

DERA Program Priorities



Review of Selected Program Priorities From the 2021 DERA National and Tribal RFAs

AMONG The 2021 DERA RFA Priorities Are:

1. Priority Location

- a. Areas of Poor Air Quality**
- b. Goods Movement Facilities**

2. Benefits to the Community

3. Community Engagement and Partnerships

4. Project Sustainability

RFA and more info available at <https://www.epa.gov/dera/national>

Priority Location

Areas of Poor Air Quality: Priority for funding is given to vehicles, engines and equipment operating in areas designated as having poor air quality. EPA will evaluate this under criteria 2.A. and B. under Section V.A. of this RFA. The term “project location” refers to the area(s) where the affected vehicles or engines equipment operate. A list of counties that have been designated as priority project locations can be found at: www.epa.gov/dera/national#rfa. To receive points under this criterion, vehicles or equipment proposed for funding must be operated a majority of the time in one or more of the priority project locations. These counties were identified as priority project locations for the DERA program because they are:

Priority Location

Areas of Poor Air Quality:

1) Designated, as of the release date of this RFA, as nonattainment areas or maintenance areas for the following National Ambient Air Quality Standards. Data is sourced from EPA's Green Book of Nonattainment Areas for Criteria Pollutants. (www.epa.gov/green-book).

- a) PM2.5 1997 Standard (Annual: 15 µg/m³, 24-hour: 65 µg/m³)
- b) PM2.5 2006 Standard (Annual: 15 µg/m³, 24-hour: 35 µg/m³)
- c) PM2.5 2012 Standard (Annual: 12 µg/m³, 24-hour: 35 µg/m³)
- d) Ozone (O₃) 2008 Standard (8-hour: 0.075ppm)
- e) Ozone (O₃) 2015 Standard (8-hour: 0.070ppm)

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Priority Location

Areas of Poor Air Quality:

