



Applying for 2011 EPA Clean Diesel Grants through NSTA *A Checklist for Members*

NSTA encourages members to take advantage of funding offered by EPA's regional collaboratives, either by applying through a customer school district or local nonprofit agency or by applying through NSTA. Members who want to apply through NSTA need to keep the following points in mind.

- ✓ NSTA will consolidate member requests in each EPA region or collaborative into one or more applications. The applications can be for retrofit, replacement, or idle reduction, though our experience has been that idle reduction and replacement are easier to effect than retrofits.
- ✓ In choosing a preferred emissions reduction solution, members need to keep in mind the following:
 - New buses will be funded only if they are early replacements, not part of your regular turnover cycle. That is, if you regularly retire buses from a specific contract at 12 years, the buses replaced with EPA funds must be no older than 10 years. The 10-year-old buses could be moved to another contract or used as spares, however, and you could destroy older buses that they replace. Purchases to expand your fleet are not allowed. New buses purchased with EPA funds must be accompanied by evidence that an older bus was scrapped or returned to the manufacturer for remanufacturing to a cleaner standard.
 - Anti-idling technology, such as engine heaters, can be used on any model bus, including new buses and those that have been retrofitted. EPA will pay 100% of the cost of idle reduction if it is combined with an exhaust control; if not, they will pay 50%.
 - If you are considering retrofits, be sure that the buses in question are new enough to have at least three more years of useful life but not so new that they are already equipped with factory-installed DOCs. This is generally the 2000-2004 model years.
- ✓ NSTA will handle the purchases for all awards. Under EPA rules, we must competitively bid the equipment. New bus purchases can be made without bidding if you can make an argument that you need a particular brand because of fleet consistency.
- ✓ EPA no longer requires a matching contribution, but applications that include matching funds are more attractive. For replacement buses, the owner will be liable for 75% of the cost as a matching contribution.
- ✓ While NSTA will write the application for each collaborative, we will need your help in gathering the following information for each application:
 - A description of the air quality in the area served by your fleet;
 - The quantity of air pollution produced by the diesel fleets in the area served by your fleet;
 - The number of students in the districts served by your fleet;
 - The proportion of students in the district who are eligible for free or reduced lunches;

- The proportion of students in the district who suffer from asthma or other lung diseases;
 - The number of students you transport on the subject fleet;
 - A spreadsheet (to be provided) of the vehicles to be equipped or replaced;
 - The amount and type of any matching contribution you will provide;
 - For bus purchases, an estimate of the total cost of the buses, including transport and taxes;
 - An indication of the useful life and control of the funded equipment;
 - A copy of your anti-idling policy; and
 - A description of other steps you have taken to reduce diesel emissions.
- ✓ Letters of support from your customers and/or air quality organizations are very helpful submissions with the applications.
- ✓ Members who receive funding will need to provide quarterly reports to NSTA on the progress of their projects.

Based on our experience in prior applications as well as the priorities listed in the RFA, the applications that are most likely to be successful will:

- Request idle reduction technology combined with exhaust controls or new vehicles
- Include fleets in several different towns, counties, and if possible, states in the region
- Be located in areas of high population density and pollution
- Involve community or state agencies in collaborative outreach (e.g. promoting idle reduction training techniques)
- Include a cost share (this is automatic with new buses and stand-alone idle reduction, but not with other technology)

EPA Regional Grant Amounts

Grant applications will be limited to the following minimums and maximums:

Region 1: \$250,000 - \$500,000

Region 2: \$350,000 - \$1 mil

Region 3: \$750,000 - \$3 mil

Region 4: \$750,000 - \$2 mil

Region 5: \$400,000 - \$1 mil

Region 6 & 7: \$200,000 - \$1 mil

Region 8: \$500,000 - \$1 mil

Region 9: \$500,000 - \$3 mil

Region 10: \$250,000 - \$1 mil