

Questions and Answers: Projects to Improve Air Quality at Ports – 2013 Diesel Emissions Reduction Act (DERA) Funding Opportunity (RFP No.: EPA-OAR-OTAQ-14-02)

Friday, February 7, 2014

The following Questions and Answers are compiled for the benefit of organizations considering applying for a grant under the above Request for Proposals (RFP).

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Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

A. Applicant Eligibility

A.1: *What organization types are eligible to apply for funding under this RFP?*

Answer: Only public port authorities with jurisdiction over transportation or air quality at a marine or inland water ports are eligible under this RFP. Other entities, such as community groups, local governments, terminal operators, and shipping carriers are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

A.2: *Can we partner with a public port authority if we are not an eligible entity?*

Answer: Yes, community groups, local governments, terminal operators, shipping carriers, and other business entities involved in port operations are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

A.3: *Are shipping carriers or other business entities involved in port operations eligible?*

Answer: No. However, community groups, local governments, terminal operators, shipping carriers, and other business entities involved in port operations are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

A.4: *Can an individual apply for funding under this competition?*

Answer: No. Only eligible entities as defined in Section III.A of the RFP are eligible to apply for EPA funding.

Date Posted: 12/5/2013

A.5: *We manufacture a device that provides emissions reductions. Are we eligible for this grant?*

Answer: Manufacturers who would like to have their retrofit products eligible for purchase by grant recipients of this grant program must be listed on EPA's verified list by the close of the RFP. An overview of the Verification Process is available at: www.epa.gov/cleandiesel/verification/verif-process.htm. Due to the comprehensive testing process, manufacturers seeking verification will likely not be able to complete the required procedures before the close of this RFP. Funding under this program is not available for product testing/verification.

Date Posted: 12/5/2013

A.6: *Our port authority recently completed a state-funded DERA grant (funded by U.S. EPA). Would having received such a DERA grant work against us in the pursuit of another grant so soon?*

Answer: No, receipts of award funds from other DERA programs will not count against an applicant's proposal under this RFP. The applicant should include their experience managing and completing work under previous DERA grants when addressing Criteria #7 "Past Performance – Programmatic Capability and Reporting on Results" and Criteria #8 "Staff Expertise/Qualifications," in their proposal.

Date Posted: 1/3/2014

A.7: *My county is listed in the RFP as a Non-Attainment Area. However, I do not believe this is accurate. How do I remedy this? Should I contact my state agency and/or local air quality department?*

Answer: There are four different factors that may place an area/county on EPA's "priority area" list for purposes of this RFP. Nonattainment is only one of these factors. In addition to non-attainment status, your county may be included in as an eligible project location because it is:

- 1) Designated as Particulate Matter (PM) 2.5 or 8-Hr Ozone Nonattainment Areas or 8-Hr Maintenance Areas;
 - EPA's Green Book of Nonattainment Areas for Criteria Pollutants:
www.epa.gov/oaqps001/greenbk/
- 2) An area where all or part of the population is exposed to more than 2.0 ug/m3 of diesel particulate matter emissions;
 - 2005 National-Scale Air Toxics Assessment:
www.epa.gov/ttn/atw/nata2005/
- 3) Designated as Federal Class I areas; and/or
 - www.epa.gov/visibility/class1.html
- 4) Participants in EPA's Ozone or PM Advance Program by the close of this RFP, February 13, 2014.
 - www.epa.gov/ozoneadvance/participants.html
 - www.epa.gov/ozoneadvance/participantsPM.html

If you would like additional information about why your county is listed on the Priority Locations list, please email cleandiesel@epa.gov and include the subject line "Ports RFP Question."

Date Posted: 1/3/2014

A.8: *I cannot find a map or information in the NATA link that shows populations exposed to 2.0 mg/m3 of diesel particulate matter. Can you please state specifically where this information is found?*

Answer: County and area information for the 2005 National-Scale Air Toxics Assessment (NATA) can be found at www.epa.gov/ttn/atw/nata2005/tables.html. Definitions of areas and major sources can be found at www.epa.gov/ttn/atw/natamain/gloss1.html.

