

REPOWERING LOCOMOTIVE SWITCHER ENGINES FOR ADM AND TERMINAL RAILROAD



**A Grant Application submitted to the U.S. Environmental Protection Agency-Region 5
by the Illinois Environmental Protection Agency 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

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these engines with new ultra-low emission N-ViroMotive locomotive Generator Set (“GenSet”) engines coupled with diesel particulate filters that enable these engines to meet U.S. EPA’s 2015 Tier 4 emission standards for particulate matter. These GenSet engines will be operating in the short haul rail lines and the Madison rail yard and will travel through the cities of Madison, Venice, East St. Louis, Brooklyn, Sauget, and Granite City. The primary facility for these engines is located in Venice. Terminal Railroad has estimated that the GenSet units will help them reduce locomotive idling by at least eight hours per day for each unit. In addition, these units are equipped with automatic shutdown that will enhance the idling reductions in the event the engineer does not turn them off manually. The company also estimates that fuel savings will exceed 43 percent, or nearly 20,000 gallons per GenSet engine, compared to the two older unregulated engines. The two GenSet engines will be purchased from National Railway Equipment Company, headquartered in Mt. Vernon, Illinois.

For both projects, the repowered engines and GenSets will be in operation for at least 20 years, leading to sustainable emissions reductions for the long-term in the communities that they operate in.

The Illinois EPA will be working very closely with both ADM and Terminal Railroad in implementing this project in a timely manner and in providing the required reports. Both companies are aware that the replaced engines must be rendered inoperable.

Pursuant to Section 792(d)(2) of the Energy Policy Act of 2005, none of the locomotive units in this proposal are mandated under federal, state, or local law under the restriction for mandated measures.

Project Timeline

Date	Activity
May 2009	If awarded, prepare schedule for repowering engines with new EMD 8-710 and GenSet engines, contact Electro Motive and National Railway Equipment
June 2009	Initiate Grant Agreements & Project Scope of Work
June 2009	Start with engine repowering at Electro Motive and National Railway Equipment
June - October 2009	Continue repowering projects with the three locomotives, monitor and communicate with ADM, Terminal Railroad, Electro Motive Design and National Railway Equipment.
August, November 2009 February, May 2010	Quarterly Reports to be submitted to EPA
<December 2009	Intended completion date for the three engine repowers
January – September 2010	Address remaining project issues, monitor & communicate, conduct site visits at Decatur and Madison rail yards, document and complete the project

Section 2: Recovery Act Funding Priorities

The agency has been informed that an investment of approximately \$3.77 million in this project will help create and maintain jobs in the locomotive engine industry. However, more specific information will not become available until after the projects commence. The Electro-Motive Diesel headquarters and assembly plant are located in LaGrange, Illinois, just outside of Chicago. The National Railway Equipment headquarters is in Mt. Vernon, Illinois, with the Dixmoor, Illinois office being in charge of this project. The purchase of three new locomotive engines will add and retain jobs at both companies.

In forecasting the number of jobs created or retained for this proposal, the Illinois EPA used 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 \$3,770,000 invested in locomotive engine repowers will supposedly result in the addition of 56 jobs.

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. We recognize the immediate need to commence the projects and expend the funding as quickly as possible, and ADM and Terminal Railroad 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 Metro-East St. Louis air quality nonattainment area and in Decatur, which is an attainment area, but experiences a lot of diesel emissions with heavy industry and truck and locomotive traffic. The Metro-East area does not meet the national ambient air quality standards for both 8-hour ozone and particulate matter (PM_{2.5}). This area experiences high levels of diesel truck, bus, and off-road equipment emissions, with the average population densities in this area being at least 500 people per square mile, whereas the state average is 223 people per square mile. Based on the Illinois EPA's 2005 emissions inventory for the Metro-East St. Louis nonattainment area, 601 tpy of particulate matter (242 TPY from on-road, and 359 TPY from off-road) are emitted by mobile sources.

