

Questions and Answers: Clean Diesel Funding Assistance Program FY 2018 (RFP# EPA-OAR-OTAQ-18-03)

Friday, June 1, 2018

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: 4/18/2018

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 subawards, rebates, or partnerships.

Date Posted: 4/18/2018

A.3: Are there specific entities that private companies must partner with?

Answer: Fleet owners 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. Fleet owners interested in partnering with eligible entities may participate in EPA's Regional Diesel Collaboratives (www.epa.gov/cleandiesel/epa-regions-clean-diesel-collaboratives) to find networking opportunities.

Date Posted: 4/18/2018

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

Answer: Manufacturers are not eligible to apply directly to EPA for funding. 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 retrofit technology list. An overview of EPA's Verification Process is available at www.epa.gov/verified-diesel-tech/learn-about-verified-technologies-clean-diesel. Funding under this program is not available for product testing/verification.

Date Posted: 4/18/2018

A.5: Are school districts eligible for this funding opportunity?

Answer: Public school districts are generally eligible entities. 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. The term "jurisdiction" in this context is generally defined as the ability to make decisions which impact transportation or air quality. For example, a school district would be eligible because it is a state or local agency which owns and/or operates diesel fleets and it is responsible for decisions regarding transportation of students.

Date Posted: 4/18/2018

A.6: *Are federal agencies, including U.S. military installations, eligible to apply for funding?*

Answer: No, federal agencies are not eligible.

Date Posted: 4/18/2018

A.7: *Are we eligible to apply if we have received DERA funding through another opportunity?*

Answer: Yes, you may apply for funding under this funding opportunity. Participation in one program does not preclude you from participating in others; however, an applicant may not accept funding from multiple programs for the same vehicle.

Date Posted: 4/18/2018

A.8: *Can state departments of education submit a grant application for school districts within the state that meet the grant criteria?*

Answer: Yes, eligible entities include state agencies with jurisdiction over transportation or air quality (jurisdiction is generally defined as the ability to make decisions which impact transportation or air quality, including pupil transportation). Only one eligible entity may be listed as the applicant on the application. If selected for funding, the applicant organization is the prime recipient of the EPA funds and the recipient is responsible for overall project management, all required reporting, and is accountable to EPA for the proper expenditure of funds. However, there are several ways that a recipient can provide funding/benefits to fleet owners (e.g., school districts), including rebates or subgrants. The grant proposal should describe any partnerships and the roles and responsibilities of the recipient and its partners.

Date Posted: 5/4/2018

A.9: *Are Tribal entities eligible to apply for the National RFP? How do the National and Tribal RFPs differ?*

Answer: Tribes are eligible to apply under the National RFP and the Tribal RFP. Under the Tribal RFP, competition is limited to eligible Tribal entities. Under the National RFP, Tribal entities are competing against all eligible entities. The Tribal RFP typically offers increased flexibility and larger EPA cost-shares for certain types of engines and technologies. Applying to the National program does not prevent Tribes from applying to the Tribal program as well. Note: If a Tribe is awarded funds under one funding opportunity, that tribe would not be eligible to receive funding under the other funding opportunity for the same projects.

Date Posted: 5/11/2018

A.10: *Can funding be used to pay a contractor/private entity to manage our truck replacement program?*

Answer: Yes. A grant recipient may use grant funds to hire contractors to assist in the implementation of the project.

Date Posted: 5/11/2018

A.11: *Is a utility eligible to apply for funding?*

Answer: It depends. A public utility is eligible, but a privately held utility is not eligible to apply directly to EPA for funding. Private entities may benefit through a partnership with an eligible entity.

Date Posted: 5/11/2018

A.12: *Are we eligible to apply if our proposed project would not take place in a priority location?*

Answer: Yes, projects are eligible 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.

Date Posted: 5/11/2018

A.13: Are fixed-based operators located on a county airport eligible to apply?

Answer: If the fixed-based operator is a private, for-profit company, it would be ineligible to apply directly. However, the airport, assuming it's a public entity, could apply for funds and partner with the private operator. If the fixed based operator is a government or public entity, it would be eligible to apply directly.

Date Posted: 5/17/2018

A.14: Are cemeteries eligible for this funding opportunity?

Answer: Only eligible entities as defined in the RFP are eligible to apply directly to EPA for funding under this RFP. This includes 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.

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: 5/17/2018

A.15: To speed up partnership, can potential partners list themselves in a database so they are visible to eligible entities?

Answer: EPA doesn't maintain a database to match fleets with applicants. We recommend you reach out to your local regional diesel collaborative for networking opportunities in your area (www.epa.gov/cleandiesel/epa-regions-clean-diesel-collaboratives).

Date Posted: 5/17/2018

A.16: Is a state university shuttle system or fleet considered eligible?

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.

Whether the university is eligible to apply directly for funds depends on if the university is officially classified as a state agency, or a non-profit. State governments and agencies which have jurisdiction over transportation or air quality are eligible to apply. For example, a state university would be eligible if it owns and/or operates diesel fleets and is responsible for decisions regarding transportation of students. Non-profit organizations or institutions are only eligible if they can demonstrate that their mission/purpose is to:

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: 5/17/2018

A.17: Are you aware of any current or previous National Grants where a state acts as a pass-through agency and provides funding to an NGO to oversee DERA activities?

Answer: Yes, states often receive funds and run subgrant programs. You can see past projects on the Clean Diesel website at www.epa.gov/cleandiesel/clean-diesel-national-grants-awarded.

