MICHIGAN DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY

REQUEST FOR PROPOSALS

FISCAL YEAR 2023

MICHIGAN CLEAN DIESEL PROGRAM

December 13, 2022 – March 31, 2023

Michigan.gov/EGLECleanDiesel

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I. CONTENTS

II. GRANT INFORMATION

A. GRANT DESCRIPTION

Competitive funding in the amount of $375,960 is available through the fiscal year (FY) 2023 Michigan Clean Diesel Program, for the implementation of projects that involve replacement of diesel vehicles, engines, equipment, and irrigation equipment with:

- Zero tailpipe emission vehicles, engines, or equipment.
- Hybrid or alternative fuel vehicles, engines, or equipment.

Financial support for this grant comes from a federal allocation under the Diesel Emissions Reduction Act (DERA), through the United States Environmental Protection Agency's (U.S. EPA) Clean Diesel Program and the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

Eligible entities include regional, state, or local agencies, tribal governments (or intertribal consortia) and native villages, or port authorities that have jurisdiction over transportation or air quality, and nonprofit organizations or institutions that:
(a) represent or provide pollution reduction or educational services to diesel fleets;
(b) have, as their principal purpose, the promotion of transportation or air quality; or
(c) are individual owner/operators, or private or public fleet, vehicle, or engine owners.

B. GRANT OBJECTIVES

The FY 2023 Michigan Clean Diesel Program Request for Proposal (RFP) supports a just transition to a low carbon economy with program priorities to implement vehicles, engines, or equipment replacements that reduce diesel engine particulate matter (PM2.5), ozone, and oxides of nitrogen (NOx) emissions, and to support the U.S. EPA and DERA National Program Priorities, and Michigan Clean Diesel Program priorities as outlined below:

1. U.S. EPA and DERA National Program Priorities

The U.S. EPA and DERA National Program priorities are:

- To achieve significant reductions in diesel emissions in terms of tons of pollution produced and reductions in diesel emissions exposure from vehicles, engines, equipment, and irrigation equipment operating in areas designated as having poor air quality.
- To support projects in priority areas that receive a disproportionate quantity of air pollution from diesel fleets including truck stops, ports, rail yards, terminals, construction sites, and school bus depots/yards.
- To support projects that maximize public health benefits, use a community-based multi- stakeholder collaborative process to reduce toxic emissions,

and reduce use of diesel fuel.

2. Michigan Clean Diesel Program Priorities

The Program priorities are:

- To support the U.S. EPA and DERA national program priorities and expand awareness of the benefits of pollution prevention strategies that reduce diesel emissions.
- Support Governor Whitmer's MI Healthy Climate Plan
- To increase the adoption of zero emission and alternate fueled vehicles, engines, and equipment.
- To prioritize the support of cleaner transportation in Michigan.
- To reduce diesel emissions in areas with poor air quality and high population densities located next to sources of diesel emissions.
- To maintain or gain compliance with the National Ambient Air Quality Standards (NAAQS) for a criteria pollutant and improve areas with toxic air pollutant concerns as identified from the National Air Toxics Assessment data.
- To create a greater awareness among residents of the health impacts of PM2.5 and ozone (O3) in areas of Michigan located within proximity to an ongoing exposure to diesel engine emissions.
- Support areas designated by the Michigan Department of Health and Human Services as high asthma burden areas.
- To prioritize Urban counties, defined as counties containing an Urbanized Area (UA) of at least 50,000 people, or an area adjacent to a UA that has a substantial commuting interchange with a city of greater than 50,000 people.
- To support emissions reduction in Environmental Justice Areas (applicants should self-identify when applicable.)
- To support communities which have established emission reduction plans.
- To support economic growth and innovation.
- Additional consideration will be given for projects in areas where vehicles, vessels, and equipment idle and operate in heavily populated urban areas and ports.

See Table 1 below for specific counties that are designated as being in non-attainment or maintenance for ozone, those that are high asthma burden areas, and those that are defined as urban counties.

C. PROGRAM PRIORITY AREAS

The FY 2023 Program grant funding is available statewide, however, EGLE is prioritizing counties and areas identified as priority locations by the U.S. EPA and EGLE because they are one or more of the following as listed in Table 1 below, and as identified in the EPA **Environmental Justice Screening and Mapping Tool**

• Air Quality Non-Attainment (Ozone)
• High Asthma Burden
• Urban Counties (<50K)

Counties	Air Quality Non-Attainment (Ozone)	High Asthma Burden	Urban Counties (<50K)
Allegan	x		
Bay		x	x
Berrien	x		x
Calhoun			x
Clinton			x
Eaton		x	x
Genesee		x	x
Ingham			x
Jackson		x	x
Kalamazoo			x
Kent		x	x
Livingston	x		x
Lapeer			x
Macomb	x	x	x
Midland			x
Monroe	x		x
Muskegon	x		x
Oakland	x	x	x
Ottawa			x
Saginaw		x	x
St. Clair	x	x	x
Washtenaw	x	x	x
Wayne	x	x	x

Table 1 Priority Counties

D. ELIGIBLE GRANT ACTIVITIES

Eligible grant activities include the replacement of diesel vehicles, equipment, and engines, and irrigation equipment, with zero tailpipe emission vehicles, engines, or equipment, or hybrid or alternative fuel vehicles, engines, or equipment. Projects may include, but are not limited to, diesel emission reduction solutions from the following heavy-duty diesel emission source types:

- Buses[1]

[1] For the purposes of the Program, buses include school buses of Type A, B, C and D. To be eligible as a school bus, a vehicle should meet the definition of a school bus as defined by the National Highway Transportation Safety Administration. This definition includes but is not limited to: 1) A bus that is used for purposes that included carrying students to and from school or related events on a regular basis; 2) Be identified with the words “School Bus”; and 3) Be painted National School Bus Glossy Yellow. For the purposes of the Program, buses include and medium and heavy-duty transit buses; see footnote 2.

- Medium heavy-duty or heavy heavy-duty trucks[2]
- Marine Engines
- Locomotives
- Nonroad engines, equipment, or vehicles used in:
- Construction
- Handling of cargo (including at a port, airport, or train yard)
- Agriculture
- Mining
- Industry
- Energy production (including stationary generators and pumps

Funds cannot be used for the purchase of vehicles, engines, or equipment to expand a fleet or agricultural operation. The grantee and partners must agree to operate vehicles, engines, and equipment purchased with grant funds in Michigan for at least five years immediately after the grant closes. Projects must have public notification, but funding for activities involving education and outreach are not eligible under this grant.