Date Posted: 1/3/2014

A.9: *How is "inland water port" defined according to the RFP?*

Answer: An 'inland water port' is a public port or harbor, with a primary purpose of moving goods and/or passengers, located on a river or other inland water passage.

Date Posted: 1/3/2014

A.10: *For marine vessel repowers, is there a requirement that the vessel operate a minimum amount of time in the nonattainment area, ECA or other specific area?*

Answer: Yes, the vessel must operate the majority of time (i.e. greater than 50%) in one or more areas designated as an area of poor air quality, as specified in Section I.B.3 of the RFP.

Date Posted: 1/27/2014

A.11: *Can a port authority apply on behalf of one of its tenants, such as a terminal operator?*

Answer: Yes, eligible port authorities are encouraged to partner with fleet owners (examples: terminal operators, drayage truck owners) and other port-related entities (examples: community groups, local governments) under this competition. EPA award funds may be used by recipients to make subawards and subgrants to project partners. Please note that the application for funding must be submitted by an eligible port authority and the applicant (port authority) will have ultimate responsibility for the project if funded.

Proposals should clearly explain the roles and responsibilities of the applicant and all subgrantees/project partners. For proposals that include subawards, applicants should review the requirements for granting subawards in Section IV.F of the RFP.

Date Posted: 1/27/2014

A.12: *Can state agencies partner with an eligible port authority to apply for the grant?*

Answer: Yes, state and local governments/agencies are encouraged to participate through partnerships with eligible port authorities; however the port authority must be listed as the eligible applicant/recipient and will be ultimately responsible for the proper implementation of the project. Please see Section III.A of the RFP for additional information.

Date Posted: 1/27/2014

New A.13: *Would an international company operating as a tenant at a U.S. port be eligible to receive funds?*

Answer: Yes, foreign or international organizations are generally eligible to receive subawards for projects that take place at an eligible U.S. port, or be beneficiaries of a project, even if they are not eligible to receive assistance agreements from EPA directly provided that the subaward is consistent with applicable EPA regulations, EPA policies, EPA guidance, and OMB circulars. Additionally, the applicant must demonstrate that the target vehicles/equipment/engines operate, and will continue to operate for their remaining useful life, in the United States.

Date Posted: 2/7/2014

New A.14: *Can an applicant submit more than one proposal under this competition?*

Answer: Yes, applicants may submit more than one proposal provided that each proposal is for a separate and distinct project (i.e., each proposed project must reduce emissions from separate fleets or emissions sources).

Date Posted: 2/7/2014

B. Project Eligibility

i. Exhaust Controls

B.i.1: *Does the list of CARB verified exhaust control technologies apply to Port Authorities outside of California?*

Answer: Yes, CARB-verified exhaust control technologies are eligible for funding for projects nationally.

Date Posted: 1/27/2014

ii. Engine Upgrades

Section B.ii has no questions at this time.

iii. Idle-Reduction

B.iii.1: *For marine shore power connection and alternative maritime power, are projects that use onsite power sources instead of grid power from the local electric provider eligible?*

Answer: No, shore power connection systems must be supplied with electricity from the local utility grid.

Date Posted: 1/27/2014

iv. Engine Repowers

B.iv.1: *For a marine engine repower; is a repower to the next EPA tier eligible?*

Answer: The project may be eligible if it meets the requirements of Sections I.B.2.d and I.B.2.f. The table provided in Section III.D.12 provides information about the original and replacement engine tier combinations that are eligible for funding. Please note that no awards can be used to repower Tier 3 or Tier 4 marine engines. Marine engines that operate less than 1,000 hours per year are also not eligible for funding.

Date Posted: 1/3/2014

B.iv.2: *Can funding be used to convert diesel vehicles/equipment to electric vehicles/equipment?*

Answer: Yes, funding can be used for projects that replace a diesel powered engine with an electric motor or electric power source, as described in Section I.B.2.d of the RFP. Funding may also be used to replace diesel powered vehicles/equipment with battery electric vehicles/equipment. Please see Section I.B.2.e of the RFP for additional information.

