

# Mid-Atlantic Diesel Collaborative Webinar: Grants Management and Close Out

May 26<sup>th</sup>, 2011 10am-12pm EST

Presented By

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# Workshop Overview – Following the Grant Lifecycle

1) Project  
Eligibility

2) Workplans  
and Fleet  
Descriptions

3) Budget

4) Project  
Amendments  
and Subawards

5) Terms  
and Conditions

6) Quarterly  
Grant Reporting

7) Close Out and  
Quantifying Results

# DERA Programs Overview

## National Clean Diesel

### Funding Assistance Program

- Grants are dedicated to deploying EPA-verified and certified technologies, and contain the majority of funding
- Funded in DERA08, DERA0910 and ARRA

## Emerging Technologies Program

- Provides opportunities to advance cutting-edge technologies.
- Supports environmental innovation and green jobs
- Funded in DERA08, DERA0910 and ARRA

## ***DERA Grant Programs***

## SmartWay Finance

- Establishes national low-cost revolving loans or other financing programs that will provide funding to fleets to reduce diesel emissions
- Funded in DERA08, DERA0910 and ARRA

## State Clean Diesel Grants

- Direct funding assistance to states for diesel emissions reduction sub-grants and loans
- Funded in DERA08 (over four years) and ARRA

# Region 3 Quick Statistics\*

- 6 grants
- \$3.4M in EPA funding
- ~200 retrofitted or replaced vehicles
- Over 300 tons NOX and 40 tons PM reduced

DERA08



- 15 grants
- \$29.3M in EPA funding
- Over 1,100 vehicles retrofitted or replaced
- Nearly 11,000 tons NOX and 360 tons PM

ARRA



- 13 grants
- \$13.9M in EPA funding
- 821 retrofitted or replaced vehicles
- 10,400 tons NOX and 239 tons PM

DERA0910



\* Data presented as entered into DRIVER. Data pulled on 4.20.10

Key Terms, Engine Modifications, and Clean Diesel Technologies

# **ELIGIBLE PROJECTS**

# Key Terms

## Certification

- **Certified Engine:** Engine covered by EPA-issued certificate of conformity
- **Certified Engine Configuration:** Engine and all of its components certified as a unit

## Verification

- **Verified Technology:** Device reviewed and tested by EPA or CARB and appears on either organization's list
- **Emerging Technology:** Cutting-edge technology that has completed the first two steps of verification (only EPA)

## Registration

- **Fuel Registration:** All fuel and fuel additives must be registered, but registration does not necessarily mean that it is eligible for DERA grant funding

# Engine Modifications - Upgrades

## What is an Upgrade?

- Removal and replacement of engine components
- Must meet a more stringent emission standard
- Understand what is in an upgrade
- Verified vs. Certified

## What To Be Aware Of

- Check pre- and post-emission standards for particulate matter (PM) and oxides of nitrogen (NO<sub>x</sub>)
- Obtain proof of configuration meets stricter emission standards
- Understand the invoice
- Select vehicles that perform the intended function

# Engine Modifications - Repowers

## What is a Repower?

- Complete removal of existing engine and replace with a newer, cleaner engine
  - Alternative Fuels
  - Substitute on-highway engine for a non-road
- Must meet a more stringent emission standard
- Must be certified
- Must be of a similar size

# Engine Modifications - Repowers

## **What To Be Aware Of**

- Check pre- and post-emission standards for PM and Nox
- Obtain Certificates of Conformity
- Understand the invoice
- Select vehicles that perform the intended function

## **What To Do With the Old Engine**

- Permanently disable (scrap)
- Return to manufacturer for remanufacturing

# Engine Modifications - Repowers

## Concerns for Specific Vehicle Types

### – On-Highway

- Some new technology engines may not be acceptable in older trucks

### – Non-Road

- Phase in of emission standards
- Standard levels may differ by one pollutant

# Engine Modifications - Replacements

## What is a Replacement?

- Replacement of diesel vehicle with a new, cleaner, certified vehicles
- Must meet a more stringent emission standard
  - Includes certified hybrid or alternative fuel vehicles
- Must be early replacement
- Must be of similar size and serve the same function

