

**ILLINOIS GREEN FLEETS:
GREEN JOBS, CLEAN DIESEL, CLEAN AIR**



**A Grant Application submitted to the U.S. Environmental Protection Agency-Region 5
by the Illinois Environmental Protection Agency, the American Lung Association of
Illinois, and the Respiratory Health Association of Metropolitan Chicago on behalf of the
Illinois Clean Diesel Workgroup for the Request for Applications:
EPA-ARRA-OAR-OTAQ-09-06 issued as part of the American Recovery and
Reinvestment Act of 2009 for the National Clean Diesel Funding Assistance Program**

April 28, 2009

Project Title Illinois Green Fleets: Green Jobs, Clean Diesel, Clean Air

Project Contacts Illinois Environmental Protection Agency
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Illinois EPA DUNS number: 807648654

Project Eligibility In accordance with Section 791(3) of the Energy Policy Act of 2005 and CFDA 66.039, the Illinois Environmental Protection Agency is a state environmental agency with jurisdiction over air quality regulations and programs for the State of Illinois.

Total EPA Funding Request	\$4,172,335
Administrative Funding	\$0
Applicant Cash Matches	\$2,591,234
Percent Match	62%
Total Project Cost	\$6,763,569

Project Period June 9, 2009 to September 30, 2010

Multiple Projects

- 1. Repowering Locomotive Switcher Engines for Norfolk Southern**
- 2. Repowering Locomotive Engines for ADM and Terminal Railroad**

Section 1: Grant Workplan and Project Summary/Approach

On behalf of the Illinois Clean Diesel Workgroup, the Illinois EPA submits this grant proposal for the National Clean Diesel Funding Assistance Program funded through the American Recovery and Reinvestment Act of 2009. This proposal will assist the Illinois EPA and its partners by providing a significant funding source for clean diesel projects for the Illinois Clean Diesel Grant Program and Illinois Clean School Bus Program, both a part of our Illinois Green Fleets initiative.

The Illinois EPA assembled 21 individual project applications through our two clean diesel programs for this grant submittal. Collectively, 675 eligible clean diesel vehicles or engines for both on-road vehicles and off-road equipment will be "cleaned up" as part of the Midwest Clean Diesel Initiative. Twelve of the projects, with 521 vehicles, will be implemented in the Chicago and Metro-East St. Louis air quality nonattainment areas. These projects involve the use of auxiliary power units (APUs), diesel oxidation catalysts (DOCs), diesel multi-stage filters (DMFs), direct-fired heaters (DFHs), and engine repowers. All the retrofit and engine repower units are EPA-certified or EPA-verified, are listed on the EPA Verified Technologies List or, in the case of idling equipment, the EPA Idle Reduction Technologies List. In addition, many of these units are dual-certified to California Air Resources Board (CARB) emission standards. This is especially important for the APUs for newer over-the-road trucks that drive in California that must meet CARBs more stringent emission standards for idling equipment. Pursuant to Section 792(d)(2) of the Energy Policy Act of 2005, none of the diesel vehicle and equipment units in this proposal are mandated under federal, state, or local law under the restriction for mandated measures. The

model years of on-road vehicles being retrofitted or having idling equipment installed are mostly from the 1990s and early 2000s. The off-road equipment has been in service for 30-40 years. The older, unregulated engines will be scrapped, rendered inoperable and replaced with those meeting the Tier I and Tier II standards. These projects will result in a significant reduction in particulate matter and other pollutants.

The types of vehicles and equipment in this proposal include delivery trucks, over-the-road trucks, school buses, transit buses, utility trucks, locomotives, barge ships, bulldozers (track-type tractors), wheel loaders, and graders that are owned, operated, and maintained by the applicants. Of special note is our first-time project involving a marine engine repower. This barge ship, owned by American River Transportation Company (ARTCO), has three large older marine engines that will be repowered with three new 3000 horsepower engines meeting the Tier II standards. This ship primarily operates in and out of the St. Louis and Metro-East St. Louis areas, and navigates the Illinois and Mississippi Rivers in transporting agricultural products to various ports for ADM. The total cost of this project is over \$2.6 million, but ARTCO is providing nearly \$2 million in match and is only requesting \$690,834, or 26 percent of the project cost. Other projects in the Metro-East area involve diesel oxidation catalysts, engine repowers, and particulate filters for seven off-road equipment units at Waste Management's landfill adjacent to I-55, I-64, I-70 and I-255 in East St. Louis, at the Dynegy Midwest Generation Power Plant in Baldwin (Randolph County), and at the Stein Steel Mill in Granite City. The Metro-East nonattainment area receives a disproportionate amount of diesel and particulate matter emissions, from steel mills, power plants, landfills, refineries, heavy industry, rail lines, several interstate highways, and barge river routes. Collectively, the four projects in the Metro-East area total nearly \$3 million, but the funding request for these projects is only \$961,916 due to the applicants' significant cash match amounts being offered.

Other notable projects in this proposal include the engine repowers of three old track-type mining equipment units used at the Arclar-Peabody surface mine in Gallatin County. The Illinois EPA has not done a clean diesel project in far southern Illinois, and believes that this site, with a lot of diesel equipment, will benefit the employees of the mine, the 10,000 residents of nearby Harrisburg, and the students at nearby Southeastern Illinois College located downwind of the mining operation. The mining equipment operates 20 hours per day, six days a week and this project will result in significantly reduced emissions with the new engines.

Another "first" for the Illinois EPA is implementing a clean diesel project involving an airport. Direct-fired heaters will be installed on 18 aerial lift trucks used to service planes at Chicago's O'Hare International Airport. These airport trucks are normally left running during cold weather (October – April) and the heaters will be used during the off-hours to keep the engines warm. Heaters will also be installed on 40 of Commonwealth Edison's utility trucks for cold weather use. In addition, we have included two transit bus projects and four school bus projects to reduce the emissions from 441 buses that operate in our communities. We are also excited about the APU project for eight locomotives owned by ADM in Decatur, which will significantly reduce idling as the engines run "24/7" now.

