Welcome to the 2020 DERA webinar

- You are muted on entry. Please stay on mute and turn off your video
- This meeting and all questions will be recorded and placed on our website
- We encourage your questions and input. To ask a question, either:
  - Type it into the chat box
  - Raise Your Hand and we will unmute you
  - If you are on the phone, unmute yourself by pressing *6

Thank you! We will begin shortly.
MN Off-Road Clean Diesel Emissions Reduction Act (DERA) RFP
VW Settlement: Phase 2
Grant Application Webinar
July 15, 2020

Eric David
State Program Administrator
651-757-2218
eric.david@state.mn.us
Overview

1) Welcome
2) Today’s Q & A Process
3) Program and Funding
4) Website
5) RFP
6) Application tips
7) Review
8) Final Q & A
2) Questions & Answers Process
Questions: grants.pca@state.mn.us

Today’s questions and answers will be recorded

• To ask a question, either:
  • Type it into the chat box
  • Raise Your Hand and we will unmute you
  • If you are on the phone, unmute yourself by pressing *6

• All questions need to be recorded
  • Written
  • Telephone
  • Computer

• All answers will be recorded
  • Included in presentation recording on web

• All Q and A will be included on website
3) Program and Funding Overview
Diesel Emission Reduction Act

What is it? Taking old diesel engines/equipment out of service and replacing them with cleaner alternatives
Diesel Emission Reduction Act

Why?

It is good for human health and the environment--- and it **saves you money** with **better equipment performance**!
Diesel Emission Reduction Act

DERA Appropriation

30% State Program
(Formula Grants)

70% National Program
(Competitive Grants and Rebates)

National RFA

Tribal RFA

Rebate Programs
Opportunity to reduce vehicle pollution

Volkswagen cheated on federal emissions standards.

They were caught.

Now they have to pay to help us clean up the mess.
Upgrading to new technology

Volkswagen settlement: $47 million for Minnesota over 10 years

We can do two things with the funds:

1. Replace old heavy-duty diesel vehicles
2. Install electric vehicle charging stations
Three funding phases

Phase 1
$11.75 million
2018
2019

Phase 2
$23.5 million
2020
2021
2022
2023

Phase 3
$11.75 million
2024
2025
2026
2027

We are here
Appx $1.1 million
4) Exploring Our Website
Google “MPCA VW”

www.pca.state.mn.us/vw

Volkswagen settlement

MPCA is using Volkswagen settlement funds to clean up air pollution in Minnesota today and invest in a cleaner transportation system for our future.

Apply for a grant
Funding opportunities from the VW settlement

Minnesota’s plan
Outline for investing Minnesota’s share

Where funds are going
Projects being funded by the VW settlement
Apply for a grant

In Phase 2 (2020-2023), MPCA will distribute $23.5 million across six grant programs. We will continue to invest in the five categories seen in Phase 1 (2018-2019), with an additional grant program to fund electric school buses. You can read the full plan for Phase 2 here: Minnesota’s plan.

Information about Phase 2 grant opportunities and requests for proposals will be posted on this page as they become available.

Now open

Minnesota clean diesel off-road DERA grant

Apply now. $1.1 million available to fund off-road clean diesel projects in Minnesota.

Questions: grants.pca@state.mn.us
Minnesota clean diesel off-road DERA grant

Diesel equipment owners from the private, public, and nonprofit sectors are encouraged to apply for this Diesel Emission Reduction Act (DERA) grant opportunity. DERA grant funds reduce emissions from older, diesel-powered off-road equipment by helping owners to replace or improve eligible diesel equipment—improving air quality and public health at the same time.

See the request for proposals (RFP) for full details on eligibility, who may apply, grant match amounts, and other information that will help applicants submit a proposal.

- Application deadline: September 18, 2020
- Total funding: Approximately $1.1 million

MPCA will host an informational webinar on this RFP on Wednesday, July 15 (1:00 pm). We will post a link to the virtual meeting here when it is available.