Date Posted: 5/17/2018

A.18: *Can an airport work with airline tenants to replace ground support equipment (GSE)?*

Answer: Yes. Assuming the airport is a public entity, it would be eligible to apply directly to EPA for funds. GSE is eligible to the extent it meets the size, age and usage requirements specified in the RFP.

Date Posted: 5/17/2018

A.19: *If a private entity wants to partner with multiple public partners in different states, do they submit one application or multiple applications?*

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 subawards and rebates.

Only one eligible entity may be listed as the applicant on the application. If selected for funding, the applicant organization is the prime recipient of the EPA funds and the recipient is responsible for overall project management, all required reporting, and is accountable to EPA for the proper expenditure of funds. Applicants must request funding from the EPA regional office which covers the 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 Project Narrative. Each proposal may request funding from only one EPA regional office.

Date Posted: 5/17/2018

B. Project Eligibility

i. Exhaust Controls

B.i.1: *Are exhaust control technologies required to have EPA/CARB verification prior to proposal submission?*

Answer: The type of exhaust control technology (e.g., DOC, DPF, SCR, upgrade kit, etc.) proposed for funding must be verified by either EPA or CARB for use on the specific vehicle/engine specified in the proposal at the time of proposal submission to EPA. The actual exhaust control technology used by the grant recipient must be specifically named on EPA or CARB's Verified Exhaust Control Technologies lists at the time of acquisition, and used only for the specific vehicle/engine for which it is verified.

Date Posted: 4/18/2018

B.i.2: *Are ship scrubbers (exhaust gas cleaning systems) eligible for funding?*

Answer: A list of eligible, EPA verified exhaust control technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel; a list of eligible, California Air Resources Board (CARB) verified exhaust control technologies is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm. If selected for funding, the actual exhaust control technologies used by the grant recipient must be specifically named on EPA or CARB's Verified Exhaust Control Technologies lists at the time of acquisition, and used only for the vehicle/engine applications specified on the list, to be eligible for funding.

Date Posted: 5/17/2018

B.i.3: *Can funds be used to replace existing exhaust control technologies (DOCs, DPFs)?*

Answer: No, funding cannot be used to replace an existing exhaust control technology.

Date Posted: 5/17/2018

ii. Engine Upgrades and Remanufacture Systems

No questions at this time.

iii. Cleaner Fuels and Additives

B.iii.1: *Are projects for fueling infrastructure for the production and distribution of fuel (compressed natural gas, biodiesel, etc.) eligible?*

Answer: No. Funding will not be awarded for fueling infrastructure projects.

Date Posted: 4/18/2018

B.iii.2: *Which fuels are considered cleaner fuels?*

Answer: Eligible cleaner fuels and additives are limited to those verified by EPA and/or CARB to achieve emission reductions when applied to an existing diesel engine, such as biodiesel.

Date Posted: 4/18/2018

iv. Idle Reduction

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

Answer: Yes. Idle reduction projects are eligible for funding. Lists of eligible, EPA verified idle reduction technologies are available at www.epa.gov/verified-diesel-tech/smartway-technology.

Date Posted: 4/18/2018

B.iv.2: *Is adding electrified parking spaces to a truck stop eligible?*

Answer: Yes. EPA will fund up to 30% of the cost (labor and equipment) of eligible electrified parking space technologies, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. This includes the installation (i.e., construction) of electrical infrastructure to support the EPS technology.

Date Posted: 4/18/2018

B.iv.3: *Which highway vehicles are eligible for idle reduction projects?*

Answer: SmartWay-verified idle reduction technologies are available only for long-haul, Class 8 trucks and school buses. Please see the SmartWay verified list at www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school.

Date Posted: 5/17/2018

B.iv.4: *Is a marine shore power system eligible for funding?*

Answer: Yes. Funding can cover up to 25% of the cost (labor and equipment) of eligible marine shore power connection systems, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional.

Date Posted: 5/17/2018

v. Aerodynamics and Tires

No questions at this time.

vi. Engine Replacements

B.vi.1: *For engine replacements, do eligible costs include items required in addition to the new engine (such as gears, controls, and shipyard costs)?*

Answer: Yes. Charges for equipment and parts on engine replacement projects are eligible for funding if they are included in the certified engine configuration and/or are required to ensure the effective installation and functioning of the new technology, but are not part of typical vehicle or equipment maintenance or repair. The eligible cost of engine replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional, including related labor expenses. Examples of ineligible engine replacement costs include, but are not limited to: tires, cabs, axles, paint, brakes, and mufflers. Shipyard costs are also eligible and should be included in the “other” cost category in proposals.

Date Posted: 4/18/2018

B.vi.2: *Is replacing a diesel-powered ferry engine with an all-electric, zero emission ferry engine eligible for funding?*

Answer: Marine vessels are eligible for engine replacement; however, the technology must be certified (where applicable), successfully demonstrated, and commercially available. At this time, hydrogen fuel cells are not eligible as an engine replacement on marine vessels. EPA recommends you submit detailed information on the proposed project and technology to the helpline for EPA to make an official eligibility determination.

Date Posted: 5/17/2018

B.vi.3: *Are diesel-to-electric crane engine replacements eligible?*

Answer: Yes, if you are removing a diesel engine and replacing it with an electric motor and clean power source.

Date Posted: 5/17/2018

B.vi.4: *Will this grant cover 100% of the cost of an engine replacement in a truck?*

Answer: No. EPA will fund: up to 40% of the cost (labor and equipment) of replacing a diesel engine with a diesel or alternative fueled engine (including hybrids) certified to EPA emission standards; up to 50% of the cost of replacing diesel engine with an engine certified to meet CARB's Optional Low-NOx Standards; up to 60% of the cost (labor and equipment) of replacing a diesel engine with a zero-emission power source.

