



## American Recovery and Reinvestment Act

### Kansas Clean Diesel Grant Program

#### Question and Answer Page

This document is updated every other day.

Q1. I wanted to clarify what kinds of vehicle replacement technologies are eligible. Can diesel vehicles be replaced with alternative fuel and electric vehicles under this program? Or does it only fund diesel to cleaner diesel vehicle replacements?

A1. Yes. Replacement projects can include the replacement of diesel vehicles/equipment with newer, cleaner diesel or hybrid or alternative fuel vehicles/equipment. Please see the **Certified Vehicle and Equipment Replacements** section for more information at: [http://www.kdheks.gov/bar/airmonitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/airmonitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

Q2. I have a question regarding the timeline for the ARRA KCDGP. On page 3 of the application packet and instructions, there is a statement stating "equipment should be installed within 90 days of signing the final agreement with KDHE" and the anticipated start date of August 2009. Further into the document on page 7 under the Grant Administration section, it states all projects must be completed by June 30, 2010 after complying with the competitive bid process required by 40 CFR Parts 30 or 31.

A2. Within 90 days of signing a final agreement with KDHE we would like to see installation completed but realize problems can emerge such as availability of equipment or other issues. If such is the case, request for an extension must be submitted in writing along with estimated date of installation/or purchase. KDHE will respond in writing as well.

The **absolute** deadline for completion of projects is **June 30, 2010**.

Q3. It is stated that an electronic copy is required, but the required forms are in .PDF and won't allow changes to be saved. The only way we can get a completed copy is print a hard copy.

Also, I was reading the sample Letter of Commitment and was a little confused regarding whether or not we have to partner with any third party to apply for the funding.

A3. We will provide Word and Excel versions of the forms that you may send electronically. Please check the Application Document table at: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html> for the Word and Excel versions.

No third party. In the two brackets in the second paragraph of the letter put Kansas Department of Health & Environment as the partner.

Q4. I am writing to ask about the limitations outlined in the opening background section of the packet that states the 90-10% breakdown in the "fleet" funding of the funds. Does that mean that you are not taking application for infrastructure Diesel Idling technology (EPS) projects such as the Airedock?

A4. Yes we will accept application for EPS projects: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

Q5. A salesman from Emission Technologies <http://emissionstech.com/FAQs.htm> was by here the other day to introduce an add on system for diesel emissions. It is a Catalyst Combustion System. Is this an approved "Retrofit" for the grant program?

A5. The list of approved EPA and California Air Resources Board verified **non-road** retrofit technologies is located at: <http://www.epa.gov/otaq/retrofit/nonroad-list.htm>. Technologies must be on the list to be eligible under the terms of the grant.

The on road lists are located at: <http://www.epa.gov/otaq/retrofit/verif-list.htm>

Q6. As we understand, bottom line, we can use this grant to replace our 1993 activity bus and receive funding of 50% of the replacement cost? We understand that the 1993 bus will have to be taken out of service. Any new bus we order will probably be a 2010 and will meet the newer emissions standards. Are we correct in our thoughts and are we eligible so it would in our best interests to complete the application and submit? Thank you for your help-we are on a tight time frame and want to make sure our efforts are worth it.

A6. Yes that is correct this would be an eligible project, with a 50% cost share for replacement of the 1993 active bus (to be decommissioned). Please see the following page for details pertaining to school bus replacements: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

Q7. Would this grant cover the difference between diesel and bio-diesel.

What type of bio product would this cover, B-20, B-30, or would it have to be B-100?

Would this be 100% cost difference?

How long would this be in place, 6 months, a year, 5 years? We have had problems in the past with bio-diesel in the winter months and have decided against running anything stronger than B-5 in the winter months, how would this affect the grant monies?

A7. In order, the answers to your questions are:

- Yes this grant would pay the cost difference between diesel fuel and the cleaner fuel.

- It does not have to be B-100, some blends are also considered EPA verified please visit the following: <http://www.epa.gov/otaq/retrofit/verif-list.htm>.

- Yes, the difference in the cost of the cleaner fuel is 100% fundable by this grant.

- The project timeline is August 2009 to September 2010. All the awarded funds must be spent by September 2010.