Application materials

Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant FFY2020

- Request for proposals (p-f3-80d-fy21)
- Application part 1 (p-f3-80a-fy21)
- Application part 2 - Fleet information (except Marine) (p-f3-80b1-fy21)
- Application part 2 - Fleet information (Marine) (p-f3-80b2-fy21)

Questions: grants.pca@state.mn.us
5) Request for Proposal (RFP)

NOW........

COMES THE FUN PART!!!!!!!!!!
Minnesota clean diesel off-road DERA grant

Diesel equipment owners from the private, public, and nonprofit sectors are encouraged to apply for this Diesel Emission Reduction Act (DERA) grant opportunity. DERA grant funds reduce emissions from older, diesel-powered off-road equipment by helping owners to replace or improve eligible diesel equipment—improving air quality and public health at the same time.

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- Application part 1 (p-f3-80a-fy21)
- Application part 2 - Fleet information (except Marine) (p-f3-80b1-fy21)
- Application part 2 - Fleet information (Marine) (p-f3-80b2-fy21)

Questions: grants.pca@state.mn.us
What is different this year?

- $10k contractor cap
- Photo encouraged
- 5 points for Goods Movement Facilities
- Tier 3 engine replacement
  - Requires Best Available Technology Analysis
What is different this year?

• Scoring changes
  Ṣ Highest priority is still cost-effectiveness and emissions reductions
  Ṣ Increased focus on areas of concern for environmental justice and greenhouse gas emissions

• Applicant must intend to run new vehicle/equipment in Minnesota for at least five years.
Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant

Request for Proposals (RFP) Federal Fiscal Year (FY) 2020

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A Sample Grant Agreement, Grant Application form, and Fleet Information Sheet can all be found at: MPCA Clean Diesel webpage.
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3. Eligible and ineligible applicants

Eligible applicants

For profit, nonprofit, and public entities - including state, local, and tribal governments that own or operate diesel fleets and equipment in Minnesota are eligible applicants.

While multi-organizational collaboration is allowed, no single entity may submit individually and also be a part of multiple applications. Only one organization may apply as a contractor on behalf of collaborators.

Grant contractors are eligible under this program. Eligible contractors may request up to 10% for administrative costs above the grant amount requested per piece of equipment with a maximum of up to $10,000. This amount will be included in the total cost to determine cost effectiveness. Administrative costs will be included on a per vehicle/equipment awarded basis.

To qualify as a contractor:

- All projects must be on the same application (one application per contractor).
- Contractor must represent at least three different entities.
- Contractor is responsible for all grant contract oversight responsibilities as stated in grant agreement, federal Diesel Emissions Reduction Act documents, and Code of Federal Regulations.

Ineligible applicants

- Federal government agencies, individuals, State of Minnesota and federal government employees.
- Entities that are currently suspended or debarred by the State of Minnesota and/or the federal government are ineligible applicants.

Questions: grants.pca@state.mn.us
Eligible and Ineligible Applicants

For profit, nonprofit, and public entities - including state, local, and tribal governments that own or operate diesel fleets and equipment in Minnesota are eligible applicants.
Eligible and Ineligible Applicants

• Federal government agencies, individuals, State of Minnesota and federal government employees.

• Entities that are currently suspended or debarred by the State of Minnesota and/or the federal government are ineligible applicants.
Eligible and Ineligible Applicants

Contractors

• Up to 10% for administrative costs above the grant amount requested per equipment- max $10k
• Included in the total cost to determine cost effectiveness
• Administrative costs will be included on a per vehicle/equipment awarded basis.
Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant
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4. **Application instructions**

Responses to application questions must be typed, following the format specified in the grant application form.

If an applicant requests multiple projects, all projects must be included in one application. One email containing one application per submittal will be accepted.

