.

F. Disputes

Assistance agreement competition-related disputes will be resolved in accordance with the dispute resolution procedures published in 70 FR (Federal Register) 3629, 3630 (January 26, 2005) located on the web at: http://frwebgate.access.gpo.gov/cgi-bin/getpage.cgi?position=all&page=3629&dbname=2005_register

G. Non-profit Administrative Capability

Non-profit applicants that are recommended for funding under this announcement are subject to administrative capability reviews consistent with Sections 8b, 8c and 9d of EPA Order 5700.8 - Policy on Assessing Capabilities of Non-Profit Applicants for Managing Assistance Awards (www.epa.gov/ogd/grants/award/5700_8.pdf) and any additional terms on administrative capability in the grant agreement.

H. Program Income

In accordance with 40 C.F.R.30.24(b)(1) or 40 CFR 31.25(g)(2), as applicable, the applicant shall use program income to carry out activities described in the scope of work for the assistance agreement and under the same terms and conditions of the agreement.

I. Sub-awards and Executive Compensation Reporting

Applicants must ensure that they have the necessary processes and systems in place to comply with the sub-award and executive total compensation reporting requirements established under OMB guidance at 2 CFR Part 170, unless they qualify for an exception from the requirements, should they be selected for funding.

J. Use of Grant Funds

An applicant that receives an award under this announcement is expected to manage assistance agreement funds efficiently and effectively and make sufficient progress towards completing the project activities described in the work-plan in a timely manner. The assistance agreement will include terms/conditions implementing this requirement.

VII. AGENCY CONTACTS

Julie Henning
Phone: (734) 214-4442
Email: henning.julie@epa.gov

Jennifer Keller
Phone: (202) 343-9541
Email: keller.jennifer@epa.gov

APPENDIX A

Grants.gov Proposal Submission Instructions
For Announcement Number EPA-OAR-OTAQ-11-01

General Application Instructions

The electronic submission of your proposal must be made by an official representative of your institution who is registered with Grants.gov and is authorized to sign applications for Federal assistance. For more information, go to http://www.grants.gov and click on "Get Registered" on the left side of the page. *Note that the registration process may take a week or longer to complete.* If your organization is not currently registered with Grants.gov, please encourage your office to designate an authorized official representative (AOR) and ask that individual to begin the registration process as soon as possible.

To begin the proposal process under this grant announcement, go to http://www.grants.gov and click on the "Apply for Grants" tab on the left side of the page. Then click on "Apply Step 1: Download a Grant Application Package" to download the compatible Adobe viewer and obtain the application package. **To apply through grants.gov you must use Adobe Reader applications and download the compatible Adobe Reader version (Adobe Reader applications are available to download for free on the Grants.gov website. For more information on Adobe Reader please visit the Help section on grants.gov at** http://www.grants.gov/help/help.jsp or http://www.grants.gov/aboutgrants/program_status.jsp).

Once you have downloaded the viewer, you may retrieve the application package by entering the Funding Opportunity Number, EPA-OAR-OTAQ-11-01, or the CFDA number that applies to the announcement (CFDA 66.039), in the appropriate field. You may also be able to access the proposal package by clicking on the Application button at the top right of the synopsis page for this announcement on http://www.grants.gov (to find the synopsis page, go to http://www.grants.gov and click on the "Find Grant Opportunities" button on the left side of the page and then go to Search Opportunities and use the Browse by Agency feature to find EPA opportunities).

Proposal Submission Deadline: Your organization's AOR must submit your complete proposal package electronically to EPA through Grants.gov (http://www.grants.gov) no later than Thursday, January 13, 2011, 4:00 p.m. EST.

Please submit *all* of the proposal materials described below

Proposal Materials

The following forms and documents are required to be submitted under this announcement:

I. Application for Federal Assistance (SF-424)
II. Budget Information for Non-Construction Programs (SF-424A)
III. Project Narrative-prepared as described in Section IV.C of the announcement.
IV. Other Attachments as described in Section IV.C of the announcement.

The proposal package *must* include all of the following materials:

I. Standard Form (SF) 424, Application for Federal Assistance

Complete the form. There are no attachments. Please be sure to include organization fax number and email address in Block 5 of the Standard Form SF 424.

Please note that the organizational Dun and Bradstreet (D&B) Data Universal Number System (DUNS) number must be included on the SF-424. Organizations may obtain a DUNS number at no cost by calling the toll-free DUNS number request line at 1-866-705-5711.

II. Standard Form SF 424A – Budget Information:
Complete the form. There are no attachments.
The total amount of federal funding requested for the project period should be shown on line 5(e) and on line 6(k) of SF-424A. If indirect costs are included, the amount of indirect costs should be entered on line 6(j). The indirect cost rate (i.e., a percentage), the base (e.g., personnel costs and fringe benefits), and the amount should also be indicated on line 22.

III. Project Narrative
Prepared in accordance with the instructions in Section IV.C of the announcement. The document should be readable in PDF format consolidated into a single file.

IV. Other Attachments Form
Other Attachments include the Applicant Fleet Description (required), Cost Share Commitment Letters, and Optional Attachments prepared in accordance with the instructions in Section IV.C of the announcement. The documents included in the Other Attachments section should be readable in PDF format and consolidated into a single file.

Application Preparation and Submission Instructions

Documents I through III listed under Proposal Materials above should appear in the "Mandatory Documents" box on the Grants.gov Grant Application Package page. Document IV is for Other Attachments as described in Section IV.C. 3-5 of the announcement.

For documents I and II, click on the appropriate form and then click "Open Form" below the box. The fields that must be completed will be highlighted in yellow. Optional fields and completed fields will be displayed in white. If you enter an invalid response or incomplete information in a field, you will receive an error message. When you have finished filling out each form, click "Save." When you return to the electronic Grant Application Package page, click on the form you just completed, and then click on the box that says, "Move Form to Submission List." This action will move the document over to the box that says, "Mandatory Completed Documents for Submission."

