



AGENCY: INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (IDEM)

TITLE: 2011 DIESELWISE INDIANA - CLEAN DIESEL ACROSS INDIANA

ACTION: GRANT ANNOUNCEMENT FOR SOLICITATION OF CLEAN DIESEL PROJECTS

DATES: The closing date for receipt of applications is October 31, 2011, 5:00 p.m. EDT. Grant applications may be submitted via postal or express overnight mail, or electronically. Grant applications submitted via postal or express overnight mail must be postmarked by the closing date. What constitutes a grant application is described in Section IV, B below. Electronic grant applications must be submitted in Microsoft Word or PDF format to Mr. Shawn M. Seals at SSeals@idem.IN.gov. Electronic submissions will be considered timely upon receipt, not transmission. An e-mail response confirming receipt of electronic applications will be provided when possible. Facsimile and late submissions will not be accepted.

SUMMARY: This action announces funding availability for projects designed to significantly reduce diesel emissions across Indiana.

FUNDING and AWARDS: The total estimated funding for this competitive grant opportunity is approximately \$350,000. DieselWise Indiana anticipates awarding cooperative agreements from this announcement ranging from \$10,000 to \$100,000, subject to availability of funds and the quality of proposals received. Additional funds may be available in the near future. Project proposals submitted under this grant opportunity may be awarded from these additional funds.

Preference will be given to applicants that are willing to provide a financial match and/or in-kind match (over and above any required matches as detailed in Section I, B below), provide actual historic idling hours pre-installation and post-installation of idle reduction technologies, along with a commitment to maximize the use of any installed diesel emission reduction technology.

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Section I – Grant Opportunity Description

A. Background

IDEM's DieselWise Indiana program (DieselWise Indiana) is announcing grant opportunities for clean air projects that will significantly reduce diesel emissions in the State of Indiana. As a member of the Midwest Clean Diesel Initiative (MCDI), DieselWise Indiana has implemented clean diesel projects on over 2,500 vehicles across Indiana with a total investment of over \$3,500,000. Funding for this DieselWise Indiana program will be in the form of cooperative agreements, which must be used to achieve significant reductions in diesel emissions in terms of (1) tons of pollution produced; and (2) diesel emissions exposure, particularly from fleets operating in areas designated by the United States Environmental Protection Agency (U.S. EPA) as air quality nonattainment or maintenance areas. The projects should also maximize the preservation and/or creation of jobs and economic recovery.

The effect of diesel emissions on air quality and human health is a concern to DieselWise Indiana and the citizens of Indiana. IDEM began an initiative to reduce diesel emissions in 2000. IDEM's early focus was on reducing diesel emissions in Northwest Indiana. This initiative is commonly referred to as the Northwest Indiana Diesel Emissions Initiative. Lake, LaPorte, and Porter counties have a high volume of heavy-duty diesel traffic, a large number of long-term parking facilities, and a high amount of long-term idling. This area also contains a large population with many residential neighborhoods located in close proximity to these facilities. In partnership with the School Transportation Association of Indiana (STAI), IDEM introduced a voluntary reduced idling program. This policy was unanimously adopted by STAI members at the annual conference in 2004. In 2005, IDEM introduced the DieselWise Indiana program to take the clean diesel lessons learned in Northwest Indiana across the remainder of the state. Since that time, the DieselWise Indiana program has worked with municipal, school, public transportation entities and private companies across Indiana to retrofit vehicles with diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs), and idle reduction technologies. In addition to these retrofit projects, the DieselWise Indiana program has partnered with public entities and private companies on nonroad and marine diesel engine replacement and repowers projects. The DieselWise Indiana program has also provided funds for clean diesel projects at Indiana port and rail facilities. All of these projects have dramatically reduced harmful diesel emissions and improved the quality of life for Indiana citizens working and residing in the area.