## What To Be Aware Of

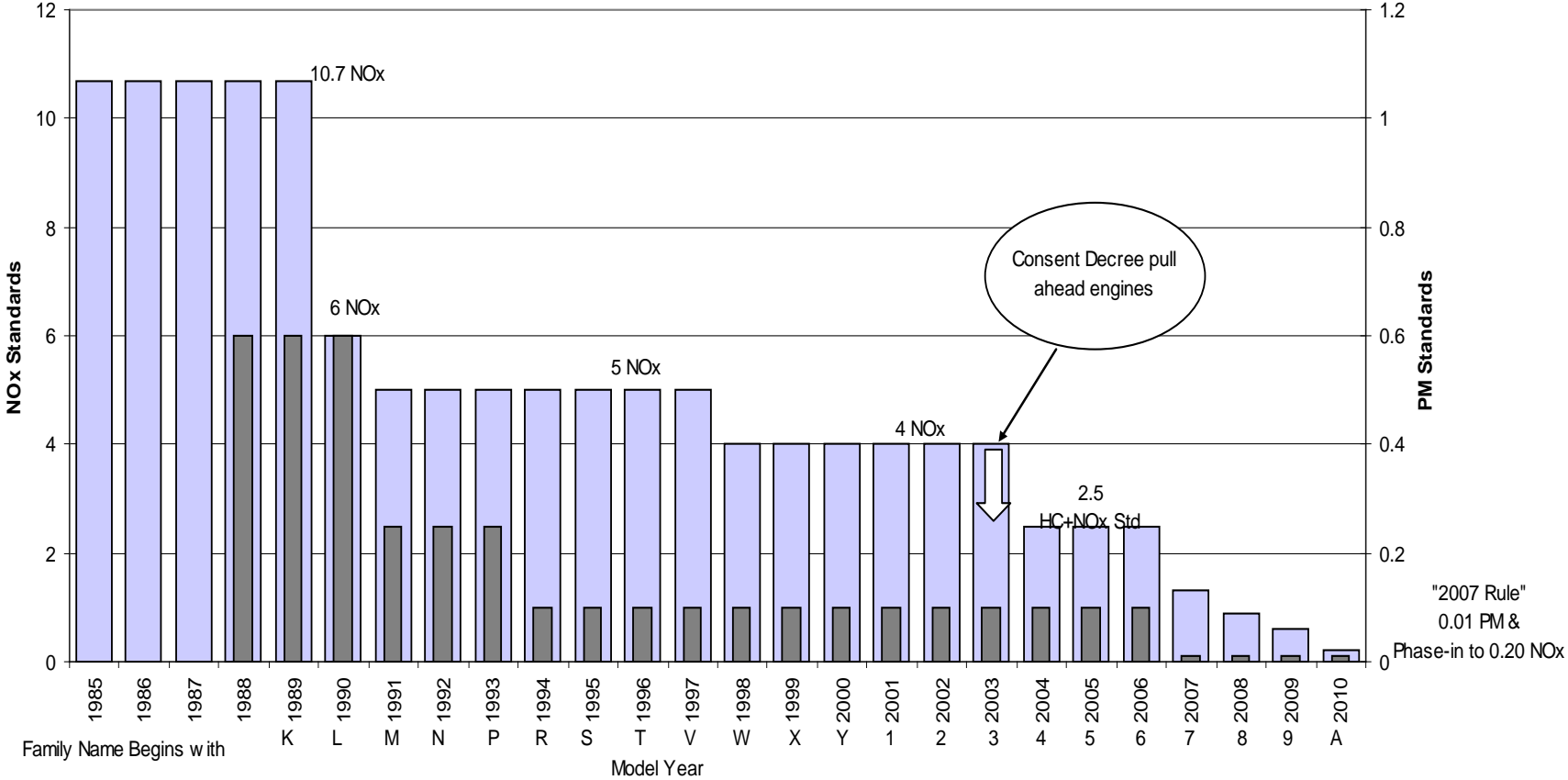
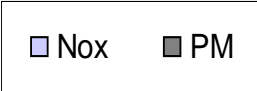
- Check pre- and post-emission standards for PM and Nox
- Obtain Certificates of Conformity
- Understand the invoice
- Select vehicles that perform the intended function

## What To Do With the Old Vehicle

- Permanently disable engine (scrap)
- Return to manufacturer for remanufacturing
- Retain vehicle parts

# On-Highway Heavy Duty Diesel Standards

On-Highway HD Diesel Standards



# Non-Road Emission Standards

Table 1.—Emission Standards (g/kW-hr)

