

**2019 & 2020 Targeted Airshed Grant Program**  
**EPA-OAR-OAQPS-20-01**  
**Questions and Answers**  
**As of February 14, 2020**

**Question 1 (12/6/19):**

Can you provide any grant applications submitted in response to the 2018 targeted airsheds competition?

**Answer 1:** You would need to submit a Freedom of Information Act Request to request grant applications from prior grant competitions. See <https://www.epa.gov/foia> for information on EPA's FOIA process.

**Question 2 (12/16/19):**

If we have a diesel truck replacement project funded by DERA and working with one equipment manufacturer, is it possible to submit a targeted airshed application with a different company as a complementary project?

**Answer 2:**

Yes, that could be allowable, depending on the details of the two projects. Basically, if they are two distinct projects, then it could be allowable.

**Question 3 (12/16/19):**

Although a compressed natural gas station might not be an eligible cost for reimbursement either on its own or accompanied by trucks in a proposal, could it still be counted as cost-share or match?

**Answer 3:**

Under the targeted airshed grant competition, compressed natural gas stations can possibly be eligible expenses, as long as it meets the description from Section I.B. Scope of Work in the RFA. Specifically, from pages 4-5:

"The goal of the Targeted Airshed Grant Program is to implement programs, projects, and approaches that: demonstrate documentable reductions of ozone and/or PM<sub>2.5</sub> concentrations in the designated areas; demonstrate documentable reductions in precursor emissions of ozone, which include nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO) and volatile organic compounds (VOCs), and/or direct or precursor emissions of PM<sub>2.5</sub>, which include sulfur dioxide (SO<sub>2</sub>), NO<sub>x</sub>, VOCs, and ammonia; and are replicable elsewhere. Proposed activities must be for emission reduction activities deemed necessary to assist with compliance with the NAAQS for these pollutants, and that demonstrate the potential for inclusion in the affected jurisdiction's SIP or TIP submission to EPA intended to meet those standards."

Additionally, any proposed voluntary cost share expenses must be spent on activities that are eligible under the competition (see "Voluntary cost share" on page 12 of the RFA). Leveraged resources do not have to be for eligible expenses, but they should complement or support the proposed project(s).

**Question 4 (12/17/19):**

Will EPA be claiming emissions reductions with the Targeted Airsheds Program?

**Answer 4:**

The applicant needs to quantify the emission reductions of their proposal (see pages 5 under Scope of Work; page 7 under Outcomes; page 15 under Emission Inventories and Emission Reduction Calculations; page 26 under Emissions Inventory & Progress Towards Attainment; page 28 under Expected Project Outputs and Outcomes; and Attachments listed on page 36). Grantees will be expected to report on their emission reductions when they submit progress reports.

**Question 5 (12/17/19):**

Can the funds be co-mingled with other grant funds?

**Answer 5:**

Targeted airshed grants cannot be co-mingled with other grant funds; targeted airshed grants are stand-alone.

**Question 6 (12/17/19):**

Can targeted airshed funds be used for fleet expansion projects, or do fleet projects need to be replacement only?

**Answer 6:**

Fleet expansion projects are likely ineligible since as noted on page 13, "Primary activities that do not achieve emission reductions in the applicable nonattainment area or lead to no emission reductions in the applicable nonattainment area will not be funded." Additionally, from page 12, "Proposed activities must be designed to achieve quantifiable reductions in direct PM<sub>2.5</sub>, ozone precursors, and/or PM<sub>2.5</sub> precursor emissions (NO<sub>x</sub>, CO, VOC, direct PM<sub>2.5</sub>, SO<sub>2</sub>, and ammonia) but may also include activities that reduce emissions through changing behavior (e.g., education/outreach to reduce residential wood burning)."

**Question 7 (1/8/20):**

Are infrastructure projects where the vehicles have been funded through federal and state sources eligible? Would the EPA Targeted Airshed Grant be funds that could support the infrastructure project and claim the PM<sub>2.5</sub> reductions?

**Answer 7:**

Infrastructure projects where the vehicles have been funded through federal and state sources may be eligible for funding under the targeted airsheds grant program. For calculating the emissions reductions, you should follow the instructions on page 15 of the RFA:

- 4. Emissions Reduction Calculations** (Required, not part of the 15-page limit). Use the Optional Attachments form in Grants.gov. The applicant must thoroughly describe and document emissions reduction calculation methods in an attachment to the project narrative. The applicant should provide additional information on the quantification used to calculate the anticipated emission reductions from the proposed project, including the key assumptions that were used for any existing calculator tool or citations of any studies or reports. This information does not count towards the project narrative 15-page limit. See Appendix B.

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Depending on the details of the project(s), an applicant may be able to claim PM<sub>2.5</sub> reductions. The applicant should but be sure to detail their methodology and any assumptions of their calculations.

**Question 8 (1/8/20):**

Please clarify the following paragraph from page 36 of the RFA:

**“Partnership Letters:** If applicable, letters of support that demonstrate strong, long-term involvement throughout the project from a variety of project partners are encouraged. Letters should specifically indicate how project partners and supporting organizations will participate in or directly assist in the design and performance of the project, or how obtaining support from project partners will allow the applicant to more effectively perform the project. Letters should be addressed to the applicant organization and included as attachments to the application. Please do not ask partners to submit letters directly to EPA.”