Date Posted: 5/17/2018

B.vi.5: *Can funds be used to replace diesel engines with zero emission engines?*

Answer: Yes, engine replacement includes diesel engine replacement with a zero-emission power source (grid, battery, or fuel cell). EPA will fund up to 60% of the cost (labor and equipment) of replacing a diesel engine with a zero-emission power source.

Date Posted: 5/17/2018

vii. Vehicle/Equipment Replacements

Updated B.vii.1: *Can municipal refuse trucks or transit buses be replaced with vehicles fueled by CNG, LNG, propane, or other alternative fuels? At what funding level?*

Answer: Yes, eligible medium and heavy-duty diesel trucks and buses may be replaced with alternative fueled vehicles as long as the replacement vehicle is powered by a 2018 model year or newer certified engine (2013 or newer for drayage trucks). Vehicle replacements are funded at 25% (or at 35% if the engine is certified to CARB's Optional Low-NOx Standards).

Date Posted: 4/17/2018

B.vii.2: *What types of replacement projects are eligible?*

Answer: Replacement projects can include the replacement of diesel vehicles/equipment with new, cleaner diesel, hybrid or alternative fuel vehicles/equipment such as CNG, LNG or propane, or zero emission technologies such as battery or fuel cell where applicable.

Date Posted: 4/18/2018

B.vii.3: *What engine model year must replacement drayage trucks be powered by to be eligible for funding? The RFP states both 2012 and 2013 or newer.*

Answer: Replacement drayage trucks must be powered by a 2013 model year or newer certified engine. On page 26 of the RFP, 2012 is an error and will be corrected if other amendments to the RFP are required.

Date Posted: 5/4/2018

B.vii.4: *Are transport refrigeration units (TRUs) eligible for replacement?*

Answer: Yes. Diesel powered TRUs and TRU gen sets are eligible as nonroad equipment replacements if the existing TRU nonroad engine meets the applicable nonroad eligibility criteria. If only the diesel engine powering the compressor and fans is removed and replaced with a new engine or electric motor, the project is eligible as a nonroad engine replacement.

Date Posted: 5/11/2018

B.vii.5: *Can funds be used to replace transport refrigeration units (TRUs) with ones that have a compatible plug-in to connect to electrified parking spaces (EPS)?*

Answer: Yes. Eligible diesel powered TRUs may be replaced with electric standby TRUs which meet EPA's Tier 4 emission standards as a nonroad equipment replacement project.

Date Posted: 5/11/2018

B.vii.6: *Can funding be used to replace a day cab licensed for an 80,000lb gross truck with a day cab licensed for a 90,000lb gross truck?*

Answer: Yes. For highway vehicles, the replacement vehicle must not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8). The engine's primary intended service class must match the vehicle's weight class (i.e. a LHD diesel engine is used in a vehicle with GVWR 16,001 – 19,500 pounds, a MHD diesel engine is used in a vehicle with a GVWR of 19,501 – 33,000 pounds, and an HHD diesel engine is used in a vehicle with a GVWR greater than 33,000 pounds.) Exceptions may be granted for vocational purposes, however the GVWR must stay within 10 percent of the engine's intended service class and any exceptions will require specific EPA approval prior to purchase.

Date Posted: 5/11/2018

B.vii.7: *For highway vehicle replacements, what are the engine requirements for the replacement vehicle?*

Answer: Replacement vehicles must be powered by one of the following:

- 1) A 2018 model year or newer engine certified to EPA emission standards. Highway engine emission standards are on EPA's website at: www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles.
- 2) a 2018 model year or newer engine certified to meet CARB's Optional Low-NOx Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx. Engines certified to CARB's Optional Low NOx Standards may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at: www.arb.ca.gov/msprog/onroad/cert/cert.php.
- 3) A new, zero emission power source.

Date Posted: 5/11/2018

B.vii.8: *Must a fleet replace its oldest eligible vehicles before its newer eligible vehicles?*

Answer: No, any vehicle meeting the eligibility requirements is eligible for funding.

Date Posted: 5/17/2018

B.vii.9: *Is replacing a vehicle with 2007 - 2009 engine model years with a 2018+ engine model year eligible for funding?*

Answer: A vehicle with engine model years 2007 - 2009 is only eligible for replacement with a zero emission replacement vehicle. Please see Table 2 in Section III.D of the RFP for funding restrictions.

Date Posted: 5/17/2018

B.vii.10: *Are transit buses eligible for hydrogen fuel cell replacement?*

Answer: Yes. Hydrogen fuel cell vehicles and equipment are eligible as replacements for eligible transit buses, shuttle buses, drayage trucks, terminal tractors/yard hostlers, stationary generators and forklifts.

Date Posted: 5/17/2018

B.vii.11: *What percent of EV charging infrastructure will DERA cover if the infrastructure is combined with vehicles?*

Answer: EPA will fund up to 45% of the cost of an eligible zero emission vehicle or piece of equipment. Eligible replacement costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment to enable the use of power.

Date Posted: 5/17/2018

New **B.vii.12:** *Are diesel-to-electric terminal tractor replacement projects eligible?*

Answer: Yes. If the vehicle meets the definition of a drayage truck given in the RFP (Class 8 highway vehicle operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods), then it would be considered a drayage truck and eligible to receive up to 50% of the replacement cost. If the terminal tractor/yard hostler is a nonroad vehicle, funding can cover up to 45% of the cost of a new, zero emission nonroad vehicle.