Rated Power (kW)	Tier	Model Year <sup>1</sup>	NOx	HC	NMHC + NOx	CO	PM
37 ≤ kW < 75	Tier 1	1998	9.2	—	—	—	0.40
	Tier 2	2004	—	—	7.5	5.0	
	Tier 3	2008	—	—	4.7	5.0	
75 ≤ kW < 130	Tier 1	1997	9.2	—	—	—	0.30
	Tier 2	2003	—	—	6.6	5.0	
	Tier 3	2007	—	—	4.0	5.0	
130 ≤ kW < 225	Tier 1	1996	9.2	1.3	—	11.4	0.54
	Tier 2	2003	—	—	6.6	3.5	
	Tier 3	2006	—	—	4.0	3.5	
225 ≤ kW < 450	Tier 1	1996	9.2	1.3	—	11.4	0.54
	Tier 2	2001	—	—	6.4	3.5	
	Tier 3	2006	—	—	4.0	3.5	

Table 2.—Upper Limit for Family Emission Limits (g/kW-hr)

Rated Power (kW)	Tier	Model Year <sup>1</sup>	NOx FEL	NMHC + NOx FEL	PM FEL
37 ≤ kW < 75	Tier 1	1998	14.6	—	—
	Tier 2	2004	—	11.5	1.2
	Tier 3	2008	—	7.5	
75 ≤ kW < 130	Tier 1	1997	14.6	—	1.2
	Tier 2	2003	—	11.5	
	Tier 3	2007	—	6.6	
130 ≤ kW < 225	Tier 1	1996	14.6	—	0.54
	Tier 2	2003	—	10.5	
	Tier 3	2006	—	6.6	
225 ≤ kW < 450	Tier 1	1996	14.6	—	0.54
	Tier 2	2001	—	10.5	
	Tier 3	2006	—	6.4	

# Engine Modifications – After-Treatment Devices

## EPA

<http://www.epa.gov/cleandiesel/verification/verif-list.htm>

Verified Retrofit Technologies						
Manufacturer	Technology	Applicability	Reductions (%)			
			PM	NOx	HC	CO
BASF (formerly listed under Engelhard)	CMX Catalyst Muffler	Highway, heavy-duty, 4 cycle engines	20	n/a	50	40
Caterpillar, Inc.	Diesel Particulate Filter	Nonroad, 4 cycle, non-EGR equipped, model year 1996-2005, turbocharged engines with power ratings 130 $\leq$ KiloWatts < 225 (174.2 $\leq$ Horsepower < 301.5)	89	n/a	93	90
Caterpillar, Inc.	Emissions Upgrade Group	Nonroad: Caterpillar model 3306 diesel engines for nonroad applications with model years from 1988 to 1995 with mechanical direct fuel injection.	22	37	71	13
Cummins Emission Solutions	Cummins Emission Solutions & Cummins Filtration Diesel Oxidation Catalyst (DOC) and Closed Crankcase Ventilation (CCV) System <b>ETV</b>	Highway, heavy-duty and medium-heavy duty, 4 cycle, non-EGR, model year 1991 - 2003, turbocharged or naturally aspirated engines	30a	n/a	74	50
Donaldson	Series 6000 DOC & Spiracle (closed crankcase filtration system) <b>ETV</b>	Highway, heavy-duty and medium heavy-duty, 4-cycle, non-EGR, model year 1991 - 2003, turbocharged or naturally aspirated engines	25 to 33a	n/a	50 to 52	13 to 23
Donaldson	Series 6100 DOC <b>ETV</b>	Highway, heavy-duty and medium heavy-duty, 4-cycle, non-EGR, model year 1991 - 2003, turbocharged or naturally aspirated engines	20 to 26	n/a	49 to 66	38 to 41
Donaldson	Series 6100 DOC & Spiracle (closed crankcase filtration system) <b>ETV</b>	Highway, heavy-duty and medium heavy-duty, 4-cycle, non-EGR, model year 1991 - 2003, turbocharged or naturally aspirated engines	28 to 32a	n/a	42	31 to 34
Engine Control Systems	Purifilter Plus (Diesel particulate filter on the engine, electrical panel for active regeneration at the garage/maintenance yard)	Highway; heavy, medium, and light heavy-duty; Urban Bus; 4-cycle; model years 1994 - 2006; turbocharged or naturally aspirated; non-EGR engines	90	n/a	85	75
Engine Control Systems	Purifilter - Diesel Particulate Filter <b>ETV</b>	Highway, heavy and medium heavy-duty; Urban Bus; 4-cycle; model years 1994 - 2003; turbocharged or naturally aspirated; non-EGR engines	90	n/a	85	75
Engine Control Systems	AZ Purimuffler or AZ Purifier Diesel Oxidation Catalyst with ECS closed crankcase ventilation (CCV) system with	Highway, heavy-duty, 4-cycle, mechanically or electronically injected, turbocharged or naturally aspirated, originally manufactured from 1991 through 2004 model years which meet a 5 or 4 g/bhp-hr NOx standard with open crankcase	40a	n/a	75	60

