AGENCY: **ENVIRONMENTAL PROTECTION AGENCY (EPA)**
Office of Air and Radiation, Office of Transportation and Air Quality

TITLE: **2022 Diesel Emissions Reduction Act (DERA) Tribal and Insular Area Grants**

ACTION: **Initial Request for Applications (RFA)**

RFA NUMBER: **EPA-OAR-OTAQ-22-03**

ASSISTANCE LISTING NO: **66.039**

IMPORTANT DATES

Thursday, August 4, 2022..... **2022 DERA Tribal and Insular Area Grants** RFA OPENS
Wednesday, October 26, 2022.....RFA CLOSES – APPLICATIONS DUE
January 2023.....ANTICIPATED NOTIFICATION
February 2023.....ANTICIPATED AWARD

Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than **Wednesday, October 26, 2022, at 11:59 p.m. (ET)** to be considered for funding.

COVID-19 Update: EPA is providing flexibilities to applicants experiencing challenges related to COVID-19. Please see the **Flexibilities Available to Organizations Impacted by COVID-19** clause in Section IV of EPA's Solicitation Clauses.

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I. FUNDING OPPORTUNITY DESCRIPTION

A. Background

Reducing emissions from diesel engines is one of the most important air quality challenges facing the country. From transportation to energy generation, the diesel engine powers almost every sector of the American economy. Due to improved EPA diesel engine regulations and emissions standards over the past few decades, engines currently coming off the manufacturing line are now sixty times cleaner[1] than before. However, despite these tighter standards for new engines, the nearly eight million legacy diesel engines already in use continue to emit large amounts of $PM_{2.5}$ and NO_x.[2] These air pollutants contribute to serious public health problems like asthma, lung disease, and various other cardiac and respiratory illnesses, which result in thousands of premature deaths, millions of lost workdays, and numerous other negative health impacts every year in the United States.

To address these diesel emissions and protect public health and air quality, EPA is authorized under the Diesel Emissions Reduction Act (DERA) to offer funding assistance to accelerate the upgrade and turnover of the legacy diesel fleets. Since the inaugural year of funding for DERA in fiscal year 2008, EPA has awarded over $800 million to replace or retrofit approximately 73,700 engines or vehicles to reduce diesel emissions nationwide. The DERA program promotes an array of diesel emissions strategies by working with manufacturers, fleet operators, air quality professionals, environmental and community organizations and state and local officials to address the varying priorities of different regions and sectors. DERA supports environmental justice by prioritizing emissions reductions in areas receiving disproportionate impacts from diesel fleets to provide an environment where all people enjoy the same degree of protection from environmental and health hazards.

EPA is offering a Diesel Emissions Reduction Act (DERA) Request for Applications (RFA) that is open to tribal governments (or intertribal consortia), Alaska Native Villages and insular area governments for projects that reduce emissions from older diesel engines. EPA began a separate competition for tribes in 2014 to address the unique needs and concerns of tribal grantees. Similarly, DERA now offers separate funding under this competition for insular areas to encourage their participation in the DERA grants program.

This RFA is a competitive grant program. The DERA program has another competitive funding opportunity, DERA National Grants, which funds similar activities but is open to a wider range of applicant types. Another related EPA funding program is the Clean School Bus Rebates. Information on these programs can be found at https://www.epa.gov/dera/national and www.epa.gov/cleanschoolbus.

[1] https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100O9ZZ.pdf
[2] "Legacy diesel engines" are defined by the DERA program as the operating nonroad diesel and medium to heavy-duty highway diesel engines with engine model years 2009 and earlier. Previously, DERA defined legacy engines as 2006 and earlier, but this has been expanded to include 2007-2009 engines which do not meet current emission standards.

