

Questions and Answers: National Clean Diesel Funding Assistance Program, FY 2012 Request for Proposals (Funding Opportunity EPA-OAR-OTAQ-12-05)

Wednesday, May 30, 2012

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

Answer: No. Only the eligible entities listed in Section III of the RFP can apply for funding under this RFP.

Date Posted: 4/20/2012

A.2: *Are privately owned fleets eligible to receive funding?*

Answer: Only eligible entities as defined in the RFP are eligible to apply for EPA funding. However, both public and private fleets may benefit from program activities and EPA encourages private fleet owners to partner with eligible entities for the implementation of diesel emission reduction projects.

Date Posted: 4/20/2012

A.3: *Can a non-profit that is not a 501(c)(3) apply?*

Answer: In most cases, yes. Non-profit organizations, as defined by OMB Circular A122, means any corporation, trust, association, cooperative, or other organization which is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest, is not organized primarily for profit, and uses its net proceeds to maintain, improve, and/or expand its operations. For this purpose, the term "non-profit organization" includes non-profit institutions of higher education and hospitals. Non-profit organizations described in Section 501(c)(4) of the Internal Revenue Code that engage in lobbying activities as defined in Section 3 of the Lobbying Disclosure Act of 1995 are not eligible to apply. See Section III.A. of the RFP for all details regarding eligible entities.

Date Posted: 4/20/2012

A.4: *What is the definition of a Tribe? What about Intertribal Consortia?*

Answer: Federally recognized Indian tribal governments are defined as any Indian tribe, band, nation, or other organized group or community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided by him through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents federally recognized tribes. An intertribal consortium is defined as a partnership between two or more tribes that is authorized by the governing bodies of those tribes to apply for and receive assistance under this program. Intertribal consortia are eligible to receive assistance under this program only if the consortium demonstrates that all members of the consortium meet the eligibility requirements for the program and authorize the consortium to apply for and receive assistance by submitting to EPA documentation of (1) the existence of the partnership between Indian tribal governments, and (2) authorization of the consortium by all its members to apply for and receive the assistance.

Date Posted: 4/20/2012

A.5: *Are federal agencies considered eligible to receive funding under this RFP?*

Answer: No, federal agencies are not eligible entities.

Date Posted: 4/20/2012

A.6: *How can we tell if our project location is a priority area?*

Answer: A list of priority counties and areas can be found at: www.epa.gov/cleandiesel/documents/fy12-county-area-list.pdf. These counties and areas were identified as priority locations for the DERA program because they are: in nonattainment or maintenance of national ambient air quality standards for a criteria pollutant; areas with toxic air pollutant concerns as identified from the National Air Toxics Assessment data; designated as Federal Class I areas (see Appendix D for additional information); and/or accepted to participate in EPA's Ozone Advance Program by the close of this RFP. In addition, priority will be given to projects located in areas that receive a disproportionate quantity of air pollution from diesel fleets, including truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers.

Date Posted: 4/20/2012

A.7: *Does the eligible entity have to be located in the same Region as the project location?*

Answer: No. Non-tribal applicants must submit their proposal to the EPA Regional Office which covers the geographic project location, regardless of where the applicant is located.

Date Posted: 4/20/2012

A.8: *Can you apply for funding if you were funded last year?*

Answer: Yes. You can apply for funding if you were funded in the past. Anyone eligible to apply may apply.

Date Posted: 4/20/2012

A.9: *Regarding eligible entities, how does EPA define, "jurisdiction over transportation or air quality?"*

Answer: Agencies with "jurisdiction over transportation or air quality," are those that make program or policy decisions which impact transportation or air quality. For example, a local government, such as a municipality, is an eligible entity. Also, a school district is an eligible entity because it is responsible for decisions regarding the transportation of students. Entities should explain how they fit the definition.

Date Posted: 4/20/2012

A.10: *Is a state transportation agency an eligible entity?*

Answer: Yes, a state agency with jurisdiction over transportation or air quality is an eligible entity.

Date Posted: 5/3/2012

A.11: *Are non-U.S. entities eligible for NCDC funding?*

Answer: No, eligible entities include regional, state, local or tribal agencies (or intertribal consortia) or port authorities in the United States with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that: a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality. The term 'State' means the several States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the United States Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands. Additionally, the project location must be located within the United States or the previously listed eligible territories.

Date Posted: 5/3/2012

A.12: *Would a public transit agency be an eligible applicant?*

Answer: Yes, a public transit agency fits the definition of a regional, state, local or tribal agency with jurisdiction over transportation or air quality.

Date Posted: 5/3/2012

A.13: *Can private schools apply for National Clean Diesel Funding Assistance Program funding?*

Answer: Only schools that operate as non-profit organizations would be eligible for funding. As defined by the Office of Management and Budget (OMB) Circular A-122, located at 2 CFR Part 230, a non-profit organization means any corporation, trust, association, cooperative, or other organization which is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest, is not organized primarily for profit, and uses its net proceeds to maintain, improve, and/or expand its operations.

Date Posted: 5/3/2012

A.14: *We are a nonprofit. Would we be eligible to apply for funding for a mobile type clinic vehicle less than 26,000 lbs?*

Answer: Eligibility depends on the purpose of your organization. Eligible nonprofit organizations are those that: a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or b) have, as their principal purpose, the promotion of transportation or air quality. If your organization is eligible, only medium heavy-duty and heavy heavy-duty vehicles are eligible (Classes 5-8). Please note that the purchase of new vehicles or equipment to expand a fleet is not covered by this program. In addition, 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. Please refer to the RFP for full replacement criteria and funding restrictions.

Date Posted: 5/3/2012

A.15: *Our EPA Region has set Regional Priorities that do not include our sector (e.g. school buses). Does that mean a school district in this Region cannot apply for DERA funding?*

Answer: No. Even sectors omitted from a Region's Regional Priorities (pgs. 10-13) can still apply for funds under this program. The Regional Priorities score is only one criterion used for evaluating projects' merit, as shown on page 31 of the RFP.

Date Posted: 5/3/2012

A.16: *Do you have any suggestions for a school district who doesn't meet the minimum funding requirement but does want to purchase a few alt fueled vehicles?*

Answer: EPA suggests that you work with other school districts or eligible fleets in your area to expand the scope of the project. You could potentially create a coalition that can pool resources to apply for funding.

Date Posted: 5/3/2012

A.17: *Can a municipality apply for the replacement of a single "off highway" vehicle?*

Answer: Yes, as long as the minimum funding requirements are met for that region.

Date Posted: 5/3/2012

A.18: *Is a college or school SAD we provide shuttle runs service for considered a qualified entity?*

Answer: Colleges and School Districts are eligible to the extent that they meet the definition of an eligible entity. For more information on a specific educational institution's eligibility, please send a more detailed question to cleandiesel@epa.gov.

Date Posted: 5/3/2012

A.19: *Are States applying for these funds in competition for them?*

Answer: Yes, eligible entities will be competitively selected for funding based on the Evaluation Criteria in the RFP.

Date Posted: 5/3/2012

A.20: *We are a privately held over the road trucking company with approximately 500 Class 8 diesel trucks. Are we eligible for this funding?*

Answer: As a private company you are not eligible to apply to EPA for funding under this RFP. However, an eligible entity may apply for funds and partner with your company to retrofit, repower, or replace your Class 8 vehicles.

Date Posted: 5/3/2012

A.21: *Can you provide examples for how a private company might partner with an eligible entity so that they might apply for DERA funds?*

Answer: EPA has funded many different types of projects that involved a private entity partnering with an eligible entity. We would recommend reviewing our project archive for examples of the kinds of projects that have previously received DERA funding. You can access the list of recipients and project descriptions at: www.epa.gov/cleandiesel/projects.

Date Posted: 5/10/2012

A.22: *The RFP says that nonprofits are eligible for funding if they: a) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or b) have, as their principal purpose, the promotion of transportation or air quality. Must nonprofits satisfy both these criteria, or will either one suffice?*

Answer: Non-profits may satisfy either of these criteria to be eligible for funding.

Date Posted: 5/10/2012

A.23: *May a school district or other eligible entity use funds to purchase new vehicles?*

Answer: Yes but only if the new vehicles replace certain older diesel vehicles which in turn must be scrapped. The purchase of new vehicles or equipment to create or expand a fleet is not covered by this program.

Date Posted: 5/10/2012

A.24: *Are Councils of Governments and other regional planning councils that have air quality programs considered eligible entities under Part III of the RFP as a regional agency with jurisdiction over air quality?*

Answer: Yes.

Date Posted: 5/16/2012

A.25: *A for-profit company currently operates a shuttle between a city-operated airport and the airport car rental facility. The buses are owned by the city and leased to the for-profit company. May the city or the for-profit company apply and qualify for a DERA grant to replace a portion of the diesel fleet of buses?*

Answer: The city is an eligible entity under this RFP and can apply for funding for an eligible project. For-profit companies are not eligible to apply for funding.

Date Posted: 5/23/2012

A.26: *Is an airport an eligible applicant?*

Answer: Yes, a public airport would be an eligible entity. If you need further clarification you may submit your organization's information to cleandiesel@epa.gov so that EPA may make an eligibility determination.

Date Posted: 5/23/2012

A.27: *The U.S. Navy has a fleet of six oceanographic diesel engine research vessels which are charter-leased to, operated by, and maintained by universities and oceanographic institutions. Could the vessel operators (university/oceanographic institution) submit proposals to this program? Would these vessels be eligible?*

Answer: The Federal Grants and Cooperative Agreement Act precludes federal agencies from awarding grants and cooperative agreements for services for the direct use or benefit of federal agencies; therefore, vessels owned by the US Navy would not be eligible. Further, use of EPA funds to retrofit vessels owned by the U.S. Navy would most likely constitute an impermissible augmentation of the Navy's appropriated funds. The university/oceanographic institution may or may not be an eligible applicant. If a State university is an agency or instrumentality of a State and the State university has jurisdiction over transportation or air quality, the State university is eligible for assistance as a State agency with jurisdiction over transportation or air quality. For a university to be considered a State agency, the university must fall within the definition of "State" in 40 CFR 31.3. State universities interested in applying for assistance under this solicitation as State agencies should have counsel for the State government contact swift.faye@epa.gov with information justifying that the university is an agency of the State government. Supporting information should include: (1) whether the university is funded by State appropriations; (2) whether the university's management answers to the State government; (3) whether the State government is liable for torts committed by the university and its employees; (4) whether the university's employees are part of the State government's pension system; and (5) whether State government's personnel laws apply to the employees. If a university/institution is a non-profit organization and it represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or has, as its principal purpose, the promotion of transportation or air quality, then the university/institution is an eligible non-profit organization.

Date Posted: 5/23/2012

B. Project Eligibility

i. Exhaust Controls

B.i.1: *The applicability for the DOCs on EPA's Verified Technologies List does not explicitly mention non-road engines. Would using these retrofit devices still be an eligible activity?*

Answer: Devices must be used on the engines for which they were specifically verified by EPA or California Air Resources Board. EPA's Verified Technologies List is available on the website at www.epa.gov/cleandiesel/verification/verif-list.htm.

Date Posted: 4/20/2012

B.i.2: *You say funding "up to 100%" of retrofit costs. What determines the actual percentage paid?*

Answer: The RFP states that we will provide funding "up to 100%" because an applicant could request less than 100% funding from EPA, and in that case we would pay the amount requested. If an applicant requests 100% of the retrofit cost and the application is selected for funding, however, we will pay 100% of the retrofit cost (labor, installation and other associated costs).