## CARB

<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

PM Level	Product Name	PLUS	Technology Type	PM Reduction	NOx Reduction	Applicability
LEVEL 3	Catalytic Exhaust Products Ltd. Dieselytic SXS-SC DPF	+	DPF	85%	N/A	Stationary prime and emergency standby generators and pumps with Tier 1, Tier 2, or Tier 3 certified off-road engines meeting 0.2 g/bhp-hr or less diesel PM
	Caterpillar DPF	+	DPF	85%	N/A	Specific 1996-2005 model years; off-road; CARB diesel; biodiesel.*
	Cleaire Allmetal	+	DPF	85%	N/A	1996- 2010 model year diesel engines in both tracked and rubber-tired off-road vehicles; CARB diesel; biodiesel.*
	Cleaire Horizon	+	DPF	85%	N/A	Most on-road diesel engines through 2006 model year; Certain MY 2006 and 1993 or older engines with OEM diesel oxidation catalysts; CARB diesel; biodiesel.*
	Cleaire Lonestar	+	Lean NOx Catalyst and DPF	85%	40%	Conditionally verified for 1996 through 2009 model year; rubber-tired off-road vehicles; CARB diesel; biodiesel.*
	Cleaire Longmile	+	DOC/DPF	85%	N/A	1993-2006 on-road; CARB diesel; biodiesel.*
	Cleaire Longview (reformulated)	+	Lean NOx Catalyst and DPF	85%	25%	1993-2006 model year on-road; CARB diesel; biodiesel.*
	Cleaire Phoenix	+	DPF	85%	N/A	Conditionally verified for 1996-2010 model year rubber-tired off-road vehicles; CARB diesel; biodiesel.*
	Cleaire Vista	+	DPF	85%	N/A	1993-2006 model year on-road; CARB diesel; biodiesel.*
	CleanAIR Systems PERMIT	+	DPF	85%	N/A	Stationary emergency and prime generators; CARB diesel; biodiesel.*
	Dinex DiSIC	+	DPF	85%	N/A	Most trailer TRUs using 1999-2005 model year engines; CARB diesel.
	Donaldson LNF	+	DPF	85%	N/A	1993-2006 model year on-road; CARB diesel; biodiesel.*
	Donaldson LXF	+	DPF	85%	N/A	2002-2006 model year on-road; CARB diesel; biodiesel.*
Donaldson SEF	+	DPF	85%	N/A	1991-2006 model year on-road; CARB diesel; biodiesel.*	
DCL International Inc.	+	DPF	85%	N/A	1996-2009 model year, off-road; CARB diesel; biodiesel.*	

# Engine Modifications – After-Treatment Devices

## Diesel Oxidation Catalysts

## Key Issues

- Emission reduction capabilities

PM	NOx	HC	CO
20-40%	0%	40-70%	40-60%

- Many are verified by EPA and CARB
- Applicable on many on-highway and non-road applications
- Lifetime of 5-10 years or 10,000+ operating hours

- Pre-installation
  - Ensure proper engine operation
  - Ensure safe configuration
- Technology selection
  - Know your engine
  - Check the verified lists
  - Check the invoice
- Operation and maintenance
  - Very little maintenance is required



# Engine Modifications – After-Treatment Devices

## Diesel Particulate Filters

- Active vs. Passive DPFs
- Emission reduction capabilities

PM	NOx	HC	CO
85-95%	0%	85-95%	50-90%

- Many are verified by EPA and CARB
- Applicable on many on-highway and nonroad applications
- Lifetime of 5-10 years or 10,000+ operating hours