The retrofitted and repowered units have several more years of service life. Many of the applicants stated that they plan to maintain and operate the vehicles or equipment well beyond our five-year requirement, or through 2014. The units with engine repowers will likely stay in service for at least 15 to 20 more years as is typical for these types of vehicles and equipment. The fleet managers for the five projects involving engine repowers understand that they will need to scrap or render inoperable the existing in-service older engines being replaced by the new, repowered engines. Information on the scrapped engines will be provided to U.S. EPA. The following is a table that summarizes the 21 projects in this proposal, the amount of grant request, the applicant matches, and total project costs.

Project Timeline

Date	Activity
April 2009	Notify applicants and vendors of final terms of IEPA grant proposal and timelines
May - June 2009	If awarded, inform applicants of any changes to projects and next steps
June 2009	Initiate Grant Agreements & Project Scope of Work
June - July 2009	Finalize agreements and project terms, issue project confirmation letters
June - October 2009	Projects started, IEPA/ALA/RHA to monitor and communicate with vendors and applicants, site visits
August, November 2009 February, May, August 2010	Quarterly Reports to be submitted to EPA
<December 2009	Intended completion date for most projects
January – September 2010	Address remaining project issues, monitor & communicate, site visits, finalize all projects

Section 2: Recovery Act Funding Priorities

Illinois is home to three major diesel engine and equipment manufacturers that account for thousands of jobs and has a network of contractors, suppliers, distributors, and affiliated retail shops throughout the state. The Illinois EPA has been in communication with some of the manufacturers and their affiliated retail shops regarding job creation, job retention, and economic recovery information. The agency has been informed that an investment of over \$8.5 million in this project will help create and maintain jobs in the industry. However, more specific information will not become available until after the projects commence.

In forecasting the number of jobs created or retained for this proposal, the Illinois EPA is using the formula and calculation methods provided by the Manufacturers of Emissions Control Association (MECA). This approach builds on the study conducted by Keybridge Research regarding the macroeconomic impacts associated with ARRA funding, allows for all projects to be consistently reviewed on their ability to preserve or create jobs and promote economic recovery, and to maximize job creation and economic benefits. Based on our proposal and utilizing the MECA formula, the Illinois EPA has calculated that the \$3,206,920 invested in engine repowers will result in the addition of 47.8 jobs and the \$4,242,276 invested in retrofits will add 75.2 jobs for a project total of 123.0 jobs.

Cummins NPower will be the vendor for a few of our proposed projects, and they reported that they will be hiring six service technicians if these projects are approved. The American Lung Association has already hired one additional staff member who will be assigned to work with the Illinois EPA in assisting with project administration duties. After the projects are implemented, we will be able to better track and measure the economic impact and will include this information in our reports to the U.S. EPA.

Another benefit is that this competitive grant solicitation has significantly increased the awareness of the Illinois EPA's two clean diesel programs and the \$4.6 million in current funds from various sources. We have already received a significant number of applications and inquiries for this funding. If approved, this grant funding will nearly double our current clean diesel funding to over \$9 million. We recognize the immediate need to commence the projects and expend the funding as quickly as possible, and our

applicants and vendors are ready to get underway. This grant will help sustain both of our clean diesel programs in Illinois for the long-term and result in many more projects and the ability to secure other funding sources to further improve air quality and promote the job creation, job retention, and the economic investment objectives of the ARRA.

Section 3: National Programmatic Priorities

This proposal focuses on the Chicago and Metro-East St. Louis air quality nonattainment areas. Both areas do not meet the national ambient air quality standards for both 8-hour ozone and particulate matter (PM_{2.5}). Of the 21 projects included in this proposal, 12 of them are located in the two nonattainment areas accounting for 521 of the 675 diesel engines being “cleaned up.” These areas experience high levels of diesel truck, bus, and off-road equipment emissions, with the average population densities in the two metro areas being at least 500 people per square mile, compared to the state average of 223. Based on the Illinois EPA’s 2005 emissions inventory, the Chicago nonattainment area has 4,405 tons per year (TPY) of particulate matter (PM_{2.5}) from on-road (1,374) and off-road (3,031) mobile sources. In the Metro-East nonattainment area, 601 tons per year of particulate matter are emitted (242 TPY from on-road, and 359 TPY from off-road). We have also included nine projects in other areas of the state. The “downstate projects” include reducing school bus emissions, installing APUs on eight locomotive engines and on several over-the-road trucks, and reducing mining equipment emissions at a mining company that operates several pieces of diesel equipment in a small area. The “downstate attainment area” has 7,264 TPY of particulate matter (1,712 from on-road, and 5,553 from off-road) emitted.

Particulate matter is a significant public health concern with diesel vehicles and equipment, as it can penetrate deep into the lungs and impose serious health effects, especially with children, the elderly, and those with respiratory ailments. All of these projects will realize health benefits to those exposed to the diesel emissions, especially for the school children, truck drivers, those at diesel hot spots such as truck stops and the airport, those that are near the mass transit buses, and employees of the mining company. The engine repowers meet the Tier I or Tier II standards, the retrofit and idling equipment are EPA verified technologies, and the on-road diesel vehicles use ultra-low sulfur fuel and the off-road equipment uses low sulfur diesel fuel. All of the engine repower projects will have new diesel engines with several years of service life (at least 20 years), and the retrofitted vehicles and equipment units in the other projects will also have five or more years of useful life (see fleet spreadsheets). In addition, several of these projects will also result in increased fuel efficiency and conservation of diesel fuel. The most notable reduction in fuel consumption is with the American River Transportation Co. (“ARTCO”) barge ship which will have three new Tier II marine engines installed to replace the older, unregulated marine engines. This ship currently consumes 1.7 million gallons of low sulfur diesel fuel each year, with the new engines reducing fuel consumption by up to 18 percent or 306,000 gallons per year. For the other projects, the Diesel Emissions Quantifier estimated over 400,000 gallons of diesel fuel saved each year with the APU and direct-fired heater projects.

