

2020 IDEM DieselWise with Volkswagen DERA Option Webinar

Indiana Department of Environmental Management & South Shore Clean Cities



Indiana VW Mitigation Plan



About South Shore Clean Cities

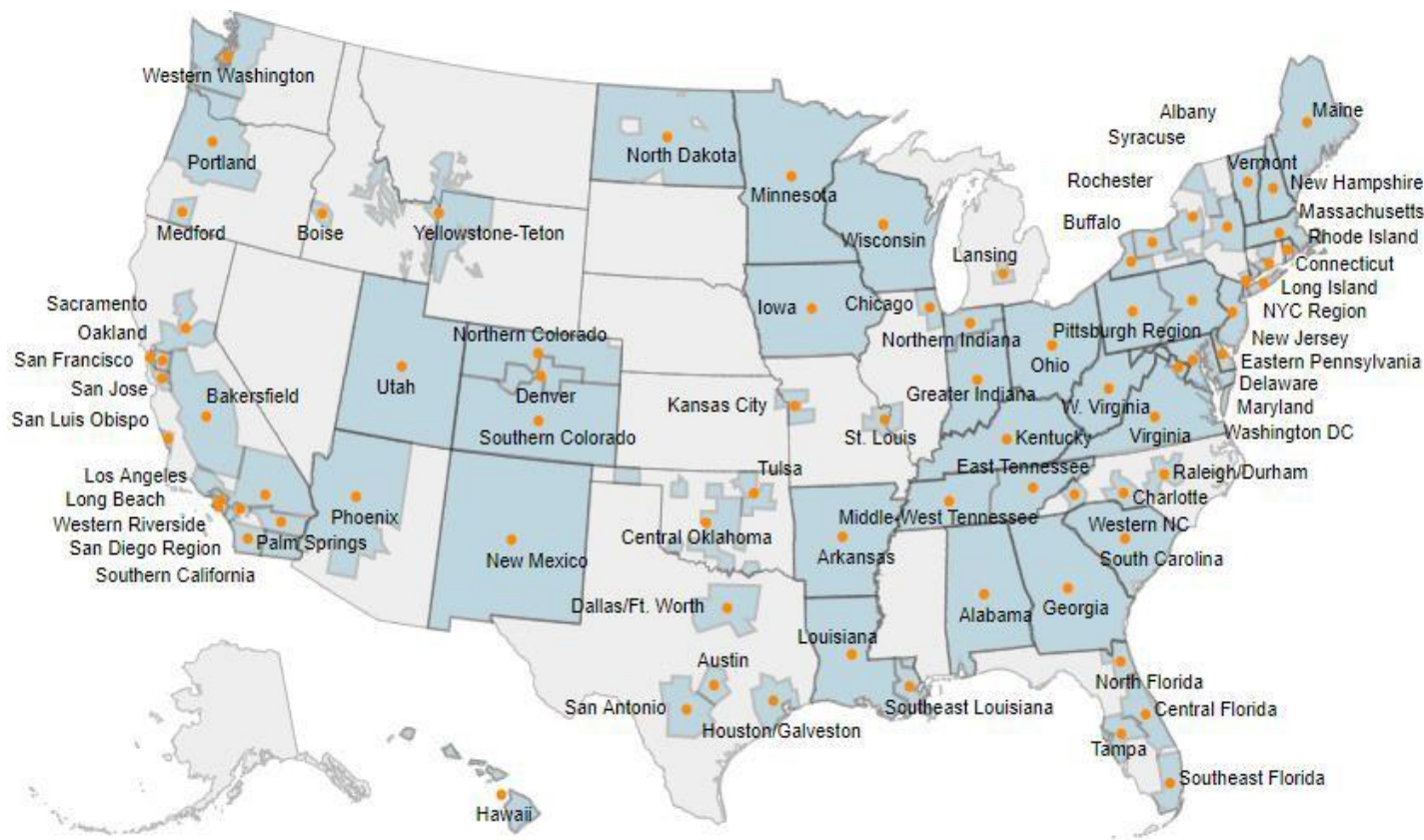
Successes

- In the last decade, South Shore Clean Cities members have reduced greenhouse gas emissions by **607,000 tons** and displaced over **93 million gallons**.
- In 2019 alone, South Shore Clean Cities/Stakeholders were awarded **\$28 Million** in grant dollars.