Eligible Technology (2019 or newer)	Maximum grant percentage	Match percentage required
Vehicle or Equipment Replacement with CARB Certified Low NOx Engine	35	65
Vehicle or Equipment Replacement with Zero-tailpipe Emission Power Source	45	55
Engine Replacement with CARB Certified Low NOx Engine (i.e., propane)	50	50
Engine Replacement with Zero-tailpipe Emission Power Source	60	40

Table 2 Grant and Match Percentages

Eligible costs for battery electric powered vehicle, equipment and engine replacement projects can include the purchase and installation of one charging unit per vehicle, including the unit and charging cable, mount and/or pedestal. These costs are subject to the mandatory cost share requirements of the grant. Ineligible costs include power distribution to the pedestal, electrical panels and their

[2] For the purposes of the Program, medium heavy-duty and heavy heavy-duty highway vehicles are defined as Class 5 through Class 8: Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 -26,000 lbs GVWR); Class 7 (26,001 -33,000 lbs GVWR); Class 8a (33,001 -60,000 lbs GVWR); Class 8b (60,001 lbs GVWR and over).

installation, upgrades to existing electrical panels or electrical service, transformers and their installation, wiring/conduit and its installation, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g., batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

1. Engine Replacement

Engine Replacement includes, but is not limited to, diesel engine replacement with an engine certified for use with an alternative fuel (e.g., compressed natural gas (CNG), propane), diesel engine replacement with a zero-tailpipe emissions power source (grid battery or fuel cell[3]), and/or diesel engine replacement with an electric generator(s) (genset). Zero tailpipe emissions engine replacements do not require U.S. EPA or California Air Resources Board (CARB) certification.

The eligible cost of engine replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional, including related labor expenses. Charges for equipment and parts on engine replacement projects are only eligible for funding if they are included in the certified engine configuration and/or are required to ensure the effective installation and functioning of the new technology but are not part of typical vehicle or equipment maintenance or repair. Examples of ineligible engine replacement costs include, but are not limited to the following: tires, cabs, axles, paint, brakes, and mufflers. For engine replacement with battery, fuel cell, and grid electric, examples of eligible engine replacement costs include, but are not limited to: electric motors, electric inverters, battery assembly, direct drive transmission/gearbox, regenerative braking system, vehicle control/central processing unit, vehicle instrument cluster, hydrogen storage tank, hydrogen management system, fuel cell stack assembly, and the purchase and installation of electrical infrastructure or equipment to enable the use of power. Examples of ineligible costs include, but are not limited to, electricity, and operation and maintenance costs.[4]

Locomotive, Marine, and Nonroad Diesel Vehicles and Equipment Eligibility:

Marine Engines - Includes replacement of diesel-powered Category 1, 2, and 3 marine engines and vessels.

Locomotives - Includes replacement of diesel-powered line-haul, passenger, and switch engines and locomotives.

Nonroad engines, equipment, or vehicles- includes diesel powered engines, - equipment and vehicles used in construction, handling of cargo (including at ports and airports), agriculture, mining, or energy production (including stationary

[3] Hydrogen fuel cells are only eligible for engine replacements for eligible urban transit buses, shuttle buses, and drayage trucks, as defined in this program guide.
[4] Please see Funding Restrictions for additional information on the eligibility of engine replacements.

generators and pumps

- Funding can cover up to 60 percent of the cost (labor and equipment) of replacing a diesel engine with a zero-tailpipe emissions power source.

Highway Diesel Vehicles:

Class 5-8 medium duty or heavy-duty trucks, transit buses, school buses.

- Funding can cover up to 50 percent of the cost (labor and equipment) of replacing a diesel engine with a 2019 model year or newer engine that is certified to CARB's Optional Low-NOx Standards of 0.1 grams per brake horsepower hour (g/bhp-hr), 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx. Engines certified to CARB's Optional Low NOx Standards may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at Arb.Ca.Gov/Msprog/Onroad/Cert/Cert.php.
- Funding can cover up to 60 percent of the cost (labor and equipment) of replacing a diesel engine with a zero-tailpipe emissions power source. Please see the section below on Funding Restrictions for additional information on the eligibility of engine replacements.

Vehicle and Equipment Replacements:

Nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels can be replaced under this Program with newer, cleaner vehicles and equipment that operate on alternative fuels and use engines certified by the U.S. EPA and if applicable, CARB, to meet a more stringent set of engine emission standards. Replacement includes, but is not limited to, diesel vehicle/equipment replacement with newer, zero tailpipe emission (grid, battery, or fuel cell[5]), hybrid, or alternative fuel (e.g., CNG, propane) vehicles/equipment. Zero tailpipe emissions vehicles and equipment do not require U.S. EPA or CARB certification.

The eligible cost of a vehicle/equipment replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. The cost of additional "optional" components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant; the replacement vehicle should resemble the replaced vehicle in form and function. For grid electric powered equipment replacements, examples of eligible replacement costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment to enable the use of power. Examples of ineligible costs include, but are not limited to, electricity and operation and maintenance costs.

[5] Hydrogen fuel cell vehicles and equipment are only eligible as replacements for eligible transit buses, shuttle buses, drayage trucks, terminal tractors/yard hostlers, stationary generators, and forklifts, as defined in this program guide.

Locomotives, Marine Vessels and Nonroad Diesel Vehicles and Equipment:

Includes diesel powered line-haul, passenger, and switch engines and locomotives. Funding can cover up to 45 percent of the cost of a new, zero tailpipe emissions locomotive, marine vessel, or nonroad vehicle or piece of equipment.

Highway Diesel Vehicles and Buses (other than Drayage):

Funding can cover up to 35 percent of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to meet CARB's Optional Low-NOx Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx. Engines certified to CARB's Optional Low NOx Standards may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at **Arb.Ca.Gov/Msprog/Onroad/Cert.**

Funding can cover up to 45 percent of the cost of a new, zero tailpipe emissions replacement vehicle.

Agricultural Irrigation Pump Diesel Engine Replacement with Electric Equipment:

- The current diesel engine must be in operating condition and have operated at least 250 hours each year over the past two years. Documentation of operating hours is required.
- The applicant must have owned the engine to be replaced for at least two years prior to submission of the application.
- The diesel engine must have a remaining service life of at least three years based on age, condition, and usage.
- The diesel engine must be replaced with an electric motor or, if the engine powers a generator that runs a submersible pump, by directly connecting the submersible pump to the electric grid.
- The replaced diesel engine must be disabled (scrapped).

