

## **Questions and Answers: Clean Diesel Funding Assistance Program FY 2019 (RFA# EPA-OAR-OTAQ-19-01)**

Wednesday, December 19, 2018

The following Questions and Answers have been compiled for the benefit of organizations considering applying for a grant under the above Request for Applications (RFA).

- A. Applicant Eligibility
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  - iii. Cleaner Fuels and Additives
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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 RFA are eligible to apply for EPA funding.

Date Posted: 12/19/2018

**A.2:** *Can a privately-owned fleet receive funding? Are there specific entities that private companies must partner with?*

Answer: Only eligible entities as defined in the RFA are eligible to apply directly to EPA for funding under this RFA. 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. 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 emissions reduction projects. There are several ways that an eligible entity can provide funding/benefits to fleet owners, including subawards, rebates, or partnerships. 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](http://www.epa.gov/cleandiesel/epa-regions-clean-diesel-collaboratives)) to find networking opportunities.

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**A.3:** *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](http://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: 12/19/2018

**A.4:** *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.

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**A.5:** *Are federal agencies, including U.S. military installations, eligible to apply for funding?*

Answer: No, federal agencies are not eligible.

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**A.6:** *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.

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**A.7:** *Are Tribal entities eligible to apply for the National RFA? How do the National and Tribal RFAs differ?*

Answer: Tribes are eligible to apply under the National RFA and the Tribal RFA. Under the Tribal RFA, competition is limited to eligible Tribal entities. Under the National RFA, Tribal entities are competing against all eligible entities. The Tribal RFA 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/vehicles.

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## **B. Project Eligibility**

### **i. Engine Retrofits**

**B.i.1:** *Are engine retrofit technologies required to have EPA/CARB verification prior to application submission?*

Answer: The type of engine retrofit 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 application at the time of application submission to EPA. The actual exhaust control technology used by the grant recipient must be specifically named on EPA or CARB's Verified Engine Retrofit Technologies lists at the time of acquisition, and used only for the specific vehicle/engine for which it is verified.

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**B.i.2:** *Can funds be used to replace existing engine retrofit technologies (DOCs, DPFs)?*

Answer: Funding cannot be used to replace an existing engine retrofit technology.

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### **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.

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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 emissions 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 for highway vehicles eligible for funding under this RFA?*

Answer: Yes. Idle reduction projects are eligible for funding. For highway vehicles, EPA will fund up to 100% of the cost (labor and equipment) for idle reduction technologies on long haul Class 8 trucks and school buses if combined on the same vehicle with eligible verified engine retrofit technologies. EPA will fund up to 25% of the cost of stand-alone idle reduction technology installations. 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 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.

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**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](http://www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school).

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**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.

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**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 applications.

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**B.vi.2:** *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 tailpipe emissions power source (grid, battery, or fuel cell).

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**vii. Vehicle/Equipment Replacements**

**B.vii.1:** *Can highway diesel vehicles 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 2016 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).

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**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 tailpipe emissions technologies such as battery or fuel cell where applicable.

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**B.vii.3:** *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. Please refer to the FY 2019 DERA TRU Factsheet available under Supporting Documents at [www.epa.gov/cleandiesel/clean-diesel-national-grants](http://www.epa.gov/cleandiesel/clean-diesel-national-grants) for specific information on eligible TRU projects.

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**B.vii.4:** *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. Please refer to the FY 2019 DERA TRU Factsheet available under Supporting Documents at [www.epa.gov/cleandiesel/clean-diesel-national-grants](http://www.epa.gov/cleandiesel/clean-diesel-national-grants) for specific information on eligible TRU projects.

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**B.vii.5:** *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.

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**B.vii.6:** *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 2016 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](http://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles).
- 2) a 2016 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](http://www.arb.ca.gov/msprog/onroad/cert/cert.php).
- 3) A new, zero tailpipe emissions power source.

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**B.vii.7:** *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.

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**B.vii.8:** *Is replacing a 2007 - 2009 engine model year vehicle with a 2016+ engine model year vehicle eligible for funding?*

Answer: Yes, A vehicle with engine model years 2007 - 2009 is eligible for replacement with a Vehicle with 2016+ engine model year. Please see Table 2 in Section III.D of the RFA for funding restrictions.

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**B.vii.9:** *Are transit buses eligible for hydrogen fuel cell powered bus 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.

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**B.vii.10:** *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 tailpipe emissions 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.

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## **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](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 1996-2006 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 and newer 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 RFA are not eligible as a cost-share for proposed projects.

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**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 engine retrofit 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 engine retrofit technologies is available at: [www.arb.ca.gov/diesel/verdev/vt/cvt.htm](http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm).

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

Answer: No.

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

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

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**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.

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**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.

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**B.ix.7:** *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 emissions reductions are achieved per Section III.D.9.c of the RFA.

Date Posted: 12/19/2018

## **C. Vehicle, Equipment, and Engine Eligibility**

**C.1:** *Is equipment that must be replaced due to a State or Local regulation eligible for funding?*

Answer: Yes. The mandated measures restriction does not apply to replacements that must occur due to a State or Local mandate.