Date Posted: 6/1/2018

viii. Clean Alternative Fuel Conversions

B.viii.1: *Are alternative fuel conversions eligible?*

Answer: Yes. Funding can cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. Eligible conversions are limited to those systems that have been certified by EPA and/or CARB, and those systems that have been approved by EPA for Intermediate-Age engines. EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" is available at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm. To be eligible for funding, conversion systems for engine model years 1995-2006 must achieve at least a 30% NOx reduction and a 10% PM reduction from the applicable certified emission standard of the original engine. To be eligible for funding, conversion systems for engine model years 2007-2009 must achieve at least a 20% NOx reduction with no increase in PM from the applicable certified emission standard of the original engine.

Date Posted: 4/18/2018

B.viii.2: *Are diesel powered refuse haulers eligible to be retrofitted/converted to a hybrid?*

Answer: Hybrids are eligible as full vehicle replacement or as a full engine replacement (i.e., the purchase of an OEM certified engine configuration), or as the installation of a verified retrofit technology. Currently, the only hybrid retrofits that have been verified are for certain tugboats and rubber tire gantry cranes).

Date Posted: 5/17/2018

ix. Miscellaneous

B. ix.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: 4/18/2018

B.ix.2: *What types of hybrid projects are eligible?*

Answer: Hybrids are eligible as full vehicle replacement or as a full engine replacement (i.e., the purchase of an OEM certified engine configuration), or as the installation of a verified retrofit technology (currently only available for certain tugboats and rubber tire gantry cranes). A list of eligible, EPA verified exhaust control technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel; a list of eligible, California Air Resources Board (CARB) verified exhaust control technologies is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm.

Date Posted: 5/4/2018

B.ix.3: *Can funds be used for automated emission detection systems or inspection/maintenance facilities?*

Answer: No.

Date Posted: 5/17/2018

B.ix.4: *Is there a list of technologies eligible for funding?*

Answer: Please see Section I.B. Scope of Work, in the RFP for a full description of eligible diesel emission reduction solutions.

Date Posted: 5/17/2018

B.ix.5: *What projects are eligible for eTRUs and solar TRUs?*

Answer: Eligible diesel powered TRUs may be replaced with new, electric standby TRUs, hybrid electric TRUs, or electric transport refrigerators. Solar, batteries and other range extenders may be included in these TRU configurations.

Date Posted: 5/17/2018

B.ix.6: *Are electric charging stations eligible for funding?*

Answer: Electric vehicle charging infrastructure is not eligible as a standalone project but is eligible as part of an all-electric engine or vehicle replacement project which requires vehicle charging capability for the successful operation of the new equipment.

Date Posted: 5/17/2018

New B.ix.7: *If our school district cancels its contract with the third-party providing transportation using diesel buses, may we use funding to purchase propane buses without scrapping any old buses?*

Answer: No. EPA requires that replaced engines, vehicles, and equipment are scrapped to ensure emission reductions are achieved per Section III.D.9.c of the RFP.

Date Posted: 6/1/2018

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. Replacements that would have occurred through normal attrition are 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: 4/18/2018

C.2: *Is equipment that must be replaced due to a State or Local regulation eligible for funding?*

Answer: Yes. While replacements that would have occurred through normal attrition are not eligible for funding; normal attrition does not include replacements that must occur due to a State or Local mandate.

Date Posted: 4/18/2018

C.3: *Are commercial vehicles eligible?*

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

Date Posted: 4/18/2018

C.4: *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: 4/18/2018

C.5: *What engine model years are eligible?*

Answer: Eligibility varies by engine type. Please see Section III.D of the RFP for specifics: for highway, see Table 2; for nonroad, see Table 3; for marine, see Table 4; and for locomotive, see Table 5.

Date Posted:4/18/2018

C.6: *Is athletic field maintenance equipment eligible for funding?*

Answer: All heavy equipment powered with nonroad compression-ignition diesel engines is eligible if it meets all applicable eligibility criteria, such as model year and usage rate requirements. Field maintenance equipment and mowers falls under agricultural equipment. See pgs. 32-33 of the RFP for more information: www.epa.gov/grants/clean-diesel-funding-assistance-program-fy-2018.

Date Posted: 5/4/2018

C.7: *What is a “transport refrigeration unit”?*

Answer: A transport refrigeration unit (TRU) has a refrigeration system that is mechanically driven by an integral diesel engine. TRUs are installed on an insulated cargo trailers, shipping containers or rail cars and used in transporting temperature sensitive goods. Truck TRUs are used to refrigerate insulated cargo trailers mounted on the frame of a straight truck. Trailer TRUs are used to refrigerate insulated trailers mounted on semitrailers. Railcar TRUs are used to refrigerate insulated railcars.

Date Posted: 5/11/2018

C.8: *What is an electric transport refrigerator?*

Answer: In an electric transport refrigerator, the refrigerator’s compressor is driven by an electric motor. Electric transport refrigerators can be powered by a plug-in electrical connection while they are parked or being loaded. A diesel TRU gen set typically provides the electric power when traveling over-the-road, although engine-mounted or transmission power-take-off generators, batteries or other range extenders may be used. Electric transport refrigerators can pull down trailer temperatures when operating on electric shore power alone, so the diesel gen set is not engaged during this process.

Date Posted: 5/11/2018

C.9: *What is a TRU generator set (gen set)?*

Answer: A TRU gen set provides onboard electric power to an electric transport refrigerator when it is not plugged in to ocean-going ship electric power or dock-side shore power. “Pin-on” TRU gensets are pinned onto the front of refrigerated shipping containers, just above the container’s built in all-electric refrigeration system. “Under-slung”, or “belly mount” TRU gensets are clamped to the frame rails of a trailer chassis. A “powerpack” TRU genset consists of several diesel generators installed into a shipping container, which then provides electric power to multiple refrigerated shipping containers.