Date Posted: 4/20/2012

B.i.3: *Are technologies that are CARB-verified, but not EPA verified, eligible?*

Answer: Yes, under the National Clean Diesel Funding Assistance Program, funding may be used for EPA and/or CARB verified engine configurations and technologies as defined in Section I.B.2 of the RFP.

Date Posted: 4/20/2012

B.i.4: *Are DPF cleaning stations/machines an eligible cost?*

Answer: Yes. 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.

Date Posted: 5/3/2012

B.i.5: *Can a project using technology listed on the Emerging Technologies list receive funding under this program? Can we propose an alternate application or new type of application for this technology and receive funding?*

Answer: No, per Section D of the Funding Restrictions, No funds awarded under this RFP shall be used for technologies on the Emerging Technologies list which can be found at: www.epa.gov/cleandiesel/verification/emerg-list.htm. Eligible retrofit technologies must be on EPA's Verified Technologies List (www.epa.gov/cleandiesel/verification/verif-list.htm) or CARB's Verified List (www.arb.ca.gov/diesel/verdev/vt/cvt.htm). Devices must be used on the engines for which they were specifically verified by EPA or California Air Resources Board, and applied to eligible vehicles/equipment, in order to be eligible to receive funding under this announcement.

Date Posted: 5/3/2012

B.i.6: *Can funds be used to replace older retrofits with more advanced retrofit technology?*

Answer: Yes, funding can be used to retrofit vehicles that have been retrofitted previously in order to achieve additional emission reductions, provided those vehicles are eligible for funding in all other respects.

Date Posted: 5/10/2012

ii. Engine Upgrades

B.ii.1: *What are engine upgrade kits?*

Answer: An engine upgrade kit consists of parts (turbo charger, fuel injectors, pistons, etc.) that are used to rebuild the engine to represent an engine configuration which is certified to meet more stringent federal emission standards. For example, a Tier 1 nonroad engine may be upgraded to represent a certified Tier 2 nonroad configuration.

Date Posted: 4/20/2012

B.ii.2: *The engines in my project were certified with a family emission limit (FEL) shown on the emission control system label. Does that need to be addressed in my proposal?*

Answer: Yes. Engines certified with an FEL need to have the emission benefits considered relative to the FEL, not the general federal standards. An engine replacement or engine upgrade must clearly document the original and replacement engine and their associated standard levels or FELs to determine the overall environmental benefit of the proposal.

Date Posted: 4/20/2012

B.ii.3: *Is conversion to electric an eligible project?*

Answer: Yes. Technologies for the electrification of engines/vehicles/equipment other than those specifically listed in the RFP as idle-reduction technologies may be eligible as a Repower (removal of a diesel engine and its replacement with an electric power source). All-electric (zero emission) conversions do not require EPA or CARB certification. In order for a repower to be eligible, the repowered vehicle, engine or equipment must continue to perform the same function as before the repower.

Date Posted: 4/20/2012

B.ii.4: *Do the funding restrictions in #11 also apply to engine upgrades?*

Answer: No.

Date Posted: 5/3/2012

B.ii.5: *When a diesel engine has a "kit" applied to it to run on "dual fuel," diesel and CNG, is this called an "engine upgrade" or "cleaner fuel use?"*

Answer: If the conversion is accomplished by applying a certified conversion "kit" to an existing diesel engine, the project is considered an engine upgrade.

Date Posted: 5/3/2012

B.ii.6: *The RFP for this grant on page 6 under engine upgrades seems to indicate that only nonroad engines, locomotives, and marine engines are eligible to receive funding for an engine upgrade. Does this mean that on-highway vehicles are not eligible to receive funding through this grant for an engine upgrade?*

Answer: The only on-highway vehicle upgrades that are allowed under this RFP are alternative fuel conversions accomplished by applying a certified conversion "kit" to an existing diesel engine. Additionally, nonroad, locomotive, and marine engines may receive DERA funding for engine upgrades (up to 50% of the cost). The RFP is being amended to clarify the eligibility of alternative fuel conversions for on-highway vehicles.

Date Posted: 5/10/2012

iii. Cleaner Fuels Use

B.iii.1: *What is the acceptable method to determine price differential for a proposed fuel switch (e.g., from diesel to biodiesel) project?*

Answer: Contact a fuel distributor to obtain current fuel price information as close to the proposal submission date as possible. Compare that cost to the cost of standard diesel fuel during a similar period.

Date Posted: 4/20/2012

B.iii.2: *Can projects include alternative fuel (AFV) conversions for diesel engines?*

Answer: If the conversion is accomplished by removing and scrapping the existing diesel engine and fueling system and replacing it with a certified AFV engine configuration, the project is considered a repower. Repowers are eligible for up to 50% funding. If the conversion is accomplished by applying a certified conversion "kit" to an existing diesel engine, the project is considered an engine upgrade. Upgrades are eligible for up to 50% funding. If the entire diesel vehicle is scrapped and replaced with an entire new AFV, the project is considered a vehicle replacement. Replacements are eligible for up to 25% funding (except drayage vehicles).

Date Posted: 4/20/2012

B.iii.3: *Are biodiesel fuel projects eligible?*

Answer: Yes, biodiesel fuel projects are eligible. What we would pay for is the cost differential between the conventional fuel and the cleaner fuel. In this case the cleaner fuel is the biodiesel fuel.

Date Posted: 4/20/2012

B.iii.4: *Does the fuel cost differential make any provisions for infrastructure upgrades, such as tank upgrades?*

Answer: No. This RFP does not pay for any fueling infrastructure. It only pays for the cost differential between the conventional fuel and the cleaner fuel i.e. the fuel itself, not the fueling infrastructure.

Date Posted: 4/20/2012

B.iii.5: *For how long will the grant pay the cost differential between the cleaner fuel and the conventional diesel fuel?*

Answer: According to Section II.C of the RFP, the estimated project period for awards resulting from this solicitation will begin on October 1, 2012, with an expected project completion date no later than September 30, 2014. Eligible costs would be for fuel purchased and used during the project period.

Date Posted: 5/3/2012

B.iii.6: *Are CNG fueling stations eligible?*

Answer: No, CNG fueling stations are not eligible.

Date Posted: 5/3/2012

B.iii.7: *Are biodiesel delivery systems eligible?*

Answer: No.

Date Posted: 5/3/2012

B.iii.8: *We have developed a fuel additive that has been verified by universities, engine re-manufacturers, municipalities and field testing to reduce pollution. Are we eligible for funding for cleaner fuels?*

Answer: No.

Date Posted: 5/3/2012

B.iii.9: *We are interested in applying for DERA funds to offset the cost difference between diesel and biodiesel. Can we use funding towards the biodiesel that we are already using? What if we add another fuel tank of biodiesel -- would the fuel in the additional tank be eligible for funding reimbursement?*

Answer: This funding may cover the cost differential for new fuel contracts or changes to existing contracts. If an entity is already purchasing biodiesel, EPA will not provide reimbursement for that activity. However, EPA will pay the cost differential associated with renewing, extending or obtaining a new contract for cleaner fuel purchased and used during the eligible grant period. Please note that EPA will not fund the cost of fueling infrastructure (e.g., tanks) for biodiesel or any other alternative fuel.

Date Posted: 5/3/2012

B.iii.10: *Even though these are not "early" replacements, would the difference in cost between a propane bus and a conventional diesel powered bus (\$8,000 - \$10,000) be an eligible reimbursement under the 2012 National DERA Program?*

Answer: No. Funding may not be used to support the regular turnover (i.e. normal attrition) of existing fleets.

Date Posted: 5/10/2012

B.iii.11: *We consider conversion of a diesel engine to CNG a "repower", but the RFP states that each repower requires an engine destruction process. How can we fulfill the scrappage requirement if only converting from one fuel to another?*

Answer: If the conversion is accomplished by removing and scrapping the existing diesel engine and fueling system, and replacing it with a certified CNG engine configuration, the project is considered a repower and is eligible for funding. If the conversion is accomplished by applying a certified CNG conversion "kit" to an existing diesel engine, the project is considered an engine upgrade and is eligible for funding under this RFP.

Date Posted: 5/10/2012

B.iii.12: *How is cleaner fuels use funded?*

Answer: For new or expanded use of a cleaner fuel, this funding can cover the cost differential between the cleaner fuel and conventional diesel fuel.

Date Posted: 5/10/2012

B.iii.13: *If a vehicle engine is being changed, but not replaced, to run on cleaner fuels, is it considered cleaner fuels or engine upgrade under this RFP?*

Answer: If the conversion is accomplished by removing and scrapping the existing diesel engine and fueling system and replacing it with a certified alternative fuel engine configuration, the project is considered a repower. If the conversion is accomplished by applying a certified conversion "kit" to an existing diesel engine, the project is considered an engine upgrade. If the entire diesel vehicle is scrapped and replaced with an entire new alternate fueled vehicle, the project is considered a vehicle replacement.

Date Posted: 5/10/2012

B.iii.14: *The RFP clearly states that no EPA funds can be used for infrastructure. However, can the applicant fund fueling infrastructure projects as a cost match for the project?*

Answer: No, only eligible and allowable costs may be used for cost-share.

Date Posted: 5/16/2012

iv. Idle-Reduction

B.iv.1: *If a state implements new idling regulations, can EPA fund idling reduction projects under this grant, while the state regulation is in effect?*

Answer: Yes, diesel emission reductions mandated by State regulation are eligible for funding. However, no funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law.

Date Posted: 4/20/2012

B.iv.2: *When combining idle reduction and retrofit, do both always have to go on the same vehicle, or can there be a mix of some idle reduction on some vehicles in a fleet and some emissions retrofits on other vehicles in a fleet?*

Answer: EPA will not fund stand-alone idle reduction technologies, except for use on a locomotives, shore connection systems, or truck stop electrification technologies. Funding is available for up to 100% of the cost (labor and equipment) for all other eligible, verified idle reduction technologies, only if the technology is combined on the same vehicle with a new eligible verified exhaust control as described in the RFP. Under this RFP, auxiliary power units (APUs) and generators are not eligible for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles. Please note that APUs and generators are eligible for installation on long haul Class 8 vehicles with 2006 and older certified engine configurations.

Date Posted: 4/20/2012

B.iv.3: *Is adding an idle reduction technology to a long-haul class 8 truck which already has an exhaust control technology installed an eligible project?*

Answer: No, funding is available for up to 100% of the cost of a verified idle reduction technology only if the technology is combined on the same vehicle with a new eligible verified exhaust control.

Date Posted: 5/3/2012

B.iv.4: *What do you mean by "shore power connection system"? Do you mean the landside infrastructure or the shipside modifications (cables, etc)?*

Answer: Both.

Date Posted: 5/3/2012

B.iv.5: *If an entity wants to buy a new 2012 or 2013 truck with a refrigeration trailer and wants to equip it with an anti-idling/APU (such as ThermoKing), and the new truck comes standard with a verified exhaust control technology, is that anti-idling equipment still fundable through the grant?*

Answer: No funds awarded under this RFP shall be used for the purchase of APUs or generators for vehicles with 2007 or newer certified engine configurations on long haul Class 8 vehicles.

Date Posted: 5/10/2012

B.iv.6: *If a project includes APUs, aero technologies and DPFs - will the grant pay for all three going on the same vehicle or will it just pay for two technologies (DPF and one other)?*

Answer: Aerodynamic technologies and idle reduction technologies are both eligible to receive 100% funding if applied to a vehicle also receiving an eligible verified exhaust control technology. This 100% funding for aerodynamic technologies and idle reduction may be provided even when all three devices are applied to the same vehicle.

Date Posted: 5/10/2012

B.iv.7: *What percent of costs for a portside electrification project will EPA fund?*

Answer: EPA will fund up to 25% of the cost of eligible shore connection systems and truck stop electrification technologies.

