

NCDC Funding: Philadelphia Port Equipment Project



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Background Information: Clean Air Council



- 501(c)3 nonprofit grassroots group, incorporated 1967
- Protects everyone's right to breathe clean, healthful air
- Over 7,000 members in Pennsylvania and Delaware
- Acts through outreach and education, legislative advocacy, and sometimes litigation
- Programs include renewable energy, sustainable transportation, waste and recycling
- Relies primarily on foundation grants and governmental contracts for funding



Background Information: Philadelphia Diesel Difference

- Formed in 2003 after successful Philadelphia Air Management Services (AMS) conference
- Supports the voluntary implementation of clean diesel technologies on diesel powered engines
- Works through outreach and education, funding, technical assistance, non-monetary recognition.
- Over 40 public/private partners
- Active MDC participant
- Co-administered by the Council and AMS



Background Information: Port Environmental Task Force



- 2004 EPA Region III Report indicates non-road (port and construction) emissions account for two-thirds of all diesel PM in Philadelphia region
- Port Task Force formed as subcommittee of Philadelphia Diesel Difference in May, 2005 to address diesel emissions at the Philadelphia Ports
- Administered by Clean Air Council through EPA CARE grant
- Scope of Task Force goes beyond diesel emissions to encompass multimedia environmental issues
- Goal is to reduce the environmental impact of port activities on neighboring communities in Philadelphia

The Funding Process: RFA

- NCDC Demonstration Assistance Agreement
- Dates: May, 2005 (RFA announced), July 1, 2005 (application due), October 2005 (projects commence)
- Administered nationally by EPA
- Parameters: 8-12 cooperative agreements, \$50,000 to \$150,000 anticipated (\$200,000 max for individual agreement, \$800,000 available overall)
- Expectations: projects demonstrate use of verified pollution reduction technologies in non-road applications, such as construction and port-related activities
- Submissions by email required (grants.gov optional)
- Eligibility: Gov't, tribe, university, nonprofit

The Funding Process: Anatomy of Clean Air Council's Proposal

- Project Goal: Retrofit up to 36 cargo-handling equipment with a combination of DPFs and/or DOCs along with offset for ULSD
- Applicant: The Council through PDD
- Partners: PDD Stakeholders (vendors and fuel suppliers)
- Fleets: Philadelphia Port Facilities
- Budget: \$89,500 – equipment/fuel costs; \$10,500 – labor costs (\$100,000 requested from EPA)

The Funding Process: Weaknesses of Proposal

- No specific Port facility identified
- No specificity of port equipment to be retrofitted
- No vendor and/or fuel supplier chosen
- No technology specified

The Funding Process: Strengths of Proposal

- The Council and PDD possessed the resources to overcome weaknesses:
 - PDD stakeholder group provided access to necessary technical expertise (vendors, fuel suppliers)
 - PDD also had a Port Subcommittee or Task Force, which was establishing a relationship with the Port Authority
 - Possessed EPA-commissioned inventory of port facility equipment
 - Over two years of experience working on clean diesel projects
 - Success in working with school districts to apply for and receive funding for clean diesel projects

The Funding Process: Strengths of Proposal

- Made a case for EPA organizational interest in proposal
 - Demonstration project would be at a high profile port facility in a part of the country that has not seen as much work done to address port emissions
 - Funding for port project would complement and support the work of a separate EPA grant
 - Provided part of the solution to a problem raised in a regional diesel particulate assessment report issued the prior year
 - Project situated in a nonattainment area for PM2.5
- Council had over 10 years of experience in government contract management, including EPA contracts

The Funding Process: Strengths of Proposal

- NCDC funding would be contributing to a project likely to continue due to existence of PDD and Port Task Force
- In kind match to be provided by vendor worth \$72,000 (72% of amount being requested)
- Letter of support from Johnson Matthey, substantiating project costs and in kind match

The Funding Process: Benefits of Having a Working Relationship with EPA

- Member of PDD and Port Task Force
- PDD and The Council were alerted to this grant in advance
- Available to bounce ideas off of and to offer advice on developing our project
- Provided other useful information (i.e., dearth of port proposals for Region 3)

The Funding Process: Insights

- Timeframe – Relatively quick turnaround – 2-3 weeks
 - Natural fit between PDD/Port Task Force and RFA objectives
 - Developing a project idea that met RFA requirements was essential; writing the proposal was not time-consuming
- Forms – Relatively stress-free
 - Council/PDD experienced in required forms and documents
 - EPA helped by asking particular applicants for certain forms only after it intended to award them funding

The Funding Process: Insights

- EPA uses a flexible, hands-on approach with its award recipients
 - Nature of cooperative agreements
 - Worked with the Council after selecting its proposal to ensure proposal conformed with EPA requirements
 - EPA very responsive to questions about or modifications to cooperative agreements

Lessons Learned

- Lead with a sound project idea, NOT with the RFA – seeds of a proposal should already exist prior to announcement of funding availability
- Develop working relationship with EPA
- Include partners and support/commitment letters to strengthen proposal
- Remember the value of in kind matches (EPA ultimately funded 57% of total cost of project)

Project Update

- Retrofit of 70+ yard jockeys and top picks with DOCs currently taking place at Packer
- Project expected to be completed Spring, 2007
- Cummins providing DOCs and \$72,000 as in kind match (consulting, installation and delivery costs + equipment discounts)
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