Date Posted: 5/11/2018

C.10: *What is an electric standby TRU?*

Answer: An electric standby TRU has a refrigeration system that can be both mechanically driven by an integral diesel engine and electrically driven by an integrated electric motor. The electric standby feature that allows them to be plugged into electrical power when stationary and allow the diesel engine to be turned off. These units can maintain the existing trailer temperatures in electric standby mode; however, the diesel engine would be needed to provide the required power to pull down temperatures.

Date Posted: 5/11/2018

C.11: *What is a hybrid electric TRU?*

Answer: In a hybrid electric TRU, the refrigerator’s compressor is driven by an electric motor and electric power is supplied by an integral diesel gen set located within the same housing. Hybrid electric TRUs can be plugged into electrical power grid when stationary and allow the diesel engine to be turned off.

Date Posted: 5/11/2018

C.12: *What is a “reefer”?*

Answer: Refrigerated (insulated) trailers/containers are sometimes called reefers.

Date Posted: 5/11/2018

C.13: *What types of vehicles, engines, and equipment are eligible?*

Answer: Eligible heavy-duty diesel emission source types include school buses, Class 5-8 highway vehicles, marine engines, locomotives, and nonroad engines, equipment or vehicles (used in construction, cargo handling, agriculture, mining, or energy production). Vehicles, engines, and equipment targeted for upgrades must meet all applicable eligibility criteria, as defined in the RFP.

Date Posted: 5/11/2018

C.14: *Must a vehicle have more than three years of useful life left to be eligible for replacement?*

Answer: To be eligible for replacement, engines must meet the applicable model year requirements listed in Section III.D of the RFP. In addition, replacements that would have occurred through normal attrition are the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a replacement 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. In the Applicant Fleet Description, applicants need to define the "Remaining Life" (the applicant's estimate for the total number of years of engine life remaining at the time of upgrade), and the "Normal Attrition Year" (year in which the vehicle would normally be retired/sold by the fleet owner if not for the grant).

Date Posted: 5/17/2018

C.15: *Is a backhoe used at a cemetery eligible?*

Answer: Heavy equipment powered with nonroad compression-ignition diesel engines is eligible if it meets all applicable eligibility criteria, such as model year and usage rate requirements, regardless of use or ownership. See pgs. 32-33 of the RFP for more information about nonroad eligibility.

Date Posted: 5/17/2018

C.16: *How can I confirm that a Tier 4 final engine is not yet available for 2018 model year equipment under the Transition Program for Equipment Manufacturers (TPEM)?*

Answer: TPEM engines are not available for purchase by the general public; they are only available to equipment manufacturers. The equipment manufacturer using TPEM engines must add an emission control information label to the engine or equipment which includes the following "This equipment has an engine that meets U.S. EPA Emission Standards under 40 CFR 1039.625." You can find specific engine certification data at www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment. You may also wish to try contacting the manufacturer directly and/or reach out to the TPEM program at TPEM-CI@epa.gov.

Date Posted: 5/17/2018

C.17: *Are shuttle buses (i.e., buses used to transport senior citizens or youth with special needs) eligible?*

Answer: Shuttle buses are eligible if they are Class 5 or above, regardless of use or ownership.

Date Posted: 5/17/2018

C.18: *Are engines that meet the 2010 model year standards eligible replacement engines even if they aren't a 2018 model year engine?*

Answer: Highway replacement engines must be a 2018 model year or newer and drayage replacement engines must be a 2013 model year or newer.

Date Posted: 5/17/2018

C.19: *Are marine diesel generators for power plants eligible for funding?*

Answer: In general, an eligible stationary nonroad engine used for power production could be replaced with an eligible marine engine to be used for power production, and vice versa.

Date Posted: 5/17/2018

C.20: *Is there a time requirement for an applicant to have owned vehicles or equipment before they can be included in a project?*

Answer: No. While there is no minimum time of ownership specified in the RFP, the existing equipment must be fully operational and in current, regular service. Further, the new or upgraded vehicle, engine, or equipment is expected to continue to perform the same function and operation as the vehicle, engine, or equipment that is being replaced. There are minimum usage requirements for nonroad, locomotive, and marine engines. Applicants must provide annual hours/miles and fuel use in order to calculate an emissions benefit of the upgrades. The estimates should be based on the current/future ownership, location and usage of the vehicles.

Date Posted: 5/25/2018

C.21: *Must vehicles be licensed and registered to the applicant for a specific time period before they are eligible for this grant?*

Answer: No. While there is no minimum time of vehicle license/registration specified in the RFP, the existing equipment must be fully operational and in current, regular service. Further, the new or upgraded vehicle, engine, or equipment is expected to continue to perform the same function and operation as the vehicle, engine, or equipment that is being replaced.

Date Posted: 5/25/2018

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/clean-diesel-national-grants-awarded.