National Clean Cities Connection

- Designated as the 71st Clean Cities coalition on June 15, 1999
- Part of a national network of ***U.S. Department of Energy Clean Cities Coalitions*** working nationally to spur deployment of alternative fuels & efficiency technologies for fleets & consumers



Partnerships & Grant Acquisitions

Support Services

- Educational fuel & technology workshops, trainings, seminars and webinars
- Grant writing services
- Grant administration & support
- Fleet audits and emission quantifications
- Connections with vendors offering sustainable transportation options



Indiana VW Mitigation Breakdown

Round 1: IDEM 7/19 Onroad/Nonroad

- Total Projects Awarded: 34
- Total Amount Awarded: \$9,830,683
- Total Equipment Funded: 179

SSCC Success

27

\$6,915,513 (70.7%)

118

Round 1: IDEM DERA

- Total Projects Awarded: 5
- Total Amount Awarded: \$1,311,298
- Total Equipment Funded: 6

SSCC Success

4

\$1,017,112 (77.6%)

4

Round 2: IDEM 9/19 Onroad/Nonroad

- Total Projects Awarded: 17
- Total Amount Awarded: \$6,150,000
- Total Equipment Funded: 193

SSCC Success

16

\$5,334,979 (94%)

120

Contact South Shore Clean Cities!



Carl Lisek

Executive Director

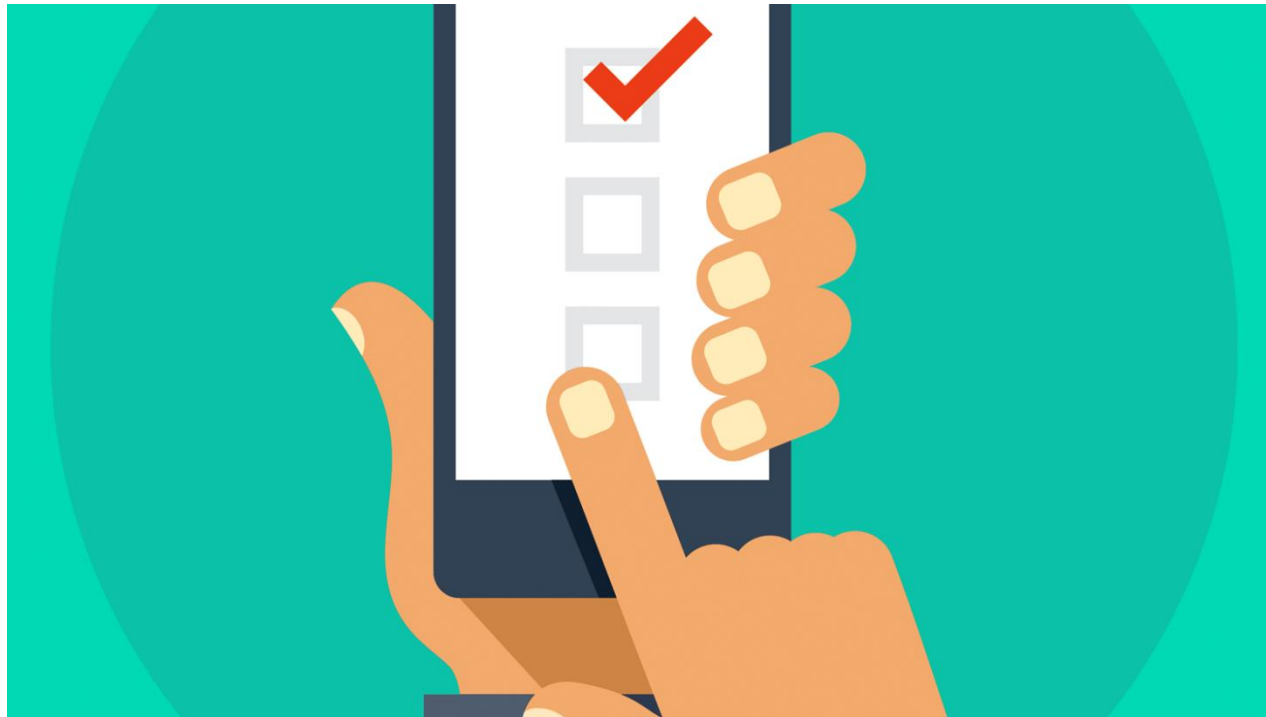
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Quick Poll!