B. Scope of Work

Eligible projects may include onroad or nonroad diesel powered equipment. Eligible diesel emission reduction technologies include, but are not limited to, exhaust retrofit technologies, idle reduction technologies, diesel engine upgrades, diesel engine repowers, diesel vehicle replacements, aerodynamic technologies, and low rolling resistance tires. All emission reduction technologies must be certified or verified by the California Air Resources Board (CARB) or the U.S. EPA.

Diesel Emissions Reduction Project Proposal Areas

Exhaust Retrofit Technologies: A “retrofit” project is defined broadly to include any technology, device or system that when applied to an existing diesel engine achieves emission reductions beyond that required by U.S. EPA regulations at the time of the engine’s certification. Retrofit technologies may include, but are not limited to, the following: U.S. EPA-verified exhaust retrofit technologies (i.e. those installed in the exhaust system like DOCs and DPFs or systems that include crankcase control, like a closed crankcase filtration system, and engine re-calibrations); and California Air Resources Board (CARB) verified emission control technologies. This funding may cover up to 100% of the costs (labor and equipment) for these emission reduction technologies. The CARB-verified technology list can be found at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>. U.S. EPA’s Verified Technology List is located at <http://epa.gov/cleandiesel/verification/verif-list.htm>.

Idle Reduction Technologies: An idle reduction project is defined as the installation of a technology or device to onroad or nonroad diesel powered engines that is designed to provide services (such as heat, air conditioning, 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 or that reduces unnecessary idling of such vehicles or equipment. The reduction in idling must also lower emissions. This funding may cover up to 50% of the cost (labor and equipment) for an eligible, verified idle reduction technology. This funding may 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 retrofit technology. Diesel powered auxiliary power units and generators are not eligible for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles. Non-diesel powered auxiliary power units and generators (i.e. battery air conditioning systems, fuel operated heaters and thermal storage systems) are eligible for funding for vehicles with 2007 and newer certified engine configurations.

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

A list of U.S. EPA verified idle reduction technologies is available at <http://www.epa.gov/smartway/technology/idling.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:

1. Auxiliary power units and generator sets;
2. Battery air conditioning systems;
3. Thermal storage systems;
4. Electrified parking spaces (truck stop electrification);
5. Fuel operated heaters;
6. Shore connection systems and alternative maritime power;
7. Shore connection systems for locomotives; and
8. 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) or a Replacement (replacement of a diesel powered engine/vehicle/equipment with an eligible electric engine/vehicle/equipment).

Following project implementation, DieselWise Indiana may monitor the Grantee to ensure that the emission and fuel consumption goals are met as set forth in Section I, C. For a period of 12 months after project completion, Grantee may be required to provide a quarterly reports to DieselWise Indiana that outline how the project has met the terms and conditions of the grant agreement.

The grant(s) will not fund any of the following costs:

1. The cost of shipping of an onroad or nonroad idle reduction technology unit(s) or the exhaust retrofit technology unit(s) from the manufacturer to the facility where the equipment will be installed.
2. The cost of operating, maintaining and insuring the onroad or nonroad idle reduction technology unit(s) or the exhaust retrofit technology unit(s).

Diesel Engine Upgrades: Some engines may be able to be upgraded to reduce their emissions by applying manufacturer recommended upgrades or kits to certified or verified configurations. This funding may cover up to 75% of the cost (labor and equipment) of an engine upgrade with a manufacturer upgrade that is a retrofit verified by U.S. 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 U.S. EPA emission standard. For an engine to be eligible for an upgrade, the engine must be currently operating and performing its intended function. DieselWise Indiana 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.

Diesel Engine Repowers: Repower refers to the removal of an existing engine and replacing it with a newer, cleaner engine that meets a more stringent set of engine emissions standards. Repowers may include engine replacement for use with a cleaner fuel such as compressed natural gas, re-calibrations, or other components or the addition of newer, cleaner technologies to reduce the emissions from the engines. DieselWise Indiana is particularly interested in engine repowers that include combined, verified improvements which will further reduce emissions (i.e. through the addition of verified retrofit technologies such as DOCs, DPFs or crankcase emission control). This funding may cover up to 75% of the cost (labor and equipment) of an engine repower. Please see the note below regarding repower and replacement proposals for additional eligibility requirements, such as original engine disposal requirements.