Date Posted: 4/18/2018

D.2: *How do I submit my proposal?*

Answer: The Request for Proposals (RFP) contains all project eligibility and application submission information. The RFP, as well as a Project Narrative sample template and an Applicant Fleet Description template, may be found at www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp. Applicants must download an application package, which contains standard forms (SF) 424 and SF 424A from Grants.gov under Funding Opportunity Number EPA-OAR-OTAQ-18-03. The Project Narrative and any supporting documents should be attached to the application package, and the full package submitted to EPA through Grants.gov using the "Workspace" feature. You will find instructions to submit your proposal via Grants.gov in Appendix A. Please refer to the Proposal Submission Checklist in Appendix F of the RFP to ensure that all required information is included in your package. If your organization is not currently registered with grants.gov, please begin the registration process as soon as possible. Please note that the registration process also requires that your organization have a Unique Entity Identifier (e.g., DUNS number) and a current registration with the System for Award Management (SAM). You may use the tool at iupdate.dnb.com/iUpdate/viewiUpdateHome.htm to lookup your company's DUNS number. Please visit www.sam.gov to check the status of your organization's SAM registration.

Date Posted: 4/18/2018

D.3: *Is funding available nationwide?*

Answer: Yes, eligible project locations include the 50 United States, District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands. However, applicants must 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 Project Narrative. Each proposal may only request funding from one EPA regional office. Applicants can submit a total of three (3) proposals overall under this solicitation. More than one (1) proposal may be submitted to the same EPA Region, or applicants may submit proposals to multiple EPA Regions. However, each proposal must be for a different project and must be submitted separately. An applicant cannot submit two proposals that both request funding for the same project (i.e., the same target fleet or group of fleets).

Date Posted: 4/18/2018

D.4: *What should the applicant fleet description include?*

Answer: Applicants must describe, to the extent possible, the fleet(s) targeted for the proposed project, including:

- target fleet type (e.g., Long Haul Combination, Long Haul Single Unit, Refuse Hauler, School bus, Short Haul Combination, Short Haul Single Unit, Transit Bus, Agriculture, Construction, Ports and Airports, Railyard, Stationary, Locomotive, Marine, Other),
- number of vehicles,
- vehicle class or equipment type,
- serial/VIN of current engine/vehicle, engine make, engine model, engine model year, engine family name, horsepower, displacement, tier level,
- fuel type, amount of fuel used, annual miles travelled or annual hours used, annual idling hours and annual hoteling hours (if applicable),
- remaining life at time of upgrade, and year in which the vehicle would normally be retired or sold by the fleet own if not for the grant activities (normal attrition year).

Applicants must describe, to the extent possible, the diesel emission reduction solution(s) applied to each targeted vehicle/engine, including (where applicable): year of upgrade action, new upgrade technology type, new upgrade make, new upgrade model, new engine family name, new engine model year, new horsepower, new displacement, new tier level or emission standards, new fuel type, annual idling hours and hoteling hours reduced, annual diesel gallons reduced, and upgrade unit and installation costs. A sample format for the Applicant Fleet Description may be downloaded at www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp.

Date Posted: 4/18/2018

D.5: *Can multiple organizations apply under one project application?*

Answer: Only one eligible entity may be listed as the applicant on the application. If selected for funding, the applicant organization is the sole recipient of the EPA funds and the recipient is responsible for overall project management, all required reporting, and is accountable to EPA for the proper expenditure of funds. However, applicants/recipients can form partnerships with other entities for the purposes of the grant.

There are several ways that an applicant/recipient can then provide funding/benefits to the other project partners/fleet owners (including subgrants, rebates, or other partnership agreements) in accordance with the applicable EPA grant regulations and the terms and conditions of the original award. The proposal should clearly explain the roles and responsibilities of all subgrantees/project partners.

Date Posted: 4/18/2018

D.6: *Is there a minimum amount of funding that can be requested in a proposal?*

Answer: No, there is no minimum amount of funding you must request.

Date Posted: 4/18/2018

D.7: *Will DERA National Grants be available in 2019?*

Answer: Future funding is contingent upon Congressional appropriation. EPA will announce any future Clean Diesel funding opportunities via the website and email list.

Date Posted: 4/18/2018

D.8: *Is funding for this program tied to the VW settlement?*

Answer: No. Funding from the VW settlement is not related to the National DERA Grant Funding Opportunity. The DERA Option in the VW Consent Decree pertains to the State Clean Diesel Program and the Tribal DERA Grant Program. For more information, visit www.epa.gov/cleandiesel/volkswagen-vw-settlement-dera-option.

Date Posted: 4/18/2018

D.9: *How many proposals will be funded per Region?*

Answer: The number of proposals funded per Region will vary based on the number of applications received and the size and quality of proposals. Generally, EPA anticipates 2-8 proposals funded per Region.

Date Posted: 4/18/2018

D.10: *Are the 2015 Ozone standard designations included in the 2018 National Priority Areas List?*

Answer: No. The National Priority Area List includes those areas designated, as of the release date of this RFP, as Nonattainment Areas or Maintenance Areas for EPA's Ozone and PM2.5 National Ambient Air Quality Standards. The 2015 Ozone designations have not been published in the Federal Register as of the release date of this RFP.

Date Posted: 4/18/2018

D.11: *Are Information Session slides or recordings available?*

Answer: The Information Session slides are posted at: www.epa.gov/cleandiesel/clean-diesel-national-grants#rfp , but a recording is not available.

Date Posted: 5/11/2018

D.12: *May we use our organization's existing DUNS number?*

Answer: Yes. Applicants do not need to obtain a new DUNS number if they already have one. To find your company's DUNS number, please visit: iupdate.dnb.com/iUpdate/viewiUpdateHome.htm.

Date Posted: 5/11/2018

D.13: *What is the applicant's mandatory cost-share requirement?*

Answer: Applicants are responsible for cost-sharing between 40% and 75% of the project cost, depending on the project type. For a detailed description of the cost-sharing guidelines, please see Section III.B. of the RFP.

Date Posted: 5/11/2018

D.14: *Is there a limit to the number of buses you can include in your proposal?*

Answer: No, the only limit is the funding request limit per Region.