Section 4: Regional Significance

This project proposal meets the criteria for and significantly contributes to the objectives of clean diesel project priorities and approaches identified by U.S. EPA Region 5’s office for the Midwest Clean Diesel Initiative by the following:

1. The Illinois Clean Diesel Workgroup is Illinois’ state clean diesel coalition under the Midwest Clean Diesel Initiative. With 35 members, the workgroup consists of federal, state, and local government agencies; environmental organizations; local government coalitions; diesel engine manufacturers; local diesel engine retail outlets; independent retrofit and idling equipment manufacturers; and fleet and trucker associations. The

members attend meetings, participate in conference calls, and stay in communication with the Illinois EPA to help educate diesel truck owners, fleet managers, and product representatives about our clean diesel programs and advertise, solicit, and develop projects and applications for submission to the agency for funding consideration. Essentially, the workgroup members are the “foot soldiers” for clean diesel projects implemented throughout Illinois.

2. The Illinois EPA has two programs for clean diesel projects. The Illinois Clean School Bus Program was started in 2003 for school bus retrofit and idling equipment projects, and the Illinois Clean Diesel Grant Program was launched earlier this year for other types of on-road vehicle and off-road equipment clean diesel projects. Both of these programs are part of our Illinois Green Fleets initiative and were developed for long-term and sustainable project implementation utilizing several funding sources. The Illinois EPA has funded clean diesel projects for the past six years and expects to fund projects for several more years with both programs.
3. The Illinois EPA is providing grants for the air quality nonattainment areas, environmental justice areas, and other parts of the State that need further reductions in diesel emissions. This proposal includes several fleets or projects located in the Chicago nonattainment area, the Metro-East St. Louis nonattainment area, and within these areas, projects will be implemented in environmental justice areas with higher levels of particulates and diesel truck traffic.

Section 5: Past Performance

U.S. EPA funded the following assistance agreements with the Illinois EPA:

1. State Clean Diesel Grant Program FY 08 for the National Clean Diesel Campaign
2. EPA-R5-MCDI-2008 Midwest Clean Diesel Initiative Competitive Grant
3. American Recovery and Reinvestment Act of 2009 (ARRA) State Clean Diesel Grant Program

During the past year, the Illinois EPA received three grant funding sources from the U.S. EPA, as authorized by the Diesel Emission Reduction Act of 2005 through the National Clean Diesel Campaign, Midwest Clean Diesel Initiative, and the ARRA. Utilizing the federal and state funding sources in 2008 and the upcoming ARRA funding sources in 2009, the Illinois EPA developed a new program, the “Illinois Clean Diesel Grant Program” and expanded an existing program, the “Illinois Clean School Bus Program” under our Illinois Green Fleets initiative. For these programs, government, business, and school bus fleets can apply with the agency to receive diesel retrofit and equipment funding for a variety of clean diesel projects. Information and application materials for these programs are posted at www.illinoisgreenfleets.org.

In June 2008, the Illinois EPA submitted its workplan and later received its state allocation funding for the State Clean Diesel Grant Program for fiscal year 2008 (Assistance Grant number DS-00E65701-0). The amount of U.S. EPA funding, including the match incentive, was \$295,320 with total project costs of \$933,920 when including the State and applicant matches of \$638,600. We are currently soliciting and collecting applications through our Illinois Clean Diesel Grant Program and Clean School Bus Program to start spending the monies from this fund. Our first review of received applications will take place at the end of May 2009.

Also, in June 2008, the Illinois EPA applied for and later received a competitive grant (EPA-R5-MCDI-2008) from U.S. EPA Region 5 for fourteen fleet projects involving various clean diesel retrofit and equipment purchase options for 106 diesel vehicles (Assistance Grant number DE-00E80301-0). U.S. EPA provided \$678,604 in funding for this project. The total project cost for this competitive grant is \$1,333,303, which also includes \$654,699 in cash matches provided by the applicants. Through March 2009, the Illinois EPA has completed one of the fourteen projects with ten more in progress. The three remaining projects are expected to begin within the next few months. By the end of May, we anticipate that eleven projects will be completed and \$410,536 of the federal grant monies from this competitive grant will be spent.

In March 2009, the Illinois EPA submitted the workplan for the \$1.73 million ARRA State Clean Diesel Grant Program. We anticipate that this funding will enable a combination of 228 on-road trucks and buses and off-road equipment units to be retrofitted, repowered, or replaced to significantly reduce emissions and to help retain or add new jobs in the diesel manufacturing industry. The Illinois EPA is currently accepting applications for this funding through our two clean diesel programs. To date, we have received fifteen applications and our first round of grant issuances are expected in June 2009.

When the project is completed, the applicant submits to us the final invoice verifying that the work is done and showing the final project costs. The American Lung Association of Illinois and the Illinois EPA will be conducting inspections for certain projects during implementation and after completion to further document that the work was satisfactorily performed and the project was conducted in accordance with our state program requirements and federal rules. The first quarterly report for the competitive grant project was submitted to U.S. EPA Region 5 this past January for the October-December 2008 time period.

Section 6: Staff Experience and Qualifications

The primary Illinois EPA staff members that will be involved in project monitoring, communication, implementation, completion, and reporting include:

Darwin Burkhart (Manager, Clean Air Programs, Division of Mobile Source Programs) administers several motor vehicle and clean fuel programs and projects. These include the Illinois Green Fleets Program, Illinois Clean Diesel Grant Program, Illinois Clean School Bus Program, and the Illinois Alternate Fuels Rebate Program. He also serves as the Chairman of the Chicago Area Clean Cities and Partners for Clean Air coalitions in Chicago.

