

Questions and Answers: Clean Diesel Funding Assistance Program FY 2015 (RFP# PA-OAR-OTAQ-15-06)

Friday, June 12, 2015

The following Questions and Answers have been 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 individuals or private companies apply for funding under this competition?*

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

Date Posted: 5/8/2015

A.2: *Can a privately owned fleet receive funding?*

Answer: Only eligible entities as defined in the RFP are eligible to apply directly to EPA for funding under this RFP. 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. There are several ways that an eligible entity can provide funding/benefits to fleet owners, including subgrants, rebates, or partnerships.

Date Posted: 5/8/2015

A.3: *Are there specific entities that private companies are required to partner with?*

Answer: Private companies can partner with any eligible entity defined in the RFP. Eligible entities include regional, state, local or tribal agencies (or intertribal consortia) or port authorities 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.

Date Posted: 5/8/2015

A.4: *Is the manufacturer of an emissions reduction device eligible for this grant?*

Answer: Manufacturers who would like to have their retrofit products eligible for purchase by recipients of this grant program must be listed on EPA or CARB's verified technology list. An overview of the Verification Process is available at: www.epa.gov/cleandiesel/verification/verif-process.htm. Funding under this program is not available for product testing/verification.

Date Posted: 5/8/2015

A.5: *Are school districts eligible for funding?*

Answer: Eligible entities include: 1) a regional, State, local or tribal agency (or intertribal consortium) or port authority with jurisdiction over transportation or air quality; and 2) a nonprofit organization or institution that: 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. School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all generally eligible entities under this assistance agreement program to the extent that they fall within the definition above.

Date Posted: 5/22/2015

A.6: *Is a municipal agency that operates a fleet of diesel vehicles, but does not have jurisdiction over transportation or air quality, eligible for funding?*

Answer: Yes. Jurisdiction is generally defined as the ability to make decisions which impact transportation or air quality. A municipality which owns or operates diesel fleets is considered to have jurisdiction over transportation.

Date Posted: 5/22/2015

A.7: *Are school districts that are currently leasing buses eligible for funding if the leasing company scraps its buses for replacement buses?*

Answer: Yes. The school district would be the applicant and would be the recipient of the EPA grant. The school district would then subgrant the funds to the bus company, the bus company would then procure the new buses and scrap their existing buses under the subgrant agreement. As a subgrantee, the bus company would be subject to the same terms and conditions that the school district is subject to under the federal award agreement including vehicle eligibility, scrappage, cost-share, and competitive procurement requirements. As a grantee, the school district is ultimately responsible to EPA for the proper expenditure of grant funds and compliance with the terms and conditions of the award.

Date Posted: 5/22/2015

A.8: *We are a school district who applied under a previous NDCD rebate offering. Can we apply for a rebate under this RFP?*

Answer: This funding opportunity is for grants, and is different than the School Bus Replacement Rebate Program. School districts are eligible and encouraged to submit a proposal to apply for grant funding under this RFP. This funding opportunity offers a wider range of eligible activities than the rebate program, including bus replacement funding, as well as other emissions reductions projects for their school bus fleets, such as verified idle reduction technologies, and verified exhaust control technologies. Please see the RFP for the list of eligible activities and funding levels.

Date Posted: 5/22/2015

A.9: *Is a non-profit organization providing environmental education services to school children aboard a diesel (and wind) powered sailing ship eligible?*

Answer: No. Eligible non-profit organizations are those that: 1) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or 2) have, as their principal purpose, the promotion of transportation or air quality.

Date Posted: 5/29/2015

A.10: *Is a County Highway entity eligible to apply for funding?*

Answer: Yes, a County Highway entity would be considered a local agency with jurisdiction over transportation or air quality.

Date Posted: 6/5/2015

New **A.11:** *Is a nonprofit organization that provides early childhood care and education and uses two school buses to transport children eligible for funding?*

Answer: No. Eligible nonprofit organizations must: 1) represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or 2) have, as their principal purpose, the promotion of transportation or air quality.

Date Posted: 6/12/2015

B. Project Eligibility

i. Exhaust Controls

B.i.1: *Are technologies that are CARB verified, but not EPA verified, eligible?*

Answer: Yes, funding may be used for EPA and/or CARB certified engine configurations and verified exhaust control retrofit technologies.