Does this mean that the letters of support should be addressed to my agency and not EPA? Is it OK if the letter is addressed to EPA, but sent to my agency and submitted by us as an attachment to the application?

**Answer 8:**

This is in the RFA primarily to make sure that applicants submit a full application package in Grants.gov and EPA is not receiving separate information from other sources that will inform our review of applications. If the partner letter has already been drafted, it is ok for the partner letter to be addressed to EPA and not the targeted airsheds applicant, as long as the applicant submits it to us as part of their application submission in Grants.gov.

**Question 9 (1/23/20):**

(Add-on to question #5). Can you please confirm that grant funding from non-federal sources (e.g. state) can be used as cost share? If so, are there restrictions on combining grant funds within single line-items in the budget?

**Answer 9:**

Yes, non-federal sources of funding can be considered Voluntary Cost Share or Matching Funds and these funds can be combined within a single line-item in the various budget documents. You can find more information about Voluntary Cost Share or Matching Funds in the RFA: Section III.B. starting on page 11; Section V.A. in the Evaluation Criteria both 6. and 7. on page 18; and Appendix B in the Example Budget Table on pages 34-35, including the footnotes.

**Question 10 (1/24/20):**

Are utility companies, such as an electric supply company, considered an “Eligible Entity” to apply for a targeted airshed grant?

**Answer 10:**

Utility companies are not eligible to apply for the targeted airshed grants. The language below from page 10 of the RFA is the description for eligible entities:

“Entities eligible to submit applications under this announcement are those air pollution control agencies, as defined by Section 302(b) of the Clean Air Act, that: (a) have responsibilities for the prevention and control of air pollution for one or more nonattainment areas identified in Section I.A. of

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this announcement, and (b) have an active air program grant under Sections 103 or 105 of the Clean Air Act to carry out those responsibilities.”

**Question 11 (2/3/20):**

Do Buy American requirements apply to targeted airshed grants?

**Answer 11:**

No, Buy American does not apply to the targeted airshed grant program.

**Question 12 (2/4/20):**

Page 4 states that, “For each nonattainment area, eligible applicants can submit no more than the total number of applications listed in the table directly below so long as each application is for a different project and separately submitted.” In this sentence, the word “project” is obviously singular not plural.

However, in Appendix B, Section 4A, “Expected Project Outputs and Outcomes,” on Page 28, the “Example of Outputs and Outcome Table,” the left-hand column has two “Outputs.” The first is to replace 10 diesel fueled school buses with battery powered buses, and the second is to replace 100 residential non-certified wood burning appliances with EPA certified devices. These are apparently two unrelated projects, but they appear to be residing within one application.

Given the two preceding paragraphs, the question is, can a single application feature more than one project such as in the example table on Page 28 of the RFA?

If the answer is yes, then, can a nonattainment area with a maximum number of applications equal to 2 as shown on Page 4, submit one application with two distinct projects for example, and also submit its second application with another two or even more distinct applications, given that neither application is for a grant in excess of \$10,000,000?

**Answer 12:**

It is allowable for you to submit two applications with a total of four distinct projects. The intent of the statement on page 4 is that each submitted application needs to be distinct – eligible applicants should not submit multiple applications to carry out the same project(s). Additionally, the examples on page 28 are just examples of two different types of potential outputs and are not intended to imply they are in the same application.

**Question 13 (2/5/20):**

Are we limited to the attachments specified in the RFA, or can we add other attachments?

**Answer 13:**

Appendix B of the RFA details the required forms for applications. You can also include additional attachments using the “Other Attachments” form in Grants.gov. A list of some optional attachments is included on page 36 of the RFA. However, applicants should not use “Other Attachments” to address components of the project narrative to avoid the project narrative’s page limit, except where noted in Appendix B.

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**Question 14 (2/5/20):**

Regarding the possible inclusion of FY 2020 funding in this RFA, would the length of grants awarded under this competition be extended beyond five years; would the total amount for awards be increased, from the current \$10 million; and would the page count of the application narrative be extended or kept the same?

**Answer 14 (updated answer 2/14/20):**

EPA is increasing the maximum amount requested per application from \$10 million per application to \$20 million per application.

**Question 15 (2/5/20):**

Is the revised date for submitting new/revised Intent to Apply Tuesday, February 11 or Friday, February 21?

**Answer 15 (updated answer 2/14/20):**

In light of adding FY 2020 funding to the RFA and further extending the application deadline to March 27, 2020, EPA has extended the notice of intent to apply to March 6, 2020.

**Question 16 (2/7/20):**

Can you provide a list of grant recipients, project descriptions and grant amounts for the EPA Targeted Airshed Grant Program for FY2019, 2018 and 2017?