A complete application will consist of the following documents:

- Application Form Part 1 (must be submitted in Word format)
- Application Form Part 2 (must be submitted in Excel format)

Photo of current vehicle/equipment is optional, but encouraged.
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Application Submission Instructions

• September 18, 2020 at 4:30 pm
• grants.pca@state.mn.us with subject “FY2020 DERA Grant Application”
Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant
Request for Proposals (RFP) Federal Fiscal Year (FY) 2020

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6. **Application review process**

Applications received by the grant deadline will be reviewed by MPCA staff using a two-step process. **Late applications will not be considered for review.**

**Step 1: Eligibility review**

The MPCA will determine if eligibility requirements are met. Any application found to be ineligible will be eliminated from further evaluation. Minimum requirements:

- Applicant is eligible.
- Project is eligible.
- All required forms submitted by the deadline.

**Step 2: Application scoring**

Only applications meeting the eligibility criteria under Step 1 will be considered for scoring in Step 2. Reviewers will evaluate applications per project using the weighted criteria listed in Appendix 1.
Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant

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7. **Grant questions and answers**

The MPCA is obligated to be transparent in all aspects surrounding grant work. To meet this obligation, all questions must be submitted in the same manner, and answers are only provided via the [MPCA Clean Diesel webpage](#). It is the applicant’s responsibility to check the MPCA website for the most recent updates.

Applicants who have any questions regarding this RFP must email questions to grants.pca@state.mn.us, subject line: “**FFY 20 DERA Grant Question**”, no later than **4:30 pm on Monday, September 14, 2020**. Answers to questions will be posted frequently on the [MPCA Clean Diesel webpage](#).

MPCA personnel are not authorized to discuss this RFP with applicants outside of the question and answer forum. Contact regarding this RFP with any MPCA personnel may result in disqualification.
Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant
Request for Proposals (RFP) Federal Fiscal Year (FY) 2020

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8. Eligible and ineligible projects

Eligible projects (only diesel engines are eligible under this RFP)

- Vehicles/equipment being replaced or improved must be diesel.
- Projects may include, but are not limited to, diesel emission reduction solutions from the following heavy-duty diesel emission source types: marine engines, locomotives, trailer refrigeration units, terminal tractors/drayage trucks, and off-road engines, equipment or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining, or energy production (including stationary generators and pumps).
Eligible Projects

- The current vehicle, engine, or equipment must be fully operational and in current, regular service.
- The proposed replacement vehicle, engine, or equipment will continue to perform the same or similar function and operation as the vehicle, engine, or equipment that is being replaced.
- The replacement vehicle, engine, or equipment will be of same or similar type and gross vehicle weight rating or horsepower as the vehicle, engine, or equipment being replaced.
- If awarded a grant, the vehicle, equipment, and/or engine being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced.
Eligible Projects

- Five points will be awarded to projects that are located at (or service) goods movement facilities such as:
  - Ports and airports (e.g. places alongside navigable water with facilities for the loading and unloading of passengers and/or cargo from ships, ferries, and other vessels; places from which aircraft operate that have paved runways and terminals which include cargo, baggage and/or passenger-movement operations; places where foreign goods are inspected by customs officers and allowed to pass into and out of a country).
  - Rail yards (e.g. places at which trains originate or terminate, or at which they are distributed or combined).
  - Terminals (e.g. freight and passenger stations at the end of carrier lines, or that serve as junctions at any point with other lines, that have facilities for the handling of freight and/or passengers).
  - Distribution centers (e.g. facilities that perform consolidation, warehousing, packaging, decomposition and other functions linked with handling freight, often in proximity to major transport routes or terminals, and which generate large amounts of truck traffic).
Eligible Projects

<table>
<thead>
<tr>
<th>Sector</th>
<th>Minimum hours/year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Pumps</td>
<td>250</td>
</tr>
<tr>
<td>Off-Road Engines</td>
<td>500*</td>
</tr>
<tr>
<td>Locomotive Engines</td>
<td>1,000</td>
</tr>
<tr>
<td>Marine Engines</td>
<td>1,000</td>
</tr>
</tbody>
</table>

*To be eligible for funding, off-road engines must operate at least 500 hours during each twelve-month period for the twenty-four months prior to upgrade.
Ineligible Projects

- Fueling Infrastructure (besides electric charging)
- Fleet Expansion
- Emissions Testing
- Formerly Verified Tech
- Gas Equipment
- Mandated Changes
Disabling

Equipment disabling

Replaced engines/vehicles/equipment must be scrapped or rendered permanently disabled within 90 days of the replacement.