For document III, you will need to attach electronic files. Prepare your project narrative as described in Section IV.C of the announcement and save the document to your computer as a PDF file. When you are ready to attach your narrative to the application package, click on "Project Narrative Attachment Form," and open the form. Click "Add Mandatory Project Narrative File," and then attach your proposal (previously saved to your computer) using the browse window that appears. You may then click "View Mandatory Project Narrative File" to view it. Enter a brief descriptive title of your project in the space beside "Mandatory Project Narrative File Filename;" the filename should be no more than 40 characters long. If there other attachments that you would like to submit to accompany your proposal (See Section IV.C), you may click "Add Optional Project Narrative File" and proceed as before, or use the Other Attachments form. When you have finished attaching the necessary documents, click "Close Form." When you return to the "Grant Application Package" page,

select the "Project Narrative Attachment Form" and click "Move Form to Submission List." The form should now appear in the box that says, "Mandatory Completed Documents for Submission."

Once you have finished filling out all of the forms/attachments and they appear in one of the "Completed Documents for Submission" boxes, click the "Save" button that appears at the top of the Web page. It is suggested that you save the document a second time, using a different name, since this will make it easier to submit an amended package later if necessary. Please use the following format when saving your file: "Applicant Name – FY11 – Assoc Prog Supp – 1st Submission" or "Applicant Name – FY 11 Assoc Prog Supp – Back-up Submission." If it becomes necessary to submit an amended package at a later date, then the name of the 2nd submission should be changed to "Applicant Name – FY11 Assoc Prog Supp – 2nd Submission."

Once your proposal package has been completed and saved, send it to your AOR for submission to U.S. EPA through Grants.gov. Please advise your AOR to close all other software programs before attempting to submit the proposal package through Grants.gov.

In the "Application Filing Name" box, your AOR should enter your organization's name (abbreviate where possible), the fiscal year (e.g., FY11), and the grant category (e.g., Assoc Prog Supp). The filing name should not exceed 40 characters. From the "Grant Application Package" page, your AOR may submit the application package by clicking the "Submit" button that appears at the top of the page. The AOR will then be asked to verify the agency and funding opportunity number for which the application package is being submitted. If problems are encountered during the submission process, the AOR should reboot his/her computer before trying to submit the proposal package again. [It may be necessary to turn off the computer (not just restart it) before attempting to submit the package again.] If the AOR continues to experience submission problems, he/she may contact Grants.gov for assistance by phone at 1-800-518-4726 or email at http://www.grants.gov/help/help.jsp.

Proposal packages submitted thru grants.gov will be time/date stamped electronically.

If you have not received a confirmation of receipt from grants.gov within 30 days of the proposal deadline, please contact **Julie Henning.** Failure to do so may result in your proposal not being reviewed.

APPENDIX B

Project Narrative Instructions, Format, and Content

Instructions: The Project Narrative must substantially comply with the specific instructions, format and content defined below. A sample format for the Project Narrative may be downloaded at: www.epa.gov/otaq/diesel/prgnational.htm.

The Project Narrative must not exceed a maximum of 10 single-spaced typewritten pages, including the Cover Page. Pages in excess of the 10-page limit will not be considered. Supporting materials, such as resumes, letters of support and/or commitment, and the Applicant Fleet Description information can be submitted as attachments and are not included in the 10-page limit.

A. Cover Page: The cover page must include the following information:

- Project Title
- Applicant Information
  - Applicant (Organization) Name
  - Address (Street, City, State, Zip)
  - Office Phone and Fax Numbers
  - Contact Name, Email address and Website (if applicable)
  - DUNS number
- Eligible Entity
  - Using the criteria outlined under Section III.A of this RFP, explain how you are an eligible entity.
- Regional Office
  - Specify the Regional Office you are applying to (Regions 1 – 10) where your project will solely or primarily occur. See the following: http://epa.gov/cleandiesel/whereyoulive.htm.
- Total Project Cost
  - Specify total cost of the project
  - Identify amount of funding requested from EPA
  - Identify amount of mandatory match (including in-kind resources)
  - Identify amount of voluntary cost share (including in-kind resources). Please refer to Section III.B. for definitions of cost share types.
- Target Fleet
  - Specify target fleet type(s) from the following list
    - Agriculture
    - City/County vehicle
    - Construction
    - Delivery Truck
    - Emergency vehicle
    - Long haul
    - Marine
    - Ports and airports
    - Rail
    - Refuse hauler
    - School bus
    - Short haul
    - Stationary
    - Transit bus
    - Utility vehicle
    - Mining
    - Other
  - Additionally, specify the total number of engines, vehicles, and/or pieces of equipment affected by the project.
- Technology

- Specify the technologies that will be used in the grant proposal from the following list, as referenced in Section I.D.2.
  - Diesel Oxidation Catalyst (includes all oxidation catalyst combinations with closed crankcase ventilation and biodiesel blends)
  - Diesel Particulate Filter (includes all particulate matter filter combinations with closed crankcase ventilation and biodiesel blends)
  - Selective Catalytic Reduction
  - Other Exhaust Control or After-treatment Device
  - Engine Upgrade
  - Clean Fuel Use
  - Fuel Operated Heater
  - Auxiliary Power Unit
  - Truck Stop Electrification
  - Shore Power
  - Other Idle Reduction Technology
  - Aerodynamic Technology
  - Low Rolling Resistance Tires
  - Engine Repower/Replacement
  - Vehicle Replacement
  - Hybrid Replacement
- Multiple Proposals
  - Provide the name of the project, a short description of target fleet type(s) and proposed diesel emissions reduction solutions included in the project, the EPA regional office submitted to, and amount of EPA funding requested for any other proposals submitted under this RFP.
- Environmental Justice Area
  - Specify whether your project affects an Environmental Justice Area
- Short Project Description
  - Briefly describe your project (1-2 sentences), especially noting the number of vehicles for each type of fleet, and the technology used. Example description: Retrofit 40 school buses with DPFs. In addition, repower 10 nonroad construction vehicles, and install APUs on 20 Class 8 long haul trucks.