EGLE can reimburse up to 60 percent of the cost of the electric motor, installation, and/or required electrical infrastructure (including electric line extension) Stationary engine projects, such as energy producing generators and agricultural pumps, will not be considered for funding under this grant if the emissions reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63, Subpart ZZZZ). The DERA program recommends that all applicants applying for projects which include stationary engines use this tool and include the results in their applications. **RICE Rule Navigation Tool Site**.

Drayage Vehicles:

Funding can cover up to 50 percent of the cost of a replacement drayage truck with a new, zero tailpipe emissions replacement vehicle.

Definition of Drayage Truck: A "Drayage Truck" means any Class 8 (GVWR greater than 33,000) highway vehicle 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.

Drayage Operating Guidelines: If an application for the replacement of drayage trucks is selected for funding, the grant recipient will be required to establish guidelines to ensure that any existing truck replaced with grant funds has a history of operating on a frequent basis over the prior year as a drayage truck, and to ensure any new truck purchased with grant funds is operated in a manner consistent with the definition of a drayage truck, as defined above. For an example of sample guidelines, visit **Epa.Gov/CleanDiesel/Clean-Diesel-State-Forms-and-Documents**.

Please see section below on Funding Restrictions for additional information on the eligibility of engine replacements for additional information on the eligibility of vehicle and equipment replacements.

E. FUNDING RESTRICTIONS

3. Federal Matching Funds

No funds awarded under the Program shall be used for matching funds for other federal grants unless expressly authorized by statute. Likewise, recipient may not use federal funds as matching or cost-share funds for the State Clean Diesel Grant Program, including funds received under the U.S. EPA's National Clean Diesel Emissions Reduction Programs and federal Supplemental Environmental Project (SEP) funds.

4. Administrative Costs Expense Cap:

No administrative costs will be eligible.

5. Expenses Incurred Prior to the Project Period:

No funds awarded under the Program shall be used to cover expenses incurred prior to the project period set forth in any assistance agreement funded under the Program. Additionally, expenses incurred prior to the project period set forth in any assistance agreement funded under the Program are not eligible as a cost-share.

6. Emission Testing:

No funds awarded under the Program shall be used for emissions testing and/or air monitoring activities (including the acquisition cost of emissions testing equipment), or research and development.

7. Fueling Infrastructure:

No funds awarded under the Program shall 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.

8. Mandated Measures:

Pursuant to 42 U.S.C. 16132(d)(2), no funds awarded under this Program shall be used to fund the costs of emissions reductions that are mandated under federal law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines, or equipment. This restriction does not apply to a mandate in a State Implementation Plan approved by the Administrator under the Clean Air Act. Voluntary or elective emissions reduction measures shall not be considered "mandated," regardless of whether the reductions are included in the State Implementation Plan.

Specifically, projects involving locomotives and marine engines are not eligible for funding if the emissions reductions are required by the U.S. EPA's locomotive and marine rule, "Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder." Also, projects involving stationary engines will not be considered for funding if the emissions reductions proposed for funding are required by the U.S. EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ). Applications which include locomotives and/or marine engines and/or stationary engines must provide, to the U.S. EPA, a clear and concise justification for why/how the proposed emissions reduction is not subject to the Restriction for Mandated Measures. The justification must clearly demonstrate that:

- The target engines are exempt from any federal requirements; or
- Emissions reductions funded under the Program will be implemented prior to the effective date of any applicable federal requirements; and/or
- Emissions reductions funded under the Program will not be used to satisfy any applicable federal requirements, but instead are in excess (above and beyond) of those required by the applicable mandate.

Sufficient information must be provided to support the justification, including maintenance records, if applicable.

9. Fleet Expansion:

Funding under this Program cannot be used for the purchase of vehicles, engines,

or equipment to expand a fleet. Engine, vehicle, and equipment replacement projects are eligible for funding on the condition that the following criteria are satisfied:

- To be eligible for replacement, the vehicle, engine, or equipment must be fully operational and in current, regular service.
- The replacement vehicle, engine, or equipment will continue to perform similar function and operation as the vehicle, engine, or equipment that is being replaced.
- The replacement vehicle, engine, or equipment will be of similar type and gross vehicle weight rating or horsepower as the vehicle, engine, or equipment being replaced.
- Nonroad: Horsepower increases of more than 25 percent will require specific approval by the U.S. EPA prior to purchase, and the applicant may be required to pay the additional costs associated with the higher horsepower equipment.
- Highway: The replacement vehicle must not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8). The engine's primary intended service class must match the vehicle's weight class (i.e., a LHD diesel engine is used in a vehicle with GVWR 16,001–19,500 pounds, a MHD diesel engine is used in a vehicle with a GVWR of 19,501 –33,000 pounds, and an HHD diesel engine is used in a vehicle with a GVWR greater than33,000 pounds.) Exceptions may be granted for vocational purposes; however, the
- GVWR must stay within 10 percent of the engine's intended service class and any exceptions will require specific U.S. EPA approval prior to purchase.

10. Scrappage

The vehicle, equipment, and/or engine being replaced must be scrapped or rendered permanently disabled.

Cutting a three-inch-by-three-inch hole in the engine block (the part of the engine containing the cylinders) is the preferred scrapping method. Other acceptable scrappage methods may be considered and will require prior U.S. EPA approval.

Disabling the chassis may be completed by cutting through the frame/frame rails on each side at a point located between the front and rear axles. Other acceptable scrappage methods may be considered and will require prior written approval from the U.S. EPA Project Officer.

Evidence of appropriate disposal is required in a final assistance agreement report submitted to EGLE and includes digital photos of the engine tag (showing serial number, engine family number, and engine model year), the destroyed engine block, and cut frame rails or other cut structural components, as applicable. Evidence also includes a signed certificate of destruction (to be provided by the U.S. EPA Project Officer), or alternative documentation as approved by the U.S. EPA Project Officer.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g., plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, Program income requirements apply.

11. Highway Model Year:

No restriction on Highway Model year on replacement with zero emission vehicle or engines, or Low-NOx. Please see the Low-NOx Engine Factsheet found at **Epa.Gov/dera/State** for guidance on identifying engines certified to meet CARB's Optional Low NOx Standards. If no applications are received from this Request for Proposal for zero emission vehicle or engine or Low-NOx vehicle or engine replacement, then Highway Model Year restrictions will apply.