Date Posted: 5/8/2015

ii. Engine Upgrades

No questions at this time.

iii. Cleaner Fuels Use

B.iii.1: *What is the acceptable method to determine the fuel cost differential between ULSD and an alternative fuel for a proposed project?*

Answer: Applicants should contact a fuel distributor to obtain current fuel price information for both ULSD and the alternative fuel as close to the proposal submission date as possible and compare the costs.

Date Posted: 5/15/2015

B.iii.2: *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 ULSD and the cleaner fuel.

Date Posted: 5/15/2015

B.iii.3: *Are alternative fuel conversion systems eligible for funding?*

Answer: No, alternative fuel conversion systems are not eligible for funding under this funding opportunity.

Date Posted: 5/22/2015

B.iii.4: *Would consideration be given to making and using biodiesel?*

Answer: No. Biodiesel production and distribution projects are not eligible under this RFP. However, per Section I.B.2.c of the RFP, biodiesel can be used as part of a diesel emission reduction solution project, and funding can cover the cost differential between the cleaner fuel and conventional diesel. Please note that EPA will not fund stand-alone cleaner fuel use.

Date Posted: 5/29/2015

B.iii.5: *Can a technology that enables the use of B100 biodiesel in diesel engines be funded if it is not listed on the verified retrofit technologies list?*

Answer: No, only verified retrofit technologies and/or certified engine configurations are eligible for funding.

Date Posted: 5/29/2015

B.iii.6: *Are natural gas dual-fuel engine conversions eligible?*

Answer: No, alternative fuel conversions are not eligible under this funding opportunity.

Date Posted: 5/29/2015

iv. Idle-Reduction

B.iv.1: *Are idle reduction technologies eligible for funding under this RFP?*

Answer: Yes. Idle reduction projects may be eligible for funding if an eligible, verified idle reduction technology is combined with a new, eligible verified exhaust control on the same vehicle. A list of eligible, EPA verified idle reduction technologies is available at: www.epa.gov/smartway/forpartners/technology.htm#tabs-4. EPA will fund stand-alone idle reduction projects using eligible idle reduction technologies only for locomotives, marine shore power connection, truck stop electrification, and school buses with engine model year 2006 or older that have been previously retrofitted with a verified emission control device.

Date Posted: 5/8/2015

B.iv.2: *Are electric trailer refrigeration units (eTRU) for warehouses and distribution centers eligible for funding assistance under this RFP?*

Answer: Yes. Please see Section III.D and Appendix E of the RFP for nonroad engine eligibility criteria.

Date Posted: 5/29/2015

New B.iv.3: *In addition to funding up to 25% of eligible costs for TSE/eTRU infrastructure, will EPA fund 25% of the costs of the following: installation, plug wiring, receptacles, or safety equipment related to the plug in capable system for TSE/eTRU?*

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. Labor can also be included in the acquisition cost.

Date Posted: 6/12/2015

New B.iv.4: *Is a project to add a new eTRU eligible for funding? There isn't anything to scrap.*

Answer: No. A replacement or repower project requires that an existing vehicle or engine be scrapped. The purchase of a new engine/equipment without scrapping an existing engine/equipment is considered fleet expansion and is not eligible for funding.

Date Posted: 6/12/2015

New B.iv.5: *Is the entire cost of an eTRU eligible for funding or just the incremental cost? Also, can the entire cost be considered for cost-share or just the incremental cost?*

Answer: If an existing diesel TRU unit (engine and compressor/cooling unit) is being replaced with a new, battery electric TRU unit (electric motor and compressor/cooling unit) the project is a nonroad replacement and EPA will fund up to 25% of the cost of the replacement TRU unit. If an existing diesel TRU is being repowered with a battery electric motor, but the existing compressor/cooling unit will not be replaced, the project is a nonroad repower and EPA will fund up to 40% of the cost of the replacement engine/motor. If the entire TRU trailer is being replaced with a new trailer and TRU unit, the project is a replacement and EPA will fund up to 25% of the cost of the new trailer. Any portion of the equipment not funded by EPA must be included in the project budget as the applicant's cost-share. All replacements and repowers require scrapping of the existing equipment.