Date Posted: 5/10/2012

B.iv.8: *Could you please clarify the level at which truck stop electrification projects are funded?*

Answer: Funding can cover up to 25% of the cost (labor and equipment) of eligible shore connection systems and truck stop electrification technologies.

Date Posted: 5/10/2012

B.iv.9: *Can truck stops be considered areas with high concentration of diesel pollution under Evaluation Criteria #3.b?*

Answer: Yes. Areas of highly concentrated diesel pollution are truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers.

Date Posted: 5/10/2012

B.iv.10: *As part of new truck stop electrification (TSE) projects, can we commit funds for TSE regional promotion and awareness-raising activities as part of a cost-match?*

Answer: Mandatory cost-share funds may only be used toward the cost of the TSE equipment and installation. In other words, EPA will not pay for more than 25% of the cost (labor and equipment) of an eligible truck stop electrification technology. The applicant may fund the types of activities listed to commit additional voluntary cost share (overmatch) beyond EPA's funding and/or any mandatory cost, to improve the environmental outputs and outcomes of the project. If EPA accepts an offer for a voluntary cost-share or overmatch, applicants must meet this funding commitment as a legal condition of receiving EPA funding.

Date Posted: 5/23/2012

B.iv.11: *The RFP states that APUs or generators for long haul Class 8 vehicles with 2007 or newer certified engines are not eligible for funding. What about for APUs or generators on drayage Class 8 trucks not used for long haul?*

Answer: To date, APU systems are only SmartWay verified for long-haul, Class 8 trucks. As a result, an APU or generator would not be eligible for a Class 8 truck not used for long haul.

Date Posted: 5/23/2012

v. Aerodynamics and Tires

B.v.1: *Can a Class 8 fleet apply for funding solely for trailer aerodynamics?*

Answer: EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. This funding can cover up to 100% of the cost (labor and equipment) for verified aerodynamic technologies or verified low rolling resistance tires installed on long haul Class 8 trucks, if combined on the same vehicle with the new installation of one or more of the Verified Exhaust Controls as described in Section I. B.2.a.1 of the RFP.

Date Posted: 4/20/2012

B.v.2: *If we are adding a Diesel Oxidation Catalyst to a vehicle, would low rolling resistance tires be covered also at 100 %?*

Answer: Yes, as long as they are installed on the same vehicle.

Date Posted: 5/3/2012

B.v.3: *According to EPA's verified technology website on low rolling resistance tires, some models of tires are SmartWay verified when used on "Class 8, line-haul trucks." Can you confirm that "Class 8" refers to "Class 8a" and "Class 8b"? Also, what qualifies as a "line-haul" truck? Would a dump truck qualify as a line-haul truck?*

Answer: "Class 8" refers to "Class 8a" and "Class 8b" vehicles. A line-haul truck is a combination tractor-trailer vehicle that travels distances generally greater than 1,000 miles between destinations. A dump truck would not qualify as a line-haul truck.

Date Posted: 5/10/2012

B.v.4: *We are a fleet that deploys a different truck to a different trailer each day. How can we combine exhaust controls and side skirts, for example, on a trailer?*

Answer: EPA will not fund stand-alone aerodynamic technologies. We prefer for the technologies to be installed on the same tractor/trailer combination, but we recognize that fleet operations may be such that it makes sense for aerodynamic technologies to be installed on a trailer that is not exclusively committed to the tractor receiving the exhaust control. Therefore, if you applied for funding for five trucks that included the implementation of verified exhaust controls, you would be eligible to apply for funding for verified aerodynamic technology on five trailers. Please explain your specific scenario in your application.

Date Posted: 5/16/2012

vi. Repowers and Replacements

B.vi.1: *What equipment is required for repower or replacement projects?*

Answer: The entire certified engine configuration, including the full new emission control system, is required for repowers and replacement projects. For example, if a 2001 engine originally equipped with a diesel oxidation catalyst (DOC) is replaced with a 2005 engine that was certified with a DOC, the replacement 2005 engine must be installed with a new DOC as originally specified by the engine manufacturer (unless the project also included the installation of a DPF).

Date Posted: 4/20/2012

B.vi.2: *Are CNG projects (vehicles, infrastructure, etc.) eligible for DERA funds?*

Answer: CNG upgrade, repower and replacement projects are eligible; however, this funding cannot be used for fueling infrastructure, such as that used for the production and/or distribution of fuel.

Date Posted: 4/20/2012

B.vi.3: *For a vehicle replacement project, does the total vehicle replacement price include just the chassis, or does it also include additional equipment that is required for the vehicle to be used for its intended purpose (e.g., a dump box, undercarriage blade, caution strobe lights, etc.)?*

Answer: Funding for eligible vehicle replacements can include the cost of all additional equipment that is needed to meet the same capabilities as the vehicle being replaced.

Date Posted: 4/20/2012

B.vi.4: *Are repowers with certified LNG engines eligible for funding?*

Answer: Yes, if the repower is accomplished by removing and scrapping the existing diesel engine and fueling system and replacing it with a certified LNG engine configuration, the project is considered a repower and is eligible for funding. If the conversion is accomplished by applying a certified LNG conversion "kit" to an existing diesel engine, the project is considered an engine upgrade and is eligible for funding.

Date Posted: 5/3/2012

B.vi.5: *Are LNG powered vehicles eligible under the vehicle replacement category?*

Answer: Yes.

Date Posted: 5/3/2012

B.vi.6: *If we have developed a contract to purchase newer diesel-powered vehicles, but will not take delivery until after the DERA grant project period begins, would these vehicles be eligible?*

Answer: No, they would not be eligible because that scenario does not qualify as early attrition. Please refer to Section I.B.2.f of the RFP.

Date Posted: 5/3/2012

B.vi.7: *Do heavy-duty Electric Vehicles qualify as replacement vehicles?*

Answer: Yes.

Date Posted: 5/3/2012

B.vi.8: *Is the cost of the after-cooling system included for engine repowers?*

Answer: 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. In other words, any new parts that are included in the certified engine configuration are eligible.

Date Posted: 5/3/2012

B.vi.9: *For certified engine repowers - is it 50% of the cost of the engine + labor, or just the engine?*

Answer: This funding can cover up to 50% of the cost (labor and equipment) of an eligible engine repower.

Date Posted: 5/3/2012

B.vi.10: *The RFP says in section I.B.2.(f)(1) under Repower and Replacement Restrictions: "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. However, section 3.D. (Funding Restrictions) states for nonroad engines: "No funds awarded under this RFP shall be used to retrofit, repower or replace a nonroad engine or equipment that has less than seven years of useful life remaining." Please clarify this seemingly contradictory information in regard to attrition.*

Answer: Both of these conditions apply to prospective projects, but they are not mutually exclusive. For nonroad vehicles, repowers or replacements cannot be used for vehicles that would either have occurred through normal attrition (within 3 years of the project start date) or that have less than seven years of useful life remaining. For example, a MY 1998 two-wheeled tractor with greater than 50 horsepower still has more than seven years of useful life remaining as determined by EPA for the purposes of this RFP. However, if the fleet operator typically replaces this equipment every 15 years, then it would be replaced through normal attrition in 2013. In such a situation, this would not be an eligible use of funds, per your first citation of section I.B.2.(f)(1).

Date Posted: 5/3/2012

B.vi.11: *Is the replacement of two trucks (MY 2000 and 2001) eligible to receive funds?*

Answer: Yes, EPA will fund the incremental cost of a newer, cleaner highway diesel vehicle powered by a 2011 model year or newer certified highway heavy-duty diesel engine, up to 25% of the cost of an eligible replacement vehicle. Please refer to the RFP for replacement criteria and funding restrictions.

Date Posted: 5/3/2012

B.vi.12: *If replacing diesel buses with electric, what % would grant fund, if any?*

Answer: This funding can cover the incremental cost of a newer, clean vehicle up to 25% of the cost of an eligible replacement vehicle.

Date Posted: 5/3/2012

B.vi.13: *Can the money be used for entirely electric bus replacements of old diesel school buses?*

Answer: Yes

Date Posted: 5/3/2012

B.vi.14: *Can the money be used for the infrastructure of charging electric buses (cables, plugs, etc) or only for the buses themselves?*

Answer: No, electric charging stations are not an eligible expense.

Date Posted: 5/3/2012

B.vi.15: *Are Type "A" school buses qualified for funding? These vehicles have a GVWR range of 9,900-14,200 pounds.*

Answer: Yes, Type A, B, C and D school buses are eligible. To be eligible as a school bus a vehicle should meet the definition of a school bus as defined by the National Highway Transportation Safety Administration. This definition includes, but is not limited to: 1) A "bus" that is used for purposes that include carrying students to and from school or related events on a regular basis; 2) Be identified with the words "School Bus"; and 3) Be painted National School Bus Glossy Yellow.

Date Posted: 5/10/2012

B.vi.16: *What is meant by the DERA grant funding an incremental cost?*

Answer: Incremental cost is the cost of the "cleaner, greener" portion of the vehicle or equipment, defined in the RFP as up to 25% of the cost of the newer, cleaner vehicle or piece of equipment (50% in the case of dray trucks).

Date Posted: 5/10/2012

B.vi.17: *The “Eligible Nonroad Engines and Equipment Model Years” table does not contain locomotive engines. Can you confirm that locomotive engines are eligible for this funding?*

Answer: Yes, locomotives are eligible for funding. Locomotives and marine engines are considered their own type of vehicle and do not fall under the Eligible Nonroad Engines and Equipment Model Years tables. In other words, there is no specific useful life restriction on locomotives or marine engines other than the early attrition requirement.

Date Posted: 5/10/2012

B.vi.18: *What is the oldest year of buses that this grant would apply to?*

Answer: No funds awarded under this RFP shall be used to retrofit, repower or replace a bus, medium-duty, or heavy-duty highway vehicle that is a model year 1988 vehicle or older.

Date Posted: 5/10/2012

B.vi.19: *Would a project involving replacing diesel engines with electric motors be eligible for funding?*

Answer: Yes, this would qualify as a "repower" project.

Date Posted: 5/10/2012

B.vi.20: *How is vehicle replacement funded?*

Answer: For on-highway vehicles and nonroad equipment, EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2011 model year or newer certified diesel engine, up to 25% of the cost of an eligible replacement vehicle. EPA will fund up to 50% of the cost of eligible drayage trucks with a 2007 model year or newer heavy-duty engine.

Date Posted: 5/10/2012

B.vi.21: *For vehicle engine replacement do the specifications need to be the same as the engine being replaced or can it be better?*

Answer: “Repower” refers to replacing an existing engine with a newer, cleaner engine that is certified to a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with a cleaner fuel and/or the replacement of a nonroad engine with a highway engine. In order for a repower to be eligible, the repowered vehicle, engine or equipment must continue to perform the same function as before the repower. The new engine should be of comparable horsepower as the original. EPA suggests that the application also indicate the pre- and post- project standard emission levels of the engines to be repowered, in order to ensure that the repower will result in a net emissions reduction.

Date Posted: 5/10/2012

B.vi.22: *Is replacement of diesel equipment with electric equipment eligible under this RFP?*

Answer: Yes. A list of EPA verified idle reduction technologies is available at: www.epa.gov/smartway/technology/idling.htm. Technologies for the electrification of engines/vehicles/equipment other than those specifically listed as verified idle reduction technologies may be eligible as a Repower (removal of a diesel engine and its replacement with an electric power source) or a Replacement (replacement of a diesel powered engine/vehicle/equipment with an eligible electric engine/vehicle/equipment).