**Answer 16:**

Targeted airshed grants have not yet been awarded for FY 2019; the RFA that is currently open for this program (<https://www.epa.gov/grants/2019-targeted-airshed-grant-program>) is for the FY 2019 funding. Additionally, not all of the FY 2018 grants have been awarded yet. Below are the FY 2017 and 2018 grants that have been awarded:

FISCAL YEAR	PROJECT TITLE	NONATTAINMENT AREA	RECIPIENT AGENCY	AWARD AMOUNT	DESCRIPTION
2017	Wood-Burning Appliance Changeouts	Fairbanks, AK (24-hour PM2.5)	Alaska Department of Environmental Conservation	\$4,000,000	Replace wood-burning appliances to oil, electric, natural gas or propane appliances.
2017	Agricultural Tractor Replacements	San Joaquin Valley (8-hour ozone, and annual and 24-hour PM2.5)	San Joaquin Valley Unified Air Pollution Control District	\$3,184,875	Replace older nonroad diesel agricultural tractors with new equipment which meet the cleanest diesel engine emission standards throughout the San Joaquin Valley.
2017	Heavy-Duty Diesel Truck Replacements	San Joaquin Valley (8-hour ozone, and annual and 24-hour PM2.5)	San Joaquin Valley Unified Air Pollution Control District	\$3,184,875	Replace older engine heavy-duty diesel trucks with the cleanest model year engine trucks.

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FISCAL YEAR	PROJECT TITLE	NONATTAINMENT AREA	RECIPIENT AGENCY	AWARD AMOUNT	DESCRIPTION
2017	Ultra Low-NOx School Bus Replacements	Los Angeles South Coast Air Basin (8-hour ozone and annual PM2.5)	South Coast Air Quality Management District	\$3,184,875	Replace diesel Los Angeles Unified School District school buses with ultra-low NOx compressed natural gas buses.
2017	Zero-Emission Airport Shuttle Bus Replacements	Los Angeles South Coast Air Basin (8-hour ozone and annual PM2.5); West Mojave (8-hour ozone and annual PM2.5); Coachella Valley (8-hour ozone)	South Coast Air Quality Management District	\$3,184,875	Replace diesel and gas airport shuttle buses with zero-emission battery-electric models manufactured in the South Coast.
2017	Heavy-Duty Diesel Vehicle Replacements	Logan, UT-ID (24-hour PM2.5)	Utah Department of Environmental Quality	\$3,184,875	Retire older medium- and heavy-duty diesel trucks and replace them with trucks that meet the most stringent engine emissions standards.
2017	Wood-Burning Appliance Changeouts	Provo, UT (24-hour PM2.5)	Utah Department of Environmental Quality	\$3,184,875	Change out uncontrolled wood-burning appliances with either gas or propane heating appliances; replacing uncertified wood stoves/inserts with EPA-certified wood-burning units; and destroying/recycling uncertified wood-stoves/inserts.
2018	Solid Fuel Burning Appliance Conversion and Removal Program	Fairbanks, AK (24-hour PM2.5)	Alaska Department of Environmental Conservation	\$5,000,000	Convert and remove hydronic heaters, fireplaces, wood- and coal-burning appliances to electric, natural gas, propane or oil-fueled appliances.

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FISCAL YEAR	PROJECT TITLE	NONATTAINMENT AREA	RECIPIENT AGENCY	AWARD AMOUNT	DESCRIPTION
2018	Wood-Burning Appliance Changeouts and Emission Reductions	Oakridge, OR (24-hour PM2.5)	Lane Regional Air Protection Agency	\$4,938,190	Replace non-certified woodstoves with EPA-certified wood and pellet stoves and electric heat pump appliances. Other necessary program activities include building weatherization and repairs, a community firewood program, air cleaning systems and devices at schools and homes, and air monitors and sensors.
2018	Zero-Emission Heavy-Duty Diesel Yard Truck Replacements	San Joaquin Valley (8-hour ozone and annual and 24-hour PM2.5)	San Joaquin Valley Unified Air Pollution Control District	\$5,000,000	Replace older diesel yard trucks with zero-tailpipe emission battery electric trucks.
2018	Agricultural Tractor Replacements	San Joaquin Valley (8-hour ozone, and annual and 24-hour PM2.5)	San Joaquin Valley Unified Air Pollution Control District	\$5,000,000	Replace older nonroad diesel agricultural tractors with new equipment which meet the cleanest diesel engine emission standards throughout the San Joaquin Valley.
2018	Battery-Electric Construction Equipment Demonstration	Los Angeles South Coast Air Basin (8-hour ozone and annual PM2.5)	South Coast Air Quality Management District	\$2,100,000	Demonstrate a nonroad battery-electric excavator and wheel loader. This project demonstrates zero-tailpipe emission technologies where few other cleaner alternatives currently exist.
2018	Light- Duty Vehicle Repairs and Replacements	Salt Lake City, UT (24-hour PM2.5)	Utah Department of Environmental Quality	\$4,698,489	Provide rebates to residents with light-duty vehicles that fail an engine emission inspection to repair them to meet the engine requirements or replace them with newer, cleaner vehicles.
2018	Nonroad Engine Replacements	Uinta Basin, UT (8-hour ozone)	Utah Department of Environmental Quality	\$5,000,000	Replace stationary natural gas spark engines with cleaner equipment at oil and gas production facilities.