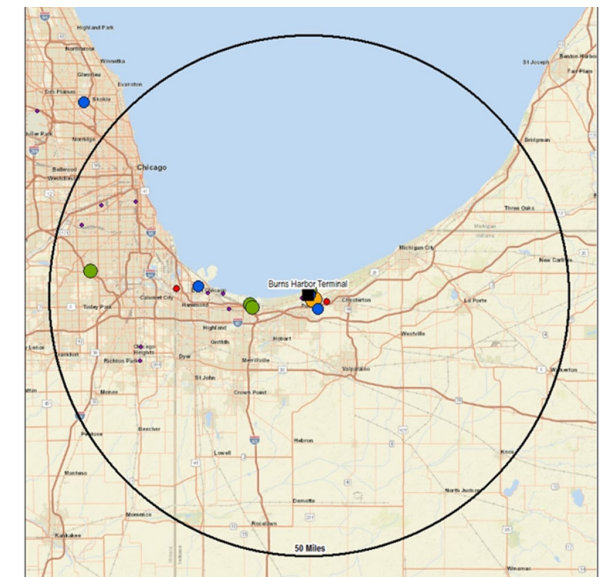
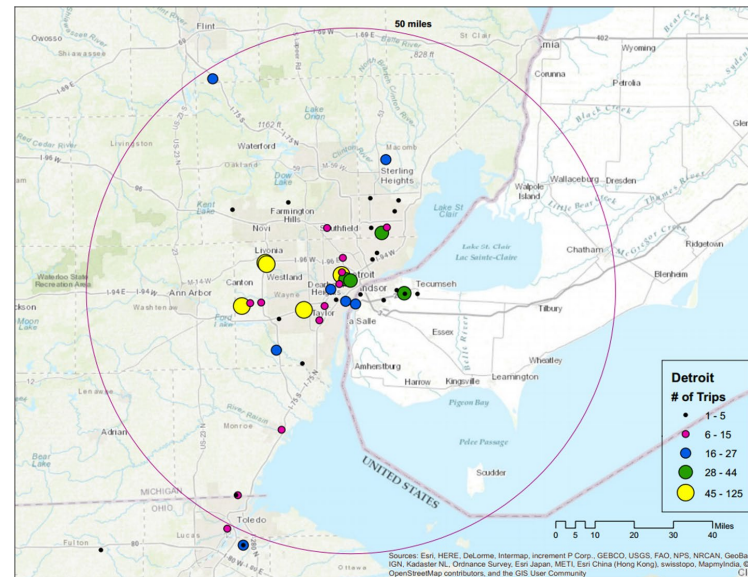
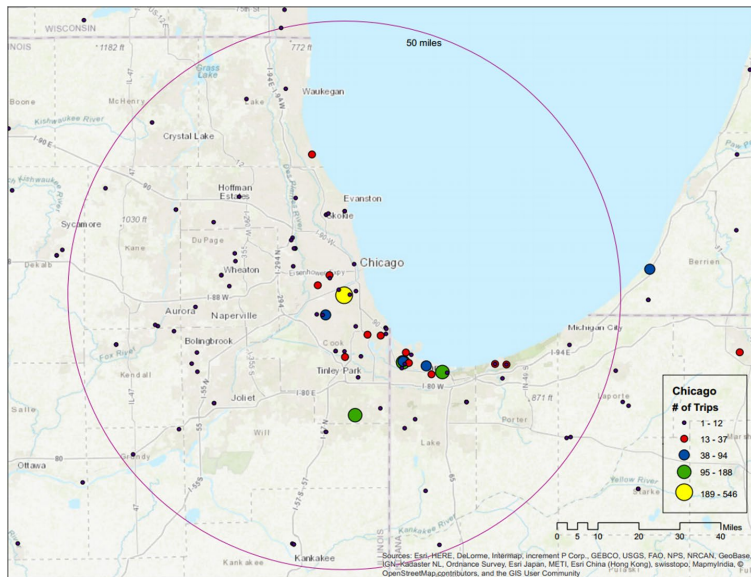
2) Counties that contain at least one census tract where the modeled ambient diesel PM concentration from the 2014 National Air Toxics Assessment (<https://www.epa.gov/national-air-toxics-assessment>) is above the 80th percentile (0.68 $\mu\text{g}/\text{m}^3$) for census tracts nationwide. The 80th percentile is a programmatic cutoff designed to help us evaluate those areas that are most likely to have higher concentrations of diesel PM in the year of analysis (i.e., the year for which NATA data are available); this level was not chosen based on risk or other health-based criteria or thresholds. NATA is a screening tool and there are limitations and uncertainties associated with it; see: <https://www.epa.gov/national-air-toxics-assessment/nata-limitations>.

Priority Location

Goods Movement Facilities: Priority for funding is given to projects based on whether the vehicles/engines/equipment targeted for diesel emissions reductions are located at, or service, goods movement facilities as defined below. EPA will evaluate this under criterion 2.C. under Section V.A. of this RFA. Applicants should include the name of the specific port, airport, rail yard, terminal, or distribution center where the affected vehicles operate.

- 1) **Ports** - places alongside navigable water with facilities for the loading and unloading of passengers and/or cargo from ships, ferries, and other vessels
- 2) **Airports** - places where aircraft operate that have paved runways and terminals which include cargo, baggage and/or passenger-movement operations
- 3) **Rail Yards** - places where trains originate or terminate, or where they are distributed or combined
- 4) **Terminals** - freight and passenger stations at the end of carrier lines, or that serve as junctions at any point with other lines, that have facilities for the handling of freight and/or passengers
- 5) **Distribution Centers** - facilities that perform consolidation, warehousing, packaging, decomposition and other functions linked with handling freight, often in proximity to major transport routes or terminals, and which generate large amounts of truck traffic

Goods Movement – Think Local



Priority Location – 2021 RFA Scoring

Project Location: Under this criterion, EPA will evaluate applications based on the project location.

Specifically, whether: **20 points**

A. (10 points) Projects are located in an Ozone or PM_{2.5} nonattainment or maintenance area, as described in Section I.B.7.a.1.

B. (5 points) Projects are located in an area where all or part of the population in the area is exposed to diesel PM concentrations above the 80th percentile for diesel PM, as described in Section I.B.7.a.2.