## Key Issues

- Pre-installation
  - Ensure proper engine operation
  - Complete data-logging
- Operation
  - Backpressure
  - Maintenance

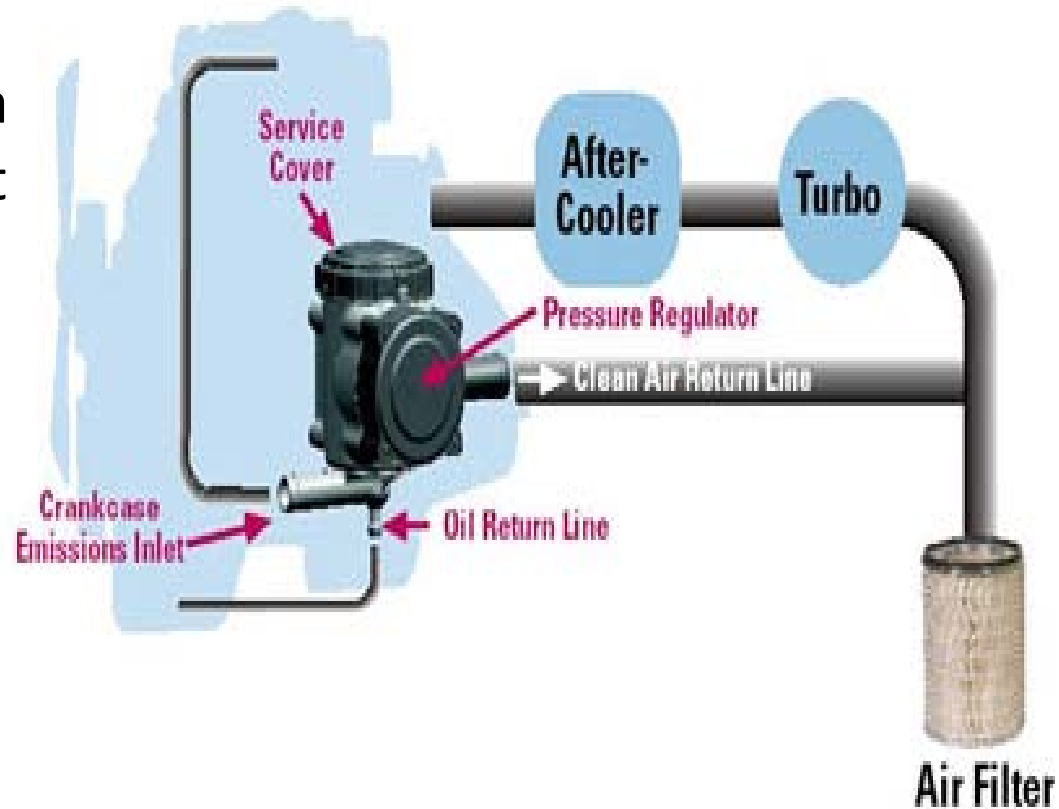




# Engine Modifications – After-Treatment Devices

## Closed Crankcase Ventilation

- Crankcase emissions
- Must be installed with a verified after-treatment device
- Catch Bottles are NOT approved by EPA



# Idle Reduction Technologies

## Many Options...

- Fuel operated heaters
- Battery air conditioning systems
- Automatic shutdown systems for locomotives
- Auxiliary power units (APUs)
- Aerodynamic technologies
- Low rolling resistance tires

**Must Be Verified!**

# Clean Fuels Use

- EPA Funds the cost differential between the cleaner fuel and conventional fuel. This includes, but not limited to:
  - Biodiesel
  - Additives verified by EPA or CARB
  - Compressed natural gas (CNG)
  - Propane
  - Other alternative fuels verified by EPA or CARB

# Important Links

- EPA Verified Lists
  - <http://www.epa.gov/cleandiesel/verification/verif-list.htm>
  - <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>
- On-Highway Exhaust Emission Standards
  - [www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm](http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm)
- Non-Road Exhaust Emission Standards
  - <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>
- Locomotive Emission Standards Tables
  - <http://www.epa.gov/otaq/standards/nonroad/locomotives.htm>
- Marine Emission Standard Tables
  - <http://www.epa.gov/otaq/standards/nonroad/marinesci.htm>

# DERA Funding Restrictions – Use handout on p. 17 of pdf

- Mandated measures
- Matching funds
- Formally verified technology
- Emissions testing
- Fueling infrastructure
- Engine upgrade kits
- Tires
- APUs

