

# Tribal Clean Diesel Funding Assistance FY 2017 Tribal Request for Proposals Information Session

We will begin the webinar shortly.

For audio, please dial 1-866-299-3188,  
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If we are unable to answer your question at this time, we will list all questions and answers in the FAQ document available at

[www.epa.gov/cleandiesel/clean-diesel-tribal-grants#faq](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants#faq).

Handouts for this presentation are available at

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# Tribal Clean Diesel Funding Assistance

## FY 2017 Tribal Request for Proposals Information Session

Lucita Valiere  
Office of Transportation and Air Quality  
November 9, 2017



**National Clean Diesel Campaign**

# Why Clean Diesel?

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- ▶ Diesel engines are the workhorses of the nation; millions of diesel engines already in use continue to emit large amounts of nitrogen oxides, particulate matter and air toxics
- ▶ These emissions are linked to premature deaths, asthma attacks, lost work days, and other health impacts every year

# Diesel Emissions Reduction Act

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- ▶ DERA originally authorized under the Energy Policy Act of 2005
- ▶ Amended and reauthorized by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364)
  - ▶ Passed with unanimous consent, bi-partisan support
- ▶ Provide funding to eligible entities, to achieve significant reductions in diesel emissions in terms of:
  - ▶ pollution produced; and
  - ▶ diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.
- ▶ Projects must use a certified engine configuration or a verified technology
- ▶ Priority given to projects that:
  - ▶ Maximize health benefits and are most cost-effective
  - ▶ Serve areas with a high population and poor air quality
  - ▶ Maximize the useful life of vehicles and technologies
  - ▶ Conserve diesel fuel

# Basic Information

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- ▶ National Funding Assistance Program
  - ▶ Estimated Fiscal Year 2017 Tribal RFP funding - **\$1.5 million**
  - ▶ RFP available at [www.epa.gov/cleandiesel/clean-diesel-tribal-grants](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants)
  - ▶ **Due Thursday, January 18, 2018 at 11:59 PM Eastern Time**
  - ▶ Specific times/instructions specified (Section IV)
  
- ▶ One Method for Submitting Application
  - ▶ Electronically via [www.grants.gov](http://www.grants.gov)
    - ▶ Please see RFP for grants.gov instructions and Limited Exception Procedures

# Eligible Entities (Section III.A)

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- ▶ A tribal agency or intertribal consortium with jurisdiction over transportation or air quality.
- Tribal agencies are defined as Federally recognized Indian tribal governments, which are 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.
- For the purposes of this RFP, “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

# Proposal Submission Limit

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- ▶ Applicants can submit more than one proposal as long as they are for different projects and submitted separately. A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

# Eligible Grant Amount

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- ▶ Proposals may not request more than \$800,000 in EPA funding. It is anticipated that approximately one to six cooperative agreements will be made from this announcement.(Section II.A)
  - ▶ Federal funds requested may not exceed \$800,000. Total project costs, including voluntary and mandatory cost shares, may be greater.
  - ▶ This amount could dictate the size and type of your project (e.g., how many vehicles, what type of technology, etc.)



# Eligible Vehicles, Engines & Equipment (Section I.B.1)

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- ▶ May include, but are not limited to diesel powered:
  - ▶ Buses;
  - ▶ Medium-duty or heavy-duty trucks;
    - ▶ Class 5 – Class 8
  - ▶ Marine engines;
  - ▶ Locomotives; and
  - ▶ Non-road engines, equipment or vehicles used in:
    - ▶ Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)

# Eligible Projects (Section I.B.2)

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- ▶ Verified Exhaust Control Technologies
- ▶ Verified Engine Upgrades and Remanufacture Systems
- ▶ Verified/Certified Cleaner Fuel Use
- ▶ Verified Idle Reduction Technologies
  - ▶ Auxiliary Power Units, Fuel Operated Heaters, etc.
  - ▶ Shore Power Connection Systems and Electrified Parking Spaces
- ▶ Verified Aerodynamic Technologies & Low Rolling Resistance Tires
  - ▶ Trailer side skirts, trailer gap fairings, trailer rear fairings, dual tires and single-wide tires
- ▶ Certified Engine Replacements
- ▶ Vehicle and Equipment Replacements
- ▶ Clean Alternative Fuel Conversions