Permanently disabling the chassis and disabling or remanufacturing the engine while retaining possession of the vehicle/equipment is an acceptable scrapping method. 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. Disabling the engine may be completed by drilling a minimum 3” diameter hole in the engine block (the part of the engine containing the cylinders) and manifold. Other acceptable scrappage methods may be considered, but require prior written approval from the MPCA.

A signed certificate of destruction form along with photos of the disabled engine/vehicle/equipment must be included with your paid invoices.

Vehicle/equipment components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, etc.). If scrapped or remanufactured engines/vehicles/equipment or salvaged vehicle/equipment chassis or components are to be sold, grantees must provide a receipt and the income must be reported to the MPCA. This income does not affect the grant award amount.
## Cost Share Requirements

<table>
<thead>
<tr>
<th>DERA eligible activities</th>
<th>Grant funding limits</th>
<th>Minimum mandatory cost-share (fleet owner contribution)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust control retrofit</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Engine upgrade/remanufacture</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Locomotive idle reduction</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Marine shore power</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Engine replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– diesel or alternative fuel</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Engine replacement – zero emission</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>Vehicle/equipment replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– diesel or alternative fuel</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Vehicle/equipment replacement – zero emission</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>Vehicle replacement - drayage</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>
Eligible technology

1) Retrofit Technologies- 100%
   - https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel

2) Idle Reduction
   - Locomotive- 40%
   - Marine shore power- 25%
3) Engine Replacement

- 40% Locomotive, marine, and off-road diesel vehicles and equipment
- 60% replacing a diesel engine with a zero tailpipe emissions

<table>
<thead>
<tr>
<th>Current engine tier</th>
<th>Compression ignition</th>
<th>Spark ignition</th>
<th>Zero emission&lt;sup&gt;4&lt;/sup&gt;</th>
<th>Verified engine upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 0-2</td>
<td>No</td>
<td>Yes&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 3</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 4</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

<sup>1</sup>Tier 3 and Tier 4 interim (4i) allowed for vehicle/equipment replacement only when Tier 4 final is not yet available from OEM for 2020 model year equipment under the Transition Program for Equipment Manufacturers (TPEM).

<sup>2</sup>Tier 3 and Tier 4i engines may be used for engine replacement only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis as defined in the Section below.

<sup>3</sup>Eligible fuel cell projects are limited to hydrogen fuel cell equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.

<sup>4</sup>Fuel cell engine replacement is not eligible.
Best Achievable Technology Analysis

1) Application requirements: Applicants must commit to using Tier 4 engines if Tier 4 engines with the appropriate physical and performance characteristics are available. Applicants anticipating the use of Tier 3 or Tier 4i engines should discuss their rationale for proposing Tier 3 or Tier 4i engine replacements in Section 1 of their project narrative.

2) Best achievable technology analysis requirements: If selected for funding, applicants will be required to submit a best achievable technology analysis to MPCA for approval before grant is finalized
   a) The analysis must be prepared by the engine manufacturer or installer.
   b) Using good engineering judgment, the engine manufacturer or installer must determine that no engine certified to Tier 4 is produced by any manufacturer with the appropriate physical or performance characteristics to repower the equipment.
   c) If the engine manufacturer or installer determines that no engine certified to Tier 4 is available with the appropriate performance characteristics, explain why certified Tier 4 engines produced by them and other manufacturers cannot be used as a replacement because they are not similar to the engine being replaced in terms of power or speed.
   d) If there are available engines with the appropriate performance characteristics but the engine manufacturer or installer determines that no engine certified to Tier 4 is available with the appropriate physical characteristics, explain why certified engines produced by them and other manufacturers cannot be used as a replacement because their weight or dimensions are substantially different than those of the engine being replaced, or because they will not fit within the equipment’s engine compartment.
   e) In evaluating appropriate physical or performance characteristics, the engine manufacture or installer may account for compatibility with equipment components that would not otherwise be replaced when installing a new engine, including but not limited to transmissions or reduction gears, drive shafts, cooling systems, operator controls, or electrical systems. If the engine manufacturer or installer makes their determination on this basis, they must identify the equipment components that are incompatible with engines certified to Tier 4 and explain how they are incompatible and why it would be unreasonable to replace them.