B. Work Plan: Applicants must ensure that the Work Plan addresses evaluation criteria 1-8 in Section V of this announcement by using the section headings 1-8 below which correspond with the evaluation criteria headings 1-8 in Section V of this RFP. Each evaluation criterion will be evaluated based solely on the information provided by the applicant under each corresponding section heading in the applicant's Work Plan.

Sub-Section 1. Project Summary and Overall Approach

This section of the work plan must contain a detailed project description, including the following information:

- The means by which the project will achieve a significant reduction in diesel emissions.
- All verified and/or certified technologies to be used or funded by the applicant.
- The number, types and typical use, and ownership of vehicles, engines and/or equipment targeted for emissions reductions.
- A discussion of how the applicant has weighed the available/eligible technology options for the target fleet and has arrived at the chosen diesel emission reduction solution(s).
- A detailed timeline for the project including milestones for specific tasks, such as bidding, procurement, installation and reports.

- The roles and responsibilities of the Applicant organization and any other project partners, contractors, or subgrantees.
- Information on the sustainability of the project beyond the assistance agreement period, including a discussion of whom or what organization(s) will retain ownership of any vehicles, engines and/or equipment purchased with funding from this project.
- A demonstration that the project meets the Restriction for Mandated Measures as defined in Section III.D.1 of this RFP. If the project takes place in an affected area, or includes affected vehicles, engines or equipment, the Applicant must clearly demonstrate that emission reductions funded with EPA funds will be implemented prior to the effective date of the mandate and/or are in excess of (above and beyond) those required by the applicable mandate.

Sub-Section 2. Results – Outputs and Outcomes
This section of the work plan must include a discussion of the outputs and outcomes of the project as defined in Section I.E of this RFP. Specific outputs and outcomes should be included. In addition, applicants must describe what measurements will be used to track and measure progress towards achieving the expected outputs and outcomes and how the results of the project will be evaluated.

Applicants should follow the instructions in **Appendix C** of this announcement for calculating emissions reductions.

It is suggested that the applicant fill out and include the following table, or something similar, in this section of the work plan.

Anticipated Outputs and Outcomes		
Activities	Outputs	Outcomes

Example Outputs and Outcome Table

Anticipated Outputs and Outcomes		
Activities	*Outputs*	*Outcomes*
Retrofit 100 school buses	*# of technology installed = 100 DPFs*	*Lifetime Emissions Reductions = 4 tons PM*

Sub-Section 3. National Programmatic Priorities
This section of the work plan must address how the project will achieve each of the following programmatic priorities.

- Maximize public health benefits;

- Are the most cost-effective - applicants should follow the instructions in **Appendix E** of this announcement for calculating the cost-effectiveness of their project;

- Are in areas with high population density, that are poor air quality areas and that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers. In order to identify disproportionately impacted areas, applicants should include community/neighborhood level information including socioeconomic data about the community and how the community will benefit from the project;

- That use a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided;

- Maximize the useful life of any certified engine configuration or verified technology used or funded by the eligible entity – applicants should include information on engine maintenance plans or other efforts to maintain engines and pollution control devices;

- Conserve diesel fuel.

Sub-Section 4. Regional Significance
Tribal proposals do not have to address this section and should include the section heading but leave this section of the Work Plan blank.

For non-tribal proposals this section of the work plan must address how the project will address and achieve the Regional Priorities of the EPA regional office which covers the project location and to which the proposal is submitted. Regional Priorities for each of the ten EPA regional offices are identified in Section I.C.2 of this RFP.

Sub-Section 5. Past Performance-Programmatic Capability and Reporting on Results
This section of the work plan must include a list of federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) similar in size, scope and relevance to the proposed project that your organization performed within the last three years (no more than three assistance agreements, and preferably EPA agreements). For each agreement listed include the Project Title, Assistance Agreement Number, Funding Agency and CFDA Number, and fully address the following evaluation criteria:

- Whether, and how, the applicant was able to successfully complete and manage those agreements;
- The applicant's history of meeting the reporting requirements under those agreements including submitting acceptable final technical reports; and
- How the applicant documented and/or reported on whether it was making progress towards achieving the expected results (e.g., outputs and outcomes) under those agreements. If the applicant was not making progress, please indicate whether, and how, the applicant documented why.

Please Note - In evaluating applicants under these factors as described in Section V of this RFP, EPA will consider the information provided by the applicant and may also consider relevant information from other sources, including information from EPA files and from current and prior Federal agency grantors (e.g., to verify and/or supplement the information provided by the applicant).

If you do not have any relevant or available past performance or reporting information, please indicate this and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total

points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.

Sub-Section 6. Staff Expertise/Qualifications
This section of the work plan must include information on your organizational experience for timely and successfully achieving the objectives of the proposed project, staff expertise/qualification, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the proposed project.

EPA will not consider the qualifications, experience, and expertise of named subawardees/subgrantees and/or named contractor(s) unless certain conditions/requirements are met. For additional information see Section IV.G of this RFP.

Sub-Section 7. Budget Detail
This section of the work plan is a detailed description of the budget found in the SF-424A, and must include a detailed discussion of how EPA funds will be used. Applicants must **itemize** costs related to personnel, fringe benefits, travel, equipment, supplies, contractual costs, other direct costs, indirect costs, and total costs.

If the project budget includes any cost-share, mandatory or voluntary, the Budget Detail portion of the Work Plan must include a detailed description of how the applicant will obtain the cost-share and how the cost-share funding will be used. Mandatory cost-share funds must be in the form of cash contributions to the Equipment Object Class. If EPA accepts an offer for a voluntary cost-share, applicants must meet their sharing commitment as a legal condition of receiving EPA funding. If the proposed cost-share is to be provided by a third-party, a letter of commitment is required. Any form of cost-share included in the Budget Detail must also be included on the SF 424 and SF 424A. Please see Section III.B of this RFP for more detailed information on cost-share.