12. Ownership, Usage, and Remaining Life requirements:

New ownership, usage, and remaining life requirements apply as noted below. To meet usage requirements, mileage/hours from multiple units can be summed if those units will be scrapped and replaced with a single unit.

- The existing vehicle must be fully operational.
- The participating fleet owner must have owned and operated the vehicle during the 2 years prior to upgrade.
- The existing vehicle must have at least 3 years of remaining life at the time of upgrade. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding.
- Highway Usage: 7,000 miles/year during 2 years prior to upgrade.
- School Buses may use mileage from calendar year (Jan-Dec) 2019.
- All Other Nonroad Engines: 500 hours/year during 2 years prior to upgrade.
- Locomotive and Marine Usage: 1,000 hours/year during 2 years prior to upgrade.

Documentation Requirements:

Participating fleet owners must attest to the ownership, usage, and remaining life requirements in a signed eligibility statement. The documentation is not required at the time of application but is required if the project is selected for funding. This documentation is to verify the eligible use of grant funds. A sample eligibility statement may be found at **Epa.Gov/dera/State**.

Current Engine Model Year	Vehicle or Engine Replacement: Zero Emission, or Low- NOx
No restriction	Yes

Table 3 Medium and Heavy-Duty Trucks, Transit Buses, and School Buses Funding Eligibility

Current Engine Tier	Vehicle, Equipment, Replacement with zero emission [7]
Unregulated-Tier 4	Yes
Current Engine Tier	Engine Replacement[8].
Unregulated-Tier4	Yes

Table 4 Nonroad Engine Project Eligibility

- Additional restrictions: Agricultural Pumps: No funds awarded under this Program shall be used to retrofit, replace, or upgrade agricultural pumps that operate less than 250 hours per year during 2 years prior to upgrade.
- All Other Nonroad Engines: No funds awarded under this Program shall be used to retrofit, replace, or upgrade all other nonroad engines that operates less than 500 hours per year.
- Tier 3 engines now allowed for nonroad engine replacements with EPA approved best achievable technology analysis.
- Tier 4 nonroad engines/equipment can now be replaced with zero emission engines/equipment.

Locomotive and Marine Operating Hours:

Existing locomotive and marine engines must operate at least 1,000 hours/year during the two years prior to upgrade. No funds awarded under this Program shall be used to retrofit, replace, upgrade, or install idle reduction technologies locomotive or marine engines that operate less than 1,000 hours per year.

	Engine Replacement: EMY 2019+*			
	Compression Ignition			
Current Engine Tier	**Tier 1-2**	**Tier 3-4**	**Spark Ignition**	**Zero Emission**
Unregulated – Tier 2	**No**	**No**	**No**	**Yes**
Tier 3 - 4	**No**	**No**	**No**	**Yes**

Table 5 Marine Engines Funding Restrictions

	Locomotive Replacement or Engine Replacement:
Current Locomotive Tier	**Zero Emission[6]**
Unregulated -Tier 3	**Yes**
Tier 4	**No**

Table 6 Locomotive Engines Funding Eligibility

6 Fuel cell engine and locomotive replacements are not eligible

7 Eligible fuel cell projects are limited to hydrogen fuel cell equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.

8. Fuel cell engine replacement is not eligible.

13. Match Requirements

Funds under this award cannot be used for matching funds for other state or federal grants, lobbying, or intervention in state or federal regulatory or adjudicatory proceeding and cannot be used to sue the state or federal government or any other government entity. Likewise, a recipient may not use state or federal funds as matching funds for the FY 2023 Program, federal Supplemental Environmental Project Funds, or Supplemental Environmental Projects required under a consent order.

F. EVALUATION AND SELECTION CRITERIA

Project proposals for the FY 2023 Program RFP will be evaluated based on alignment with U.S. EPA, DERA National Program, and Michigan Clean Diesel Program Priorities listed earlier in B.1, B.2., and C., as well as the following selection criteria:

- Diesel engine emissions reduction outputs, and outcomes, and cost effectiveness as calculated by the U.S. EPA Diesel Emissions Quantifier.
- Total cost of ownership for new vehicles and equipment.
- Relevant project partnerships as documented by letters of commitment written on the supporting organization's letterhead.
- Ability to carry out the project as demonstrated by the applicant's staff expertise, experience, and qualifications, as demonstrated in grant administration and meeting of deadlines.
- Past performance on EGLE or other grants.
- A well developed and clear project narrative, work plan, timeline, and budget; a detailed, thorough, and complete targeted fleet description; and an overall diesel emissions reduction solution and approach.
- Projects that can be completed on time, according to the project schedule.
- Projects that will prevent pollution for the life of the affected engine.
- Larger projects that focus grant money on pollution prevention or emission reduction.
- The amount of match money the applicant and its partners are willing to commit to the project.
- Financial stability of the grantee and partners.

G. ASSISTANCE

You may contact Irene Queen at 517-420-3230 with questions about this RFP or check the Program Website at **Michigan.gov/EGLECleanDiesel** for details. All necessary grant forms may be downloaded from the website, including the FY 2023 Program proposal template.

H. ONLINE RESOURCES

Below are websites that provide useful information and resources to aid in the development of your grant proposal:

- U.S. EPA Diesel Emission Quantifier: **Epa.Gov/CleanDiesel/Diesel-Emissions-Quantifier-Deq**
- U.S. EPA Clean Diesel: **Epa.Gov/CleanDiesel**.
- California Environmental Protection Agency Air Resources Board: **Arb.Ca.Gov/Diesel/Diesel**.
- Michigan Clean Diesel Program: **Michigan.gov/EGLECleanDiesel**.

I. FUNDING SOURCES AND AVAILABILITY

A total of $375,960 is available for the FY 2023 Program. All grant proposals should be between $25,000 (the minimum) and $375,960 (the maximum).

The above limitations do not include an applicant's matching funds.

All state clean diesel projects are funded as pass-through reimbursement grants. This means that grantees must initially assume all costs and then request reimbursement from EGLE for project activities. All projects will be implemented through grant agreements with the grantees.

Administration of the grant agreement is the responsibility of the grantee and cannot be contracted out.

J. CONTACT

This grant is being issued by EGLE, Materials Management Division, Sustainability Section, Sustainable Development Unit. For further information on this grant, call Irene Queen at 517-420-3230, or email the Sustainable Development Unit at **EGLE-P2Grant@Michigan.gov**.