Darwin developed and began to administer the Alternate Fuels Rebate Program in 1996, the Illinois Green Fleets Program in 2000, the Illinois Clean School Bus Program in 2003, and the Illinois Clean Diesel Grant Program in 2009. With these programs, he has worked with other staff and outside colleagues in developing projects and issuing over \$4 million for the implementation of alternate fuel vehicles in Illinois and over \$3.7 million in grants to 77 school districts to “clean up” nearly 3,000 school buses throughout the state. In addition, he has led efforts to develop clean air program and clean diesel project applications that have been awarded ten grants from U.S. EPA and the Federal Highway Administration’s Congestion Mitigation and Air Quality Improvement (CMAQ) funding totaling over \$10 million. He has several years of experience in conducting outreach, initiating and monitoring fleet projects, and providing required reports to fulfill grant objectives and other funding-related obligations.

Mike Rogers (Division of Mobile Source Programs) has been involved with State Implementation Plan (SIP) and emissions control regulation development for 20 years. In addition to participation in mobile source projects and initiatives to reduce motor vehicle emissions, he has served as the Illinois EPA’s voting representative on the Chicago CMAQ Project Selection Committee for 14 years. In this role he

has been involved in the development of the region's annual CMAQ program and ongoing program management. He has also been involved in the development of CMAQ projects for which the Illinois EPA has received funding.

Section 7: Results – Outputs and Outcomes

This project directly supports Goal 1 of the U.S.EPA's Strategic Plan related to clean air and global climate change. This project will provide emission reductions by reducing particulate matter and ozone pollution and improve air quality. In using the Diesel Emissions Quantifier, the following tables provide a summary of the emissions reductions and outputs and outcomes from these 21 projects. Over 6 tons per year of PM will be reduced, in addition to over 1,000 TPY of oxides of nitrogen (NO_x), 9 TPY of hydrocarbons (HC) and over 4,000 TPY of carbon dioxide (CO₂). As described in the Output-Outcome table, these projects will also improve the health and surrounding environments for school children, those that take mass transit, truck drivers, and employees of the participating companies. The Illinois EPA, ALA, and RHA will conduct close oversight of these projects through communications, on-site visits, and reporting from the applicants to verify that each project meets the objectives of the ARRA and the U.S. EPA.

Illinois Green Fleets: Green Jobs, Clean Diesel, Clean Air

Emission Reductions Estimates

(emissions stated in tons per year)

					Gallons of Diesel
					Fuel Reduced
Auxillary Power Unit	PM	NOx	HC	CO2	
Amount Reduced/Year	1.3	60.0	0.0	2,207	234,700
Capital Cost Effectiveness (\$/ton)	\$86,088	\$2,009	\$0	\$46	\$0.51
Total Cost Effectiveness (\$/ton)	\$86,088	\$2,009	\$0	\$46	\$0.51
Diesel Oxidation Catalyst					
Amount Reduced/Year	1.0	0.0	2.8	0.0	0.0
Capital Cost Effectiveness (\$/ton)	\$21,445	\$0	\$8,171	\$0	\$0.00
Total Cost Effectiveness (\$/ton)	\$21,445	\$0	\$8,171	\$0	\$0.00
Repowers					
Amount Reduced/Year	2.3	900.8	2.7	0.0	0
Capital Cost Effectiveness (\$/ton)	\$105,055	\$27,120	\$82,327	\$0	\$0
Total Cost Effectiveness (\$/ton)	\$42,020	\$9,352	\$32,929	\$0	\$0
Direct Fired Heaters					
Amount Reduced/Year	1.1	40.2	0.0	1,878	169,137
Capital Cost Effectiveness (\$/ton)	\$43,605	\$1,193	\$0	\$25	\$0.28
Total Cost Effectiveness (\$/ton)	\$43,143	\$1,180	\$0	\$25	\$0.28
Diesel Multi-Stage Filter					
Amount Reduced/Year	0.6	0.0	3.7	0	0.00
Capital Cost Effectiveness (\$/ton)	\$106,053	\$0	\$18,820	\$0	\$0.00
Total Cost Effectiveness (\$/ton)	\$106,053	\$0	\$18,820	\$0	\$0.00
	PM	NOx	HC	CO2	
Emission Reduction Totals	6.3	1,000.9	9.2	4,085.2	

Illinois Green Fleets: Green Jobs, Clean Diesel, Clean Air

Anticipated Outputs and Outcomes

Activities	Short Term Output	Outcomes	
		Medium Term Outcome	Long Term
Install 133 Auxilliary Power Units	Retrofit 125 Long Haul Trucks	Reduce PM emissions by 1.34 TPY	Reduce diesel fuel usage by 234,700 gallons
	Retrofit 8 Locomotives	Reduce NOx emissions by 59.96 TPY	Extend engine useful life.
		Reduce HC emissions by 0.0 TPY	Reduce exposure at truck stops and rail yards
		Reduce CO2 emissions by 200,605 TPY	Decrease instances of cardiopulmonary disease
Install 129 Direct Fired Heaters	Retrofit 40 Utility Trucks	Reduce PM emissions by 1.11 TPY	Reduce diesel fuel usage by 169,137 gallons
	Retrofit 35 Long Haul Trucks	Reduce NOx emissions by 40.25 TPY	Extend engine useful life
	Retrofit 41 School Buses	Reduce HC emissions by 0.0 TPY	Reduce exposure of truck drivers and students
	Retrofit 18 Delivery Trucks	Reduce CO2 emissions by 1,878 TPY	Decrease respiratory disease, cleaner air around schools
Install 255 Diesel Oxidation Catalysts	Retrofit 230 School Buses	Reduce PM emissions by 1.04 TPY	Reduce exposure of bus drivers and passengers
	Retrofit 25 Transit Buses	Reduce NOx emissions by 0.0 TPY	Reduce asthma in passengers an others
		Reduce HC emissions by 2.79 TPY	Decrease respiratory disease, improve air quality
		Reduce CO2 emissions by 0 TPY	in communitires
Install 145 Diesel Multi-Stage Filters	Retrofit 85 School Buses	Reduce PM emissions by 0.65 TPY	Reduce exposure of bus drivers and passengers
	Retrofit 60 Transit Buses	Reduce NOx emissions by 0.0 TPY	Reduce asthma in passengers
		Reduce HC emissions by 3.70 TPY	Decrease cardiopulmonary disease
		Reduce CO2 emissions by 0 TPY	Decrease respiratory disease, improve air quality
Replace 13 engines	Replace 3 engines in a Barge Ship	Reduce PM emissions by 2.26 TPY	Reduce exposure of employees, improve air quality
	Replace engines in 4 Bulldozers	Reduce NOx emissions by 900.76 TPY	Address PM compliants by residents
	Replace engines in 3 Front Loaders	Reduce HC emissions by 2.66 TPY	Retire older, unregulated engines that emit PM
	Replace engines in 3 Scrapers	Reduce CO2 emissions by 0 TPY	Provide cleaner Tier I and Tier II engines

