

**Clean Fuel Advanced Technology Grants  
Questions & Answers Conference Call October 30, 2006**

**Participants:**

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**Call Summary:**

Anne gave an overview of the CFAT Program which has a two-pronged focus – education and grants. Three years funding has been provided by NC Department of Transportation, the State Energy Office and the Division of Air Quality

The NC Solar Center has partnered with Triangle J and Centralina COGs for education and outreach. Both Council of Governments have separate funding to allow them to give tech assistance to potential CFAT grant applicants.

**Question # 1:** Can the funds be used to buy a new diesel vehicle that would run on biodiesel, if it was replacing a dirty gasoline vehicle.

A: We are exploring eligibility for future CFAT project calls but at this point we will not be funding the incremental cost of diesel vehicles operating on biodiesel. It would be good to know what the incremental cost would be between the diesel and a gasoline truck. We would have to know if using B20 in a new diesel would be cleaner than gasoline. We will explore the air quality benefits of switching to a new gasoline vs a new diesel vehicle and encourage potential applicants to do the same.

**Question # 2 :** Is there any scoring evaluation elements that favors new applicants or new technologies vs. those that have received previous grant funds for similar types of activities or initiatives?

A: Refer to #7 of the Evaluation Criteria in the CFAT Request for Proposals. There is no penalty for applicants that have received previous grant funds. However, there is a preference for new users and current users (or previous grant recipients) using new technology. A maximum of 10 points out of 100 will be awarded to this criteria.

**Question # 3:** Do you know how many grants you plan to make in the first year?

A: It will depend on the mix of projects. We want a mix of projects and geographic locations. It is doubtful that we will only award 3 projects – each for \$100,000. If your project is scalable let us know this up front in the proposal. In other words, ask for as much as you want/need but let us know if you would be able to do just a portion of the project if less funding for it was awarded. There are no set number of recipients expected, but rather awards will be related to the merit of the applications. It is important to note that scoring criteria includes geographic diversity across the state, diversity of applicants, and technology diversity of projects.

**Question # 4 :** Where are projects to be located?

A: They must be in a county designated as non-attainment or maintenance for air quality in NC. See RFP for complete listing of counties/portions of counties that are eligible.

**Question # 5 :** Can this grant money be used to offset costs of fuel such as biodiesel?

A: No. Just the infrastructure costs of using an alternative fuel are eligible..

**Question # 6:** Do these grants require cost share?

A: The minimum cost share is 20% of the total project cost, however, the greater the cost share the greater the application will score. Cost share cannot be federal funds.

**Question # 7 :** What are some of the factors to consider about diesel particulate filters (DPFs)?

A: DPFs remove a substantial amount of emissions but are not a good fit for every diesel vehicle. It is important for the duty cycle of the potential vehicle to allow it to reach a high enough temperature to insure efficient DPF performance. An exhaust temperature of 250° C for 40 percent of the operating cycle is necessary. Learn more about DPFs at : <http://www.dieselforum.org/meet-clean-diesel/what-is-clean-diesel/new-technologies/particulate-traps/>

Beginning in January 2007 virtually all new trucks will come with DPFs to meet the new emissions standards. DPFs require annual maintenance. For vehicles that are retrofitted with a DPFs manufacturers recommend that filters get changed annually, or every 60,000 miles. New vehicles with DPFs can go much longer between cleanings. The industry has not settled yet on a uniform cleaning method. Following options are in play now:

- 1) With Caterpillar DPFs, maintenance personnel can order five micron bags and can blow out the filters with a shop vacuum.
- 2) Fleets can purchase their own cleaning equipment. Prices are falling and currently require about a \$10,000 investment

3) Fleets can work through a dealer network to get filters serviced. DPF cleaning costs about \$300-\$500.

There is no one size fits all technology, nor maintenance plan. Interested applicants should consult with technology vendors to review their particular fleet operations. The CFAT program also is working on informational materials for applicants to consult as part of this evaluation process.

**Question # 8:** Will health benefits be considered, or just ambient air quality? For example, spiracle crank case filtration systems may improve the air inside school buses, but not so much outside.

A: The CFAT program is most concerned with ambient air quality, though spiracle crankcases are eligible technologies. Crank case filters alone are not considered “verified” diesel retrofit technologies by the EPA. They must be used in combination with a diesel oxidation catalyst or a diesel particulate filter. Learn more about EPA verified retrofit technologies at: <http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>

**Question #9:** Is there preferential treatment for minority, women owned, disadvantaged business, etc?

A: We will follow all Federal rules on that. We want a diversity of projects and applicants.

**Question # 10:** When will next grant cycle take place?

A: No set date, however, sometime in the Spring of 2007 is being targeted.

**Question # 11:** Are charging stations for off road electric vehicles eligible for funding if electric vehicles are being use in place of gasoline vehicles?

A: Yes.

New diesel emission quantifier on EPA website could be helpful to potential applicants and project reviewers . Visit: <http://cfpub.epa.gov/quantifier/index.cfm>

Next conference call to answer applicant questions will take place November 20 1:00-3:00. Call in number is 919-515-7153.