Date Posted: 5/17/2018

D.15: *Are we required to credit emissions reductions from proposed projects towards NAAQS attainment?*

Answer: No, there is not a requirement to credit emissions reductions towards NAAQS attainment.

Date Posted: 5/17/2018

D.16: *If the American Heart and Lung Association designated our area as failing air quality can we be considered as an area of poor air quality even if we are not on EPA's priority location list?*

Answer: No. Only areas listed as priority locations on the RFP are considered areas of poor air quality for purposes of this grant.

Date Posted: 5/17/2018

D.17: *How much funding is available for each Region?*

Answer: Please see Table 1. Funding Limits by Region on page 23 of the RFP.

Date Posted: 5/17/2018

D.18: *If a pass-through entity wants to apply for funding and subgrant loans to applicants, would they need to have already issued a call for projects/call for partners before submitting their application?*

Answer: Loans are not an eligible activity under this program. Eligible applicants do not need to issue a call for projects/partners prior to application. However, the project narrative should detail the applicant's plans for securing partners and prioritizing projects.

Date Posted: 5/17/2018

D.19: *Can VW funds be used as cost-share?*

Answer: No, VW funds cannot be used as a cost-share under the National Clean Diesel Funding Assistance Program.

Date Posted: 5/17/2018

D.20: *How likely is it that each Region will fully utilize the funds?*

Answer: It is very likely that each Region will utilize all of its funds since this is a very competitive grant.

Date Posted: 5/17/2018

D.21: *What has changed since last year's grant competition?*

Answer: The grant is very similar to last year's. More funding is available this year compared to last year. The model years for eligible vehicles change every year and the amount of funding available for each region has changed.

Date Posted: 5/17/2018

D.22: *Do I have to include emission reductions in my proposal?*

Answer: Yes, applicants must attach emission reduction calculations. If using EPA's Diesel Emissions Quantifier (DEQ), attach a printout of the DEQ results spreadsheet showing DEQ results and inputs. If quantifying using an alternative method, please thoroughly describe and document your methods and results.

Date Posted: 5/17/2018

D.23: *Where can I find the most recent list of priority areas?*

Answer: The 2018 Priority Area List is available at:
www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf.

Date Posted: 5/17/2018

D.24: *What is the role of EPA Regions in the grant process?*

Answer: Total funding is split among the Regions. Each Region individually reviews and scores the proposals that fall under that specific Region. The award process takes place separately in each Region.

Date Posted: 5/17/2018

D.25: *Page 29 of the RFP states that no funds awarded shall be used for matching funds for other Federal grants, unless expressed by statute. Can you elaborate on this? How/where can we determine whether matching is authorized by statute?*

Answer: In general, federal grant funds may not be used to match other federal grant funds. There are limited exceptions, which would be found in the authorizing statute for the specific program.

Date Posted: 5/17/2018

D.26: *If an eligible entity doesn't have specific vehicles identified for the grant application, is it acceptable to propose a more general project, such as a rebate program for Class 5-8 heavy-duty diesel local delivery truck replacements? If so, how do we fill out the AFD and calculate benefits?*

Answer: Yes, an applicant may propose a project where the specific fleets/vehicles are not yet identified. However, the applicant should describe how they intend to target, prioritize, select or recruit fleets (including any location or sector criteria); how they intend to administer funds (rebates or subgrants); and the roles and responsibilities of any project partners. Applicants should use their best judgment to complete the AFD and estimate emission reductions based on their knowledge or assumptions about potential participating fleets. The Diesel Emission Quantifier supplies default factors for many types of fleets. Please see Appendix E of the RFP for more detailed information on how to fund projects and partnerships.

Date Posted: 5/25/2018

D.27: *Do all counties on the 2018 Priority Area List receive the same number of priority location points?*

Answer: Project locations in counties designated as PM 2.5 or 8-hr Ozone Nonattainment or Maintenance will receive up to 15 points under Section V, Criterion #2.B. Project locations in counties where all or part of the population is exposed to more than 2.0 µg/m³ of diesel particulate matter emissions (see NATA column) will receive up to 10

points under Section V, Criterion #2.C. An application may receive points for both Section V, Criterion #2.B and #2.C. If a single proposal includes vehicles operating in more than one location, the Project Narrative should indicate where each vehicle operates and the percent of time spent in each area. Priority area points will be prorated based upon the percent of time spent in the priority area.

Date Posted: 5/25/2018

New **D.28:** *The sample project narrative says points will be given for projects in areas of poor air quality as described in Section I.B.3.a.2 of the RFP, but the evaluation criteria in the RFP says points will be given for projects in an area where all or part of the population is exposed to diesel PM greater than 2.0 µg/m³, as described in Section I.B.3.a.2. Which is correct?*

Answer: There are two types of “areas of poor air quality” that are eligible to receive priority points under the RFP. Section I.B.3.a of the RFP states: Vehicles or equipment proposed for funding under this RFP must be operated a majority of the time in one of the priority counties listed in order to receive points under Section V, Criterion #2.B and C of this RFP. These counties were identified as priority locations for the DERA program because they are:

1) Designated, as of the release date of this RFP, as Nonattainment Areas or Maintenance Areas for the following National Ambient Air Quality Standards. Data is sourced from EPA’s Green Book of Nonattainment Areas for Criteria Pollutants (www.epa.gov/green-book).

a) PM_{2.5} 1997 Standard (Annual: 15 µg/m³, 24-hour: 65 µg/m³)

b) PM_{2.5} 2006 Standard (Annual: 15 µg/m³, 24-hour: 35 µg/m³)

c) PM_{2.5} 2012 Standard (Annual: 12 µg/m³, 24-hour: 35 µg/m³) d) Ozone (O₃) 2008 Standard (8-hour: 0.075ppm)

2) Where all or part of the population is exposed to more than 2.0 µg/m³ of diesel particulate matter emissions. Data is sourced from the 2011 National-Scale Air Toxics Assessment (www.epa.gov/national-air-toxics-assessment/2011-national-air-toxics-assessment).

