

National Clean Diesel Funding Assistance

FY 2014 Tribal Request for Proposals Information Session

We will begin the webinar shortly.

For audio, please dial 1-866-299-3188,
code#: 202.343.9534

Please Mute Your Line.

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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/prgtribal.htm.

Handouts for this presentation are available at www.epa.gov/cleandiesel/prgtribal.htm.

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National Clean Diesel Campaign

Why Clean Diesel?

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

- DERA originally authorized under the Energy Policy Act of 2005
- Amended by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364)
- Enables EPA to offer funding assistance
 - Goal to reduce diesel emissions
 - Competitive process for eligible entities
 - Authorized through 2016
- Request for Proposals (RFP) = Competition

Basic Information

National Funding Assistance Program

Estimated Fiscal Year 2014 Tribal RFP funding - **\$1 million**

RFP available at <http://epa.gov/cleandiesel/prgtribal.htm>

Due Tuesday, August 12, 2014

Specific times/instructions specified (Section IV)

Two submittal options (choose only ONE):

Electronically via www.grants.gov

Hardcopy via Overnight/Express (Fed Ex, etc. – no U.S. Postal Service)

Hard copies must be sent delivery service to EPA contact list in Washington DC by 4 PM, Washington DC Time.

Eligible Entities (Section III.A)

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

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

Proposals from eligible Tribal agencies or intertribal consortia requesting EPA funding **between \$30,000 and \$800,000** will be considered. It is anticipated that approximately one to five assistance agreements will be made from this announcement. (Section II.A)

- Each proposal must be for a requested amount within that specified range
- 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)

May include, but are not limited to

Buses;

Medium-duty or heavy-duty trucks;

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)

- Verified Exhaust Control Technologies
- Verified/Certified Engine Upgrades
- Verified/Certified Cleaner Fuel Use
- Verified Idle Reduction Technologies
Auxiliary Power Units, Fuel Operated Heaters, etc.
Also includes shore connection systems and electrified parking spaces
- Verified Aerodynamic Technologies & Low Rolling Resistance Tires
Trailer side skirts, trailer gap reducers, tires, etc.
- Certified Engine Repowers
- Vehicle and Equipment Replacements
- Clean Alternative Fuel Conversions

Project Funding Percentage (Section I.B.2)

- Exhaust Controls - up to 100% of the cost
Diesel Oxidation Catalysts, Diesel Particulate Filters, etc.
- Engine Upgrades - up to 75% of the cost
- Cleaner Fuels - cost differential between conventional fuel and cleaner fuel
EPA will NOT fund stand alone cleaner fuel use

Project Funding Percentage (Section I.B.2)

Verified Idle Reduction Technologies

- EPA will NOT fund stand alone idle reduction technologies
EXCEPT:

- Locomotive idle reduction up to 40% of the cost

- Shore connection systems (locomotive and marine) up to 25% of the cost

- Electrified parking spaces (truck stop electrification) up to 25% of the cost

- Other idle reduction projects - 100% when combined on the same vehicle with new eligible verified exhaust control funded under this RFP

- Example: Auxiliary Power Unit AND Diesel Particulate Filter on a truck*

Project Funding Percentage (Section I.B.2)

Verified Aerodynamic Technologies (Aero) and 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)

Certified Engine Repowers

- EPA will fund up to 75% of the cost
- Repowers must be certified to a more stringent set of engine emission standards than the old engine
- Repower costs may include associated hardware
- The engine being replaced must be:
 - Scrapped, or
 - Rendered permanently disabled, or
 - Returned to the original engine manufacturer for remanufacturingNonroad engines to the cleanest certified emission standard possible
On-highway engines to MY 2007 or newer certified emission standards

Project Funding Percentage (Section I.B.2)

Vehicle and Equipment Replacements

- Drayage Vehicles - up to 50% of the cost
 - New drayage vehicles must be powered by a 2010 or newer model year certified engine*
 - Must meet applicant's operational guidelines and definition of drayage truck, as stated in RFP*
- All other vehicles - up to 50% of the cost
 - New vehicles/equipment must be powered by a 2013 or newer model year certified engine*
- The vehicle/equipment being replaced must be:
 - Scrapped, or*
 - Rendered permanently disabled, or*
 - Returned to the original engine manufacturer for remanufacturing*