Particulate matter emissions from diesel vehicles and equipment is a significant public health concern, as it can penetrate deep into the lungs and impose serious health effects, especially with children, the elderly, and those with respiratory ailments. This project will realize health benefits to those exposed to the diesel emissions in and around the rail yards. The engine repowers for ADM will exceed the current Tier II emission standards, while the Terminal Railroad GenSet project, with the use of diesel particulate filters, will meet the Tier 4 emission standards set by the USEPA. In addition to the emissions benefits, the use of these new engines will reduce fuel by at least 25,000 gallons, providing a reduction in greenhouse gas emissions. These locomotives will continue to operate for at least 20 years.

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 and other parts of the State that need further reductions in diesel emissions.

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 a \$1.73 Million workplan for the 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

The following tables provide a summary of the emissions reductions and outputs and outcomes from this project. There will be significant emissions reductions resulting from the three locomotive engine repowers. Nearly 5.6 tons per year of PM will be reduced, in addition to over 160 TPY of NOx and nearly 15 TPY of hydrocarbons. These projects will also improve the health and surrounding environments for residents and communities living and working near the rail yards. The Illinois EPA and the American Lung Association of Illinois (ALA) will conduct close oversight of this project through communications, on-site visits, and reporting from ADM and Terminal Railroad to verify that the project meets the objectives of the ARRA and the U.S. EPA.

Anticipated Outputs and Outcomes		
Activities	Outputs	Short, medium, and long-term Outcomes
Repower 3 switcher engine locomotives with a new Tier II engine repower for ADM and two GenSet units meeting Tier 4 standards for Terminal Railroad	Replacement of three pre-1973 locomotive engines with one ultra-clean Electro-Motive Diesel 8-710 Eco locomotive engine (ADM) and two N-Viro Motive GenSet engines by National Railway Equipment.	<p>Short-term: Successful replacement of three old locomotive engines with new ultra-clean repowered and GenSet engines.</p> <p>Medium-term: Emissions Reduction = Reduce 5.6 tons per year (tpy) of PM, 160 tpy of NOx, and 15 tpy of HC.</p> <p>Long-term: Health Effects = Reduce locomotive emissions and noise in and around rail yards, especially in the Metro-East area. Improve air quality in the vicinity of the rail yard potentially leading to increased lung function and decreased cardiopulmonary disease in rail yard workers and persons in surrounding communities.</p>

The table below contains the individual project total cost effectiveness estimates generated by the USEPA’s Diesel Emissions Quantifier. The Capital Cost Effectiveness and the Total Cost Effectiveness calculated were identical, and is therefore not reflected, since the installation costs was integrated into the total project cost. Although the DEQ did not generate an estimate of CO2 emissions reductions and “Gallons of Diesel Fuel Reduced”, the use of GenSet engines is expected to reduce fuel usage and therefore decrease CO2 emissions. As the DEQ did not calculate emissions benefits for carbon monoxide or carbon dioxide, no cost effectiveness figures are included.

Project Emissions Reductions and Cost Effectiveness Estimates			
ADM Renovations	PM	NOx	HC
Emissions Reductions (tpy)	2.2	64.1	6.0
Total Cost Effectiveness (\$/ton)	\$27,521	\$965	\$10,334
Terminal Railroad	PM	NOx	HC
Emissions Reductions (tpy)	3.4	96.2	9.0
Total Cost Effectiveness (\$/ton)	\$50,822	\$1,782	\$19,083

Section 8: Leveraged Resources and Project Partners

Applicant Matches

This proposal requests \$2,770,000 for the repowering of three switch engine locomotives. ADM's one locomotive repower has a total project cost of \$1,000,000, with the funding request of \$700,000 and ADM providing a match of \$300,000, or 30 percent. Terminal Railroad's two locomotive repowers to GenSet units has a total project cost of \$2,770,000, with the funding request of \$2,070,000 and Terminal Railroad providing a match of \$700,000.

Project Partners

The ALA and the Illinois EPA are partnering with ADM and Terminal Railroad on this project. The ALA will assist the agency in communicating with ADM and Terminal Railroad, conducting on-site visits at the end of the project, documenting the necessary project implementation stages, and submitting the quarterly reports to the U.S. EPA. In addition, the ALA will help with press releases and outreach on the success of this project.