Applicants should use the following instructions, budget object class descriptions, and example table to complete the Budget Detail section of the work plan.

- **Personnel - List all staff positions by title. Give annual salary, percentage of time assigned to the project, and total cost for the budget period.** This category includes only direct costs for the salaries of those individuals who will perform work directly for the project (generally, paid employees of the applicant organization). If the applicant organization is including staff time (in-kind services) as a cost share, this should be included as Personnel costs. Personnel costs do not include: (1) costs for services of consultants, contractors, consortia members, or other partner organizations, which are included in the "Contractual" category; (2) costs for employees of subrecipients under subawards, which are included in the "Other" category; or (3) effort that is not directly in support of the proposed project, which may be covered by the organization's negotiated indirect cost rate. The budget detail must identify the personnel category type by Full Time Equivalent (FTE), including percentage of FTE for part-time employees, number of personnel proposed for each category, and the estimated funding amounts.
- **Fringe Benefits - Identify the percentage used, the basis for its computation, and the types of benefits included.** Fringe benefits are allowances and services provided by employers to their employees as compensation in addition to regular salaries and wages. Fringe benefits include, but are not limited to the cost of leave, employee insurance, pensions and unemployment benefit plans.
- **Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.** Travel may be integral to the purpose of the proposed project (e.g. inspections) or related to proposed project activities (e.g. attendance at meetings). Travel costs do not include: (1) costs for travel of consultants, contractors, consortia members, or other partner

organizations, which are included in the "Contractual" category; (2) travel costs for employees of subrecipients under subawards, which are included in the "Other" category.

- **Equipment - Identify each item to be purchased which has an estimated acquisition cost of $5,000 or more per unit and a useful life of more than one year.** Equipment also includes accessories necessary to make the equipment operational. Equipment does not include: (1) equipment planned to be leased/rented, including lease/purchase agreement; or (2) equipment service or maintenance contracts. These types of proposed costs should be included in the "Other" category. Items with a unit cost of less than $5,000 should be categorized as supplies, pursuant to 40 CFR 31.3 and 30.2. The budget detail must include an itemized listing of all equipment proposed under the project.
- **Supplies - "Supplies" means all tangible personal property other than "equipment".** The budget detail should identify categories of supplies to be procured (e.g., laboratory supplies or office supplies). Non-tangible goods and services associated with supplies, such as printing service, photocopy services, and rental costs should be included in the "Other" category.
- **Contractual - Identify each proposed contract and specify its purpose and estimated cost.** Contractual/consultant services are those services to be carried out by an individual or organization, other than the applicant, in the form of a procurement relationship. Leased or rented goods (equipment or supplies) should be included in the "Other" category. The applicant should list the proposed contract activities along with a brief description of the scope of work or services to be provided, proposed duration, and proposed procurement method (competitive or non-competitive), if known.
- **Other - List each item in sufficient detail for EPA to determine the reasonableness and allowability of its cost.** This category should include only those types of direct costs that do not fit in any of the other budget categories. Examples of costs that may be in this category are: insurance, rental/lease of equipment or supplies, equipment service or maintenance contracts, printing or photocopying, rebates, and subaward costs. Subawards (e.g., subgrants) are a distinct type of cost under this category. The term "subaward" means an award of financial assistance (money or property) by any legal agreement made by the recipient to an eligible subrecipient. This term does not include procurement purchases, technical assistance in the form of services instead of money, or other assistance in the form of revenue sharing, loans, loan guarantees, interest subsidies, insurance, or direct appropriations. Subcontracts are not subawards and belong in the contractual category. Applicants must provide the aggregate amount they propose to issue as subaward work and a description of the types of activities to be supported.
- **Indirect Charges - If indirect charges are budgeted, indicate the approved rate and base.** Indirect costs are those incurred by the grantee for a common or joint purpose that benefit more than one cost objective or project, and are not readily assignable to specific cost objectives or projects as a direct cost. In order for indirect costs to be allowable, the applicant must have a federal or state negotiated indirect cost rate (e.g., fixed, predetermined, final or provisional), or must have submitted a proposal to the cognizant Federal or State agency. Examples of Indirect Cost Rate calculations are shown below:
    - Personnel (Indirect Rate x Personnel = Indirect Costs)
    - Personnel and Fringe (Indirect Rate x Personnel & Fringe = Indirect Costs)
    - Total Direct Costs (Indirect Rate x Total direct costs = Indirect Costs)
    - Direct Costs minus distorting or other factors such as contracts and equipment (Indirect Rate x(total direct cost – distorting factors) = Indirect Costs)

Example Budget Table

Line Item and Itemized Cost	EPA Funding	**Cost-Share
Personal		
(1) Project Manager @ $40/hr x 10 hrs/week x 52 wks		$20,800
(1) Project Staff @ $30/hr x 40 hrs/week x 40 wks	$48,000	

TOTAL PERSONAL	$48,800	$20,800
Fringe Benefits		
20% of Salary and Wages	20%(48,800)	20%(20,800)
- Retirement, Health Benefits, FICA, SUI	$9,760	$4,160
TOTAL FRINGE BENEFITS	$9,760	$4,160
Travel		
Local mileage for Project Manager: 100 mi/mo @ $0.17/mi x 12 mos.	$204	
Local mileage for Project Staff: 200 mi/mo @ $0.17/mi x 12 mos.	$408	
TOTAL TRAVEL	$612	
Equipment		
25 DOCs + CCV@ $5000 per unit	$125,000	
25 DPFs with installation kit @ $6,000 per unit	$150,000	
10 New vehicles for Replacement @ $100,000 per unit	$250,000	$750,000
10 Engines for Repower @ $50,000 per unit	$375,000	$125,000
TOTAL EQUIPMENT	$ 900,000	$875,000
Supplies		
100 Replacement CCV filters @ $10 per unit	$1,000	
TOTAL SUPPLIES	$1,000	
Contractual		
Retrofit Installation Services Contract	$10,000	
TOTAL CONTRACTUAL	$10,000	$10,000
Other		
5 Subgrants to School Districts for School Bus Retrofits with DPFs. Each Subgrant @ $50,000	$250,000	
TOTAL OTHER	$250,000	
Indirect Charges		
Federal Negotiated Indirect Cost Rate = 10% (Indirect Rate x Personnel = Indirect Costs)	$4,880	$2,080
TOTAL INDIRECT	$4,880	$2,080
TOTAL FUNDING	$1,225,052	$887,080
TOTAL PROJECT COST	$2,112,132	

