

# Federal Funding Opportunities Northeast Drayage Workshop October 13, 2010

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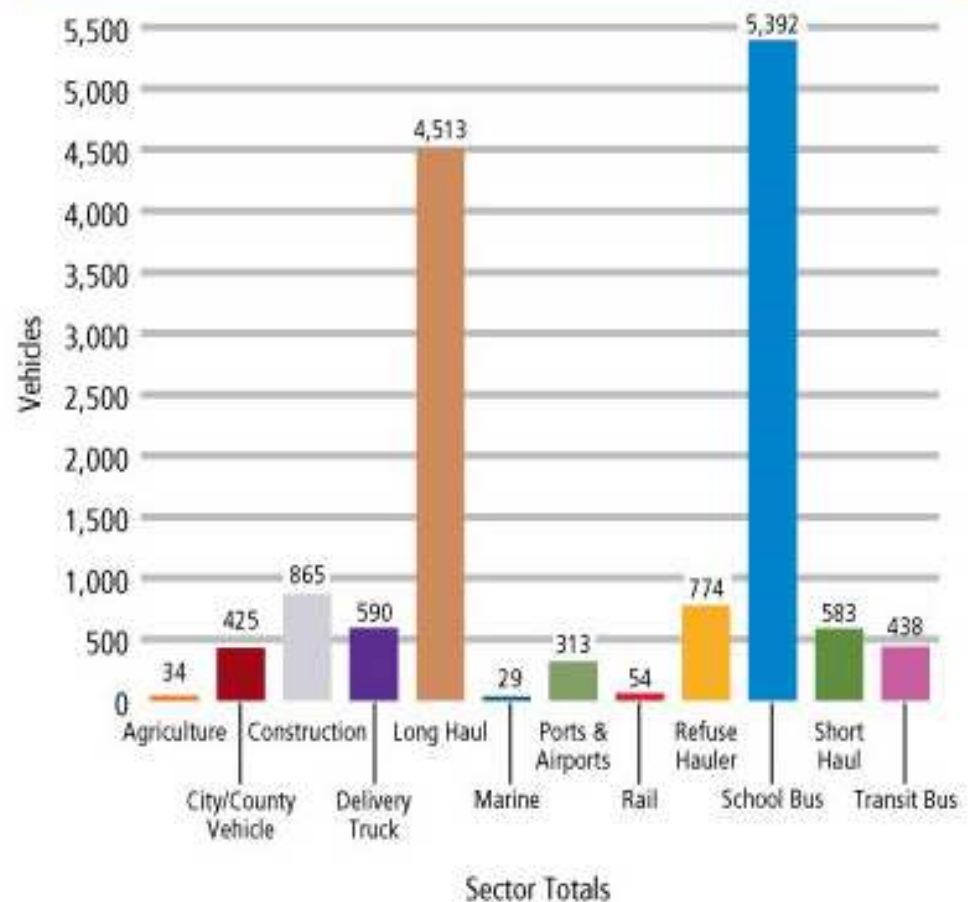
# Opportunities Overview

- Diesel Emission Reduction Program
- Congestion Mitigation and Air Quality Improvement Program
- Transportation Investment Generating Economic Recovery
- California Clean Truck Program
- Texas Emission Reduction Plan

# DERA Success Across Sectors

- \$49.2M - DERA grants cover wide range of sectors, technologies and areas of the country
- 119 grants affecting 14,000 vehicles and reducing over life of program:
  - 46,000 tons NOx
  - 2,200 tons PM
  - Benefit/cost ratio = up to 13:1
- First Report to Congress was published in September

Figure 3. FY 2008 National Grants—Types and Numbers of Vehicles and Equipment



# National Clean Diesel Campaign

Estimated \$60M for FY2011

## National Component

\$ 42 Million  
(70%)



**National Clean Diesel Funding Assistance Program**  
Estimated \$32M for 2011

**SmartWay Clean Diesel Finance Program**

**Clean Diesel Emerging Technologies Program**

## State Component

\$14.8 Million  
(30%)



**State Clean Diesel Grant Program \$14.8 M**

Budget amounts for FY 2011  
are estimated



# States DERA Funds

- States may use their allocation to fund grant and loan programs for clean diesel projects that use:
  - Retrofit technologies that are EPA or CARB-certified or verified
  - Idle reduction technologies that are EPA-verified
  - Technologies from EPA's Emerging Technologies List
  - Early replacement and repower with certified engine configurations (incremental costs)
  
- Funds cannot be used to support federal, state and/or local mandates.
  
- Schedule
  - States' Notice of Intent to Continue, send to [cleandiesel@epa.gov](mailto:cleandiesel@epa.gov)
  - State allocation process begins
  - States' revised statement of work and other appropriate forms due to Regions

# National Clean Diesel Funding Assistance Program

- One national Request for Proposals
  - Published in early November
  - ~ \$32M for FY 11
  - \$2.0M for Region 1
  - \$3.5M for Region 2
  - Two-year project periods
  - RFP = Submit only Forms 424, 424A, & Narrative Proposal
- A template will be provided for the narrative proposal
- Applications can be accepted through email, hardcopy, or [grants.gov](http://grants.gov)

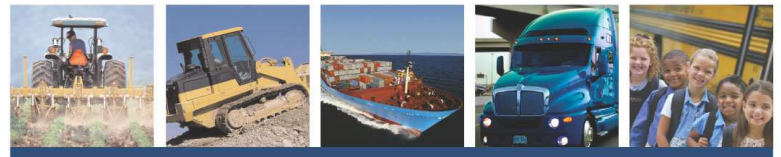


**National Clean Diesel Campaign**

# National Clean Diesel Funding Assistance Program: Priority Projects

Project proposals that align with these priorities will rank higher in the evaluation process:

- Maximize public health benefits
- Are the most cost-effective
- Are in areas with high population, air quality issues, and air toxic concerns
- Are in areas that receive a disproportionate quantity of air pollution (i.e. truck stops, ports)
- Maximize the useful life of the engine
- Conserve diesel fuel



**National Clean Diesel Campaign**



## National Clean Diesel Funding Assistance Program: % of \$ for Technologies/Projects

- EPA's Clean Diesel funding will cover up to:
  - 100% for verified exhaust controls
  - 100% for certified engine upgrades
  - 100% for incremental cost of cleaner fuels
  - 75% for certified engine repowers
  - 25% for all highway replacements (including school buses) that meet model year 2010 emissions standards
  - 25% for non-road replacements that meet the current standards for the new engines
  - 50% for verified idle reduction technologies\*
  - 50% for verified aerodynamic technologies and low rolling resistance tires\*

*\* If it also combines an emissions retrofit technology the percentage increases to 100%.*





# National Clean Diesel Funding Assistance Program: FY2011 Estimated Funding Timeline

<b>Activity</b>	<b>Date</b>
<b>Information and preparation of applications</b>	<b>September/October 2010</b>
<b>Application submissions</b>	<b>November 2010 – mid-January 2011</b>
<b>EPA evaluations</b>	<b>January – March 2011</b>
<b>Project review and award</b>	<b>March – May 2011</b>
<b>Project implementation</b>	<b>May 2011</b>

# Congestion Mitigation and Air Quality Improvement Program

- Administered by FHWA and FTA
- Invested in ozone, CO, and PM nonattainment and maintenance areas
  - An air quality benefit must be projected to assure eligibility
- Private entities need to partner with public sponsor
  - For transportation projects that contribute to air quality improvements and reduce congestion
  - Ports eligible for funding
- Operating assistance is limited to 3 years of support
- Requires 20% match
- Apply through MPOs or State DOTs



# Example CMAQ Projects

- Auxiliary power units
  - Vehicle's range of operation must be predominantly in the nonattainment or maintenance area.
- Truck-stop electrification programs
  - Located within nonattainment and maintenance areas regardless of where the trucks operate if an air quality benefit is demonstrated.





# TIGER II



- Capital investments in surface transportation infrastructure that are eligible include
  - Highway or bridge projects
  - Public transportation projects
  - Passenger and freight rail transportation projects
  - Port infrastructure investments
- Eligible Entities
  - State, local and tribal governments, including U.S. territories
  - Transit and port authorities
  - Metropolitan Planning Organizations
  - Multi-State or multi-jurisdictional applicants.
- Requires 20% match



# TIGER II Project Examples

- Ohio DOT requested \$16.2 million for
  - Improvements to intermodal facility along the Ohio River with dock improvements
  - Road infrastructure
  - Rail-line connections
- California requested \$30 million for interchange improvement to improve goods movement





# California Clean Truck Program

- October 1, 2008: All pre-1989 trucks were banned from entering the Port
- January 1, 2010: 1989-1993 trucks will be banned, in addition to 1994-2003 trucks that have not been retrofitted
- January 1, 2012: All trucks that do not meet the 2007 Federal Clean Truck Emissions Standards will be banned from the Port





# California Clean Truck Program

- \$44 million in incentives to licensed motor carriers
  - Funded 2,200 trucks that meet or exceed 2007 USEPA emission standards in 2008
  - \$20,000 for each privately funded 2007- EPA compliant truck used at the Port
  - Cash incentive of \$10 per dray for 300 qualified drays per year into and out of the Port of Los Angeles with 2007-compliant truck
- 10 % of Port of L.A. Clean Truck Program participants have received truck purchase incentives from the Port of L.A.
- Over \$600 million in private investment of truck purchases
- 70% reduction in Port pollution in the first year of the program



# Texas Emission Reduction Plan

- 70% of the funding comes from vehicle title application fees (cars and trucks)
- 30% from surcharges on trucks and heavy duty diesel equipment sales in the state, and truck inspections fees
- \$506 million in grants for 7,000 vehicles and equipment
- 125,500 total tons of NOx reduced
- \$4,400 per ton overall cost effectiveness
- Program has funded large portion of nonroad project





# Clean Diesel Funding: Wrap-Up

## ■ Competitive Programs

- Are you an eligible entity?
- Which program applies to you?
- Could you partner with an eligible entity?
- When and how to apply?

## ■ Need more info?

- NEDC: [www.northeastdiesel.org](http://www.northeastdiesel.org)
- NCDC: [www.epa.gov/cleandiesel](http://www.epa.gov/cleandiesel)
- CMAQ: [www.fhwa.dot.gov/environment/cmaqpgs](http://www.fhwa.dot.gov/environment/cmaqpgs)
- TIGER II: [www.dot.gov/recovery/ost/tigerii](http://www.dot.gov/recovery/ost/tigerii)
- California: [www.portoflosangeles.org/CTP/idx\\_ctp.asp](http://www.portoflosangeles.org/CTP/idx_ctp.asp)
- Texas: [www.terpgrants.org](http://www.terpgrants.org)



# Need more info?

- NCDC Helpline:
  - 1-877-623-2322 (1-877-NCDC-FACTS)
  - or
  - [cleandiesel@epa.gov](mailto:cleandiesel@epa.gov)
  
  - Engineering/technical support
  - Diesel Emissions Quantifier questions
  - General clean diesel questions

Answers typically provided within one business day