Section 8: Leveraged Resources and Project Partners

Applicant Matches

As previously mentioned, this grant proposal requests \$4,172,335 for 21 individual projects totaling \$6,763,569. We are following the U.S. EPA's 25% match requirement for the five projects involving engine repowers. In addition to the federal match requirements, the Illinois EPA requires a 30 percent match for APUs in its Clean Diesel Grant Program, providing another \$518,490 in applicant matches. The repower of three engines in the ARTCO barge ship project costs \$2.6 million, with ARTCO voluntarily providing a cash match over \$1.92 million or 74 percent of the project cost. The amount of total applicant matches is \$2,591,234 or 38 percent of the overall project costs in this proposal.

Project Partners

The project partners working with the Illinois EPA on this grant proposal and the other clean diesel projects funded through U.S. EPA and CMAQ grants and Supplemental Environmental Project (SEP) funds include the 35 members of the Illinois Clean Diesel Workgroup. Specifically, representatives of the American Lung Association of Illinois (ALAI) and the Respiratory Health Association of Metropolitan Chicago (RHA) co-chair the Midwest Clean Diesel Initiative Leadership Group and the Illinois Clean Diesel Workgroup. With the Illinois Clean Diesel Grant Program, Illinois Clean School Bus Program, and their various funding sources, the ALAI and RHA are assisting the Illinois EPA with project oversight and administrative duties. These duties include following up with the fleets and vendors on project information and status, conducting on-site visits to inspect and document the satisfactory completion of certain projects, authoring and submitting the required quarterly project reports to the U.S. EPA, and assisting with outreach by developing fleet seminars and conducting mailings. We plan to host at least three seminars in northern, central, and southern Illinois to help educate governments, businesses, and school districts about available clean diesel funding, the various options, and the process to facilitate the development of sound clean diesel projects and applications being submitted to the agency.

The other Illinois Clean Diesel Workgroup members that are helping to solicit fleets, advertise the programs through fleet organizations and their respective dealer networks, and developing and submitting projects to the Illinois EPA for this grant proposal include representatives from Patten Industries, Donaldson, Commonwealth Edison, Engine Control Systems, Cummins, Caterpillar, Navistar, Metropolitan Mayors Caucus, Inland Power, the Illinois Department of Transportation, and the Midwest Truckers Association. These organizations have been in contact with on-road fleets, railroad companies, construction companies, tug boat operations, mining companies, airport operations, and others to inform them of the funding opportunities and assisting with the project development process for this proposal.

Section 9: Budget

All awarded funding from this grant proposal will be used for the purchase and installation of clean diesel equipment and for engine repowers as described above. There is no administrative funding being requested. The Illinois EPA and its Illinois Clean Diesel Workgroup partners are requesting \$4,172,335 in federal funding. The non-federal match of \$2,591,234 will come from the applicants, with the project total of \$6,763,569.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission:

- Preapplication
- Application
- Changed/Corrected Application

* 2. Type of Application:

- New
- Continuation
- Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Illinois Environmental Protection Agency

* b. Employer/Taxpayer Identification Number (EIN/TIN):

01-0572642

* c. Organizational DUNS:

807648654

d. Address:

* Street1: 1021 N Grand Ave East

Street2:

* City: Springfield

County:

* State: Illinois

Province:

* Country: United States

* Zip / Postal Code: 62702

e. Organizational Unit:

Department Name:

Bureau of Air

Division Name:

Budget and Grants

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: * First Name: Michael

Middle Name:

* Last Name: Biggs

Suffix:

Title: Budget and Grants Manager

Organizational Affiliation:

* Telephone Number: 217-785-1741

Fax Number: 217-782-2465

* Email: mike.biggs@illinois.gov

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

United States Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.039

CFDA Title:

National Clean Diesel Funding Assistance Program

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

This grant will provide clean diesel funding for the purchase and installation of oxidation catalysts, multi-stage filters, idling equipment, and engine repowers for delivery trucks, transit buses, school buses, long haul trucks, mining equipment, locomotives, and a barge ship. +

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="\$4,172,335.00"/>
* b. Applicant	<input type="text"/>
* c. State	<input type="text"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text" value="\$2,591,234.00"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="\$6,763,569.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

**** I AGREE**

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: _____ * Date Signed: _____

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 60 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form (including the continuation sheet) required for use as a cover sheet for submission of preapplications and applications and related information under discretionary programs. Some of the items are required and some are optional at the discretion of the applicant or the Federal agency (agency). Required items are identified with an asterisk on the form and are specified in the instructions below. In addition to the instructions provided below, applicants must consult agency instructions to determine specific requirements.