2020 Nonroad-Focused DieselWise Indiana with Volkswagen DERA Option Request for Proposals

Shawn Seals

DieselWise Indiana Administrator





Overview

- Why the Nonroad Focus?
- Eligible Grant Applicants
- Eligible Vehicles, Engines, and Equipment
- Available Funding
- Eligible Projects and Percentage of Project Costs Covered
- Funding Restrictions
- Application and Selection Process
- Evaluation Criteria



Why the Nonroad Focus?

- Diesel engines are the workhorses of the nation. Hours of use, engine useful life, and duty cycles of nonroad diesel engines is generally much higher than the onroad sector. The legacy fleet still in use continues to emit large amounts of nitrogen oxides, particulate matter, and air toxics which are linked to premature deaths, asthma attacks, lost workdays, and other health impacts every year.
- The National Volkswagen Environmental Mitigation Trust allows for funds to be directed to DERA-based programs. This DieselWise Indiana DERA-based program provides greater flexibility for the nonroad sector than the Indiana Volkswagen Mitigation Trust Program itself.



Eligible Grant Applicants

- **Public diesel fleets** – Examples include state, county, city, municipal, school, and quasi-governmental fleets
- **Private diesel fleets** – Examples include single vehicle owner operators; large onroad fleets; mining, marine, and construction equipment; and locomotives



Eligible Vehicles, Engines, and Equipment

Projects may include, but are not limited to:

- Marine engines
- Locomotives
- Nonroad engines, equipment or vehicles used in:
 - Construction, cargo handling (including at a port or airport), agriculture, mining, or energy production (including stationary generators and pumps).



Available Funding

- \$2,200,000 is available for nonroad diesel projects!
 - Minimum single grant award: \$50,000
 - Maximum single grant award: \$750,000
 - Applications due Wednesday, November 25, 2020
 - Projects must be completed by September 30, 2022



Eligible Projects and Percentage of Project Costs Covered

- U.S. EPA and/or California Air Resources Board (CARB)
Verified Retrofit Technologies
 - Examples include diesel oxidation catalysts, diesel particulate filters, and closed crank case ventilation systems.
 - *DieselWise Indiana will cover up to 100%.*
- U.S. EPA and/or CARB Verified Idle Reduction Technologies
 - Examples include auxiliary power units, fuel operated heaters, battery air conditioning systems, and thermal storage systems.
 - *DieselWise Indiana will cover up to 25% (marine shore power) and 40% (locomotive, marine, nonroad).*



Eligible Projects and Percentage of Project Costs Covered

- U.S. EPA Diesel Engine Upgrades and Remanufactures
 - Examples include the installation of hardware and/or software that lowers the levels of diesel emissions from the engine/vehicle.
 - *DieselWise Indiana will cover up to 40% (locomotive, marine, nonroad).*
- U.S. EPA Certified Engine Replacements
 - Examples include pulling existing diesel engine from operating equipment and replacing engine and emission control equipment.
 - *DieselWise Indiana will cover up to 40% (diesel or alternative fuel power source) and 60% (zero tailpipe emissions power source).*
- U.S. EPA Certified Vehicle and Equipment Replacements
 - Examples include pulling entire vehicle/equipment out of service and replacing with cleaner diesel alternative serving the same purpose.
 - *DieselWise Indiana will cover up to 25% (diesel or alternative fuel power source), 45% (zero tailpipe emissions power source).*