** Cost-Share funds must also be included on the SF-424A as detailed in Section III.B of this RFP.

Note on Management Fees: When formulating budgets for proposals, applicants must not include management fees or similar charges in excess of the direct costs and indirect costs at the rate approved by the applicant's cognizant Federal audit agency, or at the rate provided for by the terms of the agreement negotiated with EPA. The term "management fees or similar charges" refers to expenses added to the direct costs in order to

accumulate and reserve funds for ongoing business expenses, unforeseen liabilities, or for other similar costs that are not allowable under EPA assistance agreements. Management fees or similar charges cannot be used to improve or expand the project funded under this agreement, except to the extent authorized as a direct cost of carrying out the work plan.

Sub-Section 8. Applicant Fleet Description: The Project Narrative must also contain an Applicant Fleet Description section. This information does not count towards the 10-page limit. See Section IV.C.3 of this RFP for detailed instructions on completing the Applicant Fleet Description portion of the Project Narrative. A sample format for the Applicant Fleet Description may be downloaded at www.epa.gov/otaq/diesel/prgnational.htm.

Cost-Share Commitment Letters and Optional Attachments: This information does not count towards the 10-page limit. See Section IV.C.4 and 5 for detailed instructions and applicability.

APPENDIX C

Quantifying Environmental Outcomes Worksheet

Diesel Emission Reductions

To estimate the anticipated emission reductions from your project, use the Diesel Emissions Quantifier (DEQ) found at http://www.epa.gov/cleandiesel/quantifier/. Based on the vehicle/engine data you provided for the Applicant Fleet Description (described in Section IV.C.3 of this RFP) enter the same data into the DEQ. For assistance getting started, please review the Step-by-Step instructions guide (http://www.epa.gov/cleandiesel/quantifier/stepbystep.htm). Please note you can average certain fields together; model year, vehicle miles traveled, idling hours, usage rate, and horsepower to minimize the number of DEQ runs required.

From the DEQ results page (example shown below), enter the Lifetime Amount Reduced for each of the listed pollutants (NO_x, PM, HC, CO, CO_2) in Section 2 "Results – Outputs and Outcomes," of your Work Plan.

Lifetime	NOx (tons)	PM (tons)	HC (tons)	CO (tons)	CO2 (tons)	Diesel-Equivalent (gallons)
Baseline of Entire Fleet	7.8325	0.1885	0.0786	1.4534	112.3719	10,123.592:
Baseline of Engines Retrofitted	7.8325	0.1885	0.0786	1.4534	112.3719	10,123.592:
Percent Reduced(%)	0.0%	0.2%	0.5%	0.3%	0.0%	0.0:
Amount Reduced	0.0000	0.0004	0.0004	0.0044	0.0000	0.000
Amount Emitted After Retrofit, Retrofitted Engines	7.8325	0.1882	0.0782	1.4490	112.3719	10,123.592:
Amount Emitted After Retrofit, Entire Fleet	7.8325	0.1882	0.0782	1.4490	112.3719	10,123.592:
Capital Cost Effectiveness ($/ton), Retrofitted Engines	$0.00	$0.00	$0.00	$0.00	$0.00	$0.0
Total Cost Effectiveness ($/ton), Retrofitted Engines	$0.00	$0.00	$0.00	$0.00	$0.00	$0.0

Note: The lifetime results are dependent on each vehicle group's remaining life. To determine the remaining life for each vehicle group, divide the lifetime results by the annual results using the Detailed Results tables below.

For futher instruction on using the DEQ, please refer to http://www.epa.gov/cleandiesel/quantifier/references.htm

Additional assistance is available by calling the Clean Diesel Helpline at 877-NCDC-FACTS (877-623-2322) or emailing cleandiesel@epa.gov.

Alternative Methods

If you are unable to use the DEQ, you may utilize the following alternative methods for calculating emission reductions:

- National Mobile Inventory Model (NMIM) - http://www.epa.gov/oms/nmim.htm
- Mobile Model (on-road vehicles) - http://www.epa.gov/OMS/mobile.htm
- Nonroad Model (nonroad engines, equipment, and vehicles) - http://www.epa.gov/OMS/nonrdmdl.htm

- SmartWay FLEET Model - http://www.epa.gov/smartway/transport/partner-resources/resources-complete.htm#tools

If an alternative method is used you must thoroughly describe and document your methods within Section 2 "Environmental Results," of your Work Plan.

Restriction for Mandated Measures – Emissions Reduction Worksheet
No funds awarded under this RFP shall be used to fund the costs of emissions reductions that are mandated under Federal, State or local law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines or equipment.

If the project takes place in an affected area, or includes affected vehicles, engines or equipment, emission reduction benefits shall only be calculated for the period preceding the effective date or compliance deadline. See Section III.D.1 of this RFP for more information on the Restriction for Mandated Measures.

If the proposed project takes place in a mandated area, or includes affected vehicles, engines, or equipment, the Applicant must use the following formula to calculate lifetime emission benefits that may be claimed.

Follow the instructions above to run the DEQ. From the DEQ results page (example shown below), enter the Annual Amount Reduced Per Year in the spaces provided below.