# Project Funding Percentage (Section I.B.2)

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- ▶ Exhaust Controls - up to 100% of the cost
  - ▶ Diesel Oxidation Catalysts, Diesel Particulate Filters, Crankcase Emission Control/Filtration System
- ▶ Engine Upgrades and Remanufacture Systems - up to 75% of the cost
  - ▶ Nonroad, Locomotive, or Marine Engines
- ▶ Cleaner Fuel Use- cost differential between cleaner fuel and conventional fuel
  - ▶ EPA will NOT fund stand alone cleaner fuel use

# Project Funding Percentage (Section I.B.2)

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## ▶ Verified Idle Reduction Technologies

- ▶ Locomotive Idle Reduction up to 40% of the cost
- ▶ Marine Shore Power Connection Systems up to 40% of the cost
- ▶ Electrified Parking Spaces (truck stop electrification) up to 40% of the cost
- ▶ On-Highway Vehicle Idle Reduction Technologies up to 40% of the cost

# Project Funding Percentage (Section I.B.2)

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- ▶ Verified Aerodynamic Technologies (Aero) and Verified Low Rolling Resistance Tires (Tires)
  - ▶ EPA will **NOT** fund stand-alone Aero and/or Tires projects
  - ▶ If Aero and/or Tires are combined on the same vehicle with a verified exhaust control technology funded under this RFP, EPA will fund up to 100% of the cost of all technologies
    - ▶ Example: Low Rolling Resistance Tires **AND** Diesel Particulate Filter on a truck

# Project Funding Percentage (Section I.B.2)

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- ▶ Certified Engine Replacements
  - ▶ Highway Diesel Vehicles up to 75% of the cost
  - ▶ Nonroad Diesel Vehicles and Equipment
    - ▶ Stationary generators for Power Production up to 80% of the cost
    - ▶ All Other Nonroad Vehicles and Equipment up to 75% of the cost
  - ▶ Marine Vessels and Locomotives up to 75% of the cost

# Project Funding Percentage (Section I.B.2)

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- ▶ **Vehicle and Equipment Replacements**
  - ▶ Stationary Generators for Power Production up to 80% of the cost
  - ▶ All other Nonroad Equipment and Vehicles, and Locomotives up to 50% of the cost
  - ▶ Highway Diesel Vehicles
    - ▶ Up to 50% of the cost of a replacement vehicle powered by a 2013 model year or newer engine certified to EPA emissions standards
    - ▶ Up to 60% an all-electric replacement vehicle

# Funding Restrictions (Section III.D)

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- ▶ Funding restrictions for vehicles and equipment (Section III)
  - ▶ To be eligible for replacement, the vehicle, engine or equipment must be fully operational and in current, regular service.
  - ▶ Nonroad equipment that operate less than 500 hours/year are NOT eligible
  - ▶ Locomotives and Marine engines that operate less than 1000 hours/year are NOT eligible.
  - ▶ Minimum usage requirements for marine and locomotive shore connection systems



# Funding Restrictions (Section III.D) cont'd

## Medium and Heavy-Duty Trucks, Transit Buses, and School Buses Funding Restrictions

| Current Engine Model Year (EMY) | DOC +/- CCV | DPF | SCR | Verified Idle Reduction, Tires, or Aerodynamics | Vehicle or Engine Replacement: EMY 2013+ | Vehicle or Engine Replacement: Electric | Clean Alternative Fuel Conversion |
|---------------------------------|-------------|-----|-----|---|--|---|-----------------------------------|
| 2006 or older                   | Yes         | Yes | Yes | Yes   | Yes                                      | Yes                                     | Yes                               |
| 2007 - 2009                     | No          | No  | Yes | Yes*  | No                                       | Yes                                     | Yes                               |
| 2010 - newer                    | No          | No  | No  | No  | No                                       | No                                      | No                                |

\* Auxiliary Power Units and generators are not eligible on vehicles with EMY 2007 or newer.