Date Posted: 1/27/2014

B.iv.3: *Is a unit eligible if it was previously scrapped (engine removed) and will now be repowered to the most stringent tier possible?*

Answer: No, equipment/vehicles to be repowered must be currently operational and in use, and the newly repowered vehicle/equipment must continue to perform the same function as before the repower.

Date Posted: 1/27/2014

v. Vehicle/Equipment Replacements

B.v.1: *Under "Certified Vehicle/Equipment Replacement"; are marine vessels eligible for replacement?*

Answer: No, marine vessels are not eligible for replacement under this RFP. However, award funds may be used to replace eligible engines (propulsion and auxiliary) in a marine vessel that operates in an eligible project location.

Date Posted: 1/3/2014

B.v.2: *Can funds be used to support or enhance an already existing project? For instance, if a port was building a CNG fueling station, could a grant be awarded to purchase new CNG drayage trucks or cargo handling equipment?*

Answer: Projects that replace existing diesel vehicles and equipment powered with cleaner vehicles or equipment that operate on alternative fuels, such as CNG, are eligible for funding under this RFP. Award funds cannot be used for the purchase of new vehicles or equipment to expand a fleet. For additional information about Vehicle and Equipment Replacements, applicants should refer to Section I.B.2.e and I.B.2.f of the RFP. Please note that funds may not be used to reimburse activities that occurred prior to the award of grant funds or prior to the official project and budget period of the grant award. Proposals should be for future projects (or components of projects) that have not yet occurred.

Date Posted: 1/3/2014

B.v.3: *For drayage truck replacements, is the prospective truck owner's investment considered part of the match (required cost-share)?*

Answer: Award funds may be used to cover up to 50% of the cost of an eligible drayage truck replacement under this RFP. The remaining 50% of the cost of the replacement truck must be covered by the applicant, vehicle owner, or other non-Federal source.

Date Posted: 1/3/2014

B.v.4: *If a port's plan to replace equipment coincides with this RFP, does the port's plan automatically disqualify a proposal for a grant toward replacement of that equipment?*

Answer: Repowers or replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is generally defined as a replacement or repower that is scheduled to take place within 3 years of the project start date. Normal attrition is typically defined by the equipment or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

If the equipment is already slated for replacement under an early retirement program as part of the Port's broader emission reduction plans, then the equipment replacement is eligible for funding under this RFP, provided the applicant demonstrates that the equipment is being retired at least 3 years earlier than it would under a normal retirement schedule. Repower and replacement projects that have already taken place, or are currently in progress, are not eligible for funding under this RFP.

Date Posted: 1/27/2014

B.v.5: *We have a fleet of jockey trucks/yard tractors operating within the confines of our marine terminal, none of which currently have license plates for use on public roads. Manufacture dates range from 1983 to 1999. Is this fleet eligible as a drayage truck replacement project, qualifying for 50% matching funds?*

Answer: No, the project would not be considered an eligible drayage truck replacement project. Under this competition, drayage trucks are defined as Class 8b on-highway vehicles with a gross vehicle weight rating greater than 33,000 pounds operating on or transgressing through port property to transport cargo.

However, yard/terminal tractors may be eligible for funding up to 25% of the cost of eligible replacement vehicle as nonroad vehicle replacements. Please see Section I.B.2.e.1 of the RFP for additional information on non-road vehicle replacements. Please note that funds awarded under this RFP cannot be used to replace nonroad vehicles/equipment that have less than seven years of useful life remaining, as specified in Section III.D.8 of the RFP.

Date Posted: 1/27/2014

B.v.6: *Can funding be used for the construction of a new vessel powered by one or more clean alternative fuels?*

Answer: No, award funds cannot be used for the purchase of a marine vessel. Award funds may be used to replace an existing diesel engine with an engine powered by clean alternative fuels.

Date Posted: 1/27/2014

New B.v.7: *Can grant funding cover the cost of equipment if funds have been assigned for a project, but no contract has been issued or even solicited?*

Answer: Engine repower and vehicle/equipment replacement projects that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this RFP. Normal attrition is generally defined as a replacement or repower that is scheduled to take place within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule. If the equipment is already in the owner's budget plan for repower/replacement, the applicant must demonstrate that, as part of the owner's/Port's broader emission reduction plans, the equipment is being retired at least 3 years earlier than it would under a normal retirement schedule. Repower and replacement projects that have already taken place, or are currently in progress, are not eligible for funding under this RFP. Also, please note that award funds cannot be used for the purchase of new equipment to expand a fleet (i.e. award funds may only be used for engine repowers or to replace vehicles/equipment).