Date Posted: 6/12/2015

v. Aerodynamics and Tires

B.v.1: *Can funding be used to perform trials and verifications on non-verified aerodynamic retrofit technologies?*

Answer: No.

Date Posted: 6/5/2015

vi. Engine Repowers

B.vi.1: *Will EPA pay for marine engine replacements?*

Answer: Yes, marine engine replacements (i.e. repowers) are eligible for up to 40% of the cost of the repower (labor and equipment). Please see Section III.D of the RFP for marine engine eligibility criteria.

Date Posted: 5/29/2015

B.vi.2: *We use a genset as the primary propulsion engine to power all systems on Rubber Tire Gantry cranes. In this instance, is the entire genset replacement an eligible cost in a repower project or only the existing diesel engine in the genset?*

Answer: For an existing stationary or auxiliary diesel powered electric generator (genset), replacement means the removal of the entire genset and its replacement with a newer, cleaner genset. The electric generator in a genset together with the newer, cleaner engine is an eligible cost of the replacement, with EPA funding up to 25% of the cost of a new genset. A project that involves replacing only the existing diesel engine in an existing genset with a newer, cleaner engine is considered a repower, with EPA funding up to 40% of the cost of the new engine (the existing electric generator is retained and reused). A project that involves the replacement of an existing diesel propulsion engine (not part of a genset) with a stationary or auxiliary diesel powered electric generator (genset) is considered a repower; the new electric generator and the newer, cleaner engine comprising the genset are both eligible costs of the repower, with EPA funding up to 40% of the cost.

Date Posted: 6/5/2015

vii. Vehicle/Equipment Replacements

B.vii.1: *Does the applicant have to fund a certain percentage of the replacement cost?*

Answer: Applicants are responsible for cost-sharing at least 75 percent of an eligible replacement highway vehicle (50% in the case of dray trucks).

Date Posted: 5/8/2015

B.vii.2: *What is meant by incremental cost for a replacement?*

Answer: Incremental cost is defined in the RFP as up to 25% of the cost of a newer, cleaner vehicle or piece of equipment (50% in the case of dray trucks). Applicants do not need to calculate/compare the difference in price of a newer, cleaner model versus an older model.

Date Posted: 5/8/2015

B.vii.3: *Can highway diesel vehicles be replaced with vehicles fueled by CNG, LNG, or other alternative fuels?*

Answer: Yes, as long as the replacement vehicle is powered by an engine certified to engine model year 2014 or newer standards for highway heavy-duty engines (2011 or newer for drayage trucks).

Date Posted: 5/8/2015

B.vii.4: *What types of replacement projects are eligible?*

Answer: Replacement projects can include the replacement of diesel vehicles/equipment with newer, cleaner diesel, electric (battery or fuel cell), hybrid or alternative fuel vehicles/equipment.

Date Posted: 5/8/2015

B.vii.5: *Are we eligible for additional funding if we choose an alternative fuel vehicle to replace an existing vehicle?*

Answer: No. EPA will only fund up to 25% of the cost of an eligible replacement vehicle/equipment, whether it is a newer, cleaner diesel vehicle or an alternate fuel vehicle.

Date Posted: 5/22/2015

B.vii.6: *Can funds be use to replace a diesel vehicle with a gasoline powered vehicle?*

Answer: No. Gasoline vehicles/engines are not eligible technologies under this RFP.

Date Posted: 5/22/2015

B.vii.7: *We are interested in replacing a diesel only TRU with an electric/diesel hybrid TRU. What non-road equipment category would this project fall under?*

Answer: Replacing the entire TRU (engine and compressor) is a nonroad equipment replacement and requires scrappage of the existing TRU (engine and compressor). If only the engine the engine portion of the TRU is to be removed and replaced, the project is categorized as a repower and the existing engine needs to be scrapped. Please see Appendix E for a table distinguishing which nonroad engine model years EPA has determined to have at least seven years of useful life remaining.

Date Posted: 6/5/2015

B.vii.8: *In a replacement project, does the grant include other aspects of the truck body that are necessary for it to have the same usage, (e.g., refuse packer, oil tanker tank and pumps, straight truck boxes, utility truck boxes and buckets)?*

Answer: Truck replacement costs can include cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purposes for which it was acquired. Other charges, such as the cost of installation, transportation, taxes, duty or protective in-transit insurance, shall be included or excluded from the unit acquisition cost in accordance with the recipient's regular accounting practices. The cost of additional "optional" components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant; the replacement vehicle should resemble the replaced vehicle in form and function.

