

Appendix A

DieselWise Indiana Emission Reduction Program

Evaluation Criteria Scoring Details

Grouping and Scoring Approach

A. Project Grouping

- a. Nonroad group projects will be broken down into vehicle use types and scored against each other providing consistent baseline for evaluation and scoring

B. Project Scoring Approach

a. Cost effectiveness of project (\$ per ton of NO_x reduced) – 25 Points

- i. Calculated using U.S. EPA’s Diesel Emission Quantifier (DEQ)
- ii. Applicant will be provided a template and required to submit the detailed information necessary for a DEQ run (i.e. existing equipment/vehicle tier/model year, replacement equipment/vehicle tier/model year, fuel consumption, miles driven, hours of operation, etc.)
- iii. Fleet specific data from the applicant used with maximum levels set at DEQ defaults for gallons of fuel used, annual miles driven, annual idling hours, and remaining useful life
- iv. Groups will be broken down into vehicle use types and scored against each other within the same vehicle use type based on DEQ “Lifetime Cost Effectiveness (\$/short ton reduced) with highest point amount (25) being based on project with lowest cost per short ton reduced.
 1. 25 points – 80% - 100% of most cost-effective project
 2. 20 points – 60% - 79% of most cost-effective project
 3. 15 points – 40% - 59% of most cost-effective project
 4. 10 points – 20% - 39% of most cost-effective project
 5. 5 points – 10% - 19% of most cost-effective project
 6. 0 points – 9% or lower of most cost-effective project

b. Project’s total NO_x emission reduction potential (based on type of project and/or the use of vehicle) – 15 Points

- i. Calculated using U.S. EPA’s Diesel Emission Quantifier (DEQ)
- ii. Applicant will be provided and required to submit the detailed information necessary for a DEQ run

- iii. Fleet specific data from the applicant used with maximum levels set at DEQ defaults for gallons of fuel used, annual miles driven, annual idling hours, and remaining useful life
- iv. Groups will be broken down into vehicle use types and scored against each other within the same vehicle use type based on DEQ “Lifetime Results (short ton reduced) with highest point amount (15) being based on project with highest lifetime short ton reduction and lowest point amount (0) being based on project with lowest lifetime short ton reduction.
 - 1. 15 points – 80% - 100% of highest reduction project
 - 2. 12 points – 60% - 79% of highest reduction project
 - 3. 9 points – 40% - 59% of highest reduction project
 - 4. 6 points – 20% - 39% of highest reduction project
 - 5. 3 points – 10% -19% of highest reduction project
 - 6. 0 points – 9% or below the highest reduction project

c. NAAQS sensitive areas as a percentage of current standards – 15 Points

- i. Using most recent IDEM calculated 3-year design values
 - 1. 15 points – Located in an area designated as nonattainment for Ozone or PM2.5 or area measuring above current standard
 - 2. 10 points – within 95% of current Ozone or PM2.5 standard
 - 3. 8 points – within 90% of current Ozone or PM2.5 standard
 - 4. 6 points – within 85% of current Ozone or PM2.5 standard
 - 5. 4 points – within 80% of current Ozone or PM2.5 standard
 - 6. 2 points – within 75% of current Ozone or PM2.5 standard
 - 7. 0 points – below 75% of current Ozone or PM2.5 standard

d. Air quality benefits to areas with sensitive populations or that bear a disproportionate share of the air pollution burden – 10 Points

- i. Each county within the state is assigned a value from two (2) to zero (0) based on the following:
 - 1. Scoring criteria
 - a. 2 points – above statewide average in index category
 - b. 1 point – +/- 5% of statewide average in index category
 - c. 0 points – below statewide average in index category
 - 2. Index categories for each county
 - a. poverty level
 - b. total onroad NOx emissions

- c. National Air Toxics Assessment (NATA) diesel PM level
 - d. percent of children (14 and younger) and elderly (65 and older) population
 - e. minority population
- e. **Transformational potential (potential to prove or maximize effectiveness of newer technology) – 15 Points**
- i. Lasting effect
 - 1. 15 points – proposals that notably change standard operating practices as part of a long term vision through transition to a new fuel infrastructure that did not exist for that entity previously
 - 2. 10 points – proposals that uniquely address current use of equipment/vehicles regardless of fuel type that have quantifiable emission reduction potential to improve air quality in the area or proposals that continue the transition to a new fuel infrastructure or more environmentally beneficial standard operating practices
 - 3. 0 points – proposals that are replacing existing diesel-powered equipment/vehicles with like-kind and purposed new diesel-powered equipment/vehicles
- f. **Leveraging of resources (financial only) – 10 Points**
- i. Using minimum required applicant match as 0-point starting level (i.e. \$1,000,000 project requires \$600,000 from the applicant [60%]; applicant provides \$750,000 in project funding; $[750,000 - 600,000] / 600,000 = 25\%$ over the required amount and 6 points)
 - 1. 10 points – 75% more than required match in dollars
 - 2. 8 points – 50% more than required match in dollars
 - 3. 6 points – 25% more than required match in dollars
 - 4. 4 points – 10% more than required match in dollars
 - 5. 2 points – 5% more than required match in dollars
 - 6. 0 points – only required match in dollars
- g. **Business, governmental, and not-for-profit entities registered with the Indiana Secretary of State that operate vehicles and equipment in conjunction with Indiana facilities (include Indiana Economic Impact documentation)– 5 Points**
- i. Using Indiana Secretary of State Business Services Division information for reference
 - 1. 5 points – Applicant registered as Indiana business with main/corporate offices within the State of Indiana

2. 3 points – Applicant registered as Indiana business with main/corporate offices outside of Indiana
3. 0 points – Applicant not registered as Indiana business

h. 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 Points

- i. Using Indiana Department of Administration and/or Indiana Department of Transportation for reference
 1. 5 points – Applicant is MBE/WBE/VBE participant
 2. 3 points – Applicant using contractor that is MBE/WBE/VBE participant
 3. 0 points – No certification of applicant or contractor