Date Posted: 2/7/2014

vi. Clean Alternative Fuel Conversions

B.vi.1: *Is engine conversion from diesel to LNG an eligible project?*

Answer: Yes, in general, conversions to clean alternative fuels may be eligible for funding. Applicants should refer to Section I.B.2.g of the RFP for additional information.

Date Posted: 1/3/2014

B.vi.2: *Are projects involving engines that operate on alternative fuels eligible for funding?*

Answer: Yes, vehicles and equipment powered by diesel engines may be replaced with alternative fuel vehicles/equipment or repowered or converted to operate on alternative fuels. However, the cost of the alternative fuel is not an eligible expense under this RFP.

Date Posted: 1/27/2014

B.vi.3: *What are the requirements for alternative fuel conversions? Will funding cover the incremental cost of the conversion? Do conversion systems have to meet both CARB and EPA conversion requirements?*

Answer: Funding may be used to cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion system that meets the requirements stated in Section I.B.2.g of the RFP. A list of certified and compliant clean alternative fuel conversion systems can be found at www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm. All clean alternative fuel conversions (except pure battery electric) must meet applicable EPA standards pursuant to 40 CFR Parts 85 and 86. Vehicles operating in California must also meet all applicable CARB requirements (in addition to EPA requirements), found at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.

Clean alternative fuel conversions must be “dedicated” or “mixed fuel”, meaning the engine runs only on the alternative fuel, or uses a small amount of diesel mixed with the alternative fuel. Dedicated or mixed fuel engines do not have the ability to operate solely on diesel fuel. “Dual fuel” or “bi-fuel” conversions, meaning the engine can switch between fuel sources and still has the capability of running on 100% diesel, are not eligible for funding under this solicitation.

Date Posted: 1/27/2014

B.vi.4: *What alternative fuels can be used for engine conversions or repowers?*

Answer: For clean alternative fuel conversions, a list of EPA-compliant conversion systems can be found at www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm#4. For repowers to clean alternative fuel engines, the new replacement engine must be certified by EPA (and CARB, if applicable) to a more stringent set of engine emission standards than the existing engine. Please note that the certified clean alternative fuel conversion system list above is not comprehensive. To find certified clean alternative fuel conversion systems for heavy-duty highway engines, you may search the lists of certificates that are available in the on-highway engine certification data section at www.epa.gov/otaq/certdata.htm. Please note that the certificate lists do not distinguish original manufacturer and clean alternative fuel conversion certificates. To find the conversion certificates, you must either look for the conversion fuel you are interested in or for the name of a specific conversion manufacturer. Please contact Steve DeBord (debord.steven@epa.gov) for assistance.

Date Posted: 1/27/2014

vii. Miscellaneous

B.vii.1: *Can one proposal include plans for projects at multiple marine/inland water ports?*

Answer: Yes. The goal of this RFP is to fund projects that will result in significant reductions of diesel emissions at marine and inland water ports in areas of poor air quality, promote partnerships of port-related stakeholders to work together to create long-term sustainable plans for further reducing emissions, and benefit the health of communities surrounding ports. Therefore, a single proposal may target multiple ports, fleets, fleet types and/or diesel emission reduction solutions.

Date Posted: 1/3/2014

B.vii.2: *Is a project eligible if it takes place in a non-attainment area that crosses EPA regional boundaries?*

Answer: Yes, projects for equipment that operate in more than one area or EPA region may be eligible. In order to be eligible, the equipment must operate a majority of the time (i.e. greater than 50%) in one or more areas designated as an area of poor air quality, as specified in Section I.B.3 of the RFP.

Date Posted: 1/27/2014

B.vii.3: *Can funding be used for a marine engine on a vessel that operates part of the time in a non-eligible location?*

Answer: In order to be eligible, the engine must operate a majority of the time (i.e. greater than 50%) in one or more areas designated as an area of poor air quality, as specified in Section I.B.3 of the RFP.