K. ELIGIBILITY

Eligible applicants in all 83 counties in Michigan may apply. All applicants must be based and doing business in the state of Michigan. All the following are eligible applicants:

- Cities, townships, and villages.
- County government agencies.
- Port authorities.
- Transit agencies.
- Public school districts.
- Private schools, including those that are designated as tax exempt under 501(c)(3) of the Internal Revenue Code.

- Other non-profit organizations or institutions that have the promotion of transportation or air quality as their focus and are designated as tax exempt under 501(c)(3) of the Internal Revenue Code.
- Metropolitan Planning Organizations.
- Private business and industry, including agribusiness.

A single applicant may submit only one application. Each application may contain one or more partners. All applicant and partner entities must have continuous and ongoing business operations that include a physical location in Michigan.

L. PROJECT CLARIFICATION/REVISIONS

During the grant review process, applicants may be contacted for clarification and for the purpose of negotiating changes in project activities, timetable, and grant amounts. EGLE reserves the right to award grants for amounts other than those requested and/or request changes to, or clarification of, the proposed work plan.

M. NON-DUPLICATIVE PROGRAMS

Funds from the FY 2023 Program cannot be used to replace existing federal, state, or local financial commitments.

N. ACCEPTANCE OF PROPOSAL CONTENT

Successful applicants will be required to enter into a grant agreement with EGLE within 60 days of accepting the grant award. A grant agreement consists of standard boilerplate language, the applicant's work plan, timetable, fleet sheet, and budget.

Successful applicants may be required to review the grant award agreement with EGLE staff prior to final agreement acceptance. The draft agreement boilerplate is attached to this RFP as Appendix B.

Failure of a successful applicant to accept the obligations outlined in the final agreement boilerplate may result in withdrawal or cancellation of the grant. EGLE reserves the right to offer partial funding for any grant proposal.

O. CONFIDENTIALITY

All information and materials regarding this grant are subject to the Freedom of Information Act.

P. JUDGING APPLICATIONS

A panel composed of state government staff will review the applications when the total amount of grant funds requested from all applicants exceeds the total amount of grant funds available. Should the total amount of grant funds requested from all applicants equal less than the total amount of grant funds available all applications

will be reviewed by the Program Administrator only to determine if they are complete and meet the minimum requirements specified in the RFP. Final decisions will be made by EGLE.

Costs include the grant amount as well as any match provided by the recipient.

Q. GRANT AGREEMENT REQUIREMENTS

Successful applicants will be required to meet and abide by all applicable requirements specified in this RFP including those specified in the grant agreement boilerplate. The draft agreement boilerplate is attached to this RFP as Appendix B.

R. SUBMISSION REQUIREMENT

Proposals must be received by EGLE no later than 5:00 p.m. on March 31, 2023. Proposals will be accepted electronically in a single pdf to Queeni1@michigan.gov.

III. INSTRUCTIONS FOR GRANT PROPOSAL

A. CONTENTS

Appendix A contains the checklist, cover sheet, grant proposal template, fleet description sheet, and budget form that you must use to complete your proposal. Your proposal will consist of the following sections:

- Grant Proposal Cover Sheet
- Grant Proposal Template, Including:
- Project Summary.
- Work Plan.
- Project Staff and Partner Roles and Responsibilities.
- Timeline and a Description of Tasks and Deliverables.
- Anticipated Outputs.
- Anticipated Outcomes.
- Budget Form.
- Fleet Description Spreadsheet.
- Letters of Commitment.
- Previous Grant Experience.
- Description of Administrative Abilities, Staff Expertise, and Previous Project History.

Directions for each portion are included in this RFP. Follow all directions. Use the checklist in Appendix A to make sure you have a complete proposal. Submit your proposal on .85” x 11” paper, with one-inch margins, using 12-point font. Number all pages. The use of two-sided printing and recycled paper is recommended. Proposals shall not exceed ten pages (excluding letters of commitment). Proposals that exceed ten pages may be rejected for funding.

B. GRANT PROPOSAL COVER SHEET

The Grant Proposal Cover Sheet is to be filled out by the applicant. The form is the first page of the entire proposal package. Other portions of the proposal will be developed by the applicant and attached to the Grant Proposal Cover Sheet.

- Project Name is the name of the project.
- Amount of Grant is the amount of grant funds requested.
- Amount of Match is the amount of local funding committed to the project by the grantee and their partners.
- Percent Match is the percent of local match committed relative to the total project cost.
- Project Total is the total amount of grant funds requested plus additional local match funds.
- Estimated Project Start Date is the approximate date the project will start that corresponds with the date funding will be available. Once the grant is awarded, it generally takes up to 60 days for agreements to be signed, upon which projects may start.

- End Date is the end date for completion of the project. All projects must be completed by August 31, 2023.
- Project Manager Name/Title is the name of the person who will be managing the grant project and their title.
- Organization Name is the organization applying for funding.
- Organization Street Address is the mailing address for the applicant including the street name and number, city, state, and zip code.
- Telephone Number is the phone number for the organization applying for funding.
- Fax Number is the organization's fax number.
- Organization E-mail is the organization's e-mail address.
- Project Manager E-mail is the Project Manager's e-mail address.
- Federal ID Number is the Federal Tax ID Number or Employer Identification Number.
- Unique Entity ID (UEI) Number is the Data Universal Numbering System unique numeric identifier assigned to your business.
- Applicant Type is the type of organization applying for funds, either public or private.
- Fleet or Equipment Type is the type of vehicle or equipment being replaced.
- Project Impact Area is the geographic area that the project will impact, which may include more than one city, township, village, or county.
- Signature/Date is where the person with grant acceptance authority must sign and date the FY 2023 Request for Proposal Cover Sheet.
- Name is the name of the person who will be accepting responsibility for the terms and conditions of the agreement. This may be the project manager, or it may be someone else in the organization.
- Title is the title of the person with grant acceptance authority.

C. PROJECT SUMMARY

Use the grant proposal template. In no more than one page, describe the project goals and objectives, how your project will prevent or reduce diesel emissions, and how your project will create long term change that will continue after the project is completed.

D. WORK PLAN

Describe how the project meets the goals, objectives, and guidelines of the RFP. Include a detailed project description of what is to be done during the project period, how it will be done, and the anticipated outcome of the project. The description should incorporate the following information:

- The way in which the project will achieve a significant prevention or reduction ofdiesel emissions.
- A description of the area(s) that will benefit from reduced diesel emissions.