- We use EPA's quantifier to project emission reduction from implementing the project applications. For example, a project using B-100 all the time is going to score higher than a project that is using a blend part of the time. The higher the score the greater chance of having your project funded.

Q8. Question 1) Of the \$1.73M awarded to State of Kansas, what are the grant award dollars amounts available for new replacement trucks (class 8)? Are they awarded in increments?

Question 2) How is new truck replacement award funding prioritized versus other projects within the \$1.73M available?

Question 3) If a company submitted under the 4/28/09 federal ARRA deadline and was NOT granted an award, can that same company submit under your grant process?

Question 4) Who will monitor the award if granted? I.e. MARC, CenSara, other?

Question 5) Since the State of Kansas has already been awarded \$1.73M, will the monies be designated to counties or other public entities, or private sector projects?

Question 6) Do we submit directly to you OR does it go through a non-profit?

A8. In order, the answers to your questions are:

- For fleet owners with fewer than 5 pieces of equipment the ceiling award is \$50,000. For fleet owners with 5 or greater pieces of equipment the ceiling award is \$500,000. Up to a 25% of the cost of the new vehicle/piece of equipment may be paid by the grant for both sizes of fleets. The fleet owner is responsible for the other 75%.

- Each project is evaluated according to our scoring criteria in the Application Packet Instructions at: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html>. Highest scoring projects are awarded the grants.

- If your ARRA competition project was not chosen you are free to apply for ARRA clean diesel funding from directly from KDHE.

- This on will be managed by KDKE staff.

- The criteria for selecting awardees will place preference on projects that have the most cost-effective air quality benefits to the state. Fleets operating in areas with air quality problems will be ranked higher than those that spend their times in rural areas or over the road. Public fleets do not have priority over private fleet projects in this grant program

- Unlike the ARRA Regional competition this competition is within Kansas. You apply directly to KDHE at:  
Kathleen Waters, Project Manager  
ARRA Kansas Clean Diesel Grant Program  
Kansas Department of Health and Environment  
1000 SW Jackson, Suite 310  
Topeka, KS 66612  
Fax: (785) 296-1545  
E-mail: [kwaters@kdheks.gov](mailto:kwaters@kdheks.gov)

Q9. Since you have already been awarded the \$1.73M, does the end user still have to competitively bid the new replacement trucks, as it was described in the ARRA proposal dead-lined 4/28/09?

A9. From **Grant Administration and Reimbursement of Expenses section** of the Application packet and Instruction at [http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA\\_Kansas\\_Diesel\\_Grant\\_Program.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA_Kansas_Diesel_Grant_Program.pdf):  
"All contracts and the purchase of equipment must be conducted in a manner providing free and open competition, to the maximum extent practicable. As such, applicants should refrain from mentioning specific technology producers in their applications unless they are sole source providers. Applicants are not required to identify contractors or consultants in the application. Additionally, if applicants have named a specific contractor or consultant in the application KDHE approves, it does not relieve them of your obligations to comply with competitive procurement requirements as well as any regulations covered by federal, state, local, or internal procurement requirements."

Q10. Regarding the Eligible Diesel Emissions Reduction Solutions document. It states in the repower section that: "This funding can cover up to 75% of the cost of an engine repower, which includes labor and equipment".

How is the percentage calculated?

A10. Basically, grants for repower projects are eligible to receive 75% of the total cost of the repower and are obligated to pay in 25% (cost-share). Anything more they want to contribute to the project becomes a match of funds. Applicants matching additional funds will score higher than applicants that do not match beyond the cost share. See the **Funding Contribution** paragraph under the evaluation criteria at:

[http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA\\_Kansas\\_Diesel\\_Grant\\_Program.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA_Kansas_Diesel_Grant_Program.pdf)

Example no match

\$10,000 project cost for an engine repower

\$2,500 would be the cost share for the grantee

\$7,500 would be the award from KDHE

Example with match, higher scoring project

\$10,000 project cost for an engine repower

\$2,500 is the cost share

\$2,500 is additional funds the applicant is kicking in (match)

\$5,000 would be the award from KDHE

Q11.