f) Identify the proposed Tier 3 or Tier 4i engines to be used and discuss the physical and performance characteristics of the engines that will ensure compatibility with the existing equipment. Quantify proposed emission reductions, PM cost effectiveness and NOx cost effectiveness for the proposed options.

g) DERA project eligibility or approval does not supersede any regulatory requirements for equipment owners, operators, manufactures, installers and others, including but not limited to 40 CFR 61068.240, 61072.613, and 61073.601.
4) Vehicle and Equipment Replacements

• 25% diesel, alternative fuel
• 45% new, zero tailpipe emissions
• 50% Drayage Vehicles
b) **Drayage vehicles:** Funding can cover up to 50% of the cost of a replacement drayage truck powered by a 2013 model year or newer certified engine.

i. **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.

ii. **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, see https://www.epa.gov/cleandiesel/clean-diesel-state-forms-and-documents
Off-road engine funding restrictions

<table>
<thead>
<tr>
<th>Current engine horsepower</th>
<th>Current engine model year (EMY) and tier</th>
<th>Vehicle/equipment replacement: EMY 2019+</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Compression Ignition</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tier 0-2</td>
</tr>
<tr>
<td>0-50</td>
<td>2006 and Newer; Unregulated – Tier 2</td>
<td>No</td>
</tr>
<tr>
<td>51-300</td>
<td>1996 and Newer; Tier 0 – Tier 2</td>
<td>No</td>
</tr>
<tr>
<td>51-300</td>
<td>1996 and Newer; Tier 3</td>
<td>No</td>
</tr>
<tr>
<td>301+</td>
<td>1986 and Newer; Tier 0 – Tier 2</td>
<td>No</td>
</tr>
<tr>
<td>301+</td>
<td>1986 and Newer; Tier 3</td>
<td>No</td>
</tr>
</tbody>
</table>

*Tier 3 and Tier 4 interim (4i) allowed for vehicle/equipment replacement only when Tier 4 final is not yet available from OEM for 2019 model year equipment under the Transition Program for Equipment Manufacturers (TPEM).

**Previous engine model year engines may be used for engine replacement if the engine is certified to the same emission standards applicable to EMY 2019.
Locomotive and marine operating hours

No funds awarded under this program shall be used to retrofit, replace, upgrade or install idle reduction technologies on locomotive or marine engines that operate less than 1,000 hours per year. Engine hours may be combined to reach the 1000-hour threshold where two engines will be scrapped and replaced with a single engine.
# Marine Engine Funding Restrictions

<table>
<thead>
<tr>
<th>Current engine tier</th>
<th>Vessel or engine replacement:</th>
<th></th>
<th></th>
<th>Certified remanufacture system</th>
<th>Verified engine upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Compression ignition</td>
<td>Spark ignition</td>
<td>Zero emission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unregulated – Tier 2</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 3 - 4</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

*Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to EMY 2019.*
Marine shore connection

No funds awarded under this program shall be used for marine shore connection system projects that are expected to be utilized less than 1,000 MW-hr/year.
### Locomotive Engine Funding Restrictions

#### Locomotive engines funding restrictions

<table>
<thead>
<tr>
<th>Current locomotive tier</th>
<th>Tier 0+ - 3</th>
<th>Tier 4</th>
<th>Zero emission</th>
<th>Verified retrofit</th>
<th>Idle-reduction technology</th>
<th>Certified remanufacture system</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unregulated - Tier 2</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes**</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 2+ switcher</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes**</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 2+ line haul</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes**</td>
<td>Yes</td>
</tr>
<tr>
<td>Tier 3 – Tier 4</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

*Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to EMY 2019.