Date Posted: 6/5/2015

New B.vii.9: *Section I.B.2.G.2 of the RFP states that up to 25% of the cost of a replacement vehicle/equipment is eligible for funding. Does this refer to the total cost of the vehicle?*

Answer: Yes. EPA will fund up to 25% of the total cost of a replacement vehicle (or up to 50% in the case of drayage trucks).

Date Posted: 6/12/2015

viii. Miscellaneous

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

Answer: No. Any funding awarded under this announcement must be used for activities that will 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. Expenses incurred prior to the project period set forth in any assistance agreement resulting from this RFP are not eligible as a cost-share for proposed projects.

Date Posted: 5/8/2015

B.viii.2: *Is there any priority given to applicants that have not received DERA funding in the past? It seems this would help to ensure geographic and recipient diversity.*

Answer: No. Each proposal is evaluated solely on the evaluation criteria listed in Section V of the RFP. Final funding decisions will be made by the applicable EPA regional Approving Official based on the rankings and preliminary recommendation of the applicable EPA regional review panel. In making the final funding decisions, the EPA regional Approving Official may also consider sector (fleet type) diversity, technology diversity, and geographic diversity.

Date Posted: 5/15/2015

B.viii.3: *Is a project eligible even if it does not take place in a priority location?*

Answer: Yes, applicants are eligible to apply even if the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized is not listed as a priority area under the RFP. A list of priority counties that will receive points under Section V, Criterion #2.B and C of this RFP can be found at www.epa.gov/cleandiesel/documents/fy15-county-area-list.pdf.

Date Posted: 5/29/2015

B.viii.4: *My company has a retrofit technology which is currently under consideration by EPA for verification. Is EPA able to make exceptions to its requirements for this grant to allow funding for technologies which have a pending verification status?*

Answer: No. All technologies must be verified by EPA or CARB to be eligible for purchase with grant funds.

Date Posted: 6/5/2015

B.viii.5: *Is demonstrating new emissions technology (Tier 4), not otherwise commercially deployed or available in the respective market sector eligible for funding?*

Answer: No.

Date Posted: 6/5/2015

C. Vehicle, Equipment, and Engine Eligibility

C.1: *Are vehicles eligible for replacement under this grant if they 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 place within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

Date Posted: 5/8/2015

C.2: *Are commercial vehicles eligible?*

Answer: Yes, commercial vehicles are eligible under this RFP as long as the applicant meets the definition of an eligible entity.

Date Posted: 5/8/2015

C.3: *Please describe eligible diesel trucks.*

Answer: For the purposes of this RFP, eligible heavy-duty highway vehicles are defined as Class 5 through Class 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). Class 1 - Class 4 vehicles (i.e., 16,000 lbs or less GVWR) are not eligible.

Date Posted: 5/8/2015

C.4: *Can we replace two school buses (model years 1990 and 1993), both equipped with DPFs?*

Answer: Only the 1993 model year bus is eligible for replacement under this RFP. Funds cannot be used to retrofit, repower, upgrade, or replace a bus or Class 5 – Class 8 heavy-duty highway vehicle that is a model year 1992 vehicle or older. Please see Section I.B.2.g of the RFP for additional replacement requirements.

Date Posted: 5/22/2015

C.5: *For locomotive (switcher) projects, is a drop from 1500-hp to 980-hp an issue?*

Answer: No, there is no issue with decreases in HP as long as the vehicle can continue to perform in its previous role.

Date Posted: 6/5/2015

C.6: *Can you please clarify whether drayage vehicles may be classified as Class 8a? Page 6 of the RFP indicates that Class 8a vehicles have a 33,001 - 60,000 lbs GVW, while class 8b vehicles have a GVRW 60,001 lbs and over. However, page 12 of the RFP indicates that a drayage truck must be "Class 8b [...] or a GVWR of greater than 33,000 pounds," which would seem to include Class 8a as well.*

Answer: Drayage vehicles may be Class 8a or 8b (33,001 lbs or greater). The RFP will be corrected to reflect this.