C. (5 points) Project's target vehicles located at, or that service, goods movement facilities such as: ports, airports, rail yards, terminals, or distribution centers, as described in Section I.B.7.b.

Partial points may be awarded for sub-factors A, B and C under this criterion depending on how much of the project occurs in the priority areas.



Benefits To The Community (2021 DERA RFA)

Priority for funding is given to projects which address the needs and concerns of affected communities, especially any communities or populations that have faced or are facing environmental justice concerns and/or health disparities. EPA will evaluate this under criterion 3 in Section V.A. of this RFA. The term “affected communities,” means populations, groups, and other interested parties that are affected by the health, environmental and/or other issues that the project is intended to address. The term “environmental justice concerns,” generally relates to issues that have resulted in some minority, low-income, or tribal and indigenous communities being more adversely, disproportionately and/or historically impacted by environmental issues and problems than other communities because of geography, poverty, income levels and similar types of factors. “Health disparities” are preventable differences in the burden of disease, injury, violence, or opportunities to achieve optimal health that area experienced by socially disadvantaged populations.

The extent that a project will maximize public health benefits depends on both the population or group that will experience improvements in air quality due to the project, and the amount of emissions reductions that will take place. Applications should therefore describe both the population or group that will be affected by the project and how they will directly benefit from emissions reductions that will result from the project. Applications that can demonstrate how they will directly benefit affected communities with environmental justice concerns may be evaluated more favorably than others that do not. Applications that include both qualitative descriptions and quantitative estimates of current conditions and project-related benefits may be evaluated more favorably than others that do not.



Benefits To The Community

(2021 Tribal DERA RFA)

Factors that may indicate disproportionate and adverse impacts as referenced above include:

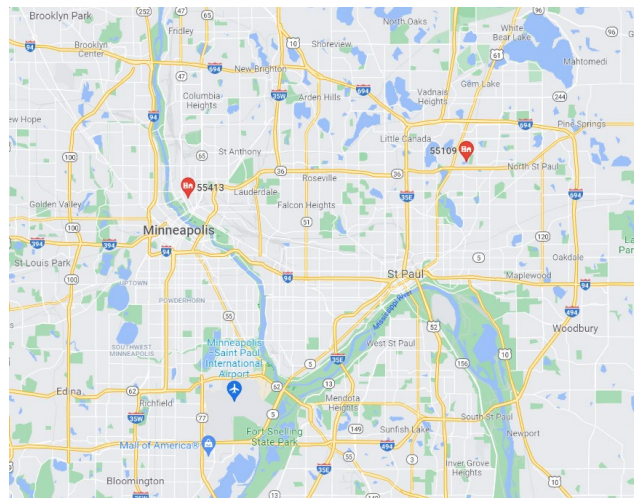
- Differential proximity and exposure to environmental hazards;
- Greater susceptibility to adverse effects from environmental hazards (due to genetic predisposition, age, chronic medical conditions, lack of health care access, or poor nutrition);
- Unique environmental exposures because of practices linked to cultural background or socioeconomic status (e.g., subsistence fishing or farming);
- Cumulative effects from multiple stressors;
- Reduced ability to effectively participate in decision-making processes due to language barriers, inability to access traditional communication channels, or limited capacity to access technical and legal resources; and
- Degraded physical infrastructure, such as poor housing, poorly maintained public buildings (e.g., schools), or lack of access to transportation.

Applicants are encouraged, as appropriate, to include data from EPA's EJSCREEN (<https://www.epa.gov/ejscreen>) tool (or other EJ-focused geospatial mapping tools) as part of their application to help characterize and describe the affected communities/populations and area(s). Data from other sources (e.g. studies, census, and third-party reports) should also be included to give a more complete picture of the impacted communities and populations. Instructions, resources, and tutorials on how to use EJSCREEN are included at the hyperlink above