- The reason the project's area is being targeted for this project (i.e., air quality status, high diesel engine traffic, large population near roadways, children's exposure to diesel emissions, etc.).
- An overview of the type of fleet identified for the project, including the total number of verified vehicles or equipment to be replaced in this project.
- The roles and responsibilities of the applicant organization and any other project partners. This must include a list of tasks and subtasks with associated deliverables and who is responsible for completing each task.
- Information on whom or what organization(s) will retain ownership of any vehicles, and/or equipment purchased with funding from this project.

E. PROJECT STAFF AND PARTNER ROLES AND RESPONSIBILITIES

Describe in narrative form the organizational staff and staff from associated partners that will be involved with the project: their role and responsibility with the project, their expertise/qualifications and knowledge, and the resources that will be used to assist in the successful completion of the project.

Use the "Staff and Partner Roles and Responsibilities" table in the template to list project staff, their title, affiliated organization, and their role/responsibility with the project.

F. TIMELINE WITH DESCRIPTION OF TASKS AND NAME OF PERSON RESPONSIBLE FOR TASK AND THE DELIVERABLE

Using the table in the template, provide a month and a description of specific tasks and deliverables, such as bidding and procurement, to be achieved during the grant period. Begin the timeline with the month funding will likely be available. The end month should be based on what is needed to complete the project. Note that projects must conclude by August 31, 2023.

G. ANTICIPATED OUTPUTS/OUTCOMES

Identify the expected project's environmental outputs and outcomes. Specify how progress will be made toward achieving environmental outputs as well as how progress will be tracked, measured, and reported, and how environmental outcomes will be calculated or determined.

Outcomes should be measured by examining short, medium, and long-term results. Report outputs and outcomes using the tables in the template.

1. Outputs

The term "output" means an environmental activity, effort, and/or associated products related to an environmental goal and objective that will be produced or provided over a period of time or by a specific date. Outputs may be quantitative or

qualitative but must be measurable during the grant funding period. Anticipated outputs from the projects to be funded under this solicitation include, but are not limited to the following:

Number of replaced vehicles/equipment including:

- Dissemination of project/technology information via list serves, Websites, journals, and outreach events.
- Amount of funds expended on the project.
- Evaluation of the completion status of the project.
- Amount of funds dispersed to sub-recipients.
- Quarterly progress reports and a final report.

Describe the project outputs in narrative form and complete the “Outputs Table” in the template.

2. Outcomes

The term “outcome” means the result, effect, or consequence that will occur from carrying out an environmental program or activity that is related to an environmental or programmatic goal or objective. Outcomes may be environmental, behavioral, health- related, or programmatic in nature, but must be quantitative. Proposals must include a description of how the applicant will track and measure their progress toward achieving the expected environmental outcomes of the project throughout the grant period and must include a description of project outcomes resulting from the project outputs. Expected outcomes from projects funded under this solicitation may include, but are not limited to, the following examples.

Examples of short-term and medium-term outcomes:

- Net reduction in annual pounds or tons of PM2.5, NOx, greenhouse gases (GHG) such as carbon dioxide (CO2) and black carbon, and/or volatile organic compounds (VOCs).
- Net reduction in gallons of diesel fuel used.
- An increased understanding of the environmental effectiveness of the implemented technology.
- Cost effectiveness of project (in $/ton or $/pound).

Examples of long-term outcomes:

- Improved ambient air quality.
- Health benefits achieved.
- Documented improved ambient air quality, including anecdotal testimony from populations of concern.
- The applicant, or their partner’s investment in transportation, environmental protection, and other activities that will provide long-term environmental and

health benefits.

Describe the short, medium, and long-term outcomes of the project in narrative form in the template.

To quantify emission reductions, use the U.S. EPA's Diesel Emissions Quantifier found at **Cfpub.Epa.Gov/Quantifier** to estimate some of the anticipated environmental outputs of your application. Additional assistance may be received by calling the Clean Diesel Helpline at 877-NCDC-FACTS (877-623-2322) or by emailing *CleanDiesel@Epa.Gov*.

If you are unable to use the Diesel Emissions Quantifier, you may use alternative methods for calculating emission reductions found on the U.S. EPA Motor Vehicle Emissions Simulator Website, **Epa.Gov/Otaq/Models/Moves**. If an alternative method is used, you must thoroughly describe and document your methods.

H. PERFORMANCE MEASURES

The applicant should also develop performance measures for tracking, measuring, and reporting its progress toward achieving the proposed outputs and outcomes, and describe them in their proposal.

The description of performance measures should include the following:

- Oversight of project partners, subgrantees, and/or contractors and vendors.
- Tracking and reporting project progress on expenditures, purchases, and other fiscal activities.
- Tracking and reporting actual accomplishments versus proposed outputs/outcomes and proposed timelines.
- Tracking and reporting project progress on installations/replacements by maintaining an accurate Project Fleet Description.
- Measuring and reporting on outcomes by maintaining an accurate Project Fleet Description and using the U.S. EPA's Diesel Emission Quantifier.

I. COST EFFECTIVENESS CALCULATION

Project cost effectiveness is an important factor for this grant. Each application must include a cost effectiveness calculation for the Annual Amount of Emissions Reduced and the Lifetime Amount of Emissions Reduced for each of the following pollutants: NOx, PM2.5, hydrocarbons (HC), carbon monoxide (CO), and CO2, where applicable.

Use the **U.S. EPA's Diesel Emissions Quantifier** to make this calculation. The quantifier provides estimates of both the "Annual Amount of Emissions Reduced" and the "Lifetime Amount of Emissions Reduced". If you do not use the quantifier to calculate your cost effectiveness, describe your methodology for estimating or

determining outcomes in detail. For example, equipment and vehicle vendors may have engine-specific data that was provided to the U.S. EPA to certify the engine's emission levels.

Each emission reduction estimate and measurements for a verified technology should be based on demonstrated emissions reductions and emission factors listed on the U.S. EPA or CARB's verified technology list.

Once the Annual and Lifetime Amount of Emissions Reduced are calculated, the cost effectiveness of a diesel emissions reduction project is determined by dividing the total amount of funding for the project (which includes equipment/vehicle costs, installation costs, fees, etc., that are funded by the grant) by the Lifetime Amount of Emissions Reduced for each pollutant. Cost effectiveness values reflect the lifetime of the project, which is based on the remaining life of your fleets.