For a repower that involves the removal of an existing diesel propulsion engine and its replacement with a diesel powered electric generator (genset), 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 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.

Diesel Vehicle and Equipment Replacements: Onroad and nonroad 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 U.S. 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 (i.e. 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 (i.e. an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines).

1. Nonroad diesel vehicles and equipment - This funding may cover the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle/equipment. Nonroad engine emission standards are on U.S. EPA's website at <http://www.epa.gov/otaq/standards/nonroad/index.htm>.
2. Onroad diesel vehicles and equipment - This funding may 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 onroad heavy-duty diesel engines, up to 25% of

the cost of an eligible replacement vehicle/equipment (except for drayage vehicles as detailed below), that:

- a. is particulate filter equipped (or catalyst equipped in the case of a compressed natural gas engine); and
 - b. meets regulatory requirements for vehicles or equipment manufactured in 2010 or later.
3. For a stationary or auxiliary 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.
4. Replacements for Drayage Vehicles - DieselWise Indiana may fund a portion of the replacement cost of eligible drayage trucks.
- a. Vehicle Eligibility Requirements: DieselWise Indiana may fund up to 50% of the cost of a replacement drayage truck that meet U.S. EPA's 2007 or newer emissions levels for heavy-duty onroad vehicles, and:
 - i. is particulate filter equipped (or catalyst equipped in the case of a CNG engine); and
 - ii. meets regulatory requirements for heavy-duty onroad vehicles manufactured in 2007 or later model year.
 - b. Scrappage Requirements for Drayage Vehicles: The purchaser of the eligible drayage truck must scrap an existing drayage truck, following the Repower and Replacement Proposal criteria described 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>
 - c. 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>
 - d. Required/Scheduled Maintenance: DieselWise Indiana may 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.
 - e. 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.

Repower and Replacement Proposals are eligible for funding on the condition that the following criteria are satisfied:

1. The purchase of new vehicles or equipment to expand a fleet is not covered by this program;
2. This program funds the early replacement of vehicles, engines or equipment (i.e. vehicle, engine or equipment that has three (3) or more years of useful life remaining). Vehicle, engine, or equipment 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;
3. The replacement vehicle, engine, or equipment will perform the same function as the vehicle, engine, or equipment that is being replaced (i.e. an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines);
4. The replacement vehicle, engine, or equipment will be of the same type and similar gross vehicle weight rating or horsepower as the vehicle, engine, or equipment being replaced (i.e. a 300 horsepower bulldozer is replaced by a bulldozer of similar horsepower);
5. 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 DieselWise Indiana approval. Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (i.e. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged vehicles/parts are to be sold, program income requirements apply; and
6. Evidence of appropriate disposal, including engine serial number (SN) and/or vehicle identification number (VIN), is required in a final assistance agreement report submitted to DieselWise Indiana.

Verified Aerodynamic Technologies and 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 NO_x emissions and fuel savings, relative to the “best selling” new tires for long haul Class 8 trucks, when used on all three axles. DieselWise Indiana is particularly interested in projects that combine aerodynamic technologies with verified retrofit technologies which will further reduce emissions, e.g., through the addition of exhaust retrofit technology such as a DOC, DPF or crankcase emission control. A list of U.S. EPA verified aerodynamic technologies and low rolling resistance tires is available at

<http://www.epa.gov/smartway/technology/aerodynamics.htm>. Advanced aerodynamic technologies are not eligible for funding if installed on trucks that have NO_x aftertreatment.

DieselWise Indiana will not fund stand-alone aerodynamic technologies or low rolling resistance tires. This funding may 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 Retrofit Technologies, up to 100% funding may 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 an Idle Reduction Technology, up to 50% funding may 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 Retrofit Technologies AND the new installation of an Idle Reduction Technology, up to 100% funding may be provided for the entire package:

Technology Combination	% Funding Available (per technology package)
Aero and/or Tires AND Exhaust Retrofit Technology	Up to 100%
Aero and/or Tires AND Idle Reduction Technology	Up to 50%
Aero and/or Tires AND Idle Reduction Technology AND Exhaust Retrofit Technology	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 the table above. Low rolling resistance tires are not eligible for funding where these types of tires have already been installed on the truck.

