



2013 Clean Diesel Funding Opportunity

Contact: Lisa Burr

lburr@utah.gov

801-526-4019

www.cleandiesel.utah.gov

The State of Utah, Utah Division of Air Quality (UDAQ), is looking for projects that reduce diesel emissions from medium, heavy-duty on-highway engines and non-road equipment to include in the Clean Diesel Grant Proposal for EPA--**\$250,000-\$500,000 is available.**

Summary of What EPA Will Fund:

- Verified Exhaust Control Technologies: EPA will fund up to 100% of the cost of eligible verified exhaust control technologies.
- Verified/Certified Engine Upgrades: EPA will fund up to 40% of the cost of eligible engine upgrades.
- Verified/Certified Cleaner Fuel Use: EPA will not fund stand-alone cleaner fuels use. EPA will fund the cost differential between the eligible cleaner fuels and conventional diesel fuels if the cleaner fuels are used in combination, and on the same vehicles, with new eligible verified exhaust controls or eligible clean alternative fuel conversions or eligible engine upgrades or eligible certified engine repowers or eligible certified vehicle/equipment replacements funded under this program as described in the RFP, Section I.B.2.
- Verified Idle Reduction Technologies: EPA will not fund stand-alone idle reduction technologies, except for idle reduction technologies on locomotives, shore connection systems and truck stop electrification technologies, as discussed below. EPA will 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 control funded under this program as described in the RFP, Section I.B.2.a.
 - Note: For this RFP, auxiliary power units (APUs) and generators are not eligible for vehicles with 2007 model year or newer certified engine configurations on long haul Class 8 vehicles. APUs and generators **are** eligible for installation on long haul Class 8 vehicles with 2006 model year and older certified engine configurations.
- Verified Locomotive Idle Reduction Technologies: EPA will fund up to 40% of the cost of eligible idle reduction technologies on locomotives.

- **Verified Shore Connection Systems and Truck Stop Electrification Technologies:** EPA will fund up to 25% of the cost of eligible shore connection systems and truck stop electrification technologies.
- **Verified Aerodynamic Technologies and Low Rolling Resistance Tires:** EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. EPA will fund up to 100% of the cost of verified aerodynamic technologies or verified low rolling resistance tires if the technology is combined on the same vehicle with a new eligible verified exhaust control technology funded under this program as described in the RFP, Section I.B.2.a.
- **Certified Engine Repower:** EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine repower.
- **Certified Vehicle/Equipment Replacement:**
 - **Nonroad Diesel Vehicles and Equipment:** EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2011 or newer model year certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment.
 - **Highway Diesel Vehicles:** EPA will fund the incremental cost of a newer, cleaner vehicle powered by a 2011 model year or newer certified highway heavy-duty diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment.
- **Clean Alternative Fuel Conversions:** EPA will fund up to 40% of the cost (labor and equipment) of an eligible clean alternative fuel conversion (i.e. applicants are responsible for cost-sharing at least 60% of the cost of an eligible clean alternative fuel conversion).

Funding Restrictions:

- Funds shall not be used for emissions testing and/or air monitoring activities (including the acquisition cost of emissions testing equipment), or research and development.
- Funds shall not be used for fueling infrastructure, such as that used for the production and/or distribution of biodiesel, compressed natural gas, liquefied natural gas, and or other fuels.
- Low rolling resistance tires may be used with lower-weight aluminum wheels to further improve fuel savings; however, funds shall not be used to purchase aluminum wheels except where a fleet is retrofitting from standard dual tires to SmartWay-verified single-wide low rolling resistance tires. In this case, the cost of aluminum single-wide wheels would be acceptable as additional equipment necessary to use the SmartWay verified technology, as would the cost of steel or light weight steel single-wide wheels.
- Funds shall not be used to purchase low rolling resistance tires or advanced aerodynamic technologies if similar technologies have previously been installed on the truck or trailer.

- Funds shall not be used to purchase APUs or generators for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles.
- Funds shall not be used to retrofit, repower, upgrade, convert or replace a bus, medium-duty, or heavy-duty highway vehicle that is a model year 1989 vehicle or older.
- With regard to medium and heavy-duty trucks and transit buses, funds shall not be used to retrofit model year 2007 or newer with DOCs or DPFs, or retrofit model year 2010 or newer with SCR, or replace model year 2004 or newer, or repower or convert model year 2007 or newer.
- Funds shall not be used to replace school buses model year 2004 or newer, or retrofit school buses model year 1990 or older with DPFs or repower or convert school buses model year 2007 or newer, or retrofit school buses model year 2007 or newer with DOCs, CCVs, or DPFs.
- Funds shall not be used to retrofit, repower, upgrade or replace a nonroad engine or equipment that has less than seven years of useful life remaining. A table distinguishing which nonroad engine model years EPA has determined to have at least seven years of useful life remaining, based on the type and age of vehicle, can be found at www.epa.gov/cleandiesel/documents/fy13-nonroad-remaining-useful-life.pdf.
- Funds shall not be used to retrofit, repower, replace or upgrade nonroad engines and equipment that operate less than 500 hours per year.
- Funds shall not be used to repower or replace nonroad Tier 0 (unregulated) engines to a nonroad Tier 1 or lower engine standard or from a Tier 2 nonroad engine standard to a Tier 3 or lower nonroad engine standard.
- Funds shall not be used to retrofit, repower, replace, upgrade or install idle reduction technologies on eligible locomotives that operate less than 1000 hours per year.
- Funds shall not be used to retrofit unregulated or Tier 0 locomotives with SCR, or to upgrade, repower or replace locomotives from: Tier 0+/1 to Tier 0+ or lower; Tier 1+/2 to Tier 1+ or lower; Tier 2 to Tier 1+ or lower; or, from Tier 2+ to Tier 2+ or lower. Additionally, funds shall not be used to upgrade, repower or replace line-haul locomotives from Tier 2 to Tier 4, or to upgrade, repower or replace line-haul locomotives from Tier 2+ to Tiers 3 and 4.
- Funds shall not be used to install Automatic Engine Start-Stop technologies on locomotives currently certified to Tier 0+ or higher.
- Funds shall not be used for locomotive shore connection system projects that are expected to be utilized less than 1,000 hours/year.