Item	Entry:	Item	Entry:
1.	<p>Type of Submission: (Required): Select one type of submission in accordance with agency instructions.</p> <ul style="list-style-type: none"> • Preapplication • Application • Changed/Corrected Application – If requested by the agency, check if this submission is to change or correct a previously submitted application. Unless requested by the agency, applicants may not use this to submit changes after the closing date. 	10.	<p>Name Of Federal Agency: (Required) Enter the name of the Federal agency from which assistance is being requested with this application.</p>
		11.	<p>Catalog Of Federal Domestic Assistance Number/Title: Enter the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested, as found in the program announcement, if applicable.</p>
2.	<p>Type of Application: (Required) Select one type of application in accordance with agency instructions.</p> <ul style="list-style-type: none"> • New – An application that is being submitted to an agency for the first time. • Continuation - An extension for an additional funding/budget period for a project with a projected completion date. This can include renewals. • Revision - Any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter(s). More than one may be selected. If "Other" is selected, please specify in text box provided. A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration E. Other (specify) 	12.	<p>Funding Opportunity Number/Title: (Required) Enter the Funding Opportunity Number and title of the opportunity under which assistance is requested, as found in the program announcement.</p>
		13.	<p>Competition Identification Number/Title: Enter the Competition Identification Number and title of the competition under which assistance is requested, if applicable.</p>
		14.	<p>Areas Affected By Project: List the areas or entities using the categories (e.g., cities, counties, states, etc.) specified in agency instructions. Use the continuation sheet to enter additional areas, if needed.</p>
3.	<p>Date Received: Leave this field blank. This date will be assigned by the Federal agency.</p>	15.	<p>Descriptive Title of Applicant's Project: (Required) Enter a brief descriptive title of the project. If appropriate, attach a map showing project location (e.g., construction or real property projects). For preapplications, attach a summary description of the project.</p>
4.	<p>Applicant Identifier: Enter the entity identifier assigned by the Federal agency, if any, or applicant's control number, if applicable.</p>		
5a.	<p>Federal Entity Identifier: Enter the number assigned to your organization by the Federal Agency, if any.</p>	16.	<p>Congressional Districts Of: (Required) 16a. Enter the applicant's Congressional District, and 16b. Enter all District(s) affected by the program or project. Enter in the format: 2 characters State Abbreviation – 3 characters District Number, e.g., CA-005 for California 5th district, CA-012 for California 12th district, NC-103 for North Carolina's 103rd district.</p> <ul style="list-style-type: none"> • If all congressional districts in a state are affected, enter "all" for the district number, e.g., MD-all for all congressional districts in Maryland. • If nationwide, i.e. all districts within all states are affected, enter US-all. • If the program/project is outside the US, enter 00-000.
5b.	<p>Federal Award Identifier: For new applications leave blank. For a continuation or revision to an existing award, enter the previously assigned Federal award identifier number. If a changed/corrected application, enter the Federal Identifier in accordance with agency instructions.</p>		
6.	<p>Date Received by State: Leave this field blank. This date will be assigned by the State, if applicable.</p>		
7.	<p>State Application Identifier: Leave this field blank. This identifier will be assigned by the State, if applicable.</p>		
8.	<p>Applicant Information: Enter the following in accordance with agency instructions:</p> <p>a. Legal Name: (Required): Enter the legal name of applicant that will undertake the assistance activity. This is the name that the organization has registered with the Central Contractor Registry. Information on registering with CCR may be obtained by visiting the Grants.gov website.</p> <p>b. Employer/Taxpayer Number (EIN/TIN): (Required): Enter the Employer or Taxpayer Identification Number (EIN or TIN) as assigned by the Internal Revenue Service. If your organization is not in the US, enter 44-4444444.</p> <p>c. Organizational DUNS: (Required) Enter the organization's DUNS or DUNS+4 number received from Dun and Bradstreet. Information on obtaining a DUNS number may be obtained by visiting the Grants.gov website.</p> <p>d. Address: Enter the complete address as follows: Street address (Line 1 required), City (Required), County, State (Required, if country is US), Province, Country (Required), Zip/Postal Code (Required, if country is US).</p> <p>e. Organizational Unit: Enter the name of the primary organizational unit (and department or division, if applicable) that will undertake the</p>	17.	<p>Proposed Project Start and End Dates: (Required) Enter the proposed start date and end date of the project.</p>
		18.	<p>Estimated Funding: (Required) Enter the amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines, as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses.</p>
		19.	<p>Is Application Subject to Review by State Under Executive Order 12372 Process? Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the</p>