Date Posted: 5/16/2012

B.vi.23: *Is repowering refrigerated container truck (reefer) engines eligible for DERA funding?*

Answer: Yes. Please refer to the RFP for full funding restrictions and criteria.

Date Posted: 5/16/2012

B.vi.24: *Is the replacement of an airport fire truck eligible for funding? What would be the cost-share requirement?*

Answer: An airport fire truck may be eligible for replacement as outlined in the RFP. The applicant would be responsible for at least 75 percent of the cost.

Date Posted: 5/23/2012

B.vi.25: *For vehicle or equipment replacement projects, how should the chassis of the replaced vehicle/equipment be permanently disabled?*

Answer: Replacement projects are eligible for funding on the condition that the engine and chassis are both disabled. Disabling the chassis could be done by cutting it in half or shredding/scraping it.

Date Posted: 5/23/2012

New

B.vi.26: *Regarding repowers, the chart on page 21 of the RFP states that an original Tier 2 nonroad engine can only be repowered with a Tier 4 engine. Can EPA clarify this requirement or specify how nonroad fleets can select replacement nonroad engines that can receive funding?*

Answer: You are reading the chart correctly. Under this RFP, eligible nonroad repowers include: Tier 0 (or unregulated) to Tier 2, 3, or 4; Tier 1 to Tier 2, 3, or 4; Tier 2 to Tier 4; and Tier 3 to Tier 4. The Tier 4 provisions of EPA's Clean Air Nonroad Diesel Rule will be phased-in over the period 2008 to 2015. Tier 4 nonroad engines are currently available for many nonroad applications.

Date Posted: 5/30/2012

vii. Miscellaneous

B.vii.1: *Can funds be used for a project that is already started or will be started before the expected award date?*

Answer: No. Any funding awarded under this announcement must be used for activities that take place within the approved project period and may not be used for unauthorized pre-award costs. However, funding could be used for a new component of an on-going project. For example, if the applicant has a fleet of 500 school buses and has already retrofitted 200, the applicant can apply for funds to retrofit the remaining 300 buses.

Date Posted: 4/20/2012

B.vii.2: *Are there any funds available for research?*

Answer: No, there are no funds available for research under this RFP.

Date Posted: 4/20/2012

B.vii.3: *Can a town combine its marine vessels, i.e., ferryboats, work boats and law enforcement boats, as one project?*

Answer: Yes. A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions. Projects may also combine technologies in order to further reduce emissions. For example, a project may combine verified idle reduction, aerodynamic, or tire technologies with verified retrofit technologies or combine engine repower with verified retrofit technology.

Date Posted: 4/20/2012

B.vii.4: *Are projects involving CARB-verified clean diesel technologies eligible for funding?*

Answer: Yes, projects involving clean diesel technologies verified by EPA or CARB are eligible. Please see section I.B.2.a for additional information about eligible diesel emission reduction solutions.

Date Posted: 5/3/2012

B.vii.5: *Can we use funding from the National Clean Diesel Funding Assistance Program to lease vehicles or equipment? Similarly, can they be purchased via a capital lease?*

Answer: In general, lease-purchases are eligible to the extent that the EPA funds and the mandatory cost-share funds can be expended during the grant project period. Scrappage requirements apply and the applicant must demonstrate how leasing the vehicle is the more cost effective option. The applicant must also provide information on the sustainability of the project beyond the assistance agreement period, including a discussion of whom or what organization(s) will retain ownership of any vehicles, engines and/or equipment purchased with funding from this project. Also, the retrofit/replacement of leased vehicles is eligible. Care must be taken to ensure compliance with the lease agreement and that the vehicle owner is aware of and allows/approves any modification to or replacement of their vehicles (including scrappage requirements).

Date Posted: 5/3/2012

B.vii.6: *Page 20 of the RFP (Restriction for Mandated Measures) seems to allow for DERA funding even if you are facing a California engines' Compliance Date per their Harbor Craft Regulations. Am I reading that correctly?*

Answer: Per Section III.D.1 of the RFP, no funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law. In previous years' RFPs there was also a funding restriction for emission reductions mandated under State, Tribal, or local law; however, under this RFP this restriction has been removed.

Date Posted: 5/3/2012

B.vii.7: *What if a new engine or technology is not yet on the market and therefore CARB or EPA certified, but is expected to be in the next 3-9 months?*

Answer: To be eligible, all engines and technologies must be certified or verified by EPA or CARB by the close of the RFP.

Date Posted: 5/3/2012

B.vii.8: *Are water trucks and street sweepers eligible for funding as "construction" vehicles?*

Answer: Diesel-powered water trucks and street sweepers of Class 5 or larger are eligible under the "medium-duty or heavy-duty trucks" classification because they are on-highway vehicles. You may then designate the "target fleet" as construction, municipal, etc., depending on its use.

Date Posted: 5/3/2012

B.vii.9: *With respect to previous years' RFPs and the funding restriction for mandated measures, has there been any change to the 'beyond regulatory requirements' clause?*

Answer: Per Section III.D.1 of the RFP, no funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law. In previous years' RFPs there was also a funding restriction for emission reductions mandated under State, Tribal, or local law; however, under this RFP This restriction has been removed. If the project takes place in an affected area, or includes affected vehicles, engines or equipment, the applicant must clearly demonstrate that emission reductions funded with EPA funds: a) will be implemented prior to the effective date of the federal mandate; and/or b) will not be used to satisfy the federal mandate, but are in excess of (above and beyond) those required by the applicable federal mandate.

Date Posted: 5/3/2012

B.vii.10: *Under Funding Restriction 3, it states, "No funds awarded under this RFP shall be used for technologies on the Emerging Technologies list." If an applicant plans to use a listed technology but for a different application that the very specific application listed here, will that be considered eligible?*

Answer: No. Verified devices must be used on the engines for which they were specifically verified by EPA or California Air Resources Board, and applied to eligible vehicles/equipment, in order to be eligible to receive funding under this announcement.

Date Posted: 5/3/2012

B.vii.11: *Why are technologies on the Emerging Technologies list restricted, as they have been verified by EPA?*

Answer: Technologies on the Emerging Technologies list have not yet received full verification by EPA. The statutory authority for this RFP only allows for funding of fully verified or certified technologies.

Date Posted: 5/3/2012

B.vii.12: *Would replacement of a battery in a hybrid diesel electric vehicle be eligible?*

Answer: No.

Date Posted: 5/3/2012

B.vii.13: *Our understanding is that the Emerging Technologies program is not being funded this year. Can the RFP be amended to include in the eligibility section, those few remaining on the ET list?*

Answer: No, the Statutory Authority for the National Clean Diesel Funding Assistance Program allows only for the funding of verified and certified technologies.

Date Posted: 5/10/2012

B.vii.14: *The RFP states that EPA will fund up to 50 percent of the cost of locomotive idle reduction technologies and up to 25 percent of the cost of shore connection systems: what about locomotive shore connection systems?*

Answer: Locomotive shore connection systems are considered "shore connection systems", and EPA will fund up to 25 percent of the cost of these projects. Please note, however, that no funds awarded under this RFP shall be used for locomotive shore connection system projects that are expected to be utilized less than 1,000 hours/year.

Date Posted: 5/16/2012

B.vii.15: *Our company produces solar-powered light towers as an alternative to diesel-powered light towers used in construction. Would this equipment be eligible for funding as replacements for nonroad diesel equipment?*

Answer: No, solar panels are not a verified diesel emissions reduction technology.

Date Posted: 5/23/2012

B.vii.16: *In Appendix E, if the box for the target project reads "NA" does that mean the project is not eligible? For example, if an interested party wanted to replace a 2007 diesel vehicle with a 2012 propane vehicle, the box says "NA." What does this mean?*

Answer: Engine/technology combinations represented by "NA" in the diesel reduction effectiveness scoring tables in Appendix E, will not receive a score under the diesel reduction effectiveness criterion. Un-scored engines will not negatively affect the average of other eligible engine/technology combinations that do receive scores. In addition, if selected for funding, proposals that contain engine/technology combinations represented by "NA," will be amended to remove the un-scored engine/technology combinations from the project.

Date Posted: 5/23/2012

C. Vehicle, Equipment, and Engine Eligibility

C.1: *Where can I find the definition of different vehicle classes?*

Answer: For highway vehicles, only medium heavy-duty and heavy heavy-duty vehicles are eligible (Classes 5-8): Class 5 (16,001 - 19,500 lbs GVWR); Class 6 (19,501 - 26,000 lbs GVWR); Class 7 (26,001 - 33,000 lbs GVWR); Class 8a (33,001 - 60,000 lbs GVWR); Class 8b (60,001 lbs GVWR and over). For a further definition of vehicles and weight classes, please see the Diesel Emissions Quantifier Default Values document available at www.epa.gov/cleandiesel/documents/420b10035.pdf.

Date Posted: 4/20/2012

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.

Date Posted: 4/20/2012

C.3: *What is your definition of a "transit fleet"?*

Answer: A fleet of vehicles, such as buses (excluding school buses), ferries, or rail, having the primary purpose of moving people.

Date Posted: 4/20/2012

C.4: *In California, the useful life of our equipment has traditionally been limited due to state regulations - are you saying we can use the actual useful life of a piece of equipment, not the date at which state law requires replacement?*

Answer: No funds awarded under this RFP shall be used to retrofit, repower or replace a nonroad engine or equipment that has less than seven years of useful life remaining. A table distinguishing which nonroad engine model years EPA has determined to have at least seven years of useful life remaining, based on the type and age of vehicle, can be found at www.epa.gov/cleandiesel/documents/fy12-nonroad-remaining-useful-life.pdf.

Date Posted: 5/3/2012

C.5: *We would like to replace our old diesel emergency backup generators with either natural gas or cleaner diesel. Do these qualify under the DERA program? Would the amounts be reduced based on the low usage factor?*

Answer: Yes, they are eligible. The funding amounts would not be reduced based on the hours of operation, however annual usage rate is factor in determining the diesel reduction effectiveness of the proposal (see Appendix E of the RFP).

Date Posted: 5/3/2012

C.6: *Will a marine engine upgrade be allowed if the engine is pre-1973 (i.e. no certified kits available)?*

Answer: Pre-1973 engines are not subject to EPA's 2008 Locomotive and Marine Engine Rule, therefore a project using these engines would not be ineligible under the Restriction for Mandated Measures. However, please refer to Section III.D of the RFP for other funding restrictions that may affect project eligibility.

Date Posted: 5/3/2012

C.7: *Can this money be used to fund stationary diesel engine upgrades like emergency generators (either repower or replace)?*

Answer: Yes

Date Posted: 5/3/2012

C.8: *Does forestry count as Agriculture?*

Answer: Yes

Date Posted: 5/3/2012

C.9: *If the technology is a hybrid system by adding an electrical subsystem to the engine, does it require an EPA certification for the proposal?*

Answer: There are currently no verified hybrid drive train retrofits or certified hybrid upgrade/conversion kits, therefore hybrid conversions are not eligible for funding. Hybrid vehicles are eligible as vehicle replacements. Technologies for the electrification of engines/vehicles/equipment other than those specifically listed in the RFP as idle-reduction technologies may be eligible as a Repower (removal of a diesel engine and its replacement with an electric power source). All-electric (zero emission) conversions do not require EPA or CARB certification.

Date Posted: 5/3/2012

C.10: *Can recreational/commercial boats be funded for repowers? For example, charter fishing boats?*

Answer: In general, marine engines are eligible. However, please refer to Section III.D numbers 1, 10, and 12 for specific funding restrictions affecting marine engines.