Date Posted: 6/5/2015

C.7: *If an applicant wants to install GPS on the funded vehicles/equipment to help monitor performance/operation, is the purchase/installation of the GPS a grant-eligible expense? May it be used for match?*

Answer: This RFP does not fund Global Positioning Systems (GPS) or Automatic Vehicle Locators (AVL). The costs are not eligible as matching funds.

Date Posted: 6/5/2015

New C.8: *Are TRUs eligible for replacement if they are older than 2013/2014?*

Answer: A TRU older than 2013/2014 is only eligible if the horsepower is greater than 50 HP, as outlined in the table in Appendix E (under AC Refrigeration). TRUs are eligible for funding based on their remaining useful life; no funds awarded under this RFP can be used to replace a nonroad engine or equipment that has less than seven years of useful life remaining. See Appendix E for a table of which on-road engine model years EPA has determined to have at least seven years of useful life remaining.

Date Posted: 6/12/2015

New **C.9:** *Please clarify what the remaining useful life cutoff is for TRUs, as TRUs are not listed in Appendix E. Are TRUs considered AC Refrigeration?*

Answer: Yes. For the purpose of this RFP, TRUs fall under the AC Refrigeration category in Appendix E.

Date Posted: 6/12/2015

New **C.10:** *Are refuse haulers eligible?*

Answer: Yes. Refuse haulers are a highway vehicle for purposes of this RFP.

Date Posted: 6/12/2015

D. Application Process

D.1: *Can you provide a list of past applicants or recipients?*

Answer: While EPA cannot release specific information on grant proposals, it does provide information on previously funded projects. Information on all previously funded projects may be found at www.epa.gov/cleandiesel/projects-national.htm.

Date Posted: 5/8/2015

D.2: *How is the "useful life" determination made for nonroad engines?*

Answer: For purposes of this RFP, useful life is based on the type and age of the engine according to EPA's NONROAD Model. No funds awarded under this RFP may be used to retrofit, repower, upgrade, or replace a nonroad engine or equipment that has less than seven years of useful life remaining. A table showing which nonroad engine model years EPA has determined to have at least seven years of useful life remaining is available in Appendix E. The useful life is based on the original model year of the engine, not the length of time since the last (or until the next) rebuild.

Date Posted: 5/8/2015

D.3: *Where is the application for the grant program?*

Answer: The Request for Proposals can be found at www.epa.gov/cleandiesel/prgnational.htm. Applicants can download application forms SF 424 and SF 424A from EPA's Office of Grants and Debarment website at: www.epa.gov/ogd/AppKit/application.htm. Please refer to the Proposal Submission Checklist in Appendix F 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: 5/8/2015

D.4: *Please explain the new "project sustainability" criterion.*

Answer: In the project narrative, applicants should include a discussion on how they will promote and continue efforts to reduce emissions after EPA funding for the project has ended. Please see Appendix B, Section 6 for additional information.

Date Posted: 5/8/2015

D.5: *Can one fleet be written into multiple applications if the vehicles in each application are different?*

Answer: Applicants can submit a total of two (2) proposals overall under this solicitation, however each proposal must request funding from a different EPA regional office. Additionally, each proposal must be for a different project and must be submitted separately. Splitting a fleet amongst two proposals would likely not be considered two different projects.

Date Posted: 5/29/2015

D.6: *Is there a minimum amount of EPA funds that must be requested?*

Answer: No. Please note that funding ranges vary by EPA Region, and are listed in Section II.A of the RFP. Each Region lists a recommended minimum, and an upper limit that must not be exceeded. Proposals requesting funds below the recommended minimum will be considered. Proposals requesting funds above the maximum funding range are ineligible, and will not be considered for funding.

Date Posted: 5/29/2015

D.7: *What is the likelihood that a project will be funded?*

Answer: A project's potential for funding will depend on the number and quality of proposals received, and how well the project meets the evaluation criteria outlined in Section V of the RFP. Evaluation criteria includes, but is not limited to:

1. Priority Location - Areas of Poor Air Quality: Projects located in areas of poor air quality will be given priority.
2. Priority Sector - Goods Movement: Priority may be given to projects that are located at, or service goods movement facilities including ports, rail yards, terminals, and distribution centers.
3. Benefits to the Community: Priority may be given to projects that address the needs of local communities.
4. Community Engagement and Partnerships: Proposals will be evaluated based on applicants' efforts and plans for engaging local communities.
5. Project Sustainability: Proposals will be evaluated based on applicants' ability to promote efforts to reduce emissions after EPA funding ends.