Funding Restrictions (Section III.D)

Funding restrictions for vehicles and equipment (Section III.D)

- On-highway vehicles with a model year 1990 or older are NOT eligible
- Nonroad equipment that operate less than 500 hours/year or with less than 7 years remaining useful life are NOT eligible

EPA has prepared a document to assist applicants in determining the remaining useful life found at www.epa.gov/cleandiesel/documents/fy14-tribal-nonroad--remaining-useful-life.pdf.

Note: Justification clause: If a Tribal applicant would like to propose an eligible diesel emissions reduction project for nonroad equipment/engines that have less than seven years of useful life remaining (as defined by EPA's table), then the proposal must include a justification for targeting emission reductions from nonroad equipment/engines that have less than seven years of useful life remaining (as defined by EPA's table). The justification should address the age, operation and maintenance history, and current use of the equipment/engines. The justification should also include the projected lifetime/future use of the equipment/engines if funds are not received under this RFP. This justification must be incorporated into "Section 1: Project Summary and Overall Approach" of the Project Narrative portion of the submitted proposal (see Appendix A).

- 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 Cont'd (Section III.D)

Marine and Nonroad repower/ replacement projects are eligible based on the original tier level and the new tier level

- Not all projects are eligible

		Repowered or Replaced New Certified Engine					
		Tier 0/ Unregulated	Tier 1	Tier 2	Tier 3	Tier 4	
* A Current Engine Tier	Tier 0/ Unregulated	Marine	NO	YES	YES	YES	YES
		Other nonroad	NO	NO	YES	YES	YES
	Tier 1	Marine	NO	NO	YES	YES	YES
		Other nonroad	NO	NO	YES	YES	YES
	Tier 2	Marine	NO	NO	NO	YES	YES
		Other nonroad	NO	NO	NO	NO	YES
	Tier 3	Marine	NO	NO	NO	NO	NO
		Other nonroad	NO	NO	NO	NO	YES

Funding Restrictions Cont'd (Section III.D)

Locomotive repower/ replacement projects are eligible based on the original tier level and the new tier level

- Not all projects are eligible

			New Locomotive Tier				
			Tier 0+	Tier 1+	Tier 2+	Tier 3	Tier 4
Current Locomotive Tier	Tier 0/ Unregulated	Locomotive	Yes	YES	YES	YES	Yes
	Tier 0+/1	Locomotive	NO	YES	YES	YES	YES
	Tier 1+	Locomotive	NO	NO	YES	YES	YES
	Tier 2	Locomotive	NO	NO	YES	YES	YES*
	Tier 2+	Locomotive	NO	NO	NO	YES*	YES*

* Applies to switcher locomotives only

Funding Restrictions Cont'd

(Section III.D)

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, locomotives and marine engines that are subject to the requirements of 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," will not be considered for funding under this RFP if the emission reductions proposed for funding are required by regulation.

Restriction for Mandated Measures Locomotive and Marine Engines Con't

Proposals which include locomotives and/or marine engines 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. The justification must clearly demonstrate that:

- the target locomotives and/or marine engines are exempt from the requirements of EPA's locomotive and marine rule; or emission reductions funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule; and/or emission reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but instead are in excess of (above and beyond) those required by the applicable mandate.

Restriction for Mandated Measures Locomotive and Marine Engines Con't

Applicants must provide sufficient information to support the justification, including maintenance records, if applicable. The justification must also include a signed letter (Substantiation Letter) from the owner/operator of the subject locomotive(s) and/or marine engine(s) attesting to the accuracy of the information.

This information should be included as an attachment to the proposal, and does not count towards the 10-page limit. Please see Appendix G of the RFP for additional information.

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Proposal Submission

Submit proposals:

Electronically via www.grants.gov; or

Hardcopy via Headquarters OTAQ Contact (Section IV.B)

- 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

All proposals must be prepared, and include the information, as described in Section IV.C of this RFP, regardless of mode of submission.