**Automatic Engine Start-Stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated.

Note: Tier 0+, Tier 1+, and Tier 2+. Tier 3, and Tier 4 represent locomotives manufactured or under the more stringent Tier standards promulgated under the 2008 (current) locomotive and marine rule. Tier 0, Tier 1, and Tier 2 represent locomotives originally manufactured or remanufactured under the less stringent Tier standards promulgated in 1997.
## Cost Share Requirements

<table>
<thead>
<tr>
<th>DERA Eligible Activities</th>
<th>Grant Funding Limits</th>
<th>Minimum Mandatory Cost-Share (Fleet Owner Contribution)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust Control Retrofit</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Engine Upgrade / Remanufacture</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Locomotive Idle Reduction</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Marine Shore Power</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Engine Replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Diesel or Alternative Fuel</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Engine Replacement – Zero Emission</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>Vehicle/Equipment Replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Diesel or Alternative Fuel</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Vehicle/Equipment Replacement – Zero Emission</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>Vehicle Replacement - Drayage</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>
Appendix 1: Application evaluation scoresheet

A 100-point scale will be used to evaluate eligible applications and develop final recommendations.

<table>
<thead>
<tr>
<th></th>
<th>Maximum points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. PM2.5 reduction cost effectiveness: Points will be calculated by dividing PM2.5 emissions reduction in Minnesota by grant project application amount. Points will be available in the following manner:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Top 25%: 40 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 30 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 20 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 10 points</td>
</tr>
<tr>
<td></td>
<td>No PM2.5 Reduction: 0 points</td>
</tr>
<tr>
<td>2. Total emissions reduction based on lifetime tons reduced: Points will be available in the following manner:</td>
<td></td>
</tr>
<tr>
<td>N0x reductions</td>
<td>Top 25%: 5 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 4 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 3 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 2 points</td>
</tr>
<tr>
<td></td>
<td>No NOx reduction: 0 points</td>
</tr>
<tr>
<td>CO2 reductions</td>
<td>Top 25%: 15 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 11 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 7 points</td>
</tr>
<tr>
<td></td>
<td>Next 25%: 3 points</td>
</tr>
<tr>
<td></td>
<td>No CO2 reduction: 0 points</td>
</tr>
<tr>
<td>3. Operation in areas of concern for environmental justice: Points will be assigned based on the primary (weighted at 75%) and secondary (weighted at 25%) ZIP codes of equipment operation.</td>
<td>20</td>
</tr>
<tr>
<td>4. Operation in areas of higher vulnerability to negative health outcomes related to air pollution: Points will be assigned based on the primary (weighted at 75%) and secondary (weighted at 25%) ZIP codes and counties of equipment operation.</td>
<td>5</td>
</tr>
<tr>
<td>5. Operation in areas of higher pollution: Points will be assigned based on the primary (weighted at 75%) and secondary (weighted at 25%) ZIP codes and counties of equipment operation.</td>
<td>5</td>
</tr>
<tr>
<td>6. Goods Movement Facilities (see page five of this RFP for more information)</td>
<td>5</td>
</tr>
<tr>
<td>7. Organization type: Small businesses that are certified as veteran-owned, economically disadvantaged, or targeted group businesses in Minnesota based on the business’s ownership by a woman, a minority, a person with a substantial physical disability, or by its location in an economically disadvantaged area will be awarded an additional 5 points. Please reference additional information here: <a href="https://mn.gov/admin/business/vendor-info/oeap/shcp/">https://mn.gov/admin/business/vendor-info/oeap/shcp/</a></td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
</tr>
</tbody>
</table>
Application materials

Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant FFY2020

- Request for proposals (p-f3-80d-fy21)
  This document describes the off-road Diesel Emissions Reduction Act (DERA) Grant Program, including information on who may apply for funding, the funding priorities for the Federal FY 2020 grant round, match requirements, activities eligible for funding, and other information that will help applicants plan their project and submit a competitive application. Applications are due no later than 4:30 p.m. Central Time on September 18, 2020.