1. Can a dealer submit one application for multiple end-users?
2. Is there a selection committee or one individual that will approve the applications? If a committee, who are they?
3. Will a certain percentage of the \$1.73 mill be allocated to each of the different markets?
4. After an application has been accepted, how long before the applicant can expect to see the funds?
5. Will the application acceptance all occur at one time or will the applicants be notified as the review and acceptance occurs?
6. Has any one industry shown particular interest yet?
7. When replacing equipment, what documentation is necessary to show that the engine has been destroyed or returned to a remanufacturer?
8. Do you happen to have any presentation that may have been prepared by your office for this funding that I could use?

A11.

1. We would rather see the end users apply because of the competitive bid process each applicant must use to ensure fairness.
2. The selection committee will be composed of KDHE employees.
3. The Recovery Act included a State Allocation of \$1.73 Million for each state and DC to reduce emission from diesel engines (on-road and non-road, public and private fleets) and create or save jobs in Kansas. Kansas is using the allocation for this grant program.
4. The Recovery Act funds are of course from the stimulus. KDHE is obligated to turn the fund out as soon as possible. Our review period is July 2009 and we anticipate first payouts in late August.
5. Everyone will be notified at once when all application received by June 30, 2009 are reviewed and scored.

6. Difficult to tell.

7. We will most likely visually verify and photograph the destroyed engine. We will most likely request a letter from the remanufacturer on the matter of engine returns.

8. Your best bet for a presentation is here, lots of resources:

<http://www.blueskyways.org/funding/cleandiesel.html>

Q12. If we have already applied for funding in the regional competition, can we apply for more?

A12. If you were a partner in the regional competition and the project is not chosen by EPA you are welcome to apply for the Kansas Clean Diesel Program grant (part of the State Allocation)

Q13. Are the diesel fuel emission systems a requirement for school buses?

A13. There are no state requirements for school buses beyond what the federal government requires the manufacturer to place on new buses (like DOCs).

The Kansas City Area will likely have an engine idling rule for diesel vehicles (like buses) but they will **not** require the purchase and installation of APUs.

In a nutshell, any EPA verified technology you chose to reduce air pollutants in your fleet would be eligible for the grant.

Q14. Is it possible for an association of heavy farm equipment dealers, each deal with their own individual fleets of various sizes, to make a single application on behalf of a number of dealers who are members of the association? Or would the dealers, assuming their fleets and proposed projects qualify, need to apply individually for funding? These dealers have fleets of medium-duty to heavy-trucks that they use in their work.

If the association applied, I assume they would be responsible for administering the grant. Are there any monies to cover that?

A14. We welcome all types of projects with in the parameters of the grant.

We had a similar question the other day and have decided we would prefer individual applications even though it is more work for us. There are no monies for administration of the grant for the grantee. See Question and Answer number 11 at: [http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA\\_KCDGP\\_Q\\_and\\_A.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA_KCDGP_Q_and_A.pdf)  
It should be up soon.

Q15. Can we submit for the ONLY the new truck replacement fairings (considered verified aerodynamic technologies) and NOT the entire truck? These fairings are stated to improve fuel economy by 2%, based on truck manufacturers data.

A15. Yes, that would be an eligible project. Please visit our Solutions guide, section **c. Verified Aerodynamic Technologies** on page 2 at:  
[http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

Q16. Is the purpose of the grant to spread out award money to multiple fleets or just a few? With award monies totaling \$1.7 million and the maximum for large fleets to apply is \$500,000, it doesn't seem the money will go very far. Should we determine the best items to include in our grant or give you our big project budget and let you determine what you think is best?

We also have the challenge of complying with California requirements for new Reefer equipment to be on order very soon. Do you see anyway that fleets can work within the timeline of this grant to purchase updated equipment for the California guidelines?

A16. Our committee will evaluate each grant application using the evaluation criteria on page 5 at: [http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA\\_Kansas\\_Diesel\\_Grant\\_Program.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA_Kansas_Diesel_Grant_Program.pdf). The largest projects are not necessarily the highest scoring projects. It is up to the applicant to submit a project within the score of the grant's parameters that will reduce diesel emissions and retain or create jobs.

Q17. I have become aware of the Kansas Diesel Grant Program. I just wanted to clarify that it would be acceptable for a customer to purchase a unit, such as a farm tractor or self propelled combine, and then take their old Tier 0 or 1 emission tractor or combine and salvage it, under this program. Please advise if this is correct, or not.