B. Scope of Work

DERA grants provide funding to eligible recipients so that they may implement programs which incentivize and accelerate the upgrading or retirement of the legacy diesel fleet. Eligible activities include the retrofit or replacement of existing diesel engines, vehicles and equipment with EPA and California Air Resources Board (CARB) certified engine configurations and verified retrofit and idle reduction technologies. There are several ways DERA recipients may implement projects and fund project partners depending on the roles and responsibilities of each. If the applicant is the owner of the target vehicles, the applicant may directly implement the project. If the applicant is partnering with diesel fleet owners, the applicant may award subawards or participant support costs (i.e., rebates). Please refer to **Appendix E** for detailed guidance on funding partnerships. The following sections define the project eligibility criteria that projects must meet as well as the programmatic priorities that applicants should address in their application:

1. **Eligible Diesel Vehicles, Engines and Equipment:** Applications must include projects which target the heavy-duty diesel emissions source types defined in Table 1, below.

Table 1: Eligible Diesel Vehicles, Engines and Equipment

School Buses[3]	Includes diesel powered school buses of Type A, B, C and D. To be eligible as a school bus, a vehicle should meet the definition of a school bus as defined by the National Highway Transportation Safety Administration. This definition includes but is not limited to: 1) A bus that is used for purposes that included carrying students to and from school or related events on a regular basis; 2) Be identified with the words "School Bus"; and 3) Be painted National School Bus Glossy Yellow.
Transit Buses	Includes diesel powered medium-duty and heavy-duty transit buses (see below).
Medium-duty or heavy-duty trucks	Includes diesel powered medium-duty and heavy-duty highway vehicles with gross vehicle weight rating (GVWR) as defined below: 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 8 (33,001 lbs GVWR and over)
Marine Engines	Includes diesel powered Category 1, 2, and 3 marine engines and vessels.
Locomotives	Includes diesel powered line-haul, passenger, and switch engines and locomotives.
Nonroad engines, equipment or vehicles[3]	Diesel powered nonroad engines, equipment and vehicles including, but not limited to, those used in construction, handling of cargo[4] (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps).

[3] Funding for school bus replacement is also available through EPA's School Bus Rebates. Information on EPA's School Bus Rebates Program can be found at www.epa.gov/dera/rebates.
[4] Eligible nonroad equipment includes transport refrigeration units (TRUs). Please see the TRU Factsheet found at www.epa.gov/dera/tribal-insulararea for information on TRUs and eligible TRU projects.

2. **Eligible Diesel Emissions Reduction Solutions:** Applications must include projects which implement one or more of the following diesel emissions reduction solutions that use a certified engine configuration and/or a verified technology.

   a. **Vehicle and Equipment Replacements:** Nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels can be replaced with newer, cleaner vehicles and equipment. Eligible replacement vehicles and equipment include those powered by diesel or clean alternative fuel engines (including gasoline), electric generators (gensets), hybrid engines, and zero tailpipe emissions power sources (grid, battery or fuel cell).

      To be eligible for funding, vehicles and equipment must be powered by engines certified by EPA and, if applicable, CARB emission standards. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification. EPA's annual certification data for vehicles, engines, and equipment may be found at: www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment. EPA's engine emission standards may be found at: www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards. Engines certified by CARB 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. Please see the Low NO_x Certified Engines Factsheet found at www.epa.gov/dera/tribal-insulararea for guidance on identifying engines certified to meet CARB's Optional Low NO_x Standards.

   b. **Engine Replacement:** Nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels can have their engines replaced with newer, cleaner engines. Eligible replacement engines include those certified for use with diesel or clean alternative fuel (including gasoline), electric generators (gensets), hybrid engines, and zero tailpipe emissions power sources (grid, battery or fuel cell).