Active 2019/2020 DERA Projects in Region 5 EJ Communities

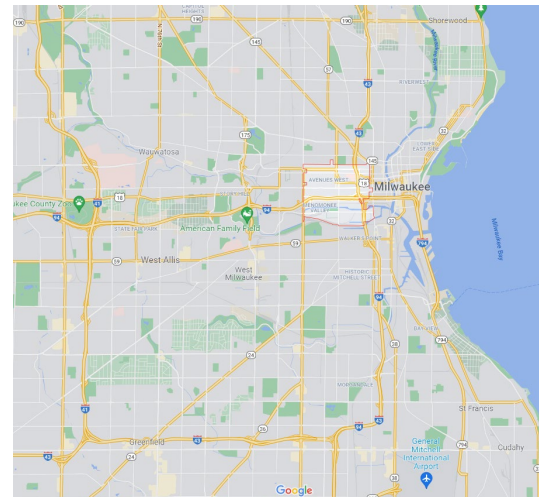
Minneapolis-St. Paul

- Three Class 8 refuse haulers near the downtown Minneapolis area
- Rubber Tire Loader, City of N. St. Paul



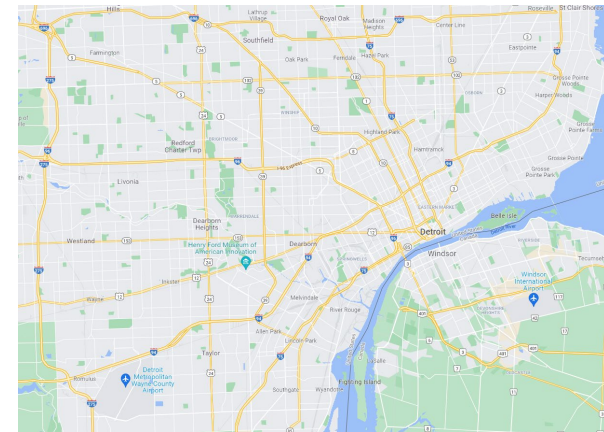
Milwaukee

- Fifteen school buses operating in the Milwaukee urban area



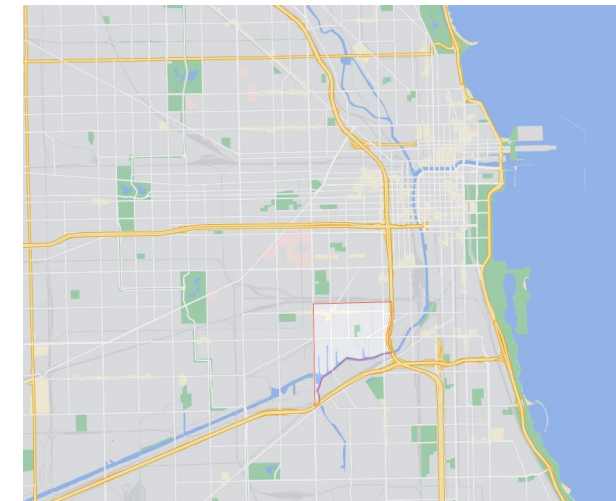
Detroit

- One Class 8 refuse hauler in City of River Rouge
- Nine pieces of construction equipment and one Class 8 refuse hauler



Chicago

- Four Class 8 concrete mixers and one backhoe in Preston Heights/Joliet area
- One concrete mixer in Pilsen/Chicago
- Three City of Chicago street sweepers in Hyde Park/Englewood
- Three Metra construction cranes and four paving equipment vehicles garaged in Blue Island



Benefits To the Community – 2021 RFA Scoring

Benefits to the Community: Under this criterion, EPA will evaluate applications based on the quality and extent to which the application demonstrates that the project will result in benefits to the community, as defined in Section I.B.7.c. **8 points**

A. (2 points) The application defines the affected communities.

B. (2 points) The application demonstrates that the affected communities have faced or are facing environmental justice concerns and/or health disparities.

C. (2 points) The application describes the local environmental/public health issues that the project seeks to address.

D. (2 points) The application describes and/or quantifies how underserved communities and vulnerable populations benefit from the desired project results.