# Funding Restrictions (Section III.D) cont'd

**Nonroad Engine Funding Restrictions**

| Current Engine Tier  | Engine/Vehicle/Equipment Replacement** |        |           |        |              | Verified Exhaust Control | Verified Engine Upgrade |
|----------------------|--|--------|-----------|--------|--------------|--------------------------|-------------------------|
|                      | Tier 0 - 1                             | Tier 2 | Tier 3-4i | Tier 4 | All-Electric |                          |                         |
| Unregulated – Tier 1 | No                                     | Yes*   | Yes*      | Yes    | Yes          | Yes                      | Yes                     |
| Tier 2               | No                                     | No     | Yes*      | Yes    | Yes          | Yes                      | Yes                     |
| Tier 3               | No                                     | No     | No        | Yes    | Yes          | Yes                      | yes                     |
| Tier 4i-4            | No                                     | No     | No        | No     | No           | No                       | No                      |

\*Replacement with Tier 2, Tier 3, or Tier 4i requires a “Best Achievable Technology” analysis as described in Appendix E.

\*\*Stationary generators in the Alaska rural areas are eligible for replacement with certified marine engines.

# Funding Restrictions (Section III.D) cont'd

**Marine Engines Funding Restrictions**

| Current Engine Tier  | Engine Replacement |        |           |        |              | Certified Remanufacture System | Verified Engine Upgrade |
|----------------------|--------------------|--------|-----------|--------|--------------|--------------------------------|-------------------------|
|                      | Tier 1             | Tier 2 | Tier 3-4i | Tier 4 | All-Electric |                                |                         |
| Unregulated – Tier 1 | No                 | Yes*   | Yes*      | Yes    | Yes          | Yes                            | Yes                     |
| Tier 2               | No                 | No     | Yes*      | Yes    | Yes          | No                             | No                      |
| Tier 3-4             | No                 | No     | No        | No     | No           | No                             | No                      |

\*Replacement with Tier 2, Tier 3, or Tier 4i requires a “Best Achievable Technology” analysis as described in Appendix E.

\*\*Stationary generators in the Alaska rural areas are eligible for replacement with certified marine engines.

# Funding Restrictions (Section III.D) cont'd

**Locomotive Engines Funding Restrictions**

| Current Locomotive Tier | Locomotive or Engine Replacement |         |        |        |              | Verified Exhaust Control | Idle-Reduction Technology | Certified Reman. System |
|-------------------------|----------------------------------|---------|--------|--------|--------------|--------------------------|---------------------------|-------------------------|
|                         | Tier 0+ - 2                      | Tier 2+ | Tier 3 | Tier 4 | All-Electric |                          |                           |                         |
| Unregulated - Tier 2    | No                               | Yes*    | Yes*   | Yes    | Yes          | Yes                      | Yes**                     | Yes                     |
| Tier 2+ switcher        | No                               | No      | Yes*   | Yes    | Yes          | Yes                      | Yes**                     | Yes                     |
| Tier 2+ line haul       | No                               | No      | No     | No     | No           | Yes                      | Yes**                     | Yes                     |
| Tier 3 – Tier 4         | No                               | No      | No     | No     | No           | No                       | No                        | No                      |

\*Replacement with Tier 2+, Tier 3, or Tier 4i requires a “Best Achievable Technology” analysis as described in Appendix E.

\*\*Automatic Engine Start-Stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated.

# Funding Restrictions (Section III.D) cont'd

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- ▶ Restriction for Mandated Measures: No funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law.
- ▶ Specifically, projects involving locomotives and marine engines will not be considered for funding under this RFP if the emission reductions proposed for funding are required by EPA's locomotive and marine rule, "Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder." Also, projects involving stationary engines will not be considered for funding under this RFP if the emission reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ).

# Restriction for Mandated Measures Locomotive and Marine Engines Cont'd

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- ▶ Proposals which include locomotives, marine engines or generators must include a clear and concise justification for why/how the proposed emission reduction are not subject to the Restriction for Mandated Measures under this RFP.
- ▶ Please see Appendix E for each of the mandated measure information.