A17. Yes that is correct. These types of projects are eligible for up to 25% of the replacement cost of the new piece of equipment or vehicle. The applicant is responsible for the remaining 75%. (School bus replacements are in a separate category).

Please see **f. Certified Vehicle and Equipment Replacements** and **ii. Replacement Criteria** section for more details: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

Q18. Where do I find the grant documents?

A18. Please visit the **Application Documents** table at: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html>

Q19. Here are some questions that we have.

1. Application for funding works how?
2. What are the incentives and disincentive for companies to participate in this?
3. What are we converting our equipment to?
4. Is \$ accessible in the states that we operate our equipment or only the states where our companies are headquartered? For example we own a trucking company headquartered in ND which operated all over the US.

A19. Answers to your questions

1. Please refer to the **Applications Documents** table on the following Web site: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html>. You can download the application form, Diesel Fleet Description and letter template at this same table. Submission deadline is June 30, 2009.
2. Priorities areas for the grant include areas in Kansas that have the poorest air quality. Evaluation criteria is located here on page 5: [http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA\\_Kansas\\_Diesel\\_Grant\\_Program.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/ARRA_Kansas_Diesel_Grant_Program.pdf)
3. The goals of the ARRA Kansas Clean Diesel Grant Program is to reduce diesel emissions and create and or retain jobs. The types of projects we are looking for are in the Eligible Diesel Emissions Reduction Solutions guide: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)
4. Each state received funding to create Clean Diesel programs like what we have in Kansas. Please check with ND to see what they are offering. The Kansas Clean Diesel Grant Program eligible entities include large and small public and private diesel fleet/equipment owners, **whose facility and vehicles/equipment are stationed in the State of Kansas.**

Q20. We're preparing an application under the KS Clean Diesel Grant Program and are looking for a definitive explanation of the new requirements. We are a construction company and own several pieces of

diesel equipment – some are quite old. We know that most are considered tiers 0 and 1. In visiting our equipment representatives, we learned that no replacement engines are available yet and our only option at this point is to replace the entire piece of equipment. Are there requirements as to what tier engines should be brought up to so that replacement may not be necessary?

Secondly – any advise on applying for this grant?

**A20.** Ask your representative about **Engine Upgrades** rather than **Engine Replacements**. Some engines are able to be upgraded (using EPA or CARB verified kits) thus decreasing emissions. Please refer Application Documents table for the **Eligible Diesel Emissions Solutions Guide (section a, item ii)** at: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html>. There is no requirement as to what tier an engine should be increased to.

Advice on applying for grants - Please refer to the same Web site and table as above. Open the *Instructions for Completing Grant Application* document. It instructs the applicant to fill out the application form first (PDF or Word). Next fill out the *Clean Diesel Fleet Description* (PDF or Excel). Finally, open *Letter Template* (PDF or Word) and fill in the blanks with the appropriate information. The *Program Overview Application packet* and the *Eligible Diesel Emissions Reduction Solutions* are useful sources of information as well. Or you can e-mail more questions to me.

Q21. We have a question on the clean diesel program for Kansas

The way I understand it the buses will not have the 2010 emissions equipment on them till Jan 2011. If we are replacing a diesel powered bus would we have to wait till the 2010 emissions are in place for the 50% cost share to work. Would we apply for the program, then wait for the new emissions equipment, I have got some info on the new propane powered bus, which meets the emissions standards now. Would this be an option for us to look at?

A21. Please see the Application Documents table and open the Eligible Diesel Emissions Reduction Solutions document, sections f and g at: <http://www.kdheks.gov/bar/air-monitor/stimgrant.html>

To hit the requirements for the 50 percent Level, the bus would need to be replaced with a bus manufactured in model year 2007, 2008 or 2009 that satisfies the 2010 model year requirements for particulate matter, nitrogen oxides and non-methane hydrocarbons. Please also see the Repower and Replacement Restrictions (section g).

Because of the short time frame to complete projects under the Recovery Act, waiting until 2011 is not possible.

Yes replacement of an older bus with a bus using alternative fuels like propane would be eligible for funding.

Q22. Have there been any applications sent to you yet?