Date Posted: 1/27/2014

B.vii.4: *Can funding be used for the construction of LNG fueling infrastructure?*

Answer: No, award funds may not be used for fueling infrastructure under this competition.

Date Posted: 1/27/2014

B.vii.5: *Can grant funds be used for loans to support a drayage truck replacement program?*

Answer: No, award funds may not be used to make loans. Award funds may be used to provide subawards or rebates for eligible drayage truck projects.

Date Posted: 1/27/2014

New B.vii.6: *Is there a minimum funding threshold for projects under this RFP?*

Answer: No, there is not a minimum funding threshold for this RFP.

Date Posted: 2/7/2014

C. Vehicle, Equipment, and Engine Eligibility

C.1: *Are vehicles eligible for replacement under this grant if they have several remaining years of useful life but are scheduled to be retired and scrapped by or before the end of the project period?*

Answer: No. Repowers or replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a replacement or repower that is scheduled to take within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

Date Posted: 12/5/2013

C.2: *Are commercial vehicles eligible?*

Answer: Yes, commercial vehicles can be the target fleet for a project under this RFP as long as the applicant meets the definition of an eligible entity. Funds award under this RFP may be used to make subawards and subgrants to project partners, provided the recipient complies with all applicable requirements and regulations. Please see Section IV.F of the RFP for additional information.

Date Posted: 12/5/2013

C.3: *What vehicles and equipment are eligible under this RFP?*

Answer: Only heavy-duty drayage trucks, marine vessels, locomotives and nonroad engines, equipment or vehicles used in the handling of cargo at a marine or inland water port are eligible.

Date Posted: 12/5/2013

C.4: *Is a 2010 drayage truck using exhaust gas recirculation instead of selective catalytic reduction eligible?*

Answer: Yes, if the newer replacement truck is powered by a 2010 model year or newer certified engine and is equipped with a diesel particulate filter.

Date Posted: 1/3/2014

C.5: *For drayage truck replacements, must the new vehicle be powered by a MY 2007 or a MY 2010? Both years are mentioned in RFP.*

Answer: Award funds may be used to cover up to 50% of the cost of an eligible drayage truck replacement under this RFP. The newer replacement truck must be powered by a 2010 or newer model year certified engine. The older truck being replaced must be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a model year 2007 or newer certified emission standard. Please see Section I.B.2.e on page 9 of the RFP for additional information on vehicle and equipment replacements.

Date Posted: 1/3/2014

C.6: *Is electric vehicle charging infrastructure eligible?*

Answer: No, charging infrastructure is not eligible for funding.

Date Posted: 1/27/2014

C.7: *Can funding be used for a new transformer to be used for cold-ironing?*

Answer: Funding may be used to cover up to 25% of the cost components and installation of a verified marine shore power connection system. A list of verified marine shore power connection systems may be found at www.epa.gov/smartway/forpartners/technology.htm#tabs-4.

The eligible acquisition cost of equipment means the net invoice price of the equipment, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purpose for which it was acquired. Therefore if the new transformer is a necessary component of the verified marine shore power connection system, it may be eligible for funding.

Date Posted: 1/27/2014

C.8: *Are LNG engines eligible for funding?*

Answer: In general, yes certified LNG engines are eligible for repower and vehicle/equipment replacement projects.

Date Posted: 1/27/2014

C.9: *On the list of eligible nonroad equipment model years for replacement, where would reach stackers fall?*

Answer: Reach stackers are classified as Other Material Handling Equipment in the Nonroad Useful Life Tables.

Date Posted: 1/27/2014

D. Application Process

D.1: *Where can I obtain a list of applicants or past recipients?*

Answer: While EPA cannot release information on grant proposals, it can provide information on previously funded projects. Please see the DERA Projects website at www.epa.gov/cleandiesel/projects-national.htm for more information.

Date Posted: 12/5/2013

D.2: *Does EPA provide contact information for retrofit technology manufacturers?*

Answer: EPA lists contact information for verified retrofit technology manufacturers at www.epa.gov/cleandiesel/verification/contacts.htm.