# Reminder!

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- ▶ For audio, please dial 1-866-299-3188,
- ▶ code#: 202.343.9534
- ▶ Please mute your lines.
- ▶ **Please DO NOT** put the line on hold.
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# Proposal Submission

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- ▶ Submit proposals:
  - ▶ Electronically via [www.grants.gov](http://www.grants.gov);
- ▶ If not currently registered with Grants.gov, designate an Authorized Organization Representative (AOR) and begin the registration process as soon as possible.
- ▶ The registration process requires that your organization have a DUNS number and a current registration with the System for Award Management (SAM) and the process of obtaining both could take a month or more.



# Proposal Submission

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- ▶ All proposals must be prepared as described in Section IV.C and Appendix B of the RFP.
- ▶ Grants.gov Proposal Submission Instructions see Section IV.B and Appendix B of the RFP.
  - ▶ Limited Exception Procedures in Section IV.A. of RFP
- ▶ Your organization's authorized official representative (AOR) must submit your complete proposal electronically to EPA through Grants.gov ([www.grants.gov](http://www.grants.gov)) no later than Thursday, January 18, 2018, 11:59 PM Eastern Time (EDT), not local time.
- ▶ Proposal Submission Contact:  
Lucita Valiere  
206-553-8087  
[valiere.lucita@epa.gov](mailto:valiere.lucita@epa.gov)

# Proposal Evaluation Process

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- ▶ **Step 1: Threshold Eligibility Criteria Review (Section III.C)**
  - ▶ Must meet ALL 5 threshold criteria to move on to Step 2
- ▶ **Step 2: Evaluation Criteria (Section V.A)**
  - ▶ Nine evaluation criteria – points assigned to each
  - ▶ 110 points possible

# Evaluation Criteria (Section V.A)

| Criteria  | Points |
|---|--------|
| Project Summary & Overall Approach                                  | 25     |
| Project Location  | 15     |
| Benefits to the Community   | 5      |
| Community Engagement and Partnerships                               | 5      |
| Project Sustainability  | 5      |
| Environmental Results – Outputs, Outcomes, and Performance Measures | 15     |
| Programmatic Capability and Past Performance                        | 20     |
| Budget  | 15     |
| Applicant Fleet Description   | 5      |

# Evaluation Criteria (Section V.A.1)

## Project Summary and Approach

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- ▶ **Project Summary and Approach:** Under this criterion, proposals will be evaluated based on the extent and quality to which the applicant addresses the requirements in Appendix B, Section 1: “Project Summary.” Specifically:
  - a. **(5 points)** Vehicles and Technologies;
  - b. **(5 points)** Roles and Responsibilities;
  - c. **(5 points)** Timeline and Milestones;
  - d. **(5 points)** whether the proposal includes a well-conceived strategy for achieving the anticipated results associated with the project; and
  - e. **(5 points)** whether the proposal sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.

# Evaluation Criteria (Section V.A.2)

## Project Location

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- ▶ **Project Location:** Under this criterion, applicants will be evaluated based on:
  - a. **(5 points)** whether the proposals includes a description of the primary areas where the affected vehicle/engine operate
  - b. **(5 points)** projects located in areas of poor air quality (Ozone or PM 2.5 Nonattainment or Maintenance areas
  - c. **(5 points)** projects located in areas that receive a disproportionate quantity of air pollutions from diesel fleets (truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards)

# Evaluation Criteria (Section V.A.3)

## Benefits to the Community

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- ▶ **Benefits to the Community (5 points):** Under this criterion, applicants will be evaluated based on the quality and extent to which their proposals demonstrates how the proposed project will address the needs and concerns of affected communities, including communities or populations that have faced or are facing environmental justice concerns.

# Evaluation Criteria (Section V.A.4)

## Partnerships

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- ▶ **Community Engagement and Partnerships (5 points)** - Under this criterion, applicants will be evaluated on the extent and quality of their efforts and plans for engaging affected communities with respect to the design and performance of the project and obtaining support from project partners to more effectively perform the project.

# Evaluation Criteria (Section V.A.5)

## Project Sustainability

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- ▶ **Project Sustainability (5 points):** Under this criterion, proposals will be evaluated based on extent and quality to which the applicant can demonstrate its ability to promote and continue efforts to reduce emissions after EPA funding for this project has ended.