A22. As of 6/8/2009, no applications have been received. Notification of applications received will sent. The deadline to receive applications in our office is June 30, 2009.

Q23. In regard to the statement “Awardees who receive funding must commit to operating their diesel equipment primarily in Kansas for at least three years,” would our company be eligible if we are based out of Kansas, work in many states and are unable to determine where the majority of our work will take place over the next three years?

A23. Your project would be eligible for funding if -

1. Your company is based in Kansas
  2. Greater than 50% of your fleet's time is spent operating in Kansas for the past 3 years
- Record keeping would be critical for a situation like this.

Q24. I have a client who is looking at purchasing a new diesel farm tractor. Could you give me the requirements he would need to meet to qualify this transaction under the Kansas Clean Diesel program? Specifically, I need information concerning the trade-in tractor, i.e. size and horsepower versus the new tractor size and horsepower. He would most likely be looking at a larger tractor on his purchase.

A24. From the **Eligible Diesel Emission Solutions** guide section f. item ii at: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf) You will also want to visit section g item i and ii of the guide.

From section f

...The replacement vehicle/equipment must be of the same type and similar gross vehicle weight rating or horsepower as the vehicle/equipment being replaced (e.g., a 300 horsepower bulldozer is replaced by a bulldozer of similar horsepower)....

From item ii

1. The vehicle/equipment being replaced will be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a certified cleaner emission standard. Drilling a hole in the engine block and manifold and disabling the chassis while retaining possession of the vehicle/equipment is an acceptable scrapping method. Other methods may be considered and will require prior EPA approval. 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 vehicles/parts are to be sold, program income requirements apply.

2. Evidence of appropriate disposal, including engine serial number and vehicle identification number (VIN), is required in a final assistance agreement report submitted to EPA.

Q25. "Grant recipients will maintain records of performance of equipment over this period and will allow KDHE access to these records upon request."

What type of "specific" records would need to be made available to KDHE?

A25. We would need access to records pertaining to the condition of the equipment or vehicle. This is basically saying that we need to be able to verify that the vehicle or equipment in which we have awarded grant funding is maintained in good condition for at least three years after the purchase or improvement is made. If funded equipment or vehicle is lost or somehow damaged (during the three year period) it is the responsibility of the grantee to repair or replace it.

Q26. 1. We are a "large fleet" that has already completed a diesel retrofit project to install DOCs on our heavy trucks, but we are interested in applying for funding for cleaner fuel use. Do we have to meet the \$25,000 minimum to apply?

2. Does KDHE have a preferred method for calculating the cost difference between conventional diesel and the cleaner fuel (in our case B20), since the price fluctuates? (Our estimate jumped from \$5500 to \$8500 in a one-week period between May and June.)

3. If applying only for cleaner fuel use, do we list every diesel vehicle in the fleet on the fleet description spreadsheet?

4. Can you clarify the timeframe for spending the grant funds? We read in the Q&A Page that all funds must be spent by Sept 2010, but also that the absolute deadline for completion of projects is June 30, 2010. Will costs incurred between June 30, 2010 – September 30, 2010 be eligible for reimbursement?

A26. 1. It is our (KDHE) judgment that a project like what you are suggesting does not need to apply for \$25,000. Please apply for what you need.

2. From EPA: "We don't have a preferred method for calculating the cost differential. But typically what we request is based on the contract cost difference. So, if you have a current contract with ULSD and the new contract/bid is higher, that's how to get the cost differential. We would suggest that the contract be in place for the grant period."

On your grant submission form please include the statement you sent below about using B20 for 5 months instead of the full grant period.

3. Please list only the vehicles that will be using the new fuel. We use them to run the calculation for the reduced emissions.

4. We apologize for the confusion. KDHE placed a June 30, 2010 deadline to make certain all monies were spent by the Recovery Act deadline of September 30, 2010. All the applicant would need to do is report (in writing) that there will be expenses past the June 30, 2010 but all monies will be spent before September 30, 2010. We have to give the money back if it doesn't get spent.

Q27. With vehicle replacement how do you fill out the Budget Summary Information?

Also can a single customer apply for more than one unit replacement?