The evaluation criteria in Section V of the RFP states:

2. Project Location: Under this criterion, proposals will be evaluated based on the project location. Specifically, whether:

A. (5 points) The proposal includes a detailed description of the primary areas where the affected vehicle/engine operate, or the primary areas where the emissions benefits of the project will be realized.

B. (15 points) Projects are located in an Ozone or PM_{2.5} Nonattainment or Maintenance area, as described in Section I.B.3.a.1.

C. (10 points) Projects are located in an area where all or part of the population is exposed to diesel PM greater than 2.0 µg/m³, as described in Section I.B.3.a.2.

The sample project narrative includes “Section 2. Project Location”. Section 2.B of the project narrative should indicate whether all or a portion of the project is located in nonattainment areas; Priority will be given to projects located in areas of poor air quality (i.e. nonattainment areas) as described in Section I.B.3.a.1 of the RFP. Section 2.C of the project narrative should indicate whether all or a portion of the project is located in an area where all or part of the population is exposed to diesel PM greater than 2.0 µg/m³ (NATA areas), as described in Section I.B.3.a.2 of the RFP.

Date Posted: 6/1/2018

E. Project Administration

i. Competitive Procurement Requirements

E.i.1: *If a project is co-funded using an incentive program that requires an equipment supplier to be determined prior to application, will competitive procurement standards still apply?*

Answer: Yes, all 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 2 CFR Part 200, as appropriate. However, an existing contact may be utilized if the grantee or subgrantees can demonstrate that the vendor was selected through a competitive process that meets the requirements. Refer to [EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements](#) for EPA's policies on competitive procurements.

Date Posted: 4/18/2018

E.i.2: *Are awardees required to work with local vendors to obtain replacement equipment? If not, does EPA maintain vendor lists?*

Answer: Applicants may select any equipment supplier through a competitive procurement process that meets the applicable requirements of 2 CFR Part 200. Please refer to EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements (www.epa.gov/grants/best-practice-guide-procuring-services-supplies-and-equipment-under-epa-assistance-agreements) for further guidance. While EPA does not maintain vendor lists, you may be interested in the verified technology contact list at www.epa.gov/verified-diesel-tech/manufacturer-contact-list-clean-diesel.

Date Posted: 5/11/2018

ii. General

E.ii.1: *What is the project period for this funding opportunity?*

Answer: In general, the project period for awards resulting from this solicitation is expected to begin on October 1, 2018, with an expected project completion date no later than December 31, 2020. Applicants are expected to include a detailed timeline for the project including milestones for specific tasks, such as bidding, procurement, installation and reports.

Date Posted: 4/18/2018

E.ii.2: *Could an applicant use funds from another grant program to meet the cost-share under a DERA grant?*

Answer: In general, state, tribal, local and private funds may be used as a cost-share on a DERA grant. Other federal grants may not be used as cost-share under DERA unless the statute authorizing the other federal funding provides that the federal funds may be used to meet a cost-share requirement on a federal grant.

The Budget Narrative of the DERA proposal must include a detailed description of how and when the applicant will obtain the cost-share and how cost-share funding will be used. In the event that the DERA proposal is selected for funding and the other grant funding does not materialize, the grantee is legally obligated by the DERA award agreement to meet their cost-share commitment for any EPA DERA funds that are expended.

Date Posted: 4/18/2018

E.ii.3: *Once an application is received and is awarded a certain amount of money, is the applicant obligated to continue or can they withdraw if other funding fails to come through?*

Answer: After an award is made, the recipient may terminate the award for convenience at any time.

Date Posted: 4/18/2018

E.ii.4: *Is an example of a final report available?*

Answer: Yes. Template reports for grantees are available at www.epa.gov/cleandiesel/clean-diesel-national-grants#reporting.

Date Posted: 4/18/2018

E.ii.5: *How and when will funds be distributed to successful grant recipients?*

Answer: The grantee may be paid in advance, provided it maintains or demonstrates the willingness to maintain 1) written procedures that minimize the time between the transfer of funds and disbursement by the grantee, and 2) financial management systems that meet the standards for fund control and accountability as established in 2 CFR Part 200. Advance payments to a grantee must be limited to the minimum amounts needed and be timed to be in accordance with the actual, immediate cash requirements of the grantee in carrying out the purpose of the approved program or project. The timing and amount of advance payments must be as close as is administratively feasible to the actual disbursements by the grantee for direct program or project costs and the proportionate share of any allowable indirect costs. Reimbursement is the preferred method when the requirements for advance payments cannot be met or when the grantee requests payment by reimbursement.

Date Posted: 5/11/2018

E.ii.6: *Can we dismantle an old truck by donating it to a technical college instead of scrapping it?*

Answer: You can propose alternative scrappage methods, which EPA will need to approve first. The alternative scrappage method must show that the vehicle will not be put back into service. You must be willing to scrap the vehicle if EPA does not approve of alternate scrappage method.

Date Posted: 5/17/2018

New **E.ii.7:** *Do Buy America provisions apply for selected DERA funded projects?*

Answer: No.

Date Posted: 6/1/2018