1. **Grants.gov Submission:** Please see Appendix A, Grants.gov Submission Instructions Proposal Submission Deadline: Your organization's authorized official representative (AOR) must submit your complete proposal electronically to EPA through Grants.gov (www.grants.gov) no later than Tuesday, August 12, 2014, 4:00 p.m. eastern daylight time (EDT), not local time.
2. **Hard Copy Submission:** Hard copy submissions must be sent using an express delivery service, such as FedEx, UPS, DHL, etc., to the appropriate EPA contact mailing address listed below. Please provide one original of the proposal package (including signed and completed SF-424 and SF-424A forms), as well as two photocopies of the complete proposal package. Binders or spiral binding will not be accepted. All hard copies of proposal packages must be received by the EPA contact listed below by Tuesday, August 12, 2014, 4:00 p.m. EDT.

Proposal Submission Contact:
Rosalba Tapia
U.S EPA OTAQ - 313G
1310 L Street, NW
Washington, DC 20005

Proposal Evaluation Process

Step 1: Threshold Criteria Review (Section III.C)

Must meet ALL 6 threshold criteria to move on to Step 2

Step 2: Evaluation Criteria (Section V.A)

Eleven evaluation criteria – points assigned to each
100 points possible

Proposal Selection Process

- Given numerical score and rank-ordered (following Steps 1 and 2, discussed previously)
- Funding Recommendation provided to EPA Approving Official
- EPA Approving Official considers rank and may consider Other Factors (Section V.C), then selects proposals to fund

Evaluation Criteria (Section V.A)

Criteria	Points
Project Summary & Overall Approach	8
Results - Outcomes and Outputs	10
Programmatic Priority - Location	8
Programmatic Priority - Diesel Reduction Effectiveness	20
Other Programmatic Priorities	14
Partnerships for Renewable Energy and Energy Efficiency	16
Past Performance	8
Staff Expertise/Qualifications	4
Budget/Resources	4
Expenditure of Awarded Grant Funds	3
Applicant Fleet Description	5

Evaluation Criteria (Section V.A.1) Project Summary and Overall Approach

Project Summary and Overall Approach: Under this criterion, applicants will be evaluated based on:

(2 points) the extent and quality to which an applicant addresses the requirements in Section I.B.2, “Eligible Diesel Emission Reduction Solutions”;

(3 points) the extent and quality to which the applicant addresses the requirements in Appendix B, Sub-Section 1 “Project Summary” of the Work Plan;

(3 points) the extent and quality to which the proposal includes a well-conceived, logical strategy for achieving the anticipated results associated with the project, by the project end date.

Evaluation Criteria (Section V.A.2) Results – Outcomes and Outputs

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

(5 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 and Appendix C of the RFP.

(5 points) the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.

Evaluation Criteria (Section V.A.3)

Programmatic Priority- Location

3. Programmatic Priority - Location: Under this criterion, applicants will be evaluated based on the location of the project. 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:

a. (2 points) Projects located in a priority county or area as described in Appendix D.

A list of the counties and areas can be found at: www.epa.gov/cleandiesel/documents/fy14-tribal-county-area-list.pdf.

These counties and areas were selected as priority areas for the DERA program based on data from a number of sources. The sources include counties and areas:

- *Designated as PM 2.5 or 8-Hr Ozone Nonattainment Areas. Data is sourced from EPA’s Green Book of Nonattainment Areas for Criteria Pollutants, or at www.epa.gov/oaqps001/greenbk/*
- *That have been accepted to participate in EPA’s Ozone or PM Advance Programs by the close of this RFP or www.epa.gov/ozoneadvance/participants.html or www.epa.gov/ozonepadvance*

b. (6 points) Projects located in the following areas of highly concentrated diesel pollution - truckstops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers. If a single proposal includes vehicles operating in more than one county or area, each vehicle will receive a score under this criterion, and those individual scores will be averaged to create one score for the criterion.

Evaluation Criteria (Section V.A.4)

Programmatic Priority - Diesel Reduction Effectiveness

Programmatic Priority – Diesel Reduction Effectiveness: Under this criterion, applicants will be evaluated on the extent to which the project effectively reduces diesel emissions, by maximizing the useful life and annual operating hours of any certified engine configuration or verified technology. See Appendix E for general guidance on how many points each specific vehicle/equipment and technology combination could receive.