Summary Emissions Results | Detailed Results | Download Results | Health Benefits

Annual	NOx (tons/year)	PM (tons/year)	HC (tons/year)	CO (tons/year)	CO2 (tons/year)	Diesel-Equivalent (gallons/year)
Baseline of Entire Fleet	7.7369	0.1862	0.0776	1.4356	111.0000	10,000.0000
Baseline of Engines Retrofitted	7.7369	0.1862	0.0776	1.4356	111.0000	10,000.0000
Percent Reduced (%)	0.0%	0.2%	0.5%	0.3%	0.0%	0.0%
Amount Reduced Per Year	0.0000	0.0004	0.0004	0.0043	0.0000	0.0000

Daily	NOx (kg/day)	PM (kg/day)	HC (kg/day)	CO (kg/day)	CO2 (kg/day)	Diesel-Equivalent (gal/day)
Kilograms Reduced Per Day (kg/day)	0.0000	0.0009	0.0010	0.0107	0.0000	0.0000

Diesel-

_____ NOX ($/ton) _____ PM ($/ton) _____ HC ($/ton) _____ CO ($/ton) _____ CO2 ($/ton)
Note: This is the Annual results, not the Lifetime Results.

Retrofit Year = _____ Mandate Compliance Year = _____

Multiply the values for each pollutant by the difference of the mandate year and the retrofit year and enter the calculated lifetime emissions for each of the listed pollutants (NO_x, PM, HC, CO, CO_2) in Section 2 "Results," of your Work Plan.

For example, if the mandate is slated to occur in 2012 and the retrofit will take place in 2010, then multiply the highlighted values above by 2 (2012 - 2010=2). Thus, the calculated lifetime emissions would be as follows:

0.000*2=	0.027*2=	0.095*2=	0.259*2=	0.000*2=
0.00	0.054	0.190	0.518	0.000
NOX (tons)	PM (tons)	HC (tons)	CO (tons)	CO2 (tons)

APPENDIX D

Public Health Benefits Determination

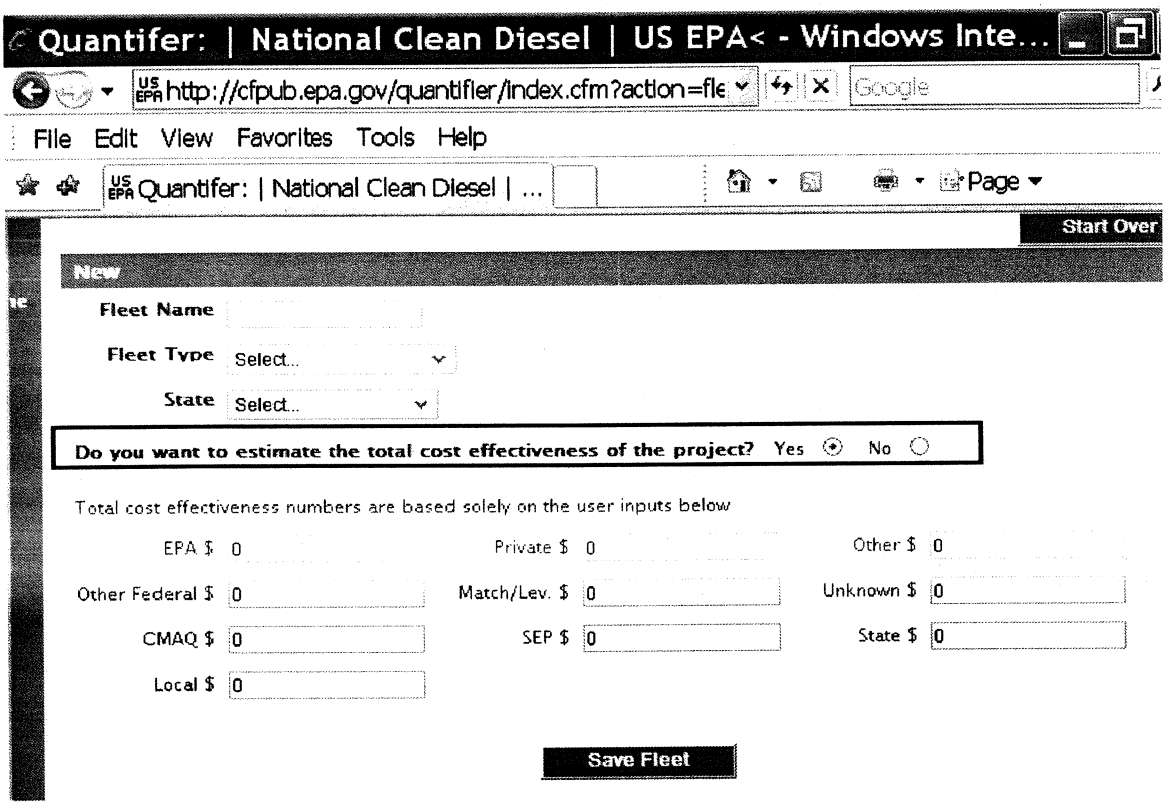
The extent that a project will maximize public health benefits depends on both the population that will experience improvements in air quality due to the project, and the amount of emissions reductions that will take place. Proposals should therefore describe both the population that will be affected by the project and the emission reductions that will result from the project. This description must be qualitative and quantitative. Quantitative health benefits can be generated using the Diesel Emissions Quantifier (DEQ) which can be found at http://www.epa.gov/cleandiesel/quantifier/. However, the DEQ does not include quantification of the health benefits for all types of projects. If the DEQ is not able to quantify health benefits for your specific project, a qualitative description alone will be acceptable. Note that the DEQ can quantify health benefits from particulate matter (PM) emission reductions, but does not have capability to quantify health benefits from other emission reductions like NOx, CO, HC or CO_2. Please refer to the DEQ instructions page that can be accessed from the DEQ home page for step-by-step instructions on how to calculate PM health benefits from your project.

APPENDIX E

Calculating Cost-Effectiveness Worksheet

To estimate the cost-effectiveness of your project, you may use the Diesel Emissions Quantifier (DEQ) at http://cfpub.epa.gov/quantifier/index.cfm?action=fleet.edit. The cost-effectiveness is based on the amount of funding the applicant is requesting from EPA plus the amount of any mandatory and/or voluntary cost-share as defined in Sections III.B.1 and III.B. 2, if applicable. (Please do not include Other Leveraged Funding/Resources, or fleets and technologies funded with these resources, as defined in Section III.B.3).