Summary of Diesel Emission Reduction Projects DieselWise Indiana May Fund

1. **Exhaust Retrofit Technologies:** DieselWise may fund up to 100% of the cost (labor and equipment) of eligible exhaust retrofit technologies.
2. **Idle Reduction Technologies:** DieselWise may fund up to 50% or 100% of the cost (labor and equipment) of an eligible, verified idle reduction technology, depending on the combination of technologies chosen:
 - a. DieselWise may fund up to 50% of the cost of an eligible, verified idle reduction technology.
 - b. DieselWise may 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 retrofit technology.

3. **Diesel Engine Upgrades:** DieselWise may fund up to 75% of the cost (labor and equipment) of eligible engine upgrades.
4. **Diesel Engine Repowers:** DieselWise may fund up to 75% of the cost (labor and equipment) of an eligible engine repower.
5. **Diesel Vehicle and Equipment Replacements:**
 - a. Nonroad diesel vehicles and equipment - DieselWise may fund the incremental **cost of a newer, cleaner vehicle or piece** of equipment powered by a 2010 or newer model year certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment.
 - b. Onroad diesel vehicles and equipment - DieselWise may fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2010 or newer model year certified onroad 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 - DieselWise may fund up to 50% of the cost of eligible drayage trucks that meet U.S. EPA's 2007 or newer emissions levels for heavy-duty onroad vehicles.
6. **Verified Aerodynamic Technologies and Low Rolling Resistance Tires:** DieselWise will not fund stand-alone aerodynamic technologies or low rolling resistance tires. DieselWise may fund up to 50% or 100% of the cost (labor and equipment) 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 retrofit technology as described below, up to 100% funding may 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 may 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 retrofit technology AND a verified idle reduction technology, up to 100% funding may be provided for the entire package.

C. Anticipated Outcomes

Through these projects the DieselWise Indiana program anticipates the following benefits:

1. Provide an example of the benefits of onroad or nonroad emission reduction technologies that can be implemented in other areas and applications.

2. Improved air quality via the reduction of NO_x, HC, CO, PM and air toxic emissions from medium and heavy-duty diesel engines.
3. Reduced fuel and oil consumption and other fluid or solid waste from idling diesel vehicles.
4. Reduced maintenance costs associated with diesel vehicle idling.
5. Reduced noise levels associated with diesel vehicle idling.
6. Improved quality of life for the population residing in close proximity to the areas where diesel equipment operation is common.
7. After these projects are fully implemented the DieselWise Indiana program will have the ability to assess the benefits of these projects for marketing similar diesel emission reduction strategies in the future.

Section II – Award Information

A. What is the Amount of Funding Available?

The total estimated funding for this competitive grant opportunity is approximately \$350,000. DieselWise Indiana anticipates awarding cooperative agreements from this announcement ranging from \$10,000 to \$100,000, subject to availability of funds and the quality of proposals received. Additional funds may be available in the near future. Project proposals submitted under this grant announcement may be awarded funding from these additional funds.

B. Funding Allocations

Note: Although an applicant may receive multiple awards, no individual award shall exceed \$100,000 dollars.

The number and amount of awards, and projected categorical funding allocations, are subject to both available funds and the quality of the proposals submitted. DieselWise Indiana reserves the right to partially fund proposals by funding discrete activities, portions, or phases of the proposed projects. If DieselWise Indiana decides to partially fund the proposal, it will do so in a manner that does not prejudice any Grantee or affect the basis upon which the proposal was evaluated and selected for award, and that maintains the integrity of the competition and the evaluation process.