Date Posted: 5/3/2012

C.11: *If a municipality is in control of the refuse business for a given area yet contracts out the service to 3rd party providers, can that municipality apply for funds to convert those refuse trucks?*

Answer: Yes.

Date Posted: 5/3/2012

C.12: *Are Natural Gas Vehicles (NGV) and/or Compressed Natural Gas (CNG) vehicles eligible vehicles for this RFP?*

Answer: Yes.

Date Posted: 5/3/2012

C.13: *Would funding be considered for the development of a new intermodal project to improve the selected equipment, i.e. replace proposed diesel-powered equipment with electrified equipment or must it be a replacement?*

Answer: Existing vehicles may be replaced or repowered. If your project is still in the planning phases and these would be new purchases (i.e. fleet expansion), then they would not be eligible for funding.

Date Posted: 5/3/2012

C.14: *Are infrastructure upgrades allowed, for example, charging stations for electric buses?*

Answer: No.

Date Posted: 5/3/2012

C.15: *Are trailer units, such as refrigeration units eligible in this RFP?*

Answer: Yes, truck refrigeration units are eligible for retrofit, repower, or replacement as nonroad equipment.

Date Posted: 5/10/2012

C.16: *Would EPA be interested in testing a technology for reducing emissions from bio-gas fueled engine generators?*

Answer: Under the National Clean Diesel Funding Assistance Program, funding may be used only for EPA and/or CARB verified diesel engine configurations and diesel emission reduction technologies as defined in Section I.B.2. of the RFP.

Date Posted: 5/10/2012

C.17: *Can replacement of a drayage truck be used, provided it is MY2007 or later?*

Answer: The existing drayage truck must be model year 1989 or newer (e.g. 1989, 1990, 1991, etc...) to be eligible for replacement. The replacement drayage truck must be model year 2007 or newer (e.g. 2007, 2008, 2009, etc...). The existing drayage truck must be scrapped.

Date Posted: 5/10/2012

C.18: *Are waste haulers eligible for funding under this RFP?*

Answer: Yes. Waste hauling vehicles, which the RFP refers to as refuse haulers, are eligible for funding.

Date Posted: 5/10/2012

C.19: *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: 5/10/2012

C.20: *Would electrified parking spots for ambulances at hospitals be funded under this grant?*

Answer: Possibly. Only medium heavy-duty and heavy heavy-duty diesel on-highway vehicles are eligible (Classes 5-8; i.e. 16,001 lbs and heavier) under this RFP. A list of eligible, EPA verified retrofit technologies is available at: www.epa.gov/cleandiesel/verification/verif-list.htm; a list of eligible, California Air Resources Board (CARB) verified retrofit technologies is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm. Eligible technologies must be specifically named on one of these lists at the time of proposal submission to EPA, and must only be used for the vehicle application specified on the list.

Date Posted: 5/10/2012

C.21: *Does EPA provide contact information for retrofit technology manufacturers?*

Answer: EPA provides a list of verified retrofit technologies here: www.epa.gov/cleandiesel/verification/index.htm.

Date Posted: 5/10/2012

C.22: *Could a jurisdiction retire an 8-yard dump truck and replace it with a 12-yard dump truck if the new truck was in the same class as the old truck?*

Answer: The replacement vehicle/equipment must be of the same type and similar gross vehicle weight rating or horsepower as the vehicle/equipment being replaced (e.g., a 300 horsepower bulldozer is replaced by a bulldozer of similar horsepower). The replacement vehicle/equipment must perform the same function as the vehicle/equipment that is being replaced (e.g., an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines).

Date Posted: 5/23/2012

D. Application Process

D.1: *Should results of individual DEQ runs be included in the attachments?*

Answer: Specific outputs and outcomes should be included. In addition, applicants must describe what measurements will be used to track and measure progress towards achieving the expected outputs and outcomes and how the results of the project will be evaluated. It is suggested that the applicant fill out and include the table, or something similar, found in Appendix B, Part B, Section 2. It is not necessary to include the individual DEQ runs for various vehicles/technologies used to arrive at the total outputs/outcomes, however the Applicant Fleet Description should contain sufficient information necessary to recreate the individual DEQ runs.

Date Posted: 4/20/2012

D.2: *How can applicants access the Helpline and additional information?*

Answer: The Helpline can be accessed via email at CleanDiesel@epa.gov or by calling 1-877-NCDC-FACTS.

Date Posted: 4/20/2012

D.3: *Are past recipients listed anywhere?*

Answer: Yes, past recipients can be found at our website under past projects at www.epa.gov/cleandiesel/projects/index.htm.

Date Posted: 4/20/2012

D.4: *Can a proposal include more than one region?*

Answer: The term "project location" refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Proposals must be submitted to the EPA Regional Office which covers the geographic project location. EPA Regions will only accept non-tribal proposals for projects located solely within that EPA Region.

Date Posted: 4/20/2012

D.5: *How many proposals may be submitted by a single entity?*

Answer: Non-tribal applicants can submit proposals to no more than two EPA Regional Offices, for a total of no more than two (2) proposals nationally.

Date Posted: 4/20/2012

D.6: *Will the sensitive business information in my application remain confidential? How do I know someone won't steal my idea?*

Answer: EPA recommends that you do not include confidential business information ("CBI") in your proposal/application. However, if confidential business information is included, it will be treated in accordance with 40 CFR 2.203. Applicants must clearly indicate which portion(s) of their proposal/application they are claiming as CBI. EPA will evaluate such claims in accordance with 40 CFR Part 2. If no claim of confidentiality is made, EPA is not required to make the inquiry to the applicant otherwise required by 40 CFR 2.204(c)(2) prior to disclosure. The Agency protects competitive proposals/applications from disclosure under applicable provisions of the Freedom of Information Act prior to the completion of the competitive selection process.

Date Posted: 4/20/2012

D.7: *Would it be possible to obtain a list of the applicants for these grants?*

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

Date Posted: 4/20/2012

D.8: *The application form Application for Federal Assistance SF-424 has an expiration date of 3/31/2012. Will it be a problem if I use this form?*

Answer: No, the form is in the process of being updated and a new version will be posted in the future. However, in the mean time please use form SF-424 as available on EPA's website at: www.epa.gov/ogd/forms/forms.htm, even if the expiration date on the form has passed.

Date Posted: 5/3/2012

D.9: *How do I locate the RFP for the National Clean Diesel Funding Assistance Program on the www.grants.gov website?*

Answer: There are several methods to find the RFP on www.grants.gov. Try selecting "Find Grant Opportunities," then browse by Agency. Select Environmental Protection Agency and scroll to National Clean Diesel Funding Assistance Program FY 2012 RFP. Additional information and links are available on the Clean Diesel website at: www.epa.gov/cleandiesel/prgnational.htm.

Date Posted: 5/3/2012

D.10: *If a project crosses regional jurisdiction (e.g., a project is proposed to be carried out within EPA Regions 3 and 4), to which Region should I submit the proposal?*

Answer: The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Non-tribal applicants must submit their proposals to the EPA regional office which covers the geographic project location. If the proposed project can be split into two separate, distinct project locations, then the project/proposal has to be divided and submitted separately for work done within the respective EPA region. For long-distance fleets, the applicant decides as to where the application should be submitted and provide justification as to why that Region was selected - whether it is the Region where the fleet is based, or the Region where the fleet operates the majority of the time, or other factors that would justify award in that region.

Date Posted: 5/3/2012

D.11: *Is there a time commitment in the grant contract for which grantees are required to own/operate the replacement vehicles or equipment?*

Answer: During the grant project period, recipients must use the equipment purchased under this assistance agreement in the project or program for which it was acquired (grant project periods typically last two years.) There is no specific time requirement for ownership/operation after the close of the grant period; however, grantees agree that at the end of the project period the grantee will continue to use the equipment purchased under this assistance agreement in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by Federal funds.

Date Posted: 5/3/2012

D.12: *Will the Regional Webinars explaining the RFP be recorded and available for download after the presentation?*

Answer: No, however the presentation slides will be available on our website and all questions submitted during the webinars will be included in this FAQ document. EPA Regional Offices offer resources including conference calls, Webinars, and workshops: www.epa.gov/otaq/diesel/prgnational.htm. NCDC offers Tools & Resources for a successful diesel retrofit project at www.epa.gov/cleandiesel/tools. EPA also offers a National Clean Diesel Campaign Helpline for project or technical support where questions can be asked via email to CleanDiesel@epa.gov or phone 1-877-NCDC- FACTS (1-877-623-2322).

Date Posted: 5/3/2012

D.13: *How are projects involving alternative/cleaner fuels being scored?*

Answer: Due to the numerous potential combinations of vehicles, equipment and emission control strategies, it is not possible to provide scores for every combination in the Tables in Appendix E. If your target fleet does not match one of these tables, EPA recommends that you include additional information that describes the costs and effectiveness of your particular vehicle/equipment and control strategy combinations and the proposal will be evaluated accordingly. Please note that the Tables in Appendix E provide scores for Replacement and Repower projects, which includes Replacement and Repower projects with alternative fueled vehicles and engines.

Date Posted: 5/3/2012

D.14: *Are engines that are used solely for training eligible for funding? The engines run 50-100 hours per year.*

Answer: Nonroad engines and equipment with annual usage rates below 500 hours, and engine/technology combinations represented by "NA" in the diesel reduction effectiveness scoring tables in Appendix E, will not receive a score under the diesel reduction effectiveness criterion. Un-scored engines will not negatively affect the average of other engine/technology combinations that do receive scores. In addition, if selected for funding, proposals that contain nonroad engines with annual usage rates below 500 hours, and engine/technology combinations represented by "NA", will be amended to remove the un-scored engine/technology combinations from the project.

Date Posted: 5/3/2012

D.15: *Does a tribal proposal count toward the two proposal limit for one organization? For example, could an organization submit a proposal in two Regions AND submit a proposal under the tribal competition?*

Answer: An applicant cannot be both tribal and non-tribal. According to the RFP, tribal applicants may submit multiple proposals as long as each proposal is for a separate and distinct project and each proposal is submitted separately. Non-tribal applicants can submit one (1) proposal to up to two (2) EPA Regional offices, for a total of two (2) proposals nationally as long as the proposals are for different projects and submitted separately.

Date Posted: 5/3/2012

D.16: *In the past, the US EPA has had a negotiation stage with prime recipients that have multiple sub-grantees and have awarded less than originally requested by the applicant. So, if, for example, we apply for \$2,400,000 and EPA cuts our project down below the \$1,200,000 minimum threshold, would we then be ineligible? Similarly, if we're asked to cut out a partner that is a large part of our project, and the value of our project drops below the minimum threshold, are we then ineligible?*

Answer: No. In appropriate circumstances, EPA reserves the right to partially fund proposals by funding discrete portions or phases of proposed projects. If EPA decides to partially fund a project, it will do so in a manner that does not prejudice any applicants or affect the basis upon which the proposal, or portion thereof, was evaluated and selected for award, thereby maintaining the integrity of the competition and selection process. If a submitted proposal includes ineligible activities, that portion of the proposal will be ineligible for funding and may render the entire proposal ineligible for funding. Further, an applicant may not submit a proposal for less than the minimum or more than the maximum threshold amounts. Doing so will deem the proposal ineligible.

Date Posted: 5/3/2012

D.17: *Can multiple activities within a region collectively count toward meeting a project's minimum value?*

Answer: Yes, a single proposal may target multiple fleets, fleet types and/or diesel emission reductions within a single region.