Section 9: Budget

All awarded funding from this grant proposal will be used for the purchase and installation of ultra-clean switcher engine locomotive equipment as described above. There is no administrative funding being requested. The Illinois EPA, ADM, and Terminal Railroad are requesting \$2,770,000 in federal funding. The non-federal match of \$1,000,000 will be provided by ADM and Terminal Railroad for a total project cost of \$3,770,000.

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Fleet Spreadsheets

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Form 424

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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:

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

* c. Organizational DUNS:

d. Address:

* Street1:

Street2:

* City:

County:

* State:

Province:

* Country:

* Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

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

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

Title:

Organizational Affiliation:

* Telephone Number:

Fax Number:

* Email:

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 assist in the funding for repowering three locomotive switcher engines for Archer Daniels Midland (ADM) and Terminal Railroad.

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="\$2,770,000.00"/>
* b. Applicant	<input type="text"/>
* c. State	<input type="text"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text" value="\$1,000,000.00"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="\$3,770,000.00"/>

*** 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.

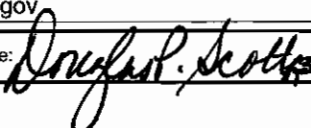
Authorized Representative:

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.

Form 424a

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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		Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1. National Clean Diesel	66.039	\$ 2,770,000.00	\$ 1,000,000.00	\$	\$	\$ 3,770,000.00
2.						0.00
3.						0.00
4.						0.00
5. Totals		\$ 2,770,000.00	\$ 1,000,000.00	\$ 0.00	\$ 0.00	\$ 3,770,000.00

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		2,770,000.00	1,000,000.00			3,770,000.00
i. Total Direct Charges (sum of 6a-6h)		2,770,000.00	1,000,000.00	0.00	0.00	3,770,000.00
j. Indirect Charges						0.00
k. TOTALS (sum of 6i and 6j)	\$	2,770,000.00	\$ 1,000,000.00	\$ 0.00	\$ 0.00	\$ 3,770,000.00
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.	\$	\$ 1,000,000.00	\$	\$	\$ 1,000,000.00
9.					0.00
10.					0.00
11.					0.00
12. TOTAL (sum of lines 8-11)	\$	0.00 \$	1,000,000.00 \$	0.00 \$	1,000,000.00 \$
SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 2,770,000.00	0.00 \$	1,385,000.00 \$	1,385,000.00 \$	0.00 \$
14. Non-Federal	1,000,000.00	0.00	500,000.00	500,000.00	0.00
15. TOTAL (sum of lines 13 and 14)	\$ 3,770,000.00	0.00 \$	1,885,000.00 \$	1,885,000.00 \$	0.00 \$
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.	\$	0.00 \$	\$	\$	\$
17.					
18.					
19.					
20. TOTAL (sum of lines 16-19)	\$	0.00 \$	\$	0.00 \$	0.00 \$
SECTION F - OTHER BUDGET INFORMATION					
21. Direct Charges:	22. Indirect Charges:				
23. Remarks:					

Pre-Award Compliance Review Report Form

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**United States Environmental Protection Agency
Washington, Dc 20460**

FORM Approved
OMB No. 2090-0014
Expires 4-30-99

**Preward Compliance Review Report For All
Applicants Requesting Federal Financial Assistance**

NOTE: Read instructions on reverse side before completing form.

<p>I. A. Applicant (Name, City, State) Illinois Environmental Protection Agency 1021 N. Grand Ave. E. PO Box 9276 Springfield, IL 62794-9276</p>	<p>B. Recipient (Name, City, State) Same</p>	<p>C. EPA Project No.</p>
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II. Brief description of proposed project, program or activity.
All

III. Are any civil rights lawsuits or complaints pending against applicant and/or recipient? If "yes", list those complaints and the disposition of each complaint.

Yes No

IV. Have any civil rights compliance reviews of the applicant and/or recipient been conducted by any Federal agency during the two years prior to this application for activities which would receive EPA assistance? If "yes", list those compliance reviews and status of each review.

Yes No

V. Is any other Federal financial assistance being applied for or is any other Federal financial assistance being applied to any portion of this project, program or activity?
If "Yes", list the other Federal Agency(s), describe the associated work and the dollar amount of assistance.