# **WORK PLANS AND FLEET DESCRIPTIONS**

# Project Narrative Components

- RFP's Appendix B
- Major Components of the work plan (post-award)
  - A. Target Fleet
  - B. Technology
  - C. Project Description / Project Summary
  - D. Outputs and outcomes
  - E. Milestones / timeline
  - F. Budget Detail
  - G. Applicant Fleet Description

# Project Narrative Walkthrough

## Instructions, Format and Content Found in Appendix B of the RFP

**Instructions:** The Project Narrative must substantially comply with the specific instructions, format and content defined below. A sample format for the Project Narrative may be downloaded at:

[www.epa.gov/otaq/diesel/prgnational.htm](http://www.epa.gov/otaq/diesel/prgnational.htm).

The Project Narrative must not exceed a maximum of 10 single-spaced typewritten pages, including the Cover Page. Pages in excess of the 10-page limit will not be considered. Supporting materials, such as resumes, letters of support and/or commitment, and the Applicant Fleet Description information can be submitted as attachments and are not included in the 10-page limit.

**A. Cover Page:** The cover page must include the following information:

- Project Title
- Applicant Information
  - Applicant (Organization) Name
  - Address (Street, City, State, Zip)
  - Office Phone and Fax Numbers
  - Contact Name, Email address and Website (if applicable)
  - DUNS number
- Eligible Entity
  - Using the criteria outlined under Section III.A of this RFP, explain how you are an eligible entity.
- Regional Office
  - Specify the Regional Office you are applying to (Regions 1 – 10) where your project will solely or primarily occur. See the following: <http://epa.gov/cleandiesel/wherelive.htm>.
- Total Project Cost
  - Specify total cost of the project
  - Identify amount of funding requested from EPA
  - Identify amount of mandatory match (including in-kind resources)
  - Identify amount of voluntary cost share (including in-kind resources). Please refer to Section III.B.

# Roles and Responsibilities

## Grantee

- Conducts project through completion
- Responsible for meeting all programmatic and administrative terms and condition of the award
- Retains all documentation on grant (including invoices, etc.)

## EPA Project Officer

- First point of contact for your project questions
- Keeps official of EPA grant file

## EPA Grants Specialist

- Sets general grant policy
- Provides responses to specific grant administrative issues

# Fleet Description Spreadsheet

- Sample Format found at [www.epa.gov/otaq/diesel/prgnational.htm](http://www.epa.gov/otaq/diesel/prgnational.htm)

U. S. Environmental Protection Agency Project Fleet Description Spreadsheet													
<b>Recipient Information</b>													
OrganizationName	FirstName	LastName	JobTitle	Address	City	State	EmailAddress	ZipCode	Phone	OfficePhoneExt			
Iowa Department of Natural Resources	Jim	McGraw	Program Supervisor	7900 Hickman Rd	Windsor Heights	IA	jim.mcgraw@dmr.iowa.gov	50324	515-242-5167				
<b>Project A Information</b>													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	TMC Transportation	Long Haul Trucks	100	Des Moines	Polk	IA	1		TMC in-kind	\$34,145			
<b>Fleet A Information:</b>													
VehicleType	TargetFleet	Vehicle Class	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Retrofit Year	Technology	Current Fuel Type	Amount of Fuel Used	Annual Miles	Idling Hours	Horsepower
On Highway	Long Haul Trucks	Class 8	100	Cummins	C-15/ISL	2000	2000	Battery Air Conditioning System	Diesel (ULSD), 15 ppm	2,200,000	110,000	1750	
Copy and paste additional lines as necessary for project fleet information.													
<b>Project B Information</b>													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	Davenport Public Works	Construction		Davenport	Jackson	IA	7	\$98,036	Local Sales Tax	\$98,036	yes		
<b>Fleet B Information:</b>													
VehicleType	TargetFleet	Vehicle Class	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Retrofit Year	Technology	Current Fuel Type	Amount of Fuel Used	Annual Miles	Idling Hours	Horsepower
NonRoad	Construction	Grader	1	John Deere	6090HDW01	2010		Vehicle Replacement	Diesel, 3,400 ppm	110 gallons	0	0	
Copy and paste additional lines as necessary for project fleet information.													
<b>Project C Information</b>													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	Iowa Northern Railway Co.	Locomotive	5	Waterloo	Blackhawk	IA	7	\$303,800	Iowa Northern Railway	\$35,765	no		