Date Posted: 5/3/2012

D.18: *For marine vessels that travel long distances, how is the location requirement evaluated?*

Answer: The term "project location," refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Vehicles or equipment proposed for funding under this RFP must be operated a majority of the time in one of the priority counties or areas listed in order to receive eight points under Section V, Criterion #3.a of this RFP. In order to qualify for additional points for priority county or area, you need to show that the vehicle operates a majority (over 50%) of the time in one or more of the counties or areas on the list. For marine vessels, EPA suggests that you list the main ports of call as the primary areas.

Date Posted: 5/3/2012

D.19: *For Region 4, will proposals be accepted for projects not in the Green Corridors listed?*

Answer: Yes.

Date Posted: 5/3/2012

D.20: *Where I can find the current PM and NOx emissions standards for heavy duty and nonroad engines?*

Answer: Emission Standards Reference Guide for Heavy-Duty and Nonroad Engines (PDF) (16 pp, 145K, EPA420-F-97-014, September 1997) provides a detailed listing of current and proposed federal and California standards for 1990 model years and later. You can download this document at www.epa.gov/otaq/cert/hd-cert/stds-eng.pdf.

Date Posted: 5/3/2012

D.21: *How broad can the project proposal be? For example, can one proposal involve Truck Stop Electrification and also a locomotive project?*

Answer: Yes.

Date Posted: 5/3/2012

D.22: *In order to receive points for projects located in the "areas of highly concentrated diesel pollution" listed in Evaluation Criterion #3, are you looking for a minimum fleet size?*

Answer: No, there is no minimum fleet size.

Date Posted: 5/3/2012

D.23: *Can two different fleets located in two different states, but both in the same Region, be included in one proposal?*

Answer: Yes.

Date Posted: 5/3/2012

D.24: *I have suggestions for how EPA could improve its Remaining Useful Life document for nonroad engines at: www.epa.gov/cleandiesel/documents/fy12-nonroad-remaining-useful-life.pdf. Might EPA reconsider some of its choices?*

Answer: For the purposes of the FY12 DERA RFP, EPA determined remaining useful life (defined as the length of time from the current year to the point at which the engine or equipment should be retired) based on the type and age of vehicle according to EPA's NONROAD Model. EPA's NONROAD Model is used for estimation of air pollution inventories by professional mobile source modelers, such as state air quality officials and consultants. While we do not anticipate any changes to the nonroad useful life table, we will take your comments under advisement for future RFPs.

Date Posted: 5/3/2012

D.25: *Can we still submit multiple projects per proposal?*

Answer: Yes

Date Posted: 5/3/2012

D.26: *Can the eligible entity submit a project proposal that involves multiple locations which may or may not go outside of their state?*

Answer: Yes.

Date Posted: 5/3/2012

D.27: *Say that multiple non-profits are teaming up to apply and one is designated as the prime recipient. Should the labor for the others be included under "contractual," and then are the other non-profits subject to the same fringe(20% max)+indirect(10% max) restrictions as the prime or should they just submit one line item each for total personnel cost*

Answer: There is no set limit on the Fringe rate or the Indirect Cost rate for Applicants. The Example Budget Table in Appendix B lists a 20% Fringe and a 10% Indirect Cost rate only as examples of how to fill out the Budget Table. Based on the information you have provided, the other non-profits participating in the project would be "subgrantees". The term "subgrant" means an award of financial assistance (money or property) by any legal agreement made by the recipient to an eligible subgrantee. Applicants must provide the aggregate amount they propose to issue as subgrant work and a description of the types of activities to be supported. It is the grantee's responsibility to make sure each subgrantee's budget is allowable and appropriate. The Applicant's budget should only reflect those costs directly incurred by the Applicant organization. The Personnel category of the budget should include only direct costs for the salaries of paid employees of the applicant organization. The Fringe category of the budget includes only the cost of allowances and services provided by the Applicant to their employees as compensation in addition to regular salaries and wages associated with the Personnel costs identified in the Personnel category. The Contractual category of the budget includes only commercial goods and/or services to be carried out by an individual or organization, other than the Applicant, in the form of a procurement relationship. The Other category of the budget should include only those types of direct costs that do not fit in any of the other budget categories. Examples of costs that may be in this category are: insurance, rental/lease of equipment or supplies, equipment service or maintenance contracts, printing or photocopying, rebates, and subaward costs. Indirect costs are those incurred by the grantee for a common or joint purpose that benefit more than one cost objective or project, and are not readily assignable to specific cost objectives or projects as a direct cost. In order for indirect costs to be allowable, the applicant must have a federal or state negotiated indirect cost rate, or must have submitted a proposal to the cognizant federal or state agency.

Date Posted: 5/3/2012

D.28: *For California ports, does funding restriction #1 apply to emission reductions mandated by CARB?*

Answer: No, only mandates under Federal law.

Date Posted: 5/3/2012

D.29: *For school bus replacement, is the "up to 25%" 25% of the entire 2011 or newer diesel or alternative fuel bus?*

Answer: Yes

Date Posted: 5/3/2012

D.30: *Where can I find a list of eligible entities to partner with?*

Answer: EPA does not provide this information. We suggest you get involved with your local Regional Clean Diesel Collaborative for networking opportunities. More information is available at www.epa.gov/cleandiesel/collaboratives.htm.

Date Posted: 5/3/2012

D.31: *Is \$20M the amount of grant available for all EPA Regions?*

Answer: Yes, the total estimated funding for this competitive opportunity is approximately \$20 million, including all nontribal and tribal awards.

Date Posted: 5/3/2012

D.32: *What quantification for alternative fuel changes is needed?*

Answer: The applicant must demonstrate and quantify the emission reductions associated with the project.

Date Posted: 5/3/2012

D.33: *Can a Council of Governments (COG) submit an application on behalf of multiple jurisdictions' projects, the exact projects selected by the COG after grant award?*

Answer: Yes. However, the applicant should provide as much information as possible about the number and type of target vehicles/engines in the applicant fleet description. The applicant should also discuss the process and criteria they will use for soliciting and selecting projects and partners. Technology changes may not be allowed after a proposal has been selected.

Date Posted: 5/3/2012

D.34: *How many projects can the eligible entity have in their proposals?*

Answer: There is no limit on the number of vehicles, engines, or projects per proposal. However, please refer to the dollar thresholds for the region that you are applying to as no application can go over the maximum threshold.

Date Posted: 5/3/2012

D.35: *For project proposals that include subawards, does the applicant need to identify who the subawards will go to or can the subaward selection be made after award if EPA were to select the project?*

Answer: No, subgrantees do not need to be specifically identified. However, the applicant should provide as much information as possible about the number and type of target vehicles/engines in the applicant fleet description. The applicant should also discuss the process and criteria they will use for soliciting and selecting subgrantees.

Date Posted: 5/3/2012

D.36: *How does one access an application for DERA funding?*

Answer: Applicants can download the individual grant application forms (Application for Federal Assistance SF-424, and Budget Information for Non-Construction Programs SF-424A) from EPA's Office of Grants and Debarment website at: www.epa.gov/ogd/AppKit/application.htm. The Request for Proposals, a sample project narrative sample format and an applicant fleet description sample format are available at www.epa.gov/cleandiesel/prgnational.htm. Please refer to the Proposal Submission Checklist in Appendix G of the RFP to ensure that all required information is included in your proposal package To obtain a hard copy of materials, please call 1-877-NCDC-FACTS (1-877-623-2322) or email cleandiesel@epa.gov.

Date Posted: 5/10/2012

D.37: *Is there a limit to the number of awards made in a given EPA region?*

Answer: The number of projects funded per region is not limited to a specific number of awards, but largely dictated by the financial constraints of the program. However, it is anticipated that 1-2 assistance agreements will be made per Region.

Date Posted: 5/10/2012

D.38: *Where can I find the slide show presentation from the introductory webinars delivered in late April 2012?*

Answer: A PDF version of the presentation can be found at: www.epa.gov/cleandiesel/documents/fy12-dera-infosession-presentation.pdf.

Date Posted: 5/10/2012

D.39: *We are a supplier/manufacturer of certified school buses. How can we help offer grants to our customers?*

Answer: As a private company, you are not directly eligible for funds under this program. However, many of your customers are likely to be eligible entities. You may wish to draw their attention to the open RFP if they are seeking funds for an eligible project. Please note that, as cited in question E.i.1, eligible entities must choose an equipment supplier through a competitive process. Thus, there is no guarantee that your customers will purchase your equipment if they are awarded funds.

Date Posted: 5/10/2012

D.40: *Where is my EPA Regional office located?*

Answer: The locations of each EPA Region office where you can submit your application are located on pages 24-26 of the RFP.

Date Posted: 5/10/2012

D.41: *We would like to apply for a project in Lincoln County, MO, which is part of the St. Louis non-attainment area. However, this county is not listed in your priority areas. Can you verify? Would the project be eligible?*

Answer: The sources of priority counties include counties designated as PM2.5 or 8-Hr Ozone Nonattainment Areas or 8-Hr Ozone Maintenance Areas. According the US EPA Green Book (www.epa.gov/airquality/greenbook), the only Missouri counties listed in nonattainment are Franklin, Jefferson, St. Charles, and St. Louis under the St. Louis, MO 8-Hr Ozone Nonattainment Area. A project in Lincoln County may be eligible to apply, however the proposal would not receive points for priority county under Evaluation Criterion #3.a.

Date Posted: 5/10/2012

D.42: *Wouldn't long haul heavy duty truck retrofits be disadvantaged under the programmatic priority location criteria by their nature since they don't reside in either priority county or area of concentrated pollution and therefore not get any of the eligible 16 points for this criterion?*

Answer: The term "project location," refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Vehicles or equipment proposed for funding under this RFP must be operated a majority of the time in one of the priority counties or areas listed in order to receive eight points under Section V, Criterion #3.a of this RFP. In order to qualify for points for priority county or area, you need to show that the vehicle operates a majority (over 50%) of the time in one or more of the counties or areas on the list.

Date Posted: 5/10/2012

D.43: *In appendix E of the RFP, which addresses diesel reduction effectiveness, the chart for heavy duty on-road vehicles does not provide scores for the aero/idle reduction technologies. How would these be scored?*

Answer: EPA will not fund stand-alone idle reduction technologies, aerodynamic technologies or low rolling resistance tires for on-highway vehicles. The asterisk beneath Table A of Appendix E is being amended to read, "If a new eligible verified idle reduction technology and/or aerodynamic technology(s) and/or low rolling resistance tires are combined on the same vehicle with a new eligible verified exhaust control, add two points to the score, up to a maximum of 20 points."

Date Posted: 5/10/2012

D.44: *How does the regional significance scoring process work?*

Answer: The Regional Significance factors highlight specific environmental issues that are focal points of the EPA regional office(s). Non-tribal proposals will be evaluated based on the extent and quality to which the proposed project advances the applicable goals and priorities of the EPA regional office which covers the project location and to which the proposal is submitted. Proposals for projects in Regions 1, 2, 3, 4, 6, 7 and 8 will be evaluated based on the extent and quality to which the project advances one or more of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP. Proposals for projects in Regions 5, 9 and 10 will be evaluated based on the extent and quality to which the project advances all of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP.

Date Posted: 5/10/2012

D.45: *Evaluation Criterion #3.b includes construction sites as an "area of highly concentrated diesel pollution". In order to receive points under this criterion, do construction sites need to harbor a certain number of vehicles? Do quarries qualify as construction sites?*

Answer: There is no minimum fleet size to receive points for projects located in the "areas of highly concentrated diesel pollution". No, quarries are not considered construction sites.