Report the Annual and Lifetime Emissions reductions as well as cost effectiveness of the project using the "Outcomes – Cost Effectiveness Calculations" table in the template.

J. BUDGET

The Program requires all applications to include cost information on one of the two grant application budget forms. Forms are available electronically on the Michigan Clean Diesel Program Website at **Michigan.gov/EGLECleanDiesel**. The yellow shaded areas of the budget sheet are cells that are available for data entry.

Additional requirements:

- Only actual costs can be claimed as match or for grant funding.
- Cost allocation is not allowed.
- The Program can only reimburse contractors up to the U.S EPA federal consultant cap rate. This applies to both grant and matching funds.

Refer to the RFP and draft agreement boilerplate for eligible activities, projects, and cost share.

Applicants selected for funding will be required to register with the SIGMA Vendor Self Service web site at **Sigma.Michigan.gov**.

Budget Form Details

The following budget details will help complete the form.

- The Project Total from the budget page must be the same as the Project Total on the cover sheet of your application.
- Under each Budget Category (Column B), enter the activities or entities that will be charging against the grant or counted as local match (see Local Match

Amount, below). Include enough detail that it is easy to understand who or what is being paid for with grant or match funds.
- The form will calculate the total and attribute all the funds to the match column. Enter the amount you propose to be grant funded in Column E. The form automatically adjusts the match amount.
- Provide the same level of detail for all other budget categories, whether it is to be charged against the grant or counted as match. Each line requires a description, a quantity, and a rate or unit cost.

Local Match Amount

Local match is a financial commitment made by the grant recipient and other local agencies to help implement the project. Local match is required on all applications. Labor, in-kind services, cash, and materials can count as match. Match rates for contractors must conform to the

U.S. EPA's Consultant Cap. The Partner match must also be confirmed with a letter of commitment.

Additional requirements:

- No federal or state funds can be used as match.
- The rate of match included in the application will become part of your contractual obligation if your project is selected for funding.
- Match activities will be held to the same standards as grant-funded activities.
- Match cannot be earned until the starting date in a contract is signed by both parties.
- Note that auditing requirements require grantees to document match earned by providing letters from matching agencies, verifying the work completed, and the value of that work.

K. STAFFING COSTS

No staff costs will be funded.

L. FRINGE BENEFITS

No fringe benefits will be included.

M. CONTRACTUAL SERVICES

Contractual services may be included for engine replacement projects.

N. PROJECT SUPPLIES, MATERIALS, AND EQUIPMENT

Eligible costs include parts and materials, and installation. These costs are subject

to the mandatory cost share requirements

O. TRAVEL COSTS

Travel costs will not be included.

P. INDIRECT COSTS

Indirect costs will not be included.

Q. TOTALS

Total Grant and Match budget. Note: *the totals at the bottom of the budget form should be the same as those on page 1 of your proposal*.

R. SOURCES OF MATCH

Local match is a financial commitment made by the grant recipient and other local organizations to help implement the project. Local match is required of all applications. Labor, in-kind services, cash, and materials can count as match, and the following applies:

- Whatever match you include in your application will become part of your contractual obligation if your project is selected for funding. Be sure your match commitment is realistic.
- Match activities will be held to the same standards as grant-funded activities.
- Match cannot be earned until the agreement is signed by both parties (grantee and EGLE).
- Letters of commitment are required in the proposal to document match commitments from partner organizations.

At the bottom of the second page of the budget, indicate the source(s) of local match and the corresponding dollar value committed by the applicant or other local sources.

While it is not required that an applicant provide match beyond the mandatory cost-share as described above, applicants may provide a voluntary cost-share or overmatch to improve the environmental outputs and outcomes of the project.

S. PROOF OF SUCCESSFUL AUDIT

Applicants must provide a copy of a full successful audit that was completed by a certified public accountant (CPA) within two years prior to application.

T. FLEET DATA SPREADSHEET

Select the proper tab for your project type at the bottom of the spreadsheet. Enter as much information as possible into the spreadsheet for the old vehicle/equipment, and the new vehicle/equipment. Include this with your application.

U. LETTERS OF COMMITMENT

Include Letters of Commitment from project partners on their letterhead. Letters of Commitment should document the match committed by the partner. If no partners are noted, a Letter of Commitment for Match by the applicant must be included.

V. PREVIOUS GRANT EXPERIENCE

Use the “Previous Grant Experience” table in the template to provide any federal or state grants previously administered (up to three).

W. DESCRIPTION OF ADMINISTRATIVE ABILITIES, STAFF EXPERTISE, AND PREVIOUS PROJECT HISTORY

Describe previous administrative abilities, staff experience, and previous project history that would help in the administration of your proposed project.

IV. APPENDICES

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A. APPENDIX A

Checklist, Cover Sheet, Grant Proposal Template, Fleet Description Spreadsheet, and Budget Forms

Department of Environment, Great Lakes, and Energy

FY 2023 Michigan Clean Diesel Program Request for Proposals

Checklist for Proposal Submission

☐ Grant Proposal Cover Sheet and Proposal Template signed by grant acceptance authority.

☐ Eligibility Statement

☐ Budget Form

☐ Applicants must provide a copy of a full successful audit that was completed by a certified public accountant (CPA) within two years prior to application. (EGLE will consider waiver requests from programmatic requirements on a case-by-case basis)

☐ Completed Fleet Description Spreadsheet. Letters of Commitment.

☐ Send a copy of the entire proposal and appendices by email: **Queeni1@michigan.gov**

Proposals are due by 5:00 p.m. on March 31, 2023, by email to **queeni1@michigan.gov**. Proposals will not be accepted by fax.

Department of Environment, Great Lakes, and

Energy Michigan Clean Diesel Program FY 2023

Request for Proposal Cover Sheet

Project Name: _____ Amount of Grant: $000,000.00
Amount of Match: $0,000.00 = 00.00 percent Project Total: $0,000.00 (grant plus match)
Estimated Project Start Date:_____ End Date: August 31, 2023

Project Manager Name/Title:
Organization Name:
Organization Street Address:
Address:
Telephone Number:
Fax Number:
Organization E-mail Address:
Project Manager E-mail Address:
Federal ID Number (Required):
Unique Entity ID Number (Required):
Applicant Type (public or private agency):
Fleet or Equipment Type:
Project Impact Area (city, township, county, or region impacted by project):
Environmental Justice Index - EJSCREEN: Environmental Justice Screening and Mapping Tool | US EPA **(attach table)**

The individual signing below certifies that they are authorized to sign this application on behalf of their agency and has the authority to accept a grant.