      To be eligible for funding, replacement engines must be certified to EPA or, if applicable, CARB emission standards. However, zero tailpipe emissions engine replacements do not require EPA or CARB certification. EPA's annual certification data for vehicles, engines, and equipment may be found at: www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment. EPA's engine emission standards may be found at: www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards. Engines certified by CARB 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. Please see the Low-NO_x Engine Factsheet found at www.epa.gov/dera/tribal-insulararea for guidance on identifying engines certified to meet CARB's Optional Low NO_x Standards.

   c. **Certified Remanufacture Systems:** Generally, a certified remanufacture system is applied during an engine rebuild and involves the removal of parts on an engine and replacement with parts that cause the engine to represent an engine configuration which is cleaner than the original engine. Some locomotives and marine engines can be upgraded through the application of a certified remanufacture system (i.e., kit). Engine

remanufacture systems may not be available for all engines, and not all remanufacture systems may achieve an emissions benefit. Applications for certified remanufacture systems should include a discussion of the availability of engine remanufacture systems and indicate the pre- and post-project emission standard levels of the engines to demonstrate that the upgrade will result in a PM and/or NO_x emissions benefit. If a certified remanufacture system is applied at the time of rebuild, funds under this award cannot be used for the entire cost of the engine rebuild; the funds may only be used for the cost of the certified remanufacture system and associated labor costs for installation of the kit.

To be eligible for funding, remanufacture systems for locomotives and marine engines must be certified by EPA at the time of acquisition. List of certified remanufacture systems are available at: www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data, and additional information on remanufacture systems is available at: www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines.

d. Verified Idle Reduction Technologies: An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of diesel engines and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary.

The eligible idle reduction technologies by associated vehicle type are below. To be eligible for funding under 1) through 4) below, these technologies must be on EPA's SmartWay Verified Technologies list (www.epa.gov/verified-diesel-tech/smartway-technology) at the time of acquisition.

1) Long haul Class 8 trucks equipped with sleeper cabs:
- **a)** Auxiliary power units and generator sets
- **b)** Battery air conditioning systems
- **c)** Thermal storage systems
- **d)** Fuel operated heaters (direct fired heaters)
- **e)** Electrified parking spaces (truck stop electrification)

2) School buses: Fuel operated heaters (direct fired heaters)

3) Transport refrigeration units: Electrified parking spaces (Please see the TRU Factsheet found at www.epa.gov/dera/tribal-insulararea for information on TRUs and eligible TRU projects.)

4) Locomotives:
- **a)** Automatic engine shut-down/start-up systems
- **b)** Auxiliary power units and generator sets
- **c)** Fuel operated heaters (direct fired heaters)

d) Shore power connection systems (No funds awarded under this RFA shall be used for locomotive shore connection system projects that are expected to be used less than 1,000 hours/year.)

5) Marine vessels: Shore power connection systems

Funding may support new installations, or expansions of existing shore power systems. More information on marine shore power connection systems may be found at www.epa.gov/verified-diesel-tech/learn-about-marine-technology. To be eligible for funding, marine shore power projects must meet the following criteria:

a) Applicants must attest to compliance with international shore power design standards (ISO/IEC/IEEE 80005-1:2012 High Voltage Shore Connection Systems or the IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems).

b) Shore power connection systems must be supplied with electricity from the local utility grid.

c) Demonstration that the proposed system has the capacity, demand, and commitment to be used for more than 1,000 megawatt-hours per year. Smaller projects will be considered if the applicant can demonstrate cost effectiveness.

d) Due to the unique nature and custom design of marine shore power connection systems, EPA will review and approve marine shore power connection systems on a case-by-case basis. If the project application is selected for funding, the final design of the marine shore power connection system will require specific EPA approval prior to purchase and installation.

e) Applicants must commit to reporting usage information to EPA for five years after the system is operational.

f) Shore power capable vessels docked at a berth where shore power is available must be required to turn off the vessel's engines and use the shore power system, with limited exceptions for extreme circumstances.

g) Applicants proposing marine shore power connection systems will need to include the following information in their workplan:

i. the annual number of ship visits to berth where the shore power system is to be installed;

ii. average hoteling (or idling) time per visit; and

iii. information about the fleet of vessels that has, or will have, the ability to use the shore-side connection system, including:

- the estimated annual number of ship visits to the shore power enabled berth that will use the shore power system;
- estimated annual hoteling hours using shore power system;
- fuel type and average sulfur content of fuel used in the auxiliary engines for each vessel;
- auxiliary engine and boiler information for each vessel;
- estimated annual hoteling load requirements (megawatt-hours);

iv. any documented commitment of visits and hours by the fleet of vessels that has, or will have, the ability to use the shore-side connection system; and

v. estimated emissions reductions based on the methodology in **Appendix C**.

e. Verified Retrofit Technologies: Diesel engine retrofits are one of the most cost-effective solutions for reducing diesel engine emissions. Retrofits include engine exhaust after-treatment technologies, such as diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs), closed crankcase filtration systems (CCVs), and selective catalytic reduction systems (SCRs). Manufacturer engine upgrades which achieve specific levels of emission reductions by applying a package of components have been verified as retrofits for some nonroad and marine engines. Several systems which convert a conventional diesel engine configuration to a hybrid-electric system have been verified as retrofits. Some cleaner fuels and additives have been verified as retrofits by EPA and/or CARB to achieve emissions reductions when applied to an existing diesel engine. Older, heavy-duty diesel vehicles that will not be retired for several years are good candidates for verified retrofit technologies. EPA suggests that applicants proposing to install verified retrofit technologies consult with suppliers to confirm that the proposed vehicles/engines and their duty-cycles are good candidates for the technology.

To be eligible for funding, verified retrofit technologies must be on EPA's (www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel) or CARB's (www.arb.ca.gov/diesel/verdev/vt/cvt.htm) Verified Technologies lists at the time of acquisition, must be used only for the vehicle/engine application specified on the lists, and must meet any applicable verification criteria. EPA will not fund stand-alone cleaner fuel/additive use. To be eligible for funding, verified fuels and additives must be for new or expanded use, and must be used in combination, and on the same vehicle, with a new eligible verified engine retrofit or an eligible engine upgrade or an eligible certified engine, vehicle, or equipment replacement funded under this RFA.

f. Clean Alternative Fuel Conversions: Existing highway diesel engines can be altered to operate on alternative fuels such as propane and natural gas by applying an alternative fuel conversion kit.

To be eligible for funding, alternative fuel conversion systems must be certified by EPA and/or CARB or must be approved by EPA for Intermediate-Age engines. EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" are available at: www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.

To be eligible for funding, conversion systems for engine model years 2006 and earlier must achieve at least a 30% NO_x reduction and a 10% PM reduction from the applicable certified emission standards of the original engine. To be eligible for funding, conversion systems for engine model years 2007 and newer must achieve at least a 20% NO_x reduction with no increase in PM from the applicable certified emission standards of the original engine. Applications for clean alternative fuel conversions should include a discussion of the availability of conversion systems and indicate the pre- and post-project emission standard levels of the engines to demonstrate that the conversions result in the required emissions benefit.

g. Verified Aerodynamic Technologies and Verified Low Rolling Resistance Tires: To improve fuel efficiency, long haul Class 8 trucks can be equipped with aerodynamic trailer fairings and/or low rolling resistance tires.

To be eligible for funding, technologies must be on EPA's verified aerodynamic technologies list (www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices) and verified list for low rolling resistance new and retread tire technologies list (www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire) at the time of acquisition, must be used only for the application specified on the lists, and must meet any applicable verification criteria. EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. To be eligible for funding, these technologies must be combined on the same vehicle with the new installation of an exhaust after-treatment retrofit funded under this RFA.

3. **Project Eligibility Criteria:** Applications may include projects which meet the eligibility criteria defined below.