Date Posted: 5/10/2012

D.46: *How can I determine whether my project is located in a "priority location" if that location is one of many in which my project vehicle/engine operates? For example, what if my project vehicle is a river barge that visits multiple ports in many different areas, one of which is a priority location?*

Answer: The term "project location," as used in this RFP, refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. In order to receive points for priority county or area, you need to show that the vehicle operates a majority (over 50%) of the time in one or more of the counties or areas on the list. For marine vessels, EPA suggests that you list the main ports of call as the primary areas.

Date Posted: 5/10/2012

D.47: *Regarding the Diesel Reduction Effectiveness section of the RFP, if a single proposal has multiple types of vehicles in the fleet (for example, several different truck model years), it appears that points are lost when the truck scores are averaged. Wouldn't this have a negative impact on the overall score?*

Answer: If a single proposal includes more than one vehicle, each vehicle will receive a score under this criterion, and those individual scores will be averaged to create one score for the Diesel Reduction Effectiveness criterion for the entire proposal, for a maximum of 20 points. Whether this averaging process has a negative or positive impact on the overall score depends on the specific mix of vehicle types. The average score will always be higher than the lowest scoring vehicle in the mix and lower than the highest scoring vehicle.

Date Posted: 5/10/2012

D.48: *Page 15 of the RFP states that our proposal needs to fall between a certain dollar value, based on the region to which we are applying. Is this dollar amount the total cost of the whole project or is that the funding amount given to us?*

Answer: That range represents the amount that the applicant should be requesting from EPA to fund their activities. The actual value of the project may be more, depending on any cost-sharing arrangements made.

Date Posted: 5/10/2012

D.49: *In the one proposal we are allowed to submit, can we include different projects in our proposal (mixture of repowers, retrofits, and replacement in proposal)?*

Answer: Yes, a single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

Date Posted: 5/10/2012

D.50: *What is considered labor cost? Does it include speculative costs such as writing the proposal?*

Answer: The term "labor costs" refers to expenses incurred for work done to vehicles, equipment, or engines related to the installation of the new technology. Labor costs do not include time spent drafting a proposal to respond to this RFP. Further, if selected for funding, grant funds may not be used to cover work completed or costs incurred prior to the grant project period.

Date Posted: 5/10/2012

D.51: *Can the specifics of the mandatory cost share be determined after the award is granted, or should they be spelled out in the proposal?*

Answer: The details should be included in the proposal. Any form of cost-share, mandatory or voluntary, must be included in the Budget Detail portion of the Work Plan, and the proposal must describe how the applicant will obtain the cost-share and how the cost-share funding will be used. Applicants may use their own funds or other sources for cost-share. If the proposed cost-share is to be provided by a project partner, a letter of commitment is required. However, the grantee is ultimately responsible for meeting any cost-share whether or not the cost-share is passed down to project partners or subgrantees.

Date Posted: 5/16/2012

D.52: *For locomotive repower to Tier 3, are extra points given in evaluation if idle reduction is also included?*

Answer: If a new eligible verified idle reduction technology is added to a newly repowered, replaced, or upgraded locomotive engine, that locomotive engine will receive 20 points under this criterion.

Date Posted: 5/16/2012

D.53: *Our EPA Region (Region 4), describes one of its Sector Specific Priorities to be as follows: "Nonroad - promoting retrofit and repower projects for non-construction related off highway projects (mining, forestry, agriculture, etc.)." We are interested in conducting certified marine engine repowers. Would such a repower qualify as a nonroad application under this sector-specific priority?*

Answer: No, the Region 4 regional priorities for nonroad do not include marine engines.

Date Posted: 5/16/2012

D.54: *Will geographic density be taken into consideration when considering the emissions reduction impact (i.e. will two proposals with the same total emissions reduction but affecting different total areas receive the same score?)*

Answer: Pursuant to Criterion #3, a project may only receive points for its location if it meets certain conditions. Up to 8 points may be awarded if the proposal includes vehicles operating in a priority county or area as described in Appendix D. Up to another 8 points may be awarded if proposal includes vehicles operating in a specified area of highly concentrated diesel pollution. These include truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers.

Date Posted: 5/16/2012

D.55: *To whom do we need to address letters of support?*

Answer: Letters of support need not be addressed to anyone in particular. Rather, they should be included in your application package. Please note that letters of support will not count toward your 10-page Project Narrative limit.

Date Posted: 5/16/2012

D.56: *Do additional state and local incentives count as cost share?*

Answer: It depends. Only eligible and allowable costs under this RFP may be used for cost-share. In other words, any cost-share must directly support eligible activities under the grant. In addition, mandatory cost-share for specific technologies must be met by applicant contributions to the parts and labor of that technology. Any form of cost-share, mandatory or voluntary, must be included in the Budget Detail portion of the Work Plan, and the proposal must describe how the applicant will obtain the cost-share and how the cost-share funding will be used. Applicants may use their own funds or other sources for cost-share if the standards of 40 CFR 30.23 or 40 CFR 31.24, as applicable, are met. If the proposed cost-share is to be provided by a project partner, a letter of commitment is required. Other federal grants may not be used as cost-share under this RFP.

Date Posted: 5/16/2012

D.57: *Can tribal applications be submitted via grants.gov? Or can Tribal applications only be submitted via email or overnight express?*

Answer: Tribal applicants can submit their proposals electronically through grants.gov, or to the EPA Office of Transportation and Air Quality (OTAQ) contact identified in Section IV.B.1 of the RFP (listed below), regardless of geographic project location: Rosalva Tapia U.S EPA OTAQ - 347G 1310 L Street, NW Washington, DC 20005 Email: tribal_clean_diesel@epa.gov.

Date Posted: 5/16/2012

D.58: *Appendix E of the RFP for Nonroad Engines and Equipment lists points for projects for equipment with annual usage rates of 500 to 1000 and more than 1000 hours per year, but not for equipment with annual usage of less than 500 hours per year. How would nonroad projects for equipment below 500 hours per year be scored?*

Answer: Nonroad engines and equipment with annual usage rates below 500 hours, and engine/technology combinations represented by "NA" in the diesel reduction effectiveness scoring tables in Appendix E, will not receive a score under the diesel reduction effectiveness criterion. Un-scored engines will not negatively affect the average of other engine/technology combinations that do receive scores. In addition, if selected for funding, proposals that contain nonroad engines with annual usage rates below 500 hours, and engine/technology combinations represented by "NA", will be amended to remove the un-scored engine/technology combinations from the project.

Date Posted: 5/16/2012

D.59: *In determining annual hours of use, would EPA use its own default assumptions about an equipment/vehicle's use as described in the DEQ default values document, or would it use an applicant's more detailed information on the target fleet collected from fleet managers?*

Answer: Actual vehicle usage rate information collected from fleet managers must be provided by the applicant. Nonroad engines and equipment for which no usage rate data is given will not receive a score under the diesel reduction effectiveness criterion per Appendix E of the RFP. EPA will not make assumptions about usage rates. Un-scored engines will not negatively affect the average of other engine/technology combinations that do receive scores. In addition, if selected for funding, proposals that contain un-scored engine/technology combinations will be amended to remove the un-scored engine/technology combinations from the project.

Date Posted: 5/16/2012

Updated

D.60: *How were the Region 6 areas mentioned in the RFP's regional significance section chosen and what are the precise boundaries for these areas?*

Answer: Region 6 areas with design values between 70ppb and 75ppb are considered as approaching the National Ambient Air Quality Standards (NAAQS) for Ozone. Areas with design values of 76 ppb and above are considered to be in violation of the Ozone NAAQS. Region 6 areas with annual design values between 12ug/m³ and 15ug/m³ are considered as approaching the National Ambient Air Quality Standards (NAAQS) for PM_{2.5}. EPA Region 6 based these selections on air quality monitoring data, recommendations submitted by the states and tribes, and other technical information. Region 6 identified the communities of Mossville, Louisiana; Corpus Christi, Texas; Port Arthur, Texas; Grants Mineral Belt, New Mexico; and Manchester, Texas as priority areas in which to minimize exposures and negative impacts to low income, or otherwise vulnerable communities.

Date Posted: 5/23/2012

D.61: *For the diesel reduction effectiveness score, will the scores for individual vehicles/equipment be weighted by project cost before averaging or will it be a straight average of points across all projects regardless of magnitude?*

Answer: The primary factors used by EPA to evaluate effectiveness include the expected life and activity level of the vehicle or equipment, and the cost and effectiveness of the control strategy. Therefore, a straight average of points will be used as cost has already been considered in the allotment of points per vehicle/technology combination.

Date Posted: 5/23/2012

D.62: *When applying for DERA funding for the incremental higher cost of biodiesel, do applicants need to provide specific information on each piece of diesel equipment? Or can we submit the total amount of diesel purchased each month?*

Answer: Applicants should include as much information as possible to describe the types of fleets that will be targeted in your project. Specific information about the diesel equipment/vehicle will help you calculate the emissions reductions for the proposed project. The Applicant Fleet Description can be a helpful tool. However, to determine the project costs you may use the total amount of fuel purchased monthly or annually.

Date Posted: 5/23/2012

D.63: *Can you please verify that that the Forklift category in the 51 to 300 hp Useful Life Table is correct in regards to the eligible model years.*

Answer: Yes, the table is correct. For the purposes of the FY12 DERA RFP, EPA determined remaining useful life (defined as the length of time from the current year to the point at which the engine or equipment should be retired) according to EPA's NONROAD Model.

Date Posted: 5/23/2012

New

D.64: *Is the value of the chassis from a vehicle that is being replaced part of the cost share (and would need to be destroyed) or would an entity be able to reuse or resell the chassis from such a vehicle?*

Answer: The vehicle/equipment being replaced will be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a certified cleaner emission standard. Drilling a hole in the engine block and manifold and disabling the chassis while retaining possession of the vehicle/equipment is an acceptable scrapping method. Other methods may be considered and will require prior EPA approval. Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged vehicles/parts are to be sold, program income requirements apply. Program income means gross income received by the grantee or subgrantee directly generated by a grant supported activity, or earned only as a result of the grant agreement during the grant period. Program income earned during the project period shall be retained by the recipient and, in accordance with 40 CFR Parts 31.25 and 30.24 and the terms and conditions of the award, shall be used in one or more of the following ways: (1) Added to funds committed to the project by EPA and recipient and used to further eligible project or program objectives. The program income shall be used for the purposes and under the conditions of the grant agreement. (2) Used to finance the non-Federal share of the project or program, including any mandatory or voluntary cost-share. The amount of the Federal grant award remains the same. (3) Deducted from the total project or program allowable cost in determining the net allowable costs on which the Federal share of costs is based. This means that the recipient shall spend program income on project activities before spending/requesting federal funds for project activities. This may result in unspent federal funds at the end of the project period.

Date Posted: 5/30/2012

New

D.65: *Can a National Clean Diesel Funding Assistance competitive grant applicant submit more than 3 letters of support for an application (i.e. does this limit include any partner fleets that are participating in the grant application process, or is it a separate item outside of a partner's letters)?*

Answer: Letters of Support should be from partners directly assisting or participating in the project, and the letter should address that partner's role in the project. You may include more than three letters if you have more than three partner fleets participating in your project. Further, project partners who are providing in-kind or monetary assistance must provide Cost-Share Commitment Letters that demonstrate their specific commitment to meet the proposed cost-share.

Date Posted: 5/30/2012

New

D.66: *Do the Region 4 regional priorities for nonroad include airport ground support equipment?*

Answer: Yes.