To determine the cost-effectiveness using the DEQ, enter the dollar amount requested from EPA plus the amount of any mandatory and/or voluntary cost-share as defined in Sections III.B.1 and III.B. 2, if applicable, in the DEQ funding information section. To access this section of the DEQ, the user must choose "Yes" for "Do you want to estimate the total cost effectiveness of the project?" as shown below.



From here, enter the total project amount requested from EPA in the EPA field. If a project has multiple fleets (i.e. school buses and transit buses), enter the total amount requested from EPA only once. Enter the amount of any mandatory and/or voluntary cost-share as defined in Sections III.B.1 and III.B.2 in the Match/Leveraged field. DO NOT ENTER ANY OTHER LEVERAGED FUNDING/RESOURCES, OR FLEETS AND TECHNOLOGIES FUNDED FROM THESE RESOURCES, AS DEFINED IN SECTION III.B.3 THAT ARE INCLUDED IN YOUR PROJECT BUDGET.

As you proceed with your DEQ calculation, please exclude any technologies funded with Other Leveraged Funding/Resources as defined in Section III.B.3). From the results page, use the Total Cost-Effectiveness for each of the five listed pollutants (NO_x, PM, HC, CO, CO_2) in Section 3 "National Programmatic Priorities," of your Work Plan.

You may also manually calculate your cost-effectiveness. See below for example calculations and formats.

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, State or local law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines or equipment.

If the project takes place in an affected area, or includes affected vehicles, engines or equipment, cost-effectiveness shall only be calculated based on the emission reduction benefits occurring prior to the effective date or compliance deadline. See Section III.D.1 of this RFP for more information of the Restriction for Mandated Measures.

If the proposed project takes place in a mandated area, or includes affected vehicles, engines, or equipment, the Applicant must use the following formulas to calculate the cost-effectives values.

To determine the cost-effectiveness, divide the amount requested from EPA plus the amount of any mandatory and/or voluntary cost-share as defined in Sections III.B.1 and III.B. 2, if applicable, by the lifetime emission reductions number previously calculated using the Restriction for Mandated Measures – Emissions Reduction Worksheet in Appendix C. Enter the calculated lifetime Total Cost-Effectiveness for each of the listed pollutants (NO_x, PM, HC, CO, CO_2) in Section 3 "National Programmatic Priorities," of your Work Plan.

For example, given following calculated lifetime emission reductions and $50,000 as the total amount requested plus cost share:

0.00	0.054	0.190	0.518	0.000
NOX (tons)	PM (tons)	HC (tons)	CO (tons)	CO2 (tons)

The Calculated-Cost Effectiveness would be calculated as:

$50,000/0=	$50,000/0.054=	$50,000/0.190=	$50,000/0.518=	$50,000/0.000=
$0	$925,925	$263,157	$96,525	$0
NOX ($/ton)	PM ($/ton)	HC ($/ton)	CO ($/ton)	CO2 ($/ton)

And here is an example of how the cost-effectiveness table could look for an applicant work plan:

Tons Reductions	**NOx**	**PM**	**HC**	**CO**	**CO_2**
Annual (tons/year)	A	B	C	D	E
Lifetime (tons)	F	G	H	I	J
Total Cost-Effectiveness ($/ton)	K	L	M	N	O

A, B, C, D, E = (Lifetime Emission Reductions in tons)/(Life of the Project or Remaining Lifetime of Affected Vehicles)
F, G, H, I, J = Lifetime Emission Reductions in tons
K, L, M, N, O = [($ Amount Requested from EPA)+ (Cost Share $)]/(Lifetime Emission Reductions) in $/ton

APPENDIX F

Proposal Submission Checklist

The proposal package ***must*** include all of the following materials. Use this checklist to ensure that all required materials have been included in your proposal package.

☐ Standard Form SF 424 – Application for Federal Assistance

☐ Standard Form SF 424A – Budget Information

☐ Project Narrative (no more than 10 pages)

- ☐ Cover Page
- ☐ Work Plan
  - ☐ 1. Project Summary and Overall Approach
  - ☐ 2. Results – Outcomes and Outputs
  - ☐ 3. National Programmatic Priorities
  - ☐ 4. Regional Significance (not for Tribal proposals)
  - ☐ 5. Past Performance
  - ☐ 6. Staff Expertise /Qualifications
  - ☐ 7. Detailed Budget Narrative
- ☐ Applicant Fleet Description information (not included in page limit)
- ☐ Cost-Share Commitment Letters, if applicable (not included in page limit)
- ☐ Optional Attachments (not included in page limit)

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National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis *has been modified* and is not considered current. Please click on the Synopsis link above to display the current synopsis.

If you would like to receive notifications of changes to the grant opportunity click send me change notification emails. The only thing you need to provide for this service is your email address. No other information is requested.

Changed sections from the previous version of the synopsis are highlighted with a light grey background.

Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

Description of Modification

Correction made to estimated total program funding.

Document Type:	Modification to Previous Grants Notice
Funding Opportunity Number:	EPA-OAR-OTAQ-11-01
Opportunity Category:	Discretionary
Posted Date:	Nov 02, 2010
Creation Date:	Nov 02, 2010
Current Closing Date for Applications:	Jan 13, 2011 Please refer to the full announcement, including Section IV, for additional information on submission methods and due dates.
Archive Date:	Feb 12, 2011
Funding Instrument Type:	Cooperative Agreement Grant
Category of Funding Activity:	Environment
Category Explanation:	
Expected Number of Awards:	10
Estimated Total Program Funding:	$32,000,000
Award Ceiling:	$1,000,000
Award Floor:	$30,000
CFDA Number(s):	66.039 -- National Clean Diesel Emissions Reduction Program
Cost Sharing or Matching Requirement:	No

Eligible Applicants

Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility:

See Section III of the announcement for additional eligibility information.