Table 2: Medium and Heavy-Duty Truck, Transit Bus, and School Bus Project Eligibility

Current Engine Model Year (EMY)	DOC +/- CCV	DPF	SCR	Verified Idle Reduction, Tires, or Aero-dynamics	Vehicle or Engine Replacement: EMY 2016+	Vehicle or Engine Replacement: EMY 2019+ Zero Emission[2] or Low-NO_x[3]	Clean Alternative Fuel Conversion
older - 2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 - 2009	No	No	Yes	Yes[1]	Yes	Yes	Yes
2010 - newer	No	No	No	Yes[1]	No	Yes	Yes

[1]Auxiliary power units and generators are not eligible on vehicles with EMY 2007 or newer.
[2]Eligible fuel cell projects are limited to hydrogen fuel cell engine replacements for eligible urban transit buses, shuttle buses and drayage trucks, and hydrogen fuel cell engine replacements for eligible urban transit buses, shuttle buses, and drayage trucks.
[3] Please see the Low-NO_x Engine Factsheet found at www.epa.gov/dera/tribal-insulararea for guidance on identifying engines certified to meet CARB's Optional Low NO_x Standards.

Table 3. Nonroad Engine Project Eligibility

Current Engine Tier	Vehicle/Equipment Replacement[4]						Verified Retrofit
	Compression Ignition				Spark Ignition	Zero Emission[2]	
	Tier 1	Tier 2	Tier 3-4i	Tier 4	Tier 2		
Unregulated	Yes[1]	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes
Tier 1	No	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes
Tier 2	No	No	Yes[1]	Yes	Yes	Yes	Yes
Tier 3	No	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	No	Yes	No
Current Engine Tier	**Engine Replacement[4]**						**Verified Engine Upgrade**
	Compression Ignition				Spark Ignition	Zero Emission[3]	
	Tier 1	Tier 2	Tier 3-4i	Tier 4	Tier 2		
Unregulated	Yes[1]	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes
Tier 1	No	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes
Tier 2	No	No	Yes[1]	Yes	Yes	Yes	Yes
Tier 3	No	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	No	Yes	No

[1]Tier 1, Tier 2, Tier 3 and Tier 4i vehicles, equipment, and engines may be used only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis as defined in Section I.B.4., below.
[2]Eligible fuel cell projects are limited to hydrogen fuel cell equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.
[3]Fuel cell engine replacement is not eligible.
[4]Stationary generators in the Alaska rural areas are eligible for replacement with certified marine engines.

Table 4: Marine Engine Project Eligibility

Current Engine			Engine & Vessel Replacement[4]						Certified Remanu-facture System[3]	Verified Engine Upgrade
Cate-gory	HP	Tier	Compression Ignition				Spark Ignition	Zero Emis-sion[2]		
			Tier 1	Tier 2	Tier 3	Tier 4				
C1, C2	<803	0	Yes[1]	Yes[1]	Yes	No	Yes	Yes	Yes	Yes
C1, C2	<803	1	No	Yes[1]	Yes	No	Yes	Yes	Yes	Yes
C1, C2	<803	2	No	No	Yes	No	Yes	Yes	Yes	Yes
C1, C2	<803	3	No	No	No	No	No	Yes	Yes	Yes
C1, C2	≥804	0	Yes[1]	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes	Yes
C1, C2	≥804	1	No	Yes[1]	Yes[1]	Yes	Yes	Yes	Yes	Yes
C1, C2	≥804	2	No	No	Yes[1]	Yes	Yes	Yes	Yes	Yes
C1, C2	≥804	3	No	No	No	Yes	Yes	Yes	Yes	Yes
C1, C2	≥804	4	No	No	No	No	No	No	No	No
C3	All	0	Yes[1]	Yes[1]	Yes	No	No	No	No	No
C3	All	1	No	Yes[1]	Yes	No	No	No	No	No
C3	All	2	No	No	Yes	No	No	No	No	No
C3	All	3	No	No	No	No	No	No	No	No

[1]Tier 1, Tier 2, and Tier 3 engines may be used for vessel and engine replacement only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis as defined in Section I.B.4., below.
[2]Fuel cell engine replacements and fuel cell vessel replacements are not eligible.
[3]Some marine engine projects may be subject to the restriction on mandated measures.
[4]Stationary generators in the Alaska rural areas are eligible for replacement with certified marine engines.