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**C.2:** *Are commercial vehicles eligible?*

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

Date Posted: 12/19/2018

**C.3:** *Please describe eligible diesel trucks.*

Answer: For the purposes of this RFA, 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 (16,000 lbs or less GVWR) are not eligible.

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**C.4:** *What engine model years are eligible?*

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

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**C.5:** *What is a "reefer"?*

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

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**C.6:** *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. Please refer to the FY 2019 DERA TRU Factsheet available under Supporting Documents at [www.epa.gov/cleandiesel/clean-diesel-national-grants](http://www.epa.gov/cleandiesel/clean-diesel-national-grants) for specific information on eligible TRU projects.

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**C.7:** *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 RFA.

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**C.8:** *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 RFA, 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 similar function and operation as the vehicle, engine, or equipment that is being replaced.

Date Posted: 12/19/2018

## **D. Application Process**

**D.1:** *Can you provide a list of past applicants or recipients?*

Answer: While EPA cannot release specific information on grant applications, 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](http://www.epa.gov/cleandiesel/clean-diesel-national-grants-awarded).

Date Posted: 12/19/2018

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

Answer: The Request for Applications (RFA) contains all project eligibility and application submission information. The RFA, 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#rfa](http://www.epa.gov/cleandiesel/clean-diesel-national-grants#rfa). Applicants must download an application package, which contains standard forms (SF) 424, SF 424A, SF 424B, EPA Form 4700-4, and the EPA key contacts form from [Grants.gov](http://Grants.gov) under Funding Opportunity Number EPA-OAR-OTAQ-19-01. The Project Narrative and any supporting documents should be attached to the application package, and the full package submitted to EPA through [Grants.gov](http://Grants.gov) using the "Workspace" feature. You will find instructions to submit your application via [Grants.gov](http://Grants.gov) in Appendix A. Please refer to the Application Submission Checklist in Appendix F of the RFA 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](http://iupdate.dnb.com/iUpdate/viewiUpdateHome.htm) to lookup your company's DUNS number. Please visit [www.sam.gov](http://www.sam.gov) to check the status of your organization's SAM registration.

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**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 RFA 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 RFA. Each application should have the EPA Region from which they are requesting funding clearly listed on the Cover Page of the Project Narrative. Each application may only request funding from one EPA regional office.

Applicants can submit a total of three (3) applications overall under this solicitation. More than one (1) application may be submitted to the same EPA Region, or applicants may submit applications to multiple EPA Regions. However, each application must be for a different project and must be submitted separately. An applicant cannot submit two applications that both request funding for the same project (i.e., the same target fleet or group of fleets).

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**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 emissions 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#RFA](http://www.epa.gov/cleandiesel/clean-diesel-national-grants#RFA).

Date Posted: 12/19/2018

**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 application should clearly explain the roles and responsibilities of all subgrantees/project partners.

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

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

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**D.7: Will DERA National Grants be available in 2020?**

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

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

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

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

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**D.10: Will Information Session slides or recordings be available?**

Answer: The Information Session slides will be posted at: [www.epa.gov/cleandiesel/clean-diesel-national-grants#rfa](http://www.epa.gov/cleandiesel/clean-diesel-national-grants#rfa) after the first information session. A recording will not be available.

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**D.11: 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](http://iupdate.dnb.com/iUpdate/viewiUpdateHome.htm).

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**D.12: What is the applicant's mandatory cost-share requirement?**

Answer: Applicants are responsible for cost-sharing between 0% 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 RFA.

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**D.13: How much funding is available for each Region?**

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

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**D.14: 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.

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**D.15:** *Do I have to include emissions reductions in my application?*

Answer: Yes, applicants must attach emissions 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. The inputs used for emissions calculations should match the information provided by the applicant in the Applicant Fleet Description.

Date Posted: 12/19/2018

**D.16:** *Where can I find the most recent list of priority areas?*

Answer: The 2018 Priority Area List is available at:  
[www.epa.gov/cleandiesel/clean-diesel-national-grants#rfa](http://www.epa.gov/cleandiesel/clean-diesel-national-grants#rfa).

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**D.17:** *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.

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**D.18:** *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 10 points under Section V, Criterion #2.A. Project locations in counties where all or part of the population is exposed to more than 2.0 µg/m<sup>3</sup> of diesel particulate matter emissions (see NATA column) will receive up to 5 points under Section V, Criterion #2.B. An application may receive points for both Section V, Criterion #2.A and #2.B. 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.

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## **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 ([www.epa.gov/grants/best-practice-guide-procuring-services-supplies-and-equipment-under-epa-assistance-agreements](http://www.epa.gov/grants/best-practice-guide-procuring-services-supplies-and-equipment-under-epa-assistance-agreements)) for EPA's policies on competitive procurements.

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**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](http://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/manufacture-contact-list-clean-diesel](http://www.epa.gov/verified-diesel-tech/manufacture-contact-list-clean-diesel).

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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 July 1, 2019, with an expected project completion date no later than June 30, 2021. 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:** *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 application 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 application 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.

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**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.

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**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](http://www.epa.gov/cleandiesel/clean-diesel-national-grants#reporting).

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