Agency Name

Environmental Protection Agency

Description

EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.Eligible diesel emission reduction solutions include verified emission control technologies such as retrofit devices, cleaner fuels, and engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, and/or vehicle or equipment replacement.Eligible diesel vehicles, engines and equipment may include 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).Eligible entities include regional, State, local or tribal agencies (or intertribal consortia) or port authorities with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality.

Link to Full Announcement

National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

If you have difficulty accessing the full announcement electronically, please contact:

Julie Henning, (734) 214-4442
Jennifer Keller, (202) 343-9541 Julie Henning or Jennifer Keller

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Synopsis | Full Announcement | How to Apply

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis *has been modified* and is not considered current. Please click on the Synopsis link above to display the current synopsis.

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Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

Description of Modification

Change made to expected number of awards.

Document Type:	Modification to Previous Grants Notice
Funding Opportunity Number:	EPA-OAR-OTAQ-11-01
Opportunity Category:	Discretionary
Posted Date:	Nov 02, 2010
Creation Date:	Nov 02, 2010
Current Closing Date for Applications:	Jan 13, 2011 Please refer to the full announcement, including Section IV, for additional information on submission methods and due dates.
Archive Date:	Feb 12, 2011
Funding Instrument Type:	Cooperative Agreement Grant
Category of Funding Activity:	Environment
Category Explanation:	
Expected Number of Awards:	50
Estimated Total Program Funding:	$32,000,000
Award Ceiling:	$1,000,000
Award Floor:	$30,000
CFDA Number(s):	66.039 -- National Clean Diesel Emissions Reduction Program
Cost Sharing or Matching Requirement:	No

Eligible Applicants

Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility:

See Section III of the announcement for additional eligibility information.

Agency Name

Environmental Protection Agency

Description

EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.Eligible diesel emission reduction solutions include verified emission control technologies such as retrofit devices, cleaner fuels, and engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, and/or vehicle or equipment replacement.Eligible diesel vehicles, engines and equipment may include 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).Eligible entities include regional, State, local or tribal agencies (or intertribal consortia) or port authorities with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality.

Link to Full Announcement

National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

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National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis *has been modified* and is not considered current. Please click on the Synopsis link above to display the current synopsis.

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Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

Description of Modification

Change made to cost share requirement and award ceiling amount.

Document Type:	Modification to Previous Grants Notice
Funding Opportunity Number:	EPA-OAR-OTAQ-11-01
Opportunity Category:	Discretionary
Posted Date:	Nov 02, 2010
Creation Date:	Nov 03, 2010
Current Closing Date for Applications:	Jan 13, 2011 Please refer to the full announcement, including Section IV, for additional information on submission methods and due dates.
Archive Date:	Feb 12, 2011
Funding Instrument Type:	Grant Cooperative Agreement
Category of Funding Activity:	Environment
Category Explanation:	
Expected Number of Awards:	50
Estimated Total Program Funding:	$32,000,000
Award Ceiling:	$3,000,000
Award Floor:	$30,000
CFDA Number(s):	66.039 -- National Clean Diesel Emissions Reduction Program
Cost Sharing or Matching Requirement:	Yes

Eligible Applicants

Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility:

See Section III of the announcement for additional eligibility information.

Agency Name

Environmental Protection Agency

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Description

EPA's National Clean Diesel Funding Assistance Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.Eligible diesel emission reduction solutions include verified emission control technologies such as retrofit devices, cleaner fuels, and engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, and/or vehicle or equipment replacement.Eligible diesel vehicles, engines and equipment may include 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).Eligible entities include regional, State, local or tribal agencies (or intertribal consortia) or port authorities with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality.

Link to Full Announcement

National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

If you have difficulty accessing the full announcement electronically, please contact:

Julie Henning, (734) 214-4442
Jennifer Keller, (202) 343-9541 Julie Henning or Jennifer Keller

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National Clean Diesel Funding Assistance Program, FY 2011 Request for Proposals (RFP)

Synopsis | Full Announcement | Application

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis contains all of the updates to this document that have been posted as of **11/02/2010** . If updates have been made to the opportunity synopsis, update information is provided below the synopsis.

If you would like to receive notifications of changes to the grant opportunity click send me change notification emails . The only thing you need to provide for this service is your email address. No other information is requested.

Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

Description of Modification

Amendment 1 to correct: weblinks, minor edits, and drayage vehicle replacement information

Document Type:	Modification to Previous Grants Notice
Funding Opportunity Number:	EPA-OAR-OTAQ-11-01
Opportunity Category:	Discretionary
Posted Date:	Nov 02, 2010
Creation Date:	Dec 08, 2010
Original Closing Date for Applications:	Jan 13, 2011 Please refer to the full announcement, including Section IV, for additional information on submission methods and due dates.
Current Closing Date for Applications:	Jan 13, 2011 Please refer to the full announcement, including Section IV, for additional information on submission methods and due dates.
Archive Date:	Feb 12, 2011
Funding Instrument Type:	Cooperative Agreement Grant
Category of Funding Activity:	Environment
Category Explanation:	
Expected Number of Awards:	50
Estimated Total Program Funding:	$32,000,000
Award Ceiling:	$3,000,000
Award Floor:	$30,000
CFDA Number(s):	66.039 -- National Clean Diesel Emissions Reduction Program
Cost Sharing or Matching Requirement:	Yes

Eligible Applicants

Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility:

See Section III of the announcement for additional eligibility information.

Agency Name

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Environmental Protection Agency

Description

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Synopsis Modification History

The following files represent the modifications to this synopsis with the changes noted within the documents. The list of files is arranged from newest to oldest with the newest file representing the current synopsis. Changed sections from the previous document are shown in a light grey background.

File Name	Date
Modification #3	Nov 03, 2010
Modification #2	Nov 02, 2010
Modification #1	Nov 02, 2010
Original Synopsis	Nov 02, 2010