Table 5: Locomotive Engine Project Eligibility

Current Locomotive Tier	Locomotive & Engine Replacement					Verified Retrofit	Idle-Reduction[2] Technology	Certified Remanu-facture System[4]
	Tier 0+ - 2	Tier 2+	Tier 3	Tier 4	Zero Emission[1]			
Unregulated - Tier 2	No	Yes[3]	Yes[3]	Yes	Yes	Yes	Yes	Yes
Tier 2+	No	No	Yes[3]	Yes	Yes	Yes	Yes	Yes
Tier 3	No	No	No	Yes	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	No	No	Yes	No

[1]Fuel cell engine replacement and fuel cell locomotive replacements are not eligible.
[2]Automatic engine start-stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated, subject to the restriction on mandated measures.
[3]Tier 2+ and Tier 3 engines may be used for locomotive and engine replacement only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis as defined in Section I.B.4., below.
[4]Some locomotive engine projects may be subject to the restriction on mandated measures.

Note: Tier 0+, Tier 1+, Tier 2+, Tier 3, and Tier 4 represent locomotives manufactured or remanufactured under the more stringent Tier standards promulgated under the 2008 (current) locomotive and marine rule. Tier 0, Tier 1, and Tier 2 represent locomotives originally manufactured or remanufactured under the less stringent Tier standards promulgated in 1997.

4. **Best Achievable Technology**: All new nonroad and locomotive engines are now manufactured to meet the EPA Tier 4 standards. All new Category 1 and 2, 804 horsepower and above marine engines are now manufactured to meet the EPA Tier 4 standards. Applicants replacing these nonroad, marine, and locomotive engines should demonstrate in their application that they commit to using Tier 4 engines if Tier 4 engines with the appropriate physical and performance characteristics are available. Applicants anticipating the use of lower tiered engines should discuss their rationale for proposing lower tiered engine replacements in their application.

   If selected for funding, recipients will be required to submit a best achievable technology analysis to EPA for approval before Tier 1, Tier 2, Tier 3 or Tier 4i vehicles, equipment, or engines can be purchased, as defined below. **The following analysis is not required at the time of application submittal.**

   a. **Best Achievable Technology Analysis Requirements:** Using good engineering judgment, the analysis should determine that no vehicle, equipment, or engine certified to Tier 4 meets the appropriate physical or performance characteristics of the project.

   b. If no vehicle, equipment, or engine certified to Tier 4 is available with the appropriate performance characteristics, explain why a certified Tier 4 vehicle, equipment, or engine cannot be used as a replacement because it is not similar to the vehicle, equipment, or engine being replaced in terms of power or speed.

c. If no vehicle, equipment, or engine certified to Tier 4 is available with the appropriate physical characteristics, explain why a certified Tier 4 vehicle, equipment, or engine cannot be used as a replacement because their weight or dimensions are substantially different than those of the engine being replaced, or because they will not fit within the equipment's engine compartment or housing.

In evaluating appropriate physical or performance characteristics, the analysis may account for compatibility with equipment components that would not otherwise be replaced when installing a new engine, including but not limited to transmissions or reduction gears, drive shafts, cooling systems, operator controls, or electrical systems. If the analysis makes the determination on this basis, it should identify the equipment components that are incompatible and explain how they are incompatible and why it would be unreasonable to replace them.

d. Identify the proposed Tier 3 or Tier 4 vehicle, equipment, or engine to be used and discuss the physical and performance characteristics that will ensure successful operation or compatibility with the existing equipment. Quantify proposed emission reductions, PM cost effectiveness, and NOx cost effectiveness for the proposed options.

e. If proposing the use of Tier 2 or Tier 1 engines, repeat steps 1) - 4) above, as necessary for each Tier down to the level being proposed.

f. DERA project eligibility or approval does not supersede any regulatory requirements for equipment owners, operators, manufactures, installers and others, including but not limited to 40 Code of Federal Regulations (CFR) §1068.240, §1042.615, and §1033.601.

g. Costs for design and engineering analysis may be included in the project budget.