Date Posted: 5/29/2015

D.8: *Are slides of the Information Session webinar available?*

Answer: The webinar slides are available for viewing at

Date Posted: 5/29/2015

D.9: *How specific should our applications be in the amount of vehicles/engines to be retrofitted?*

Answer: Proposals should be as specific as possible about the number and types of technologies and vehicles to be funded. If partners/fleets are unknown at the time of application, the proposal should discuss how partners/fleets will be recruited or selected, which types of vehicles and technologies will be targeted, and how funding will be used.

Date Posted: 6/5/2015

D.10: *How do we determine what EPA Region we should request funds from?*

Answer: Applicants should request funding from the EPA regional office which covers their geographic project location. 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. The geographic boundaries for each EPA regional office are defined in Section IV.A of the RFP. Each proposal should have the EPA Region from which they are requesting funding clearly listed on the Cover Page of the Proposal Narrative.

Date Posted: 6/5/2015

D.11: *Are the project location points all or nothing?*

Answer: It depends on the fleet. 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. If a single proposal includes vehicles operating in more than one county the workplan should indicate where each vehicle operates and the amount (%) of time spent in each county and points will be distributed accordingly.

Date Posted: 6/5/2015

D.12: *If a project takes place in an Ozone Advance/PM Advance Area, will the proposal receive priority points?*

Answer: No.

Date Posted: 6/5/2015

New D.13: *Are attachments other than letters of support and cost share and resumes of staff permitted? If so, is there a limit on the number of attachments?*

Answer: Additional attachments are limited to: the Applicant Fleet Description, Letters of Support/Partnership, Cost-Share Commitment Letters, Mandated Measures Justification Supporting Information, and resumes for key personnel involved in the project. Other attachments will not be considered. These attachments do not count toward the 11-page limit.

Date Posted: 6/12/2015

E. Project Administration

i. Competitive Procurement Requirements

New E.i.1: *The RFP states that applicants do not have to identify subrecipients in their applications. Can an applicant select companies to partner with after it is awarded funding?*

Answer: Yes. Applicants can select subrecipients after receiving a grant. However, all agreements with subrecipients following an award be consistent with the standards for distinguishing between vendor transactions and subrecipient assistance. Additionally, applicants must comply with competitive procurement standards in 2 CFR 200.317-326 and cannot use a subaward as the funding mechanism. For additional information see Section IV.G.1 of the RFP.

Date Posted: 6/12/2015

ii. General

E.ii.1: *What additional costs can we expect after diesel particulate filters (DPFs) are installed on our buses?*

Answer: While costs following DPF installation will vary, there are a few maintenance issues that you should consider. Because DPFs trap particulate matter and noncombustible materials, filters typically need to be cleaned every 6 to 12 months. It is also important to monitor fuel and lubrication oil consumption as DPF can mask bad fuel injectors and increased oil consumption. Therefore, EPA recommends regular engine maintenance to ensure proper operation. Additional information about DPF operation and maintenance is available at: epa.gov/cleandiesel/documents/420f10027.pdf

Date Posted: 5/29/2015

E.ii.2: *What is the time line to use funds if awarded?*

Answer: Project periods are typically two years.

Date Posted: 6/5/2015

E.ii.3: *Are ongoing operational costs eligible (during the project period)?*

Answer: EPA will fund the required/scheduled vehicle maintenance, as specified in the owner's manual, which is necessary to meet the warranty requirements for diesel particulate filters. Funding for required maintenance is available for the duration of the project period.

Date Posted: 6/5/2015

E.ii.4: *How long must the vehicle/equipment operate within the project location before it could be sold or moved to a different region?*

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: 6/5/2015

New **E.ii.5:** *What is the project period for this funding opportunity?*

Answer: The estimated project period for awards resulting from this solicitation is expected to begin on October 1, 2015, with an expected project completion date no later than December 31, 2017.

Date Posted: 6/12/2015