Community Engagement and Partnerships

Priority for funding is given to projects which support community engagement and partnerships. EPA will evaluate this under criterion 4 in Section V.A. of this RFA. Applicants will be evaluated based on the extent and quality the application demonstrates input from affected communities with respect to the design and performance of the project and demonstrates that support and involvement from project partners has been obtained to more effectively perform the project. The term “affected communities” means populations, groups, and other interested parties that are affected by the environmental and/or other issues that the project is intended to address. Community engagement and partnership efforts should include various organizations representing a broad spectrum of the community; examples include local residents as well as grassroots, neighborhood, school, faith-based, city council, business, local government, and other organizations. Applications with letters of commitment that demonstrate strong, long-term involvement throughout the project from a variety of project partners may be evaluated more favorably than others.

In addressing these criteria, as applicable, applicants should demonstrate input from affected communities with respect to the design and performance of the project and demonstrate that the project has obtained support and involvement from project partners to more effectively perform the project.

Community Engagement and Partnerships – 2021 RFA Scoring

Community Engagement and Partnerships: Under this criterion, EPA will evaluate applications based on the extent and quality to which the project supports community engagement and partnerships, as described in Section I.B.7.d. **4 points**

A. (2 points) The application demonstrates input from affected communities with respect to the design and performance of the project.

B. (2 points) The application demonstrates that support and involvement from project partners has been obtained to more effectively perform the project.

Project Sustainability

Priority for funding is given to projects which can demonstrate the ability of the applicant and project partners to promote and continue efforts to reduce emissions after EPA funding for this project has ended. EPA will evaluate this under criterion 5 in Section V.A. of this RFA. Specifically, applications will be evaluated on whether the applicant and/or its project partners:

- a) have existing policies or new commitments to, by the end of the project period, adopt idle-reduction policies, adopt contract specifications requiring the use of cleaner, more efficient vehicles and equipment, complete an up to date mobile source equipment inventory, or adopt other strategies to promote and continue efforts to reduce diesel emissions.
- b) have a publicly available baseline mobile source emission inventory for PM_{2.5} and/or NO_x that was completed after 2017 or commit to completing one before the end of the project period.

(continued)

Project Sustainability

c) have a publicly available plan finalized after 2017 to reduce mobile source emissions that includes specific PM_{2.5} and/or NO_x emission targets or commit to completing one before the end of the project period.

d) have established or commit to establishing before the end of the project period, a clear point of contact in a public platform (e.g., newsletter, website) for community issues and complaints (specific to air quality or broader) and a publicly documented policy or process to engage communities and get their input on operations and projects that impact air quality. The process could be recent (within a year) or upcoming (before the end of the project period) meetings and/or a policy or process to otherwise get input (e.g., a standing, citizens advisory committee).

Project Sustainability – 2021 RFA Scoring

Project Sustainability: Under this criterion, EPA will evaluate applications based on the extent and quality to which the applicant and/or its project partners will promote and continue efforts to reduce emissions after EPA funding for this project has ended, as described in Section I.B.7.e. **20 points**

A. (5 points) The application demonstrates that the applicant and/or project partner(s) have existing idle-reduction policies, contract specifications requiring the use of cleaner, more efficient vehicles and equipment, up to date mobile source equipment inventories, or other policies in place to promote and continue efforts to reduce diesel emissions. If not, the application specifies a commitment to complete one or more before the end of the project period.

B. (5 points) The application demonstrates that the applicant and/or project partner(s) has a publicly available baseline mobile source emission inventory for PM_{2.5} and/or NO_x that was completed after 2017. If not, the application specifies a commitment to complete one before the end of the project period.

C. (5 points) The application demonstrates that the applicant and/or project partner(s) has a publicly available plan, finalized after 2017, to reduce mobile source emissions that includes specific PM_{2.5} and/or NO_x emission targets. If not, the applicant demonstrates a commitment to developing one before the end of the project period.

D. (5 points) The application demonstrates that the applicant and/or project partner(s) has an existing clear point of contact in a public platform (e.g., newsletter, website) for community issues and complaints (specific to air quality or broader) and a publicly documented policy or process to engage communities and get their input on operations and projects that impact air quality. The process could be a meeting in the past year and/or a policy or process to have a meeting or otherwise get input (e.g., a standing citizen advisory committee). If not, the application demonstrates a commitment to establish both before the end of the project period.