



National Clean Diesel Funding Assistance Program FY2008

West Coast Collaborative Competition Information

www.epa.gov/cleandiesel

www.westcoastcollaborative.org

Funding is now available for clean diesel activities. For fiscal year 2008, Congress appropriated funds for the first time under the Energy Policy Act (2005) to help reduce emissions from heavy-duty diesel engines. Through the National Clean Diesel Campaign, the Environmental Protection Agency (EPA) will award grants to assist its eligible partners in building diesel emission reduction programs across the country that improve air quality and protect public health. For fiscal year 2008, the national amount of funding available is \$49.2 million.

Why Clean Diesel?

Reducing emissions from diesel engines is one of the most important air quality challenges facing the country. Even with EPA's more stringent heavy-duty highway and non-road engine standards set to take 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. These emissions are linked to thousands of premature deaths, hundreds of thousands of asthma attacks, millions of lost work days, and numerous other health impacts every year.

This year, National Clean Diesel funding is split into two components:

- National Clean Diesel program (70% of funding)
- State Clean Diesel Grant program (30% of funding)

What is the National Clean Diesel Funding Assistance Program?

The National Clean Diesel Funding Assistance Program is funded at \$27.6 million nationally in 2008. The West Coast Collaborative will administer a regional competition for approximately \$5.1 million to deploy EPA or CARB verified and certified technologies to significantly reduce diesel emissions in EPA Regions 9 and 10.

Who Can Apply?

Eligible entities are U.S. regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality; and nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that operate diesel fleets; or has as its principle purpose the promotion of transportation or air quality. School districts, federally recognized Indian tribes, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this program.



What Types of Fleets Qualify?

The following types of fleets qualify for funding:

- Buses
- Medium or heavy-duty trucks
- Marine engines
- Locomotives, or
- Non-road engines, stationary engines, or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining, or energy production.

At least half the funds will be for the benefit of public fleets. This includes private fleets contracted or leased for public purpose, such as private school buses, refuse haulers, or equipment at public ports. However, only eligible entities can apply directly to EPA for funding (e.g., a school district would apply and administer a project on behalf of a private school bus contractor).

What is an Eligible Use of Funding?

Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or CARB verified retrofit technologies, to cover incremental costs of early replacement and repower with EPA-certified configurations, and to reduce long-duration idling with EPA-approved technologies.

Examples of Verified Technologies

- Diesel Oxidation Catalysts
- Diesel Particulate Matter Filters (wall or flow-through)
- Closed Crank Case Ventilation Systems
- Biodiesel
- Engine Upgrade Kits

Idle Reduction Technology Options

- Electrified Parking Spaces (truck stop electrification)
- Auxiliary Power Units and Generator Sets
- Fuel Operated Heaters
- Battery Heating and Air Conditioning Systems
- Thermal Storage Systems

What Projects will Receive Priority in the Funding Assistance Competitions?

Under the law, priority projects are those that accomplish the following:

- Maximize public health benefits;
- Are the most cost effective;
- Serve areas with highest population density, that are in poor air quality areas, including:
 - non-attainment and maintenance areas, federal class 1 areas;
 - areas with toxic pollutant concerns;
 - areas that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals and distribution centers;
 - areas that use a community-based multi-stakeholder collaborative process to reduce toxics emissions;
- Maximize the useful life of any certified engine configuration, verified technology, or emerging technology;
- Conserve diesel fuel; and
- Use diesel fuel with a sulfur content of less than or equal to 15 ppm (for non-road engines).

Other National Clean Diesel Programs:

Clean Diesel Emerging Technologies Program fosters the deployment of innovative technologies through a national grant competition. To qualify as an emerging technology, a manufacturer must submit an approvable application and test plan for verification to EPA.

National Clean Diesel Finance Program allows EPA for the first time to issue competitive grants to establish national low-cost loan or other financing programs that will provide funding to fleets to reduce diesel emissions.

State Clean Diesel Grant Program directly assists states that are interested in establishing diesel emissions reduction grant and loan programs. Incentives are provided for states to match resources toward these programs.



WEST COAST COLLABORATIVE
A public-private partnership to reduce diesel emissions

For more information, visit our Web site: www.westcoastcollaborative.org