	<p>assistance activity, if applicable.</p> <p>f. Name and contact information of person to be contacted on matters involving this application: Enter the name (First and last name required), organizational affiliation (if affiliated with an organization other than the applicant organization), telephone number (Required), fax number, and email address (Required) of the person to contact on matters related to this application.</p>		<p>State intergovernmental review process. Select the appropriate box. If "a." is selected, enter the date the application was submitted to the State</p>																								
20.			<p>Is the Applicant Delinquent on any Federal Debt? (Required) Select the appropriate box. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes.</p> <p>If yes, include an explanation on the continuation sheet.</p>																								
9.	<p>Type of Applicant: (Required) Select up to three applicant type(s) in accordance with agency instructions.</p> <table border="0" data-bbox="154 420 844 997"> <tr> <td data-bbox="154 420 503 451">A. State Government</td> <td data-bbox="511 420 844 493">M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)</td> </tr> <tr> <td data-bbox="154 451 503 483">B. County Government</td> <td data-bbox="511 493 844 567">N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)</td> </tr> <tr> <td data-bbox="154 483 503 514">C. City or Township Government</td> <td data-bbox="511 567 844 619">O. Private Institution of Higher Education</td> </tr> <tr> <td data-bbox="154 514 503 546">D. Special District Government</td> <td data-bbox="511 619 844 651">P. Individual</td> </tr> <tr> <td data-bbox="154 546 503 577">E. Regional Organization</td> <td data-bbox="511 651 844 682">Q. For-Profit Organization (Other than Small Business)</td> </tr> <tr> <td data-bbox="154 577 503 609">F. U.S. Territory or Possession</td> <td data-bbox="511 682 844 714">R. Small Business</td> </tr> <tr> <td data-bbox="154 609 503 640">G. Independent School District</td> <td data-bbox="511 714 844 745">S. Hispanic-serving Institution</td> </tr> <tr> <td data-bbox="154 640 503 672">H. Public/State Controlled Institution of Higher Education</td> <td data-bbox="511 745 844 777">T. Historically Black Colleges and Universities (HBCUs)</td> </tr> <tr> <td data-bbox="154 672 503 703">I. Indian/Native American Tribal Government (Federally Recognized)</td> <td data-bbox="511 777 844 808">U. Tribally Controlled Colleges and Universities (TCCUs)</td> </tr> <tr> <td data-bbox="154 703 503 735">J. Indian/Native American Tribal Government (Other than Federally Recognized)</td> <td data-bbox="511 808 844 840">V. Alaska Native and Native Hawaiian Serving Institutions</td> </tr> <tr> <td data-bbox="154 735 503 766">K. Indian/Native American Tribally Designated Organization</td> <td data-bbox="511 840 844 871">W. Non-domestic (non-US) Entity</td> </tr> <tr> <td data-bbox="154 766 503 798">L. Public/Indian Housing Authority</td> <td data-bbox="511 871 844 903">X. Other (specify)</td> </tr> </table>	A. State Government	M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)	B. County Government	N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)	C. City or Township Government	O. Private Institution of Higher Education	D. Special District Government	P. Individual	E. Regional Organization	Q. For-Profit Organization (Other than Small Business)	F. U.S. Territory or Possession	R. Small Business	G. Independent School District	S. Hispanic-serving Institution	H. Public/State Controlled Institution of Higher Education	T. Historically Black Colleges and Universities (HBCUs)	I. Indian/Native American Tribal Government (Federally Recognized)	U. Tribally Controlled Colleges and Universities (TCCUs)	J. Indian/Native American Tribal Government (Other than Federally Recognized)	V. Alaska Native and Native Hawaiian Serving Institutions	K. Indian/Native American Tribally Designated Organization	W. Non-domestic (non-US) Entity	L. Public/Indian Housing Authority	X. Other (specify)	21.	<p>Authorized Representative: (Required) To be signed and dated by the authorized representative of the applicant organization. Enter the name (First and last name required) title (Required), telephone number (Required), fax number, and email address (Required) of the person authorized to sign for the applicant.</p> <p>A copy of the governing body's authorization for you to sign this application as the official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)</p>
A. State Government	M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education)																										
B. County Government	N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education)																										
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L. Public/Indian Housing Authority	X. Other (specify)																										

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. National Clean Diesel	66.039	\$ 4,172,335.00	\$ 2,591,234.00	\$	\$	\$ 6,763,569.00
2.						0.00
3.						0.00
4.						0.00
5. Totals		\$ 4,172,335.00	\$ 2,591,234.00	\$ 0.00	\$ 0.00	\$ 6,763,569.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
a. Personnel	\$	\$	\$	\$	0.00
b. Fringe Benefits					0.00
c. Travel					0.00
d. Equipment					0.00
e. Supplies					0.00
f. Contractual					0.00
g. Construction					0.00
h. Other	4,172,335.00	2,591,234.00			6,763,569.00
i. Total Direct Charges (sum of 6a-6h)	4,172,335.00	2,591,234.00	0.00	0.00	6,763,569.00
j. Indirect Charges					0.00
k. TOTALS (sum of 6i and 6j)	\$ 4,172,335.00	\$ 2,591,234.00	\$ 0.00	\$ 0.00	\$ 6,763,569.00

7. Program Income	\$	\$	\$	\$	0.00
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SECTION C - NON-FEDERAL RESOURCES					
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS	
8.	\$	\$ 2,591,234.00	\$	\$ 2,591,234.00	
9.				0.00	
10.				0.00	
11.				0.00	
12. TOTAL (sum of lines 8-11)	\$ 0.00	\$ 2,591,234.00	\$ 0.00	\$ 2,591,234.00	
SECTION D - FORECASTED CASH NEEDS					
13. Federal	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
	\$ 3,700,000.00	\$ 900,000.00	\$ 925,000.00	\$ 950,000.00	\$ 925,000.00
14. Non-Federal	1,945,000.00	400,000.00	500,000.00	520,000.00	525,000.00
15. TOTAL (sum of lines 13 and 14)	\$ 5,645,000.00	\$ 1,300,000.00	\$ 1,425,000.00	\$ 1,470,000.00	\$ 1,450,000.00
SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT					
(a) Grant Program	FUTURE FUNDING PERIODS (Years)				
	(b) First	(c) Second	(d) Third	(e) Fourth	
16.	\$ 1,118,569.00	\$	\$	\$	
17.					
18.					
19.					
20. TOTAL (sum of lines 16-19)	\$ 1,118,569.00	\$ 0.00	\$ 0.00	\$ 0.00	
SECTION F - OTHER BUDGET INFORMATION					
21. Direct Charges:			22. Indirect Charges:		
23. Remarks:					

INSTRUCTIONS FOR THE SF-424A

Public reporting burden for this collection of information is estimated to average 180 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0044), Washington, DC 20503.