Funding Restrictions

General

- No funds awarded shall be used for fueling infrastructure.
- No funds awarded under this RFP shall be used to retrofit, replace or upgrade **agricultural** pumps that operate less than 500 hours per year.
- No funds awarded under this RFP shall be used to retrofit, replace, upgrade or install idle reduction technologies on eligible **locomotives** engines that operate less than 1,000 hours per year. Engine hours may be combined to reach the 1,000-hour threshold where two engines will be scrapped and replaced with a single engine.
- No funds awarded under this RFP shall be used to retrofit, replace, upgrade or install idle reduction technologies on eligible **marine** engines that operate less than 500 hours per year. Engine hours may be combined to reach the 500-hour threshold where two engines will be scrapped and replaced with a single engine.
- No funds awarded under this RFP shall be used to retrofit, replace, or upgrade **all other nonroad** engines that operates less than 500 hours per year.
- No funds awarded shall be used for projects with horsepower increases more than 25 percent without written approval of DieselWise Indiana Administrator.
- Engine/Vehicle/Equipment being replaced must be scrapped or rendered permanently disabled within ninety days of being replaced.



Funding Restrictions

Nonroad Engine Restrictions

- No funds awarded under this RFP shall be used to replace nonroad vehicles and equipment with vehicles/equipment powered by unregulated, Tier 1, or Tier 2 compression ignition (CI) engines.
- No funds awarded under this RFP shall be used to replace nonroad vehicles and equipment prior to model year 1986.
- No funds awarded under this RFP shall be used to replace nonroad engines with Tier 3 or lower CI engines.

Locomotive Restrictions

- No funds awarded under this RFP shall be used to replace any locomotive or locomotive engine with a Tier 3 or lower locomotive or engine.
- No funds awarded under this RFP shall be used to install Automatic Engine Start-Stop technologies on locomotives currently certified to Tier 0+ or higher.



