Evaluation Criteria Scoring Details

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Cost effectiveness of project ($ per ton of NOx reduced).</td>
</tr>
<tr>
<td>B</td>
<td>Project’s total NOx emission reduction potential (based on type of project and/or the use of vehicle).</td>
</tr>
<tr>
<td>C</td>
<td>NAAQS sensitive areas as a percentage of current standards.</td>
</tr>
<tr>
<td>D</td>
<td>Air quality benefits to areas with sensitive populations or that bear a disproportionate share of the air pollution burden.</td>
</tr>
<tr>
<td>E</td>
<td>Transformational potential (potential to prove or maximize effectiveness of newer technology).</td>
</tr>
<tr>
<td>F</td>
<td>Leveraging of resources (financial or resource match).</td>
</tr>
<tr>
<td>G</td>
<td>Longevity, sustainability, and magnification of effect of emission reduction benefits.</td>
</tr>
<tr>
<td>H</td>
<td>BONUS: Bonus points will be provided to Indiana owned and operated business enterprises (include Indiana Economic Impact documentation).</td>
</tr>
<tr>
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<td>BONUS: Active participant in the State of Indiana Minority/Women/Veterans Business Enterprise Participation Plan (include MBE/WBE/VBE documentation).</td>
</tr>
</tbody>
</table>

Proposed Grouping and Scoring Approach

A. Project Grouping
   a. Projects will be scored against like projects based on carve-outs, not directly against different sectors. For example:
      i. Electric school buses vs. electric school buses (as carved out)
      ii. School buses (non-electric) vs. School buses (non-electric) – (as carved out)
      iii. Onroad (excepting school buses) equipment/vehicles vs. Onroad (excepting school buses) equipment/vehicles
      iv. Nonroad equipment/vehicles vs. Nonroad equipment/vehicles

B. Project Scoring Approach
   a. Cost effectiveness of project ($ per ton of NOx 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. Several options for how these might be used:
   1. Use all the submitted data from applicant as provided for
      DEQ run (which might be skewed based on their inputs)
   2. Use some of the submitted data from the application for
      DEQ run, while using DEQ defaults for certain categories
      such as fuel used, idling hours, miles driven, hours
      operated, remaining life of equipment/vehicle, etc.
      (resulting in consistent evaluation of projects and removing
      potentially skewed input data from applicant)
   3. Use all of the submitted data from the applicant with
      maximum levels set at DEQ defaults (resulting in closer to
      actual results without potentially skewed data on the higher
      ends)

iv. Each group (as described above) scored against each other 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 – 90% - 100% of most cost-effective project
   2. 20 points – 80% - 89% of most cost-effective project
   3. 15 points – 70% - 79% of most cost-effective project
   4. 10 points – 60% - 69% of most cost-effective project
   5. 5 points – 50% - 59% of most cost-effective project
   6. 0 points – 49% or lower of most cost-effective project

B. Project’s total NOx emission reduction potential (based on type of project
   and/or the use of vehicle). – 20 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. Several options for how these might be used:
       1. Use all the submitted data from applicant as provided for
          DEQ run (which might be skewed based on their inputs)
       2. Use some of the submitted data from the application for
          DEQ run, while using DEQ defaults for certain categories
          such as fuel used, idling hours, miles driven, hours
          operated, etc. (resulting in consistent evaluation of projects
          and removing potentially skewed input data from applicant)
       3. Use all of the submitted data from the applicant with
          maximum levels set at DEQ defaults (resulting in closer to
          actual results without potentially skewed data on the higher
          ends)
iv. Each group (as described above) scored against each other based on DEQ “Lifetime Results (short ton reduced) with highest point amount (25) being based on project with highest lifetime short ton reduction.

1. 25 points – 90% - 100% of highest reduction project
2. 20 points – 80% - 89% of highest reduction project
3. 15 points – 70% - 79% of highest reduction project
4. 10 points – 60% - 69% of highest reduction project
5. 5 points – 50% -59% of highest reduction project
6. 0 points – 49% or lower of highest reduction project

C. NAAQS sensitive areas as a percentage of current standards. – 15 Points
   a. Using most recent IDEM calculated 3-year design values
      i. 15 points – Located in an area designated as nonattainment or maintenance for both Ozone or PM2.5
      ii. 10 points – Located in an area with monitor values above the standard for either Ozone or PM2.5
      iii. 8 points – within 95% of current Ozone or PM2.5 standard
      iv. 6 points – within 90% of current Ozone or PM2.5 standard
      v. 4 points – within 85% of current Ozone or PM2.5 standard
      vi. 2 points – within 80% of current Ozone or PM2.5 standard
      vii. 0 points – below 80% 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
   a. Using US EPA’s most recent National Air Toxics Assessment (NATA) diesel exposure values
      i. 10 points – 0.90 – 1.40 micrograms/cubic meter
      ii. 5 points – 0.45-0.90 micrograms/cubic meter
      iii. 0 points – below 0.45 micrograms/cubic meter
   b. Alternative - Using asthma rates for emergency room/hospital stays
      i. 10 points – highest 1/3 of counties
      ii. 5 points – middle 1/3 of counties
      iii. 0 points – lowest 1/3 of counties

E. Transformational potential (potential to prove or maximize effectiveness of newer technology). – 10 Points
   a. Lasting effect
      i. 10 points – Proposals that notably change standard operating practices through transition to a new fuel infrastructure that did not exist for that entity previously or uniquely addresses current use of equipment/vehicles
      ii. 5 points – Proposals that have initiated the transition to cleaner equipment/vehicles (i.e., applicant has already begun converting to cleaner equipment/vehicles and additional funding might complete that transition)
iii. 3 points – project takes place in an uniquely overburdened location (i.e., railyard located next to neighborhood)
iv. 0 points

F. **Leveraging of resources (financial or resource match). – 10 Points**
   a. Using minimum required applicant match as 0-point starting level
      i. 10 points – 75% more than required match of project
      ii. 8 points – 50% more than required match of project
      iii. 6 points – 25% more than required match of project
      iv. 4 points – 10% more than required match of project
      v. 2 points – 5% more than required match of project
      vi. 0 points – only required match of project

G. **Longevity, sustainability, and magnification of effect of emission reduction benefits. – 10 Points**
   a. Using US EPA Diesel Emission Quantifier default lifecycle
      i. 10 points – 20 or more year lifecycle of equipment or vehicle
      ii. 8 points – 15-19 year lifecycle of equipment or vehicle
      iii. 6 points – 12-14 year lifecycle of equipment or vehicle
      iv. 4 points – 7-11 year lifecycle of equipment or vehicle
      v. 2 points – 5-8 year lifecycle of equipment or vehicle
      vi. 0 points – less than 5 year lifecycle of equipment or vehicle

H. **BONUS: Bonus points will be provided to entities registered with the Indiana Secretary of State do conduct taxable business practices in Indiana. – 5 Points**
   a. Using Indiana Secretary of State Business Services Division for reference
      i. 5 points – Applicant registered as Indiana business
      ii. 3 points – Applicant registered as Indiana business with main/corporate offices outside of Indiana
      iii. 0 points – Applicant not registered as Indiana business

I. **BONUS: Active participant in the State of Indiana Minority/Women/Veterans Business Enterprise Participation Plan (include MBE/WBE/VBE documentation). – 5 Points**
   a. Using Indiana Department of Administration for reference
      i. 5 points – Applicant is MBE/WBE/VBE certified
      ii. 3 points – Applicant using contractor that is MBE/WBE/VBE certified
      iii. 0 points – No certification of applicant or contractor