- Application part 1 (p-f3-80a-fy21)

- Application part 2 - Fleet information (except Marine) (p-f3-80b1-fy21)

- Application part 2 - Fleet information (Marine) (p-f3-80b2-fy21)

Additional references

- Sample grant agreement (p-f3-80e-fy21)

- Evaluation methods (p-f3-80g-fy21)
Federal FY20 DERA
off-road application - Part 1
Minnesota Clean Diesel Program
Diesel Emissions Reduction Act (DERA)
Doc Type: Grant Application

- Before submitting the application form, review the Federal FY 2020 DERA off-road Request for Proposal (RFP).
- This form must be submitted electronically, in MS Word format, as per instructions listed in Section 4 of the RFP.
- If you wish to request grant funding for multiple vehicles/equipment, list all projects in one application.

Applicant information

Organization name: ____________________________
Contact name: ____________________________
Contact title: ____________________________
Mailing address (PO Boxes will not be accepted): ____________________________
City: ____________________________ State: ____________________________ Zip code: ____________________________
Counties: ____________ Phone: ____________________________ Email: ____________________________

Are you a contractor working on behalf of equipment owners?  Yes  No
- If yes, are you requesting any administrative costs?  Yes  No
  - If yes, how much of Grant Request will be used for administrative costs? ____________________________
  - Amount must not exceed 10% of grant amount requested. Eligible grant contractors may request up to 10% for administrative costs above the grant amount requested per piece of equipment with a maximum of up to $10,000 per piece of awarded equipment.

Please list names of equipment owners you represent with this grant application (contractor must represent at least 3 different entities):

Project Information (All questions must be answered)

Project description (project category (see section 6 of the RFP), type(s) of vehicle(s)/equipment, and uses):

Number of vehicles/equipment included in this grant application: ____________________________

Project budget projection

Grant funds requested: ____________________________ + Applicant match: ____________________________ = Total project cost: ____________________________

Is this project located at (or service) a goods movement facility? (See Section 3, page 4, of the RFP)  Yes  No

If yes, describe which of these facilities applies to each vehicle:

Organization background

Are you a small business certified as veteran-owned, economically disadvantaged, or a targeted group business in Minnesota based on ownership by a woman, a minority, a person with a substantial physical disability, or by location in an economically disadvantaged area? Please reference additional information here: [https://www.mn.dnr.gov/abouts/115667](https://www.mn.dnr.gov/abouts/115667) Yes  No

Have you or your organization received a Minnesota Pollution Control Agency (MPCA) grant before? Yes  No

Applicants past performance as a grantee will be considered when evaluating a grant application. If you have a record of poor performance with the state, you may provide an explanation below:
Application materials

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- Application part 2 - Fleet information (Marine) (p-f3-80b2-fy21)

Additional references

- Sample grant agreement (p-f3-80e-fy21)
- Evaluation methods (p-f3-80g-fy21)
<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet sector</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Class or Equipment</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Equipment type if not listed in Fleet / Class / Equipment (i.e. dozer / forklift / locomotive / etc)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Make</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Vehicle Model</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Vehicle Year</td>
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<tr>
<td>VIN</td>
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<tr>
<td>Engine Make</td>
<td></td>
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</tr>
<tr>
<td>Engine Model</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Engine Year</td>
<td></td>
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<tr>
<td>Engine Tier (dropdown)</td>
<td></td>
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<td>Engine replacement / rebuilds only - Engine Serial #</td>
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<td>Horsepower (HP)</td>
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<td>Fuel type (dropdown)</td>
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<tr>
<td>Annual fuel usage (gallons / year)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual usage rate (hours / year) - Minimum for off-road, 1,000 hours / year minimum for locomotive</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remaining years useful life</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idle reduction projects only - Estimated idle hours per year</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Locomotive idle reduction projects only - Estimated gallons / hour used while idling</td>
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<td></td>
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<tr>
<td>Project category (See RFP)</td>
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<td></td>
<td></td>
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<tr>
<td>% Grant funded (See RFP)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Brief project description</td>
<td>(Ex. Purchase and install new Tier-4 CNG engine for crane)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine model year</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horsepower (hp)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine tier level</td>
<td></td>
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</tr>
<tr>
<td>Fuel type</td>
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</table>
Application materials