Yes No

VI. If entire community under the applicant's jurisdiction is not served under the existing facilities/services, or will not be served under the proposed plan, give reasons why.

VII. Population Characteristics	Number of People
1. A. Population of Entire Service Area	11,430,602
B. Minority Population of Entire Service Area	2,905,866
2. A. Population Currently Being Served	11,430,602
B. Minority Population Currently Being Served	2,905,602
3. A. Population to be Served by Project, Program or Activity	
B. Minority Population to be Served by Project, Program or Activity	
4. A. Population to Remain Without Service	
B. Minority Population to Remain Without Service	

VIII. Will all new facilities or alterations to existing facilities financed by these funds be designed and constructed to be readily accessible to and usable by handicapped persons? If "No", explain how a regulatory exception (40 CFR 7.70) applies.

Yes No

IX. Give the schedule for future projects, programs or activities (or of future plans), by which service will be provided to all beneficiaries within applicant's jurisdiction. If there is no schedule, explain why.

X. I certify that the statements I have made on this form and all attachments thereto are true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable law.

A. Signature of Authorized Official <i>Douglas P. Scatter</i>	B. Title of Authorized Official Director	C. Date 7/01/07
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FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY

<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	Authorized EPA Official	Date
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Disclosure of Lobbying Activities

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DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: Illinois Environmental Protection Agency 1021 N. Grand Avenue East PO Box 19276 Springfield, IL 62791-9276 Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:	
6. Federal Department/Agency: U.S. Environmental Protection Agency	7. Federal Program Name/Description: CFDA Number, if applicable: _____	
8. Federal Action Number, if known:	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant (if individual, last name, first name, MI): NA	b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u></u> Print Name: <u>Douglas P. Scott</u> Title: <u>Director</u> Telephone No.: <u>217/782-3397</u> Date: <u>7/1/07</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

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Assurances – Non-Construction Programs Form

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ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 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 (0348-0040), 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.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the

basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. 1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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<p>9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. 276a to 276a-7), the Copeland Act (40 U.S.C. 276c and 18 U.S.C. 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. 327-333), regarding labor standards for federally-assisted construction subagreement.</p> <p>10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.</p> <p>11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in flood plains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. 1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. 7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).</p>	<p>12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. 1271 et seq.) Related to protecting components or potential components of the national wild and scenic rivers system.</p> <p>13. Will assist the awarding agency in assuring compliance will Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. 469a-1 et seq.).</p> <p>14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.</p> <p>15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. 2131 et seq.) Pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.</p> <p>16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4801 et seq.) Which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.</p> <p>17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."</p> <p>18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.</p>
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SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <i>Douglas P. Scott</i>	TITLE Director
APPLICANT ORGANIZATION Illinois Environmental Protection Agency	DATE SUBMITTED 7/1/07

Key Contacts Form

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KEY CONTACTS FORM

Authorized Representative: *Original awards and amendments will be sent to this individual for review and acceptance, unless otherwise indicated.*

Name: Douglas P. Scott
 Title: Director
 Complete Address: Illinois EPA
 1021 North Grand Avenue East, Springfield, Illinois 62702
 Phone Number: (217) 782-3397

Payee: *Individual authorized to accept payments.*

Name: Tamara Moore
 Title: Grants Manager
 Mail Address: Illinois EPA
 1021 North Grand Avenue East, Springfield, Illinois 62702
 Phone Number: (217) 785-1869

Administrative Contact: *Individual from Sponsored Program Office to contact concerning administrative matters (i.e., indirect cost rate computation, rebudgeting requests etc.)*

Name: Mike Biggs
 Title: Budget Officer
 Mailing Address: Illinois EPA
 1021 North Grand Avenue East, Springfield, Illinois 62702
 Phone Number: (217) 785-1741
 FAX Number: (217) 782-2465
 E-Mail Address: mike.biggs@illinois.gov

Principal Investigator: *Individual responsible for the technical completion of the proposed work.*

Name: Darwin Burkhart
 Title: Manager, Clean Air Programs
 Mailing Address: Illinois EPA
 1021 North Grand Avenue East, Springfield, Illinois 62702
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