# **BUDGETS**

# Administrative Budget

- Official Budget Form (424a)
  - Cost categories and examples
- Documenting Costs
  - Maintain all records related to the grant for 3 years after the approval of the final Federal Financial Report (SF-425)
- Applicable Federal Regulations
  - For non-profits: 40 CFR Part 30 and 2 CFR Parts 215 and 230
  - For Institutions of Higher Learning: 40 CFR Part 30 and 2 CFR Parts 215 and 220
  - For State/Local/Tribal Gov'ts: 40 CFR Part 31 and 2 CFR Part 225
- Helpful Link: <http://www.epa.gov/ogd>

# Narrative Budget

- Image?

# **PROJECT AMENDMENTS**

# Changes to Your Project

- Administrative Requirements
  - Informal vs. Formal Amendment
    - Project period extensions
    - Adding funds to an assistance agreement
- Programmatic requirements
  - Ensure similar project scope
  - Ensure proposed project amendment achieves similar emissions benefit
- Always get PO approval

# Changes to Your Project

- Amendment Checklist
  - Emission reduction calculation comparison
  - Revised fleet description spreadsheet
  - Revised workplan (with changes highlighted)
  - Revised budget (with changes highlighted)
  - Or description of requested changes

**SUBAWARDS**

# Grants and Sub-recipients

- Primary Grantee is responsible for
  - 1) Proper use of grant funds
  - 2) Complying with all terms and conditions
- Grantees may pass funds on to other entities
- Sub-recipient may be eligible for a sub-grant even though they may not be eligible for an EPA award
- Grantee determines the appropriate mechanism for giving funds by examining the substance of the relationship

# DERA Grant Relationships

- Most DERA grants will contain one (or more) of the following three relationships:
  - 1) Sub-grants
  - 2) Procurement Contracts
  - 3) Other Program Participants

# Relationship #1: Sub-grants

## Five Characteristics Indicative of Sub-grants


- The Sub-recipient:
  - 1) Determines who is eligible to receive federal funds
  - 2) Has performance measured against whether objectives of federal program are met
  - 3) Responsible for programmatic decision making
  - 4) Responsible for adherence to applicable federal program compliance requirements
  - 5) Uses federal funds to carry out a program of the organization as compared to providing goods or services for a program of the pass through entity

# Example of a Sub-grant

EPA awards federal funds to Washington County (primary grantee)



WC wants to pass funds through to a school district and a construction company for diesel projects



SD and CC are responsible for the bidding, procurement and installation of the equipment

# Responsibilities in a Subgrantee Relationship

- Grantee is encouraged (not required) to compete sub-grants
- Sub-grantee signs an official sub-grant agreement and must comply with the applicable terms and conditions
- If the grantee has passed down cost share requirements to sub-grantee, then the grantee is responsible for tracking the proper documentation


# Relationship #2: Procurement Contract

## Five Characteristics Indicative of a Procurement Contract


- The Contractor:
  - 1) Provides the goods and services within normal business operations
  - 2) Provides similar goods or services to many different purchasers
  - 3) Operates in a competitive environment
  - 4) Provides goods or services that are ancillary to the operation of the federal program
  - 5) Is not subject to compliance requirements of the federal program

# Example of a Procurement Contract


EPA awards Washington County (primary grantee). Federal funds used to repower their own fleet of vehicles



Washington County initiates a solicitation for the repower work



Washington County determines that Generic Engine Company, who specializes in truck engine overhauls, is the best available



Washington County enters into a procurement contract with Generic Engine Company

# Responsibilities in a Procurement Contract


- In procurement contracts, the grantee must follow procurement procedures located in 40 CFR Parts 31.36 or 30.40 – 30.48
- The underlying principal with procurement contracts is that they are awarded fairly – a competitive process

# Relationship #3: Program Participant


- In some instances, an entity may not fall into a sub-grant or procurement contract category
- However, the entity is still part of the program and is still required to provide certain information
- It is highly recommended that there is a binding participant agreement / Memorandum of Understanding

# Example 1 of a Program Participant

Washington County receives Federal funds from EPA on behalf of partner organizations (three local construction companies)




