

## **Questions and Answers: Tribal Clean Diesel Funding Assistance Program FY 2018 (RFP# EPA-OAR-OTAQ-18-04)**

Thursday, June 21, 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: *How does the RFP define tribal agency and intertribal consortium?***

Answer: Tribal agencies are defined as Federally recognized Indian tribal governments, which are any Indian Tribe, band, nation, or other organized community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided 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.

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### **A.2: *Can multiple tribes collaborate on a grant proposal?***

Answer: Yes, there are two ways tribes can collaborate: 1) one eligible tribe could apply with others as subrecipients/beneficiaries and 2) the tribes could form an intertribal consortium. 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. Please see Section III.A of the RFP for additional information about intertribal consortiums.

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### **A.3: *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 directly to EPA for funding under this RFP. However, both public and private fleets may benefit from program activities and EPA encourages private fleet owners to partner with eligible entities for the implementation of diesel emission reduction projects. There are several ways that an eligible entity can provide funding/benefits to fleet owners, including subgrants, rebates, or other types of partnerships. Please see Section III.A of the RFP for more information.

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### **A.4: *How does EPA define jurisdiction over transportation or air quality?***

Answer: Jurisdiction is generally defined as the ability to make decisions which impact transportation and/or air quality. A Tribe/Native village which owns or operates diesel vehicles and equipment is considered to have jurisdiction over transportation and/or air quality. Eligible entities should explain how they fit the definition in their proposal.

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### **A.5: *Do applicants have to be located in areas with poor air quality to be eligible?***

Answer: No. All Tribes and Native Villages are eligible to apply for the DERA Tribal Grant Program, regardless of air quality in the project location. However, projects located in areas of poor air quality will be given priority as described in Section V of the RFP. A list of priority areas for the 2018 Tribal RFP can be found at [www.epa.gov/cleandiesel/clean-diesel-tribal-grants#rfp](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants#rfp) and in Appendix F of the RFP.

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## 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. A list of eligible, EPA verified exhaust control technologies is available at: [www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel](http://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](http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm). 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.

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### ii. Engine Upgrades and Remanufacture Systems

No questions at this time.

### iii. Cleaner Fuels and Additives

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

Answer: Applicants should contact a fuel distributor to obtain current fuel price information as close to the proposal submission date as possible. Compare that cost to the cost of standard diesel fuel during a similar period.

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**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.

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### 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](http://www.epa.gov/verified-diesel-tech/smartway-technology).

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

Answer: Yes. EPA will fund up to 40% 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.

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**New B.iv.3:** *May we add idle reduction technologies to an emergency vehicle (i.e., ambulance)?*

Answer: No. EPA verifies idle reduction technologies for specific vehicle types and applications. Currently, long-haul, Class 8 trucks and school buses are the only highway vehicles for which idle reduction technologies have been verified.

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## v. Aerodynamics and Tires

No questions at this time.

## vi. Engine Replacements

No questions at this time.

## vii. Vehicle/Equipment Replacements

### **B.vii.1:** *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.

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### **B.vii.2:** *Are transport refrigeration unit (TRU) replacements eligible?*

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.

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## viii. Clean Alternative Fuel Conversions

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

Answer: Yes. Funding can cover up to 50% 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](http://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](http://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.

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## 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.

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## 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. Vehicle/equipment or engine replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a vehicle/equipment or engine 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.

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**C.2:** *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.

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**C.3:** *Are commercial vehicles eligible?*

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

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**C.4:** *Are diesel generators eligible?*

Answer: Yes, stationary generators used for power production are eligible.

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**C.5:** *Which engine model years are eligible for funding?*

Answer: Engine model year or tier eligibility will depend on the type of project. Please see the tables in Section III.D of the RFP for full details on eligibility criteria.

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**C.6:** *Is there a time requirement for a company to have owned vehicles or equipment before they can be included in a project?*

Answer: No, there are no specific ownership or acquisition requirements, however there are minimum usage requirements for existing nonroad, marine, and locomotive 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.

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**C.7:** *Is there a minimum usage requirement for highway vehicles under this RFP?*

Answer: There is no minimum usage requirement for highway diesel vehicles, however the existing vehicles must be in fully operational and in current, regular service. Further, the replacement vehicle should continue to perform the same function as the vehicle that is being replaced. Applicants must provide annual miles and fuel use for the existing vehicle 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.

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## D. Application Process

### D.1: *Where is the application for the grant program?*

Answer: The Request for Proposals (RFP Number EPA-OAR-OTAQ-18-04) 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-tribal-grants#rfp](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants#rfp). Applicants can download an application package, which contains standard forms (SF) 424 and SF 424A from [www.grants.gov](http://www.grants.gov) under Funding Opportunity Number EPA-OAR-OTAQ-18-04. The Project Narrative and any supporting documents should be attached to the application package, and the full package submitted to EPA through [www.grants.gov](http://www.grants.gov). Please refer to the Proposal Submission Checklist in Appendix H of the RFP to ensure that all required information is included in your package.

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Updated

### D.2: *Can applicants get assistance with the Diesel Emissions Quantifier?*

Answer: Yes, you may contact the DEQ Helpline by emailing [DEQhelp@epa.gov](mailto:DEQhelp@epa.gov) for assistance. We recommend you start working with the Quantifier early.

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### D.3: *Where can I find the most recent list of priority areas?*

Answer: The Priority Area List is available at [www.epa.gov/cleandiesel/clean-diesel-tribal-grants](http://www.epa.gov/cleandiesel/clean-diesel-tribal-grants).

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## E. Project Administration

### i. Competitive Procurement Requirements

#### E.i.1: *Are grantees required to use competitive bidding for procurements?*

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.

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### 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 January 1, 2019, 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.

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#### E.ii.2: *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: If selected for award, an EPA Award Official will make an official offer of an award to the applicant. The applicant must formally accept or deny the award. If an award is accepted, the applicant may terminate the award for convenience, and return the funding, at any time.

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**E.ii.3:** *How can Tribal VW beneficiaries use funds towards EPA's Tribal Clean Diesel Competitive Funding Assistance Program?*

Answer: Should Tribal VW beneficiaries choose EMA 10 (the DERA Option), Tribal entities can use VW mitigation trust funds as non-federal voluntary matching funds under this funding opportunity. For more information, see [www.epa.gov/cleandiesel/vw-dera-option-tribes-supporting-documents](http://www.epa.gov/cleandiesel/vw-dera-option-tribes-supporting-documents).

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