These scores are based on the age and annual operating hours of the vehicle, and the effectiveness and cost of the control strategy. If a single proposal includes more than one vehicle, each vehicle will receive a score under this criterion, and those individual scores will be averaged to create one score for the criterion.

Evaluation Criteria (Section V.A.5)

Other Programmatic Priorities

Other Programmatic Priorities: Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the following Programmatic Priorities identified in Section I.B.3 of the RFP.

- a. (10 pts) Maximizes public health benefits (see Appendix F);
- b. (2 pts) Uses a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided;
- c. (2 pts) Conserves diesel fuel.

Evaluation Criteria (Section V.A.6)

Partnerships for Renewable Energy and Energy Efficiency

Under this criterion, proposals will be evaluated based on whether the applicant has established a partnership with a non-EPA Federal Agency to advance tribal renewable energy and energy efficiency efforts that directly reduce diesel emissions from the same engines/equipment that the applicant is targeting for diesel emission reductions under this RFP. This includes evaluating the quality and extent to which the partnership efforts have resulted in strategic plans or projects that use renewable energy and energy efficiency strategies to achieve additional diesel emission reductions and the extent to which the applicant has provided information (such as the federal contract/grant number, federal project officer contact information, funding amount and project schedule) to demonstrate these efforts.

If the applicant has not established a relevant partnership, the applicant should indicate this in the Work Plan and the applicant will not receive any points under this criterion.

Evaluation Criteria (Section V.A.7) Past Performance – Programmatic Capability and Reporting on Results

Under this criterion, applicants will be evaluated based on their technical ability to successfully complete and manage the project, taking into account their:

- a. (4 points) **past performance in successfully completing and managing the federally funded assistance agreements** (assistance agreements include federal grants and cooperative agreements but not federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last three years;
- b. (2 points) **history of meeting the reporting requirements under the federally funded assistance agreements** (assistance agreements include federal grants and cooperative agreements but not federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last three years and submitting acceptable final technical reports under those agreements; and
- c. (2 points) past performance **in documenting and/or reporting on progress** toward achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements (including federal grants and cooperative agreements but not federal contracts) identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last three years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.

Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors

Evaluation Criteria (Section V.A.8)

Staff Expertise/Quantifications

Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.

Evaluation Criteria (Section V.A.9) Budget and Resources

Under this criterion, applicants will be evaluated based on:

- a. (2 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 “Budget Detail” of the Work Plan;
- b. (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes

Evaluation Criteria (Section V.A.10)

Expenditure of Awarded Grant Funds

Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.

Evaluation Criteria (Section V.A.11) Applicant Fleet Description

Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.

Cost-Share (Section III.B)

- Types of Cost-Share:
 - Mandatory and Voluntary (overmatch)
- 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 project partner, a letter of commitment is required

Consultant, Contractor & Vendor Participation

- 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

- 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

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

- 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, nat'l databases, verifiable results & records

Tools and Resources

Supporting Information for the Tribal RFP at: <http://epa.gov/cleandiesel/prgtribal.htm>

- **Applicant Fleet Description**
Required part of the proposal – describes fleet in detail
- **Project Narrative Sample Format**
- **Tribal Priority County and Area List**
- **Model Years for Eligible Nonroad Engines and Equipment**

Note: There is a justification clause to this chart

- **Diesel Emissions Quantifier (DEQ)**

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

www.epa.gov/otaq/diesel/resources.htm

- **Technology Tips Guide**

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

www.epa.gov/cleandiesel/documents/420p11001.pdf

Additional Support

Frequently Asked Questions

- Posted weekly, on webpage
- List will include questions from today's webinar
- Deadline for submitting questions is **Friday, August 1, 2014**
- Submit questions via email to cleandiesel@epa.gov or 1-877-NCDC-FACTS (1-877-623-2322)

Type "Tribal RFP Question" in the subject line of email

- <http://epa.gov/cleandiesel/prgtribal.htm>

Thank You!

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