The awards resulting from this solicitation will result in a formal agreement between the Grantee and IDEM. IDEM's DieselWise Indiana program role will be as follows:

1. Close monitoring of the Grantee's performance to verify the results proposed by the Grantee;
2. Collaborate during the performance of the scope of work;

3. Approve substantive terms of proposed grants and contracts;
4. Review qualifications of Grantee's and contractor's key personnel;
5. Review and verify information contained in reports prepared under the cooperative agreements; and
6. Reimbursement in arrears of monies spent by the Grantee after the project has been completed and fully implemented. All payment obligations will be made in arrears in accordance with Indiana law and state fiscal policies and procedures.

C. What is the Project Period for Awards Resulting from this Solicitation?

All projects implemented as a result of grant awards under this program must be completed by September 30, 2012, to qualify for reimbursement.

D. Are Matching Funds Required?

No. However, preference will be given to proposals that include a financial cost-share or in-kind match. This will enable the DieselWise Indiana program to maximize the total funds available. As a point of reference, selected applicants from the 2010 DieselWise Indiana program provided an average of a 125% or \$1.25 for each dollar provide by the DieselWise Indiana program. Please refer to Section V, Evaluation Criteria, for further information.

Section III – Eligibility Information

Eligible Entities

This is a competitive grant program open to private and public entities. Public entities, for example, may include school bus fleets, city bus fleets, public works and sanitation fleets. Private entities may include private bus fleets, private trucking companies with a local hub and localized routes, industrial equipment, and nonroad equipment or machinery (i.e. construction equipment).

Section IV – Application and Submission Information

A. How to Apply

An electronic copy of this solicitation for clean diesel projects can be requested from Mr. Shawn M. Seals at (317) 233-0425 or SSeals@idem.IN.gov. Copies may also be downloaded from the DieselWise Indiana Web site at <http://www.in.gov/idem/5255.htm>.

B. Content and Form of Application Submission

The grant application must contain the following information, preferably in the sequential order shown:

1. Signed cover letter on the applicant's letterhead that briefly summarizes the applicant's proposal (the signature must be original).
2. If the applicant is a privately-owned entity, the application must include a completed and signed copy of the Minority and Women's Business Enterprise Participation Plan Form, the Indiana Economic Impact Proposals and Contracts Form and the Vendor Information Form. These forms will be made available through the DieselWise Indiana Web page.
3. Narrative Work Plan. This document, a maximum of 10 pages in length, must conform to the following outline:
 - a. *Project Title.*
 - b. *Category:* Each project proposal must clearly identify which of the diesel emission reduction project categories the applicant wishes to pursue as defined in Section I, B of this grant announcement.
 - c. *Grantee Information:* Include applicant (organization) name, address, contact person, phone number, fax, and e-mail address.
 - d. *General Fleet Information:* How many vehicles will be improved, current mileage or operating hours, estimated monthly operating hours, estimated monthly idle time, estimated monthly fuel consumption, estimated monthly use (in miles or hours), vehicle make, vehicle model year, and estimated years to remain in the active fleet.
 - e. *Funding Requested:* Specify the amount of monies being requested from DieselWise Indiana.
 - f. *Total Project Cost:* Specify total cost of the project (including DieselWise Indiana funding and cost-share). Identify funding from other sources including any in-kind resources.
 - g. *Project Period:* Provide beginning and ending dates (for planning purposes, Grantees should assume funds will be available by no later than 90 days after notification of award). All projects must be completed no later than September 30, 2012.

- h. *Project Description:* Explicit description of how the proposed project meets the category-specific guidelines established in Section I, B, Scope of Work, to include:
 - i. A detailed project summary, description of specific actions and methods to be undertaken and the estimated timeline for each project.
 - ii. An explanation of how the project benefits air quality for citizens of Indiana.
 - iii. A plan for tracking and measuring the progress toward achieving the anticipated outcomes identified in Section I, C of this announcement.
 - iv. An explanation of how project success will be evaluated.
 - v. A detailed summary describing the physical location(s) where diesel equipment operation occurs (i.e. place of business, warehouse(s), truck routes, etc.) and the hours per month operation occurs.
 - vi. A description of the roles of the Grantee and partners, if any.
 - vii. Contact information for all key personnel.
 - viii. To the extent not covered above, information to address the evaluation criteria listed in Section V.
 - ix. A detailed itemized budget specifying the project costs that will be incurred by the applicant (to include DieselWise Indiana funds as well as cost-share and in-kind).
 - x. A detailed fleet description of the vehicles to be improved through this grant program. This information must be provided by completing the DieselWise Indiana Fleet Sheet (DIFS). Information included in the DIFS will not count towards the 10-page limit of the narrative work plan.