Signature	**Date**
Name/Title	

Department of Environmental Quality

FY 2023 Michigan Clean Diesel Program Request for Proposal

Grant Proposal Template

Project Name:	
Applicant/Organization's Name:	
City:	
County:	

Project Summary:

In no more than one page, describe the project goals and objectives, how your project will prevent or reduce diesel emissions, and how your project will create long term change that will continue after the project is completed.

Work Plan:

Describe how the project meets the goals and priorities of the RFP. Include a brief description of what will be done during the project period and the anticipated outcome of the project. The description should incorporate the following information:

- The way in which the project will achieve a significant prevention or reduction of diesel emissions.
- A description of the area(s) that will benefit from reduced diesel emissions.
- The reason the project's area is being targeted for this project (i.e., air quality status, high diesel engine traffic, large population near roadways, children's exposure to diesel emissions, etc.).
- An overview of the type of fleet identified for the project, including the total number of verified vehicles or equipment to be replaced in this project.
- Information on whom or what organization(s) will retain ownership of the vehicles and/or equipment purchased with funding from this project.

Project Staff and Partner Roles and Responsibilities

Describe in narrative form the organizational staff and staff from associated partners that will be involved with the project: their role and responsibility with the project, their expertise/qualifications and knowledge, and the resources that will be used to assist in the successful completion of the project.

Use the table below to list project staff, their title, affiliated organization, and their role/responsibility with the project. Add more rows if necessary.

Grant Proposal Template Staff Table

Name of Project Staff	Title of Staff	Organization	Role/Responsibility

Timeline with Description of Tasks and Name of Person Responsible for Task and Deliverable

Using the table below, enter the project tasks for each month, the person(s) responsible to complete each task, and the deliverable associated with each task. Add more rows if necessary.

Timeline Table

Anticipated Timeline for Project Task Completion by Month		Person Responsible	Deliverable

Anticipated Outputs

The term “output” means an environmental activity, effort, and/or associated products related to an environmental goal and objective that will be produced or provided over a period of time or by a specific date. Outputs may be quantitative or qualitative but must be measurable during the grant funding period. Describe the anticipated outputs from

the project to be funded under this solicitation which may include, but are not limited to the following:

- Number and type of new vehicles/equipment purchased.
- Dissemination of project/technology information via press release, Websites, and outreach events.
- Amount of grant and match funds expended on the project.
- Quarterly progress reports and a final report.

Using the Outputs Table below, enter the information requested. Add more rows if necessary.

Outputs Table

Fleet/Equipment Type	Owner	Industry	Technology	Total Number of Vehicles/Eq.	Total Number of Engines Affected

Outcomes – Short, Medium, and Long-Term

The term "outcome" means the result, effect, or consequence that will occur from carrying out an environmental program or activity that is related to an environmental or programmatic goal or objective. Outcomes may be environmental, behavioral, health-related, or programmatic in nature, but must be quantitative. Briefly describe how you will track and measure your progress toward achieving the expected environmental outcomes of the project throughout the grant period and include a description of project outcomes resulting from the project outputs.

Examples of short- term and medium-term outcomes from projects funded under this solicitation may include, but are not limited to the following:

- Net reduction in annual pounds or tons of particulate matter (PM2.5), oxides of nitrogen (NOx), greenhouse gases (GHG) such as carbon dioxide (CO2) and black carbon, and/or volatile organic compounds (VOCs).
- Net reduction in gallons of diesel fuel used.
- An increased understanding of the environmental effectiveness of the implemented technology.
- Cost effectiveness of project (in $/ton or $/pound).

Long-term Outcomes: Briefly describe long term outcomes from this project. These may include but are not limited to:

- Improved ambient air quality.
- Health benefits achieved.

- Documented improved ambient air quality, including anecdotal testimony from populations of concern.
- The applicant, or their partner's investment in transportation, environmental protection, and other activities that will provide long-term environmental and health benefits.

Using the U.S. EPA's Diesel Emissions Quantifier, complete the Outcomes Table below.

Outcomes Table

Type of Pollutant	Annual Emission Reductions (tons/year)	Lifetime Emissions Reductions (tons/year)	Total Grant Cost Effectiveness
NOx			
PM			
HC			
CO			
CO2			
Amount of grant funding used for project activities: $			
Estimated amount of fuel saved: gallons per year.			

Source of Cost Effectiveness Calculations:

Performance Measures

The applicant should develop performance measures for tracking, measuring, and reporting its progress toward achieving the proposed outputs and outcomes, and describe them in their proposal.

The description of performance measures should include the following:

- Oversight of project partners, subgrantees, and/or contractors and vendors.
- Tracking and reporting project progress on expenditures, purchases, and other fiscal activities.
- Tracking and reporting actual accomplishments versus proposed outputs/outcomes and proposed timelines.
- Tracking and reporting project progress on installations/replacements by maintaining an accurate Project Fleet Description.

Measuring and reporting on outcomes by maintaining an accurate Fleet Description Sheet and using the U.S. EPA's Diesel Emission Quantifier.

Budget Form

An editable version of the budget sheet can be accessed on the Michigan Clean Diesel Program Website at **Michigan.gov/EGLECleanDiesel**. Your budget must be completed and submitted on the correct form to fulfill the budget requirement of your proposal.

Copy of Full Audit by Certified Public Accountant

Applicants must provide a copy of a full successful audit that was completed by a certified public accountant (CPA) within two years prior to application.

Fleet Data Spreadsheet (include with application)

An editable version of the Fleet Data Spreadsheet can be accessed on the Michigan Clean Diesel Program Website at Michigan.gov/EGLECleanDiesel.

Letters of Commitment on Agency

Letterhead (include with application) Include letters of commitment from all project partners on the agency's letterhead.

Previous Grant Experience

Using the table below, enter the information requested regarding past grant experience. Enter up to three examples.

Grant Experience Table

Name of Previous Grant Project	Start and End Date of Grant	Name of Grantor/Agency	Grant Amount

Description of Administrative Abilities, Staff Expertise and Previous Project History

Describe previous administrative abilities, staff experience, and previous project history that would help in the administration of your proposed project.

Michigan Clean Diesel Program
Fleet Data Sheet on Highway, Nonroad, Locomotive

Michigan Clean Diesel Program – Fleet Data Sheet Marine

B. APPENDIX B