# Evaluation Criteria - Environmental Results Outputs, Outcomes and Performance Measures (Section V.A.6)

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**Environmental Results – Outputs, Outcomes, and Performance Measures: Under this criterion, applicants will be evaluated based on:**

- ▶ A. (10 points) The extent and quality to which the applicant identifies and quantifies the expected project outputs and outcomes, including those identified in Section I.C of the RFP.
- ▶ B. (5 points) The effectiveness of the applicant’s plan for tracking and measuring its progress toward achieving the expected projects outputs and outcomes, including the performance measures proposed by the applicant and how they will be used to help track and measure the applicants progress towards achieving the expected outputs and outcomes.

# Evaluation Criteria - Programmatic Capability and Past Performance (Section V.A.7)

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- **Programmatic Capability and Past Performance:** Under this criterion, applicants will be evaluated based on their ability to successfully complete and manage the proposed project taking into account their:
  - A. (5 points) Past Performance in successfully completing and managing the assistance agreements identified in the Project Narrative.
  - B. (5 points) History of meeting the reporting requirements under the assistance agreements identified in the Project Narrative, including whether the applicant submitted acceptable final technical reports under those agreements and the extent to which the applicant adequately and timely reported on their progress towards achieving the expected outputs and outcomes under those agreements and if such progress was not being made whether the applicant adequately reported why not;
  - C. (5 points) Organizational experience and plan for timely and successfully achieving the objectives of the proposed project; and

# Evaluation Criteria - (Section V.A.7) Programmatic Capability and Past Performance, cont'd

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D. (5 points) Staff expertise and qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the proposed project.

# Evaluation Criteria (Section V.A.8)

## Budget

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- ▶ **Under this criterion, applicants will be evaluated based on:**
  - A. (5 points) Their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.
  - B. (5 points) Whether costs are reasonable to accomplish the proposed goals, objectives, and measurable environmental outcomes, and ;
  - C. (5 points) Whether the proposed budget provides a detailed breakout of the approximate funding used for each major activity.

# Evaluation Criteria (Section V.A.9)

## Applicant Fleet Description

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- ▶ **Applicant Fleet Description:** Under this criterion, applicants will be evaluated on the extent and quality to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.

# Cost-Share (Section III.B)

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- ▶ **Mandatory and Voluntary Cost-Share:**
- ▶ Any form of cost-share must be included in the budget detail page portion of the work plan. It must be included on SF-424 & SF 424A forms and in the proposal budget
- ▶ The proposal must describe how and when the applicant will obtain the cost-share and how the cost-share funding will be used
- ▶ If the proposed cost-share is to be provided by a named project partner, a letter of commitment is required

# Consultant, Contractor & Vendor Participation

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- ▶ Grantees must compete contracts for services and products.
- ▶ Applicants are not required to identify contractors, consultants, or vendors in their proposal.
- ▶ Naming a specific contractor, consultant or vendor in the proposal does not relieve the applicant of its obligations to comply with competitive procurement requirements.
- ▶ Applicants may not award sole source contracts to consultants, contractors or vendors assisting applicants with the proposal solely based on the firm's role in preparing the proposal.

# Potential Pitfalls

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- ▶ Project changes mid-stream are not likely to be allowed
  - ▶ Potential competition issues – scores are based on vehicles/technologies/locations
  - ▶ Applicants need to think through the project and anticipate technology challenges
- ▶ Vehicle & technology options & limitations
  - ▶ Not all technology combinations are appropriate for all vehicles
    - ▶ i.e. DPFs must meet exhaust temperature thresholds
- ▶ Do as much homework ahead of time as possible to avoid complications



# Potential Pitfalls

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- ▶ Thoroughly plan and document engine upgrades & repowers
  - ▶ Upgrades & repowers must achieve reductions based on verified levels or to more stringent standards
  - ▶ Many older vehicles cannot accept current technology engines
- ▶ Complete, new emission control systems must be included
  - ▶ Make sure to check model years and tiers of proposed engines to make sure they're eligible for funding