A27. Vehicle/equipment replacements are eligible for up to 25% of the total project cost. So the Requested Funding would be that dollar amount, 25% of the total cost. The remaining 75% (cost-share) goes under the Cost-Share/In-Kind column. Anything above and beyond the required cost-share is considered in-kind and gets added to this dollar amount. Please remember to also reduce the amount you are requesting if this is the case. INSTALLATION may not be a factor for vehicle/equipment replacements.

Yes a single entity may apply for more than one replacement, not to exceed the maximum grant amount.

Q28. Diesel retrofit verified technologies shows a list for CARB and EPA . Are products off either list acceptable in grant proposals and is one preferred over the other.

A28. Yes, CARB or EPA verified technologies are acceptable. Neither is preferred over the other.

Q29. Does this grant cover conversion to alternative fuels for diesels? Or is this just to modify and improve using regular diesel fuel.

A29. Yes the cost differential between regular diesel and ULSD or an alternative fuel is covered.

From the **Eligible Diesel Emissions Reduction Solutions** guide at: [http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE\\_Eligible\\_Diesel\\_Emissions\\_Reduction\\_Solutions.pdf](http://www.kdheks.gov/bar/air-monitor/stimgrant/KDHE_Eligible_Diesel_Emissions_Reduction_Solutions.pdf)

"Cleaner fuels include, but are not limited to, ultra-low sulfur diesel fuel (for non-road vehicles, engines and equipment prior to EPA's mandate), biodiesel, diesel emulsions or additives verified by EPA or CARB, compressed natural gas, propane and other certified alternative fuels. Funding available under this program can be used to cover the cost differential between the cleaner fuel and conventional diesel fuel. Note: This funding cannot be used for fueling infrastructure, such as that used for the production and/or distribution of fuel such as biodiesel, or compressed natural gas fueling stations. A list of EPA verified technologies is available at <http://www.epa.gov/otaq/retrofit/verif-list.htm>. A list of CARB verified technologies is available at <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>"

Q30. Q1. For the highest grant score, do we need to calculate from the quantifier and show results from that in our grant?

Q2. Or can we use the standard that each company says we will save?

Q3. Do we need to breakout PM and NOx reductions or can we use the cost savings % in fuel and PM/NOx as shown on the Verified Technology charts?

Q4. If the EPA quantifier is required for the highest scoring, who can we call to walk us through it?

Q5. Lastly, we have APU's from 2005 that must be replaced due to parts availability. The company that manufactured these APU's have claimed bankruptcy. We are trying to figure out how much more effective are the new APU's. Is there somewhere we can find that information?

A30. A1. No, we will do that task, you don't have to do it. All you have to do is supply us with the Clean Diesel Fleet Description Excel form and we plug the information into the quantifier to generate your score for emissions reductions. Doing it your self doesn't add to your score.

A2. Yes please use the standard as stated below

A3. We get all this information for the EPA Quantifier, simply stating that reductions will occur and cost will be saved is enough.

A4. I will speak to my supervisor who is the resident expert if you are still interested in doing it yourself.

A5. This is what EPA's diesel site said: **"Auxiliary Power Units and Generator Sets (APU/GS)**

**"An APU/GS device contains an EPA certified engine, as certified under 40 CFR Part 89. APU/GS devices supply cooling, heating, and electrical power to Class 8 trucks and other applications. EPA has determined through its own test program that these devices reduce emissions on pre-2007 Class 8 trucks and other applications when compared to the baseline truck's emissions.**

**Technologies include, but are not limited to, the APU/GS systems manufactured by the following companies: ZTR Control Systems/Kim Hotstart Manufacturing Company (locomotives only); Teleflex Ecotrans L.P. (locomotives only); Auxiliary Power Dynamics, LLC; Black Rock Systems; Carrier Transicold; Comfort Master; Cummins; Double Eagle Industries; Flying J Inc; Frigette Truck Climate Systems; Gates Corporation; Idlebuster; IdleKleen; Kohler; Kool-Gen; Life Force, Mechron Power Systems; Pony Pack, Inc.; Rig Master Power; Star Class, Inc.; Thermo King Corporation (Ingersoll Rand); Truck Gen; Truck Mate"**

As you can see it doesn't get specific on the year of the APU was made. I would ask an industry expert.

<http://www.epa.gov/diesel/idle-ncdc.htm#apu>

Q31.

A31.