Funding Restrictions

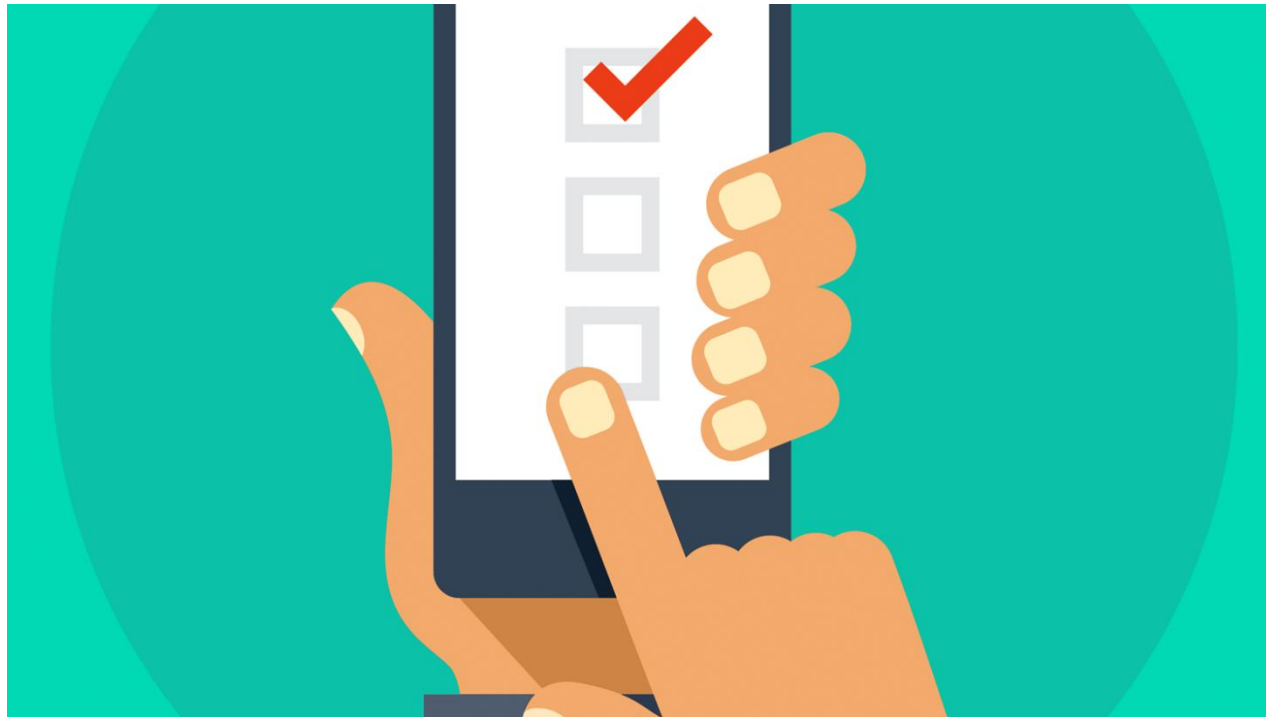
Marine Engine/Vessel Restrictions

- No funds awarded under this RFP shall be used to replace or upgrade Tier 3 or Tier 4 marine engines and vessels with other than zero tailpipe emission technology, or to replace marine engines with a Tier 2 or lower CI marine engine

Marine and Locomotive Shore Power Connection Restrictions

- No funds awarded under this RFP shall be used for locomotive shore connection system projects that are expected to be utilized less than 500 hours per year.

Quick Poll!





Application and Selection Process

1. Applicants submit proposals to DieselWise Indiana administrator via email.
2. IDEM's technical staff reviews, scores, and ranks the proposals.
3. IDEM finalizes funding recommendations based on score, rank, and other factors.
4. IDEM develops a grant agreement and it is executed by all parties.
5. Upon full execution of the grant agreement, grant recipients begin their projects.



Evaluation Criteria

Criteria	Points
• Cost effectiveness of project (\$ per ton of NOx reduced).	25
• Transformational potential (potential to prove or maximize effectiveness of newer technology).	15
• Project's total NOx emission reduction potential (based on type of project and/or the use of vehicle).	15
• NAAQS sensitive areas as a percentage of current standards.	15
• Air quality benefits to areas with sensitive populations or that bear a disproportionate share of the air pollution burden.	10
• Leveraging of resources (financial only).	10
• Entities registered with the Indiana Secretary of State that operate vehicles and equipment in conjunction with Indiana facilities (include Indiana Economic Impact documentation).	5
• Active participant in the State of Indiana, Department of Administration or Department of Transportation Minority/Women/Veterans Business Enterprise Participation Plan (include MBE/WBE/VBE documentation) or in the case of a nonprofit or local unit of government has published guidelines that support MBE/WBE/VBE participation.	5

Note: Additional details on scoring criteria point awards can be found in Appendix A of the RFP.



Estimated Timeline

Milestone	Estimated Date	Accumulated Time from Posting
• Project application due date	November 25, 2020	8 Weeks
• Proposal review, prioritization, and selection	December 4, 2020	9 Weeks
• Selected Proposal Notification	December 16, 2020	11 Weeks
• Project Grant Agreements fully executed	January 15, 2021	15 Weeks
• Projects complete and fully implemented	September 30, 2022	104 Weeks



For More Information

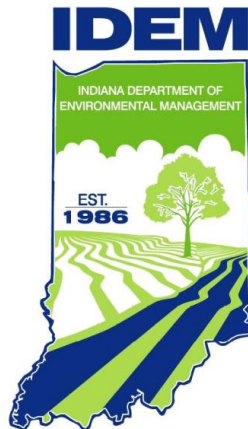


DieselWise Indiana Website

www.idem.IN.gov/airquality/2561.htm

IDEM Website

www.idem.IN.gov



Shawn Seals

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Type your questions in the question box!



Thank you!