# Potential Pitfalls

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- ▶ Technology must be verified for *specific type* of vehicle and model year – check the EPA and CARB verified technologies lists!
  - ▶ Review verification letters, attachments & criteria
  - ▶ Thoroughly evaluate candidate vehicles
  - ▶ Obtain detailed documentation from vendors
  - ▶ Retain complete records for each installation
- ▶ Reporting, Reporting, Reporting
  - ▶ Expect more transparency and monitoring
  - ▶ Quarterly reports, detailed fleet info, national databases, verifiable results & records

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# Proposal Selection Process

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- ▶ Given numerical score and rank-ordered (following Step 1 - Threshold Eligibility Criteria Review and Step 2 - Evaluation Criteria
- ▶ Recommendation provided to EPA Approving Official
- ▶ EPA Approving Official considers rank and may consider Other Factors (Section V.C), then selects proposals to fund

# Tools and Resources

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## ▶ **Supporting Information for the Tribal RFP at:**

[www.epa.gov/cleandiesel/clean-diesel-tribal-grants](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants)

### ▶ Applicant Fleet Description

▶ Required part of the proposal – describes fleet in detail

### ▶ Project Narrative Sample Format

### ▶ Tribal Priority County and Area List

## ▶ **Diesel Emissions Quantifier (DEQ)**

▶ Can be used to show expected project results, cost-effectiveness, and public health benefits

▶ [www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq](http://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq)

## ▶ **Technology Tips Guide**

▶ Helpful info about each type of project, technical issues to look out for, etc.

▶ <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100CVIS.pdf>

# VW Environmental Mitigation Trust - Overview

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- ▶ The U.S. government and Volkswagen (VW) resolved allegations that VW violated the Clean Air Act by selling approximately 590,000 vehicles equipped with defeat devices.
- ▶ Under this settlement, among other actions, VW is required to provide ~\$3 billion to remediate the excess NOx emissions from the affected vehicles.
- ▶ Wilmington Trust will administer the fund:

<http://www.vwenvironmentalmitigationtrust.com>

# VW Environmental Mitigation Trust Overview

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- ▶ Eligible Mitigation Action (EMA) #10  
(also known as DERA Option 10)
  - ▶ Tribal entities that select the DERA Option must be certified beneficiaries to the Tribal Trust Agreement (Section 2.1.2) and submit a Notice of Intent to Participate under DERA's competitive Tribal grant program.
  - ▶ VW funds can be used for the non-federal voluntary match of the eligible project under the Tribal DERA program
  - ▶ VW funds cannot be used to meet the mandatory cost share requirements under the Tribal DERA program



# VW Environmental Mitigation Trust Resources

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- ▶ EPA Office of Enforcement & Compliance (OECA) for Consent Decree and Trust Agreement:

[www.epa.gov/enforcement/Volkswagen-clean-air-act-civil-settlement](http://www.epa.gov/enforcement/Volkswagen-clean-air-act-civil-settlement)

- ▶ EPA Office of Transportation & Air Quality (OTAQ) for DERA Option:

[www.epa.gov/cleandiesel/Volkswagen-vw-settlement-dera-option](http://www.epa.gov/cleandiesel/Volkswagen-vw-settlement-dera-option)

- ▶ Institute for Tribal Environmental Professionals (ITEP) for Technical Assistance

<http://www7.nau.edu/itep/main/Home/>

- ▶ National Tribal Air Association (NTAA) for VW Workgroup:

<http://www7.nau.edu/itep/main/ntaa/Resources/Volkswagen>

# Additional Support

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- ▶ RFP Frequently Asked Questions
  - ▶ Posted weekly, on webpage
  - ▶ List will include questions from today's webinar
  - ▶ Deadline for submitting questions is **Friday, January 5, 2018 at 4:00 PM (Eastern time).**
  - ▶ Submit questions via email to [cleandiesel@epa.gov](mailto:cleandiesel@epa.gov) or 1-877-NCDC-FACTS (1-877-623-2322)
    - ▶ Please type "Tribal RFP Question" in the subject line of email
    - ▶ [www.epa.gov/cleandiesel/clean-diesel-tribal-grants](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants)

# Thank You!

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This webinar slides will be posted at [www.epa.gov/cleandiesel/clean-diesel-tribal-grants#info](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants#info).