Date Posted: 5/30/2012

New

D.67: *How should an applicant indicate how a project would qualify for the "programmatically priority - location" points for being in "areas of highly concentrated diesel pollution"?*

Answer: Section 14 of Form SF-424 must specify the cities, counties, or States that will be affected by the project. Section 3 of your Project Narrative must address the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized, as described in Appendix D of the RFP, and if the vehicles are located in the following areas of highly concentrated diesel pollution – truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers. If a single proposal includes vehicles operating in more than one county or area, this section of the work plan should indicate where each vehicle will be operating. Fleet or vehicle location should also be specified in the Applicant Fleet Description portion of the proposal. A list of priority counties and areas can be found at: www.epa.gov/cleandiesel/documents/fy12-county-area-list.pdf. Please also refer to questions A.6, D.41, D.42, and D.46 in this FAQ document for additional information.

Date Posted: 5/30/2012

New

D.68: *If a vehicle or piece of equipment is used primarily for construction projects but is part of a city/county fleet, how should it be categorized in the fleet information (city/county or construction), and how should an applicant indicate that it would be a project located in a construction site?*

Answer: On the Cover Page of the Project Narrative you may list both "City/County Vehicle" and "Construction" under Target Fleet. In the Applicant Fleet Description, the Target Fleet would be "City/County Vehicle" and in the next column under Class/Equipment you can select the specific type of construction equipment in the fleet. There are several places in the Project Narrative where you may indicate that the project is at a construction site including, but not limited to: the short project description on the cover page; in Section 1; in Section 3; and in Section 6.

Date Posted: 5/30/2012

New

D.69: *If we bundle projects, how does adding a component that does not address a Region 4 regional priority impact scoring? Is the component(s) that address regional priorities scored up to 10 depending on the extent and quality to which it addresses the goals of the region, or are the 10 points considered across the entire proposal, which could cause the scoring for this criteria to be lower than if just the components meeting the priority were submitted?*

Answer: Applications which bundle a mix of projects including ones that address regional priorities and ones that don't address the regional priorities will be ranked based on the portion of funds which will be expended for non-priority projects.

Date Posted: 5/30/2012

New

D.70: *Are these grants available each year on an annual basis, with applications always due in early June?*

Answer: EPA's National Clean Diesel Funding Assistance Program is funded through annual appropriations by Congress so the availability and timing varies. You may sign up for the Clean Diesel newsletter at www.epa.gov/cleandiesel/ncdc-cmt.htm to receive information about future funding opportunities.

Date Posted: 5/30/2012

New

D.71: *For the estimate of the cost of vehicle or equipment replacement, what if any, documentation does the applicant need to provide to justify the cost of the replacement?*

Answer: Obtaining a quote for the cost of a new vehicle or equipment is adequate justification for the proposal.

Date Posted: 5/30/2012

E. Project Administration

i. Competitive Procurement Requirements

E.i.1: *Is there a way that an eligible entity can preselect an equipment supplier for a retrofit program?*

Answer: If the eligible entity chooses to select an equipment supplier through a competitive process that meets the requirement of 40 CFR Parts 30 or 31, as applicable, prior to submitting its application then the entity would not have to recompetete the work if its project was selected. For example, a school system wants to retrofit all of its school buses with diesel particulate filters but is unsure of the details needed to develop a winning proposal. They could select a supplier through a competitive process and then coordinate with the selected supplier to develop a proposal. Please see Section IV (G) of the RFP for more information.

Date Posted: 4/20/2012

E.i.2: *After the award or selection, are competitive bids required?*

Answer: Yes. Recipients of EPA grant funds must compete contracts for services and products and conduct cost and price analyses to the extent required by the procurement provisions of the regulations at 40 CFR Parts 30 or 31, as appropriate. Applicants are not required to identify specific vendors and/or contractors in their proposal. Applicants need only to list the proposed types and number of technologies to be purchased if the project is selected for funding. If a proposed project is selected for funding, the recipient then puts out a competitive solicitation for vendors of verified technologies that can meet the needs of the recipient. All retrofit technologies purchased with grant funds under this program must be verified by EPA or CARB at the time of procurement.

Date Posted: 4/20/2012

E.i.3: *How are competitive bids advertised for RFPs?*

Answer: Contractors and consultants must be selected in compliance with the competitive Procurement Standards in 40 CFR Part 30 or 40 CFR 31.36, as appropriate, depending on the type of applicant.

Date Posted: 4/20/2012

E.i.4: *Do you have to have a competitive bid if there is only one supplier for the product or service in your area?*

Answer: Yes, competitive bids are required for all commercially available goods and services. In rare cases, sole sourcing is permitted, with proper justification.

Date Posted: 4/20/2012

ii. General

E.ii.1: *What commitments does an applicant have to make about his equipment if applying for a grant for emission retrofit equipment, (DOC, DPF, etc.). For example, is an applicant required to keep the equipment for certain period of time?*

Answer: There are no specific requirements for the time retrofitted equipment must remain in use. However, programmatic priority is for projects that include a verified technology that has a long expected useful life, and projects that maximize the useful life of any verified technology funded. In addition, the final grant agreement will include a Term and Condition that will specify the terms for equipment use, management and disposition.

Date Posted: 4/20/2012

E.ii.2: *How will grant recipients receive the grant funds?*

Answer: Successful grant recipients can elect to use the Automated Standard Application for Payments (ASAP) system. ASAP is an automated drawdown system sponsored by the US Department of the Treasury. The recipient initiates via ASAP an electronic payment request which is approved or rejected based on the amount of available funds authorized by EPA in the recipient's account. Approved funds are credited to the recipient organization at the financial institution identified on the recipient's ASAP enrollment application. These funds can be used by the recipient to pay for valid invoices and other valid grant expenses.

Date Posted: 4/20/2012

E.ii.3: *Could you please define the term "life of the grant"?*

Answer: When EPA refers to the "life of the grant," it is referring to the project period of the grant which is established at the time of the award. A typical DERA grant project period is 2 years but may vary depending on individual project activities, and can be negotiated with the Region that awards the grant.

Date Posted: 4/20/2012

E.ii.4: *If we are awarded money, how long do we have to use it?*

Answer: Generally, DERA grants run over the course of 2 years.

Date Posted: 5/3/2012

E.ii.5: *Can funding be used to cover costs related to training people to use the new clean diesel equipment?*

Answer: In general, no. Most technology vendors and/or manufacturers will provide all of the training necessary for successful operation and maintenance of the equipment.

Date Posted: 5/3/2012

E.ii.6: *Are administrative costs allowable?*

Answer: In general, administrative costs are allowable. Please refer to p. 44 of the RFP for more information.

Date Posted: 5/3/2012

E.ii.7: *Is there a possibility of receiving a partial award? Could it be for less than the minimum range of the funding for each applicant?*

Answer: In appropriate circumstances, EPA reserves the right to partially fund proposals by funding discrete portions or phases of proposed projects. If EPA decides to partially fund a project, it will do so in a manner that does not prejudice any applicants or affect the basis upon which the proposal, or portion thereof, was evaluated and selected for award, thereby maintaining the integrity of the competition and selection process. It is unlikely that partial funding would go below the minimum funding threshold.

Date Posted: 5/3/2012

E.ii.8: *For any of the equipment or supplies purchased for DERA projects, are there any requirements for Buy America or Prevailing Wages?*

Answer: There are no "Buy American" or "Prevailing Wage" provisions for FY2012 DERA projects.

Date Posted: 5/10/2012

E.ii.9: *Do we have to do any reporting after the completion of the project?*

Answer: Yes. Section VI.D of the RFP states: "Quarterly progress reports and a detailed final report will be required. Quarterly reports summarizing technical progress, planned activities for the next quarter and a summary of expenditures are required. The final report shall be submitted to EPA within 90 calendar days of the completion of the period of performance. The final report must include: summary of the project or activity, advances achieved and costs of the project or activity. In addition, the final report shall discuss the problems, successes, and lessons learned from the project or activity that could help overcome structural, organizational or technical obstacles to implementing a similar project elsewhere."

Date Posted: 5/10/2012

E.ii.10: *Since our fiscal year starts in July and ends in June, can we start ordering the equipment replacement before awarded the grant?*

Answer: No. Any funding awarded under this RFP must be used for activities that take place within the approved project period and may not be used for unauthorized pre-award costs. Work performed after the RFP open date but prior to project start date is not eligible for award or reimbursement.

Date Posted: 5/10/2012

E.ii.11: *I notice in the RFP it says once awarded, technology changes are not allowed. What if you're a non-profit applying for multiple entities and you want to swap out a sub-grantee with the same technology?*

Answer: In general, changing subgrantees would be an allowable change, assuming all other aspects of the project (location, vehicle, technology type, and results) remains the same.

Date Posted: 5/3/2012

E.ii.12: *EPA has said that technology changes aren't allowed after award. What constitutes a technology change, particularly in light of detailed information that has been added to the Fleet Description Spreadsheet? For example, if we identify a vehicle to be replaced by VIN and a fleet determines that a different year/make/model vehicle is a better replacement candidate, would that be an acceptable change as long as the vehicle type remains the same and is consistent with other requirements (useful life remaining, not normal fleet attrition, will be scrapped, etc).*

Answer: In general, swapping an identified vehicle for a substantially similar vehicle would be an approvable change. Changes to proposed fleets and or technologies that would result in a lower project score per the Evaluation Criteria (i.e. outputs and outcomes, project location, diesel reduction effectiveness, etc) generally will not be allowed.

Date Posted: 5/16/2012

E.ii.13: *Vehicles being replaced must be "scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing." This is an additional financial loss as those vehicles are no longer as valuable at auction. Do you anticipate any revisions or reconsiderations to this criterion? Has anyone had much success with the resale of remanufactured engines?*

Answer: No, this requirement will not be revised. Scrappage or remanufacture are required as a condition of replacement by the authorizing statute for the program. A non-road engine may be returned to the original engine manufacturer for remanufacturing to a certified cleaner emission standard. A highway engine may be returned to the original engine manufacturer for remanufacturing to MY 2007 or newer certified emission standards. If scrapped or salvaged engines are to be sold, program income requirements apply.

Date Posted: 5/23/2012

E.ii.14: *Can we include a sub-contract for 10 year maintenance and operation of our clean diesel project to be used as part of the cost-match? These are costs required to keep the equipment in use.*

Answer: Mandatory cost-share funds may only be used toward the cost of eligible technologies (parts and labor). In addition, all cost-share (mandatory or voluntary) must be expended during the project period, and for work/activities that occur during the project period. Generally, project periods are two years long.

Date Posted: 5/23/2012

E.ii.15: *Is the grant's indirect cost rate "restricted" or "unrestricted"?*

Answer: The indirect cost rate is unrestricted; however in order for indirect costs to be allowable, the applicant must have a federal or state negotiated indirect cost rate (e.g. fixed, predetermined, final or provisional), or must have submitted a proposal to the cognizant federal or state agency.

Date Posted: 5/23/2012

F. Tribal

F.1: *If a tribal project in a particular region is selected for funding, who will administer the grant?*

Answer: The EPA Regional Office will administer the tribal grants awarded within the region.

Date Posted: 4/20/2012

F.2: *Do tribes have to have authority to regulate air quality regulations to be eligible?*

Answer: No, tribes do not have to have "Treatment as a State" or delegated Clean Air Act Authority in order to apply.

Date Posted: 5/3/2012

F.3: *The RFP states that for a tribal applicant to apply they must be either a tribal agency or tribal consortium who has jurisdiction over transportation or air quality. Do we take this to mean that the tribal entity must have regulatory authority formally delegated to them by either EPA, or a state environmental authority if they have primacy, for enforcing air or transportation regulations?*

Answer: No, jurisdiction is generally defined as the ability to make decisions which impact transportation or air quality. For example, a local government, such as a municipality, would be eligible. Or a school district would be eligible because it is responsible for decisions regarding transportation of students. Entities can explain how they fit the definition.

Date Posted: 5/10/2012