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General Instructions

This form is designed so that application can be made for funds from one or more grant programs. In preparing the budget, adhere to any existing Federal grantor agency guidelines which prescribe how and whether budgeted amounts should be separately shown for different functions or activities within the program. For some programs, grantor agencies may require budgets to be separately shown by function or activity. For other programs, grantor agencies may require a breakdown by function or activity. Sections A, B, C, and D should include budget estimates for the whole project except when applying for assistance which requires Federal authorization in annual or other funding period increments. In the latter case, Sections A, B, C, and D should provide the budget for the first budget period (usually a year) and Section E should present the need for Federal assistance in the subsequent budget periods. All applications should contain a breakdown by the object class categories shown in Lines a-k of Section B.

Section A. Budget Summary Lines 1-4 Columns (a) and (b)

For applications pertaining to a *single* Federal grant program (Federal Domestic Assistance Catalog number) and *not requiring* a functional or activity breakdown, enter on Line 1 under Column (a) the Catalog program title and the Catalog number in Column (b).

For applications pertaining to a *single* program *requiring* budget amounts by multiple functions or activities, enter the name of each activity or function on each line in Column (a), and enter the Catalog number in Column (b). For applications pertaining to multiple programs where none of the programs require a breakdown by function or activity, enter the Catalog program title on each line in *Column* (a) and the respective Catalog number on each line in Column (b).

For applications pertaining to *multiple* programs where one or more programs *require* a breakdown by function or activity, prepare a separate sheet for each program requiring the breakdown. Additional sheets should be used when one form does not provide adequate space for all breakdown of data required. However, when more than one sheet is used, the first page should provide the summary totals by programs.

Lines 1-4, Columns (c) through (g)

For new applications, leave Column (c) and (d) blank. For each line entry in Columns (a) and (b), enter in Columns (e), (f), and (g) the appropriate amounts of funds needed to support the project for the first funding period (usually a year).

For continuing grant program applications, submit these forms before the end of each funding period as required by the grantor agency. Enter in Columns (c) and (d) the estimated amounts of funds which will remain unobligated at the end of the grant funding period only if the Federal grantor agency instructions provide for this. Otherwise, leave these columns blank. Enter in columns (e) and (f) the amounts of funds needed for the upcoming period. The amount(s) in Column (g) should be the sum of amounts in Columns (e) and (f).

For supplemental grants and changes to existing grants, do not use Columns (c) and (d). Enter in Column (e) the amount of the increase or decrease of Federal funds and enter in Column (f) the amount of the increase or decrease of non-Federal funds. In Column (g) enter the new total budgeted amount (Federal and non-Federal) which includes the total previous authorized budgeted amounts plus or minus, as appropriate, the amounts shown in Columns (e) and (f). The amount(s) in Column (g) should not equal the sum of amounts in Columns (e) and (f).

Line 5 - Show the totals for all columns used.

Section B Budget Categories

In the column headings (1) through (4), enter the titles of the same programs, functions, and activities shown on Lines 1-4, Column (a), Section A. When additional sheets are prepared for Section A, provide similar column headings on each sheet. For each program, function or activity, fill in the total requirements for funds (both Federal and non-Federal) by object class categories.

Line 6a-i - Show the totals of Lines 6a to 6h in each column.

Line 6j - Show the amount of indirect cost.

Line 6k - Enter the total of amounts on Lines 6i and 6j. For all applications for new grants and continuation grants the total amount in column (5), Line 6k, should be the same as the total amount shown in Section A, Column (g), Line 5. For supplemental grants and changes to grants, the total amount of the increase or decrease as shown in Columns (1)-(4), Line 6k should be the same as the sum of the amounts in Section A, Columns (e) and (f) on Line 5.

Line 7 - Enter the estimated amount of income, if any, expected to be generated from this project. Do not add or subtract this amount from the total project amount, Show under the program

INSTRUCTIONS FOR THE SF-424A (continued)

narrative statement the nature and source of income. The estimated amount of program income may be considered by the Federal grantor agency in determining the total amount of the grant.

Section C. Non-Federal Resources

Lines 8-11 Enter amounts of non-Federal resources that will be used on the grant. If in-kind contributions are included, provide a brief explanation on a separate sheet.

Column (a) - Enter the program titles identical to Column (a), Section A. A breakdown by function or activity is not necessary.

Column (b) - Enter the contribution to be made by the applicant.

Column (c) - Enter the amount of the State's cash and in-kind contribution if the applicant is not a State or State agency. Applicants which are a State or State agencies should leave this column blank.

Column (d) - Enter the amount of cash and in-kind contributions to be made from all other sources.

Column (e) - Enter totals of Columns (b), (c), and (d).

Line 12 - Enter the total for each of Columns (b)-(e). The amount in Column (e) should be equal to the amount on Line 5, Column (f), Section A.

Section D. Forecasted Cash Needs

Line 13 - Enter the amount of cash needed by quarter from the grantor agency during the first year.

Line 14 - Enter the amount of cash from all other sources needed by quarter during the first year.

Line 15 - Enter the totals of amounts on Lines 13 and 14.

Section E. Budget Estimates of Federal Funds Needed for Balance of the Project

Lines 16-19 - Enter in Column (a) the same grant program titles shown in Column (a), Section A. A breakdown by function or activity is not necessary. For new applications and continuation grant applications, enter in the proper columns amounts of Federal funds which will be needed to complete the program or project over the succeeding funding periods (usually in years). This section need not be completed for revisions (amendments, changes, or supplements) to funds for the current year of existing grants.

If more than four lines are needed to list the program titles, submit additional schedules as necessary.

Line 20 - Enter the total for each of the Columns (b)-(e). When additional schedules are prepared for this Section, annotate accordingly and show the overall totals on this line.

Section F. Other Budget Information

Line 21 - Use this space to explain amounts for individual direct object class cost categories that may appear to be out of the ordinary or to explain the details as required by the Federal grantor agency.

Line 22 - Enter the type of indirect rate (provisional, predetermined, final or fixed) that will be in effect during the funding period, the estimated amount of the base to which the rate is applied, and the total indirect expense.

Line 23 - Provide any other explanations or comments deemed necessary.