Date Posted: 12/5/2013

New D.3: *Should we base our grant request on the total project cost, including contractual costs, or only on the equipment cost?*

Answer: Contractual costs necessary for the successful implementation of the project are eligible costs under this RFP and may be included in the proposal. The applicant should list the proposed contract activities along with a brief description of the scope of work or services to be provided, proposed duration, and proposed procurement method (competitive or non-competitive), if known. Please see Appendix B, part B.9 for additional information. Please note that proposals requesting more than \$2 million in federal funds will not be reviewed. Project costs that exceed the \$2 million federal funding threshold may be included in the budget as the applicant's cost-share.

Date Posted: 2/7/2014

New D.4: *How do I submit a proposal?*

Answer: Proposals may be submitted either through Grants.gov or by hard copy via express delivery. To submit through Grants.gov, go to www.grants.gov and click on "Applicants" on the top of the page and select "Apply for Grants." Applicants should ensure they are registered with Grants.gov before preparing their application package in Grants.gov. Applicants that are not currently registered may register at www.grants.gov/web/grants/applicants/organization-registration.html. To submit via hard copy, applicants should send their application packages using an express delivery service, such as FedEx, UPS, DHL, etc., to Jennifer Keller, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, 1310 L Street, NW, Room 302A, Washington, DC 20005. See Section IV and Appendix A of the RFP for additional submission information.

Date Posted: 2/7/2014

E. Project Administration

ii. General

E.ii.1: *Are there limits or requirements on the number of project partners that would support a port authority project?*

Answer: No, the RFP does not limit the number of project partners involved in the development and completion of a proposed project.

Date Posted: 1/3/2014

E.ii.2: *How many awards are expected to be awarded?*

Answer: EPA anticipates awarding two to five cooperative agreements (grants) under this RFP.

Date Posted: 1/3/2014

E.ii.3: *Does the EPA 50% match for drayage trucks include program administrative costs (e.g. processing the request for the incentive) as opposed to only the purchase price of the replacement truck?*

Answer: Award funds used to cover 50% of an eligible drayage truck replacement can only be used to cover the cost of the newer replacement truck. Applicants should include required administrative costs in Section 9, "Budget Detail" of their project proposal.

Date Posted: 1/3/2014

E.ii.4: *Are there any reporting requirements in addition to the reporting requirements for previous DERA funding opportunities?*

Answer: The reporting requirements under this funding opportunity will be similar to those under previous non-Recovery Act DERA funding opportunities. Similar to previous DERA funding opportunities, recipients will be required to report on their progress toward achieving the emissions reductions and project benefits proposed in their workplan. For more information about the reporting requirements for this funding opportunity, please refer to Section VI.C of the RFP.

Date Posted: 1/27/2014

E.ii.5: *Can other grant funding be used toward a project?*

Answer: Recipients may use funding from other sources provided that the requirements of 40 CFR 30.23 or 40 CFR 31.24 are met. If funding is provided by a project partner, a letter of commitment is required. Only eligible and allowable costs may be used for cost-share. Other federal grants may not be used as cost-share under this RFP unless the statute authorizing the other federal funding stipulates that the federal funds may be used to meet a cost-share requirement on a federal grant.

Date Posted: 1/27/2014

New E.ii.6: *If funding were awarded in April 2014 for a locomotive originally manufactured in 1990 to be repowered to a Tier 3 locomotive, would the recipient be required to complete the project prior to Tier 4 requirements becoming effective?*

Answer: No, not under 40 CFR Part 1033. If the original locomotive was manufactured in 1990, 40 CFR Part 1033 requires that the locomotive be repowered to Tier 0+. As long as you use a certified remanufacture kit, it doesn't matter when you perform the remanufacture. However, under this RFP, projects selected for funding must be completed as proposed (i.e. a Tier 4 proposal must complete a Tier 4 repower; a Tier 3 proposal must complete a Tier 3 repower). Please note that project eligibility under this RFP does not automatically determine compliance with any applicable State or Federal standards – applicants are responsible for ensuring any proposed or implemented projects are in compliance with all applicable regulations.

Date Posted: 2/7/2014