C. Submission Dates and Times

- 1. Grant applications may be submitted via postal or express overnight mail, or electronically. Grant applications submitted via postal or express overnight mail must be post marked by the closing date. Electronic grant applications must be submitted in Microsoft Word or PDF format to Mr. Shawn M. Seals at SSeals@idem.IN.gov. Electronic submissions will be considered timely upon receipt, not transmission. An e-mail response confirming receipt of electronic proposals will be provided. Facsimile and late submissions will not be accepted.

2. DieselWise Indiana highly recommends that applicants who do not submit their grant applications electronically use a service that requires IDEM to sign off when receiving the application. Grant applications should be sent to:

Indiana Department of Environmental Management
Attn: Mr. Shawn M. Seals, DieselWise Indiana
100 North Senate Avenue
Mail Code 61-50 IGCN 1003
Indianapolis, IN 46204-2251

3. DieselWise Indiana proposes the following estimated timeline:

Project Milestone	Date of Completion	Approximate Accumulated Time from Posting
Proposal Receipt Deadline	October 31, 2011	6 Weeks
Proposal Review, Prioritization, and Selection	November 15, 2011	8 Weeks
Selected Proposal Notification	November 22, 2011	9 Weeks
Grant Agreements Fully Executed	December 30, 2011	14 Weeks
All Projects Complete and Fully Implemented	September 30, 2012	54 Weeks

Section V – Application Review Information

Each eligible application will be evaluated according to the criteria set forth below. Applications that directly and explicitly address these criteria will have a greater likelihood of being selected for an award. Each application will be rated under a points system, with a total of 100 points possible. An additional 5 points are possible for Indiana owned and operated enterprises, as well as an additional 5 points for a commitment to purchase and install equipment with a direct Indiana business benefit. Projects will be evaluated and scored based on the following criteria:

Evaluation Criteria

Criteria	Points
Project's total emission reduction potential (based on type and use of vehicle).	25
Reduction in fuel and oil consumption and other fluid or solid wastes from idling diesel engines.	20
Level of commitment from the equipment owner/operator. This includes the willingness of the owner/operator to provide a financial match to leverage grant funds and/or provide an in-kind match, as well as a documented commitment to ensure project goals are met.	20
Proximity to sensitive populations such as daycare facilities, schools, nursing homes, and residential areas.	10
Term remaining of useful vehicle life.	10
Willingness to establish and enforce an Idle Restriction and Use Policy to maximize the use of onroad or nonroad idle reduction technologies and exhaust retrofit technologies.	10
Active participant in the State of Indiana Minority and Women Business Enterprise Participation Plan (include MBE/WBE documentation).	5
BONUS: Bonus points will be provided to Indiana owned and operated business enterprises (include Indiana Economic Impact documentation).	5
BONUS: Bonus points will be provided for a commitment to purchase and install equipment with a direct Indiana business benefit.	5

Disclaimer

The Indiana Department of Environmental Management accepts no obligation for costs incurred by the applicant in anticipation of being awarded a grant. The State creates no obligation expressed or implied by issuing this Grant Announcement for Solicitation of Clean Diesel Projects Across Indiana or by receipt of any projects submitted. The award of any grant monies shall be at the sole discretion of DieselWise Indiana. Neither this grant announcement nor any response resulting from this announcement is to be construed as a legal offer.

Questions regarding this Grant Announcement for Solicitation of Clean Diesel Projects Across Indiana may be directed to Mr. Shawn M. Seals at (317) 233-0425 or SSeals@idem.IN.gov.