Minnesota Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant FFY2020

- Request for proposals (p-f3-80d-fy21)
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- Application part 1 (p-f3-80a-fy21)

- Application part 2 - Fleet information (except Marine) (p-f3-80b1-fy21)

- Application part 2 - Fleet information (Marine) (p-f3-80b2-fy21)

Additional references

- Sample grant agreement (p-f3-80e-fy21)

- Evaluation methods (p-f3-80g-fy21)
<table>
<thead>
<tr>
<th>Marine non-road equipment</th>
<th>Vessel 1</th>
<th>Vessel 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Engine 1</td>
<td>Engine 2</td>
</tr>
<tr>
<td>Name of vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use of vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own/Lease</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total # of propulsion engines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total # of auxiliary engines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine model year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine make</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horsepower (hp)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine number of cylinders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine cylinder displacement (in liters)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine tier level</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual fuel usage (gallons/year)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual usage rate (hours/year)- minimum 1,000 hours/year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remaining years useful life</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idle reduction projects only:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated hours running idle per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine replacement/rebuilds only:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated life of replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine serial #</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project category (See RFP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brief project description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Ex. Purchase and install 2 new Tier-3 propulsion engines,)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine model year</td>
<td></td>
<td></td>
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<tr>
<td>Horsepower (hp)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine tier level</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine number of cylinders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine cylinder displacement (in liters)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual fuel usage (gallons/year)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual usage rate (hours/year)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual diesel gallons reduced</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grant amount requested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applicant match</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Equipment cost</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6) Application Tips
• Make sure to fill out your application (Parts 1 and 2) **accurately** and **completely**
• Ensure your cost-share matches your technology
• Make sure your current equipment is eligible—hours/year/HP/etc
Minneapolis Off-Road Clean Diesel Emissions Reduction Act (DERA) Grant
Request for Proposals (RFP) Federal Fiscal Year (FY) 2020

The RFP assists applicants in applying for and managing state grants. This document describes the off-road Diesel Emissions Reduction Act (DERA) Grant Program, including information on who may apply for funding, the funding priorities for the Federal FY 2020 grant round, match requirements, activities eligible for funding, and other information that will help applicants plan their project and submit a competitive application. Applications are due no later than 4:30 p.m. Central Time on September 18, 2020.

The applicant should check the MPCA Clean Diesel webpage for the most recent updates on this competitive grant, including the frequently asked questions (FAQ) sheet and addendums.

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A Sample Grant Agreement, Grant Application form, and Fleet Information Sheet can all be found at: MPCA Clean Diesel webpage.
7) Review
Overview

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2) Today’s Q & A Process
3) Program and Funding
4) Website
5) RFP
6) Application tips
7) Review
8) Final Q & A
Questions or Crickets?

• To ask a question, either:
  • Type it into the chat box
  • Raise Your Hand and we will unmute you
  • If you are on the phone, unmute yourself by pressing *6
grants.pca@state.mn.us

MN VW Website:
www.pca.state.mn.us/vw

National VW settlement clearinghouse:
http://vwclearinghouse.org/
MN Off-Road Clean Diesel Emissions Reduction Act (DERA) RFP
VW Settlement: Phase 2
Grant Application Webinar
July 15, 2020

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