WC conducts a competitive procurement to purchase construction equipment engine replacements for the participating companies (receiving a volume discount) and manages the contract




Construction companies provide cost share by reimbursing WC. This could be cash or in-kind services (e.g., installation)

# Example 2 of a Program Participant


Washington County receives Federal funds from EPA. They select certain long haul truck owner / operators to receive funds based on certain pre-qualifications criteria (e.g., cost-efficiency or emissions benefits)




WC and the owner / operator sign a program participant agreement



The owner / operators procure and install APUs



The owner / operators pay full costs and then are reimbursed by WC upon review / approval of technology / installation



The owner / operators report emission benefits to WC pursuant to program participant agreement

# Responsibilities for Program Participants

## **Prime Recipient**

- Ultimately responsible for following all Terms and Conditions
- Participant agreement or memorandum of understanding is highly recommended

## **Program Participants**

- Might be required to report back programmatic and financial information to the prime recipient under the agreement

# **TERMS AND CONDITIONS**

# Your Grant Award Documents

- What you need to know about your award...
  - Administrative Terms and Conditions
  - Programmatic Terms and Conditions
    - See Handouts

# **QUARTERLY GRANT REPORTING**

# Walkthrough


- Elements of the Quarterly Report
  - Rate of expenditures
  - Narrative responses
  - Fleet descriptions

# Quarterly Report Narrative

- Image

# Quarterly Fleet Description

<http://www.epa.gov/cleandiesel/grant-reporting.htm>

U. S. Environmental Protection Agency Project Fleet Description Spreadsheet													
 National Clean Diesel Campaign													
Recipient Information													
OrganizationName	FirstName	LastName	JobTitle	Address	City	State	EmailAddress	ZipCode	OfficePhone	OfficePhoneExt			
Iowa Department of Natural Resources	Jim	McGraw	Program Supervisor	7900 Hickman Rd	Windsor Heights	IA	<a href="mailto:jim.mcgraw@dnr.iowa.gov">jim.mcgraw@dnr.iowa.gov</a>	50					
Project A Information													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	TMC Transportation	Long Haul Trucks	100	Des Moines	Polk	IA	7	\$652,515	TMC in-kind	\$34,145			
Fleet A Information:													
VehicleType	TargetFleet	Vehicle Class	VehicleCount	Engine Make	Engine Model	Engine Model Year	Retrofit Year	Technology	Current Fuel Type	Amount of Fuel Used	Annual Miles	Idling Hours	Horsepower
On Highway	Long Haul Trucks	Class 8B	100	Caterpillar	C-15/AC	2006	2010	Battery Alternator System	Diesel (ULSD), 15 ppm	2,200,000	110,000	1750	
Copy and paste additional lines as necessary to capture project fleet information.													
Project B Information													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	Davenport Public Works	Construction		Davenport	Scott	IA	7	\$98,036	Local Sales Tax	\$98,036	yes		
Fleet B Information:													
VehicleType	TargetFleet	Vehicle Class	VehicleCount	Engine Make	Engine Model	Engine Model Year	Retrofit Year	Technology	Current Fuel Type	Amount of Fuel Used	Annual Miles	Idling Hours	Horsepower
NonRoad	Construction	Graders	1	Deere	6090HDW01	2010		Vehicle Replacement	Diesel, 3,400 ppm	110 gallons	0	0	
Copy and paste additional lines as necessary to capture project fleet information.													
Project C Information													
ProjectName	Entity	TargetFleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit		
RIDE	Iowa Northern Railway Co.	Locomotive	5	Waterloo	Blackhawk	IA	7	\$303,800	Iowa Northern Railway	\$35,765	no		

# **CLOSING OUT GRANTS**

# Closing Out a Grant...

- Administrative Close-Out
  - Final Financial Report (FFR)
  - MBE/WBE
- Programmatic Close-Out
  - Final Report
  - Fleet list
  - Running the Diesel Emissions Quantifier (DEQ)

# Final Programmatic Report

- Image

# Final Fleet Description

- Image

# **QUANTIFICATION AND ANALYSIS**

# Diesel Emissions Quantifier (DEQ)

- Tool used to help estimate:
  - Emission Reductions
  - Cost Effectiveness
  - Health Benefits
- When to use the DEQ
  - Application phase
  - Quarterly reporting
  - Close out of a grant

# How to Use the DEQ

- Image

**Q & A?**