5. **Ownership, Usage and Remaining Life Requirements**: To be eligible for funding, vehicles and equipment targeted for upgrades must meet certain ownership, usage, and remaining life requirements. Applicants should demonstrate in their application that all funded vehicles and equipment will meet the criteria defined in a.–e., below.

   If selected for funding, participating fleet owners must attest to each criterion in a.-e. below in a signed eligibility statement which includes each vehicle make, model, year, vehicle identification number, odometer/usage meter reading, engine make, model, year, horsepower, engine ID or serial number, and vehicle/equipment registration/licensing number and state. This documentation will be required as part the grantees programmatic reporting to EPA to verify the eligible use of grant funds. A sample eligibility statement may be found at www.epa.gov/dera/tribal-insulararea. **The signed eligibility statement is not required at the time of application submittal.**

   a. The existing vehicle, engine, or equipment should be fully operational. Operational equipment should be able to start, move, and have all necessary parts to be operational.

b. The participating fleet owner should currently own and operate the existing vehicle or equipment and have owned and operated the vehicle during the two years prior to upgrade.

c. The existing vehicle, engine, or equipment should have at least two years of remaining life at the time of upgrade. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance, and climate.

d. Highway Usage: The engine operating hours of two or more units may be combined to reach the thresholds below where two or more units will be scrapped and replaced with a single unit.

1) School Buses:
- **a)** For Tribal government (or intertribal consortia) and Alaska Native Village applicants: To be eligible for funding, the existing vehicle should have accumulated at least 5,000 miles per year during the two years prior to upgrade.
- **b)** For insular area government agency applicants: To be eligible for funding, the existing vehicle should have accumulated at least 1,000 miles per year during the two years prior to upgrade.

2) All Other Highway Engines:
- **a)** For Tribal government (or intertribal consortia) and Alaska Native Village applicants: To be eligible for funding, the existing vehicles should have accumulated at least 5,000 miles per year during the two years prior to upgrade.
- **b)** For insular area government agency applicants: To be eligible for funding, the existing vehicles should have accumulated at least 1,000 miles per year during the two years prior to upgrade.

e. Nonroad, Locomotive and Marine Usage: The engine operating hours of two or more units may be combined to reach the thresholds below where two or more units will be scrapped and replaced with a single unit.

1) Agricultural Pumps: To be eligible for funding, agricultural pumps should operate at least 250 hours per year during the two years prior to upgrade.
2) All Other Nonroad Engines: To be eligible for funding, nonroad engines should operate at least 300 hours per year during the two years prior to upgrade.
3) Locomotive and Marine Usage: To be eligible for funding the existing locomotive and marine engines should operate at least 500 hours per year during the two years prior to upgrade.

6. **DERA Programmatic Priorities:** Priority for funding is given to projects which meet the following programmatic priorities. As applicable, applicants should include in their application project narrative detailed discussions of how the proposed project meets the criteria below.

   a. **Priority Location – Areas of Poor Air Quality**: Priority for funding is given to vehicles, engines and equipment operating in areas designated as having poor air quality. EPA will evaluate this under criterion 2. under Section V.A. of this RFA. The term "project location" refers to the area(s) where the affected vehicles or engines equipment operate.

      A list of counties that have been designated as priority project locations can be found in Appendix F, and also at www.epa.gov/dera/tribal-insulararea. To receive points under this criterion, vehicles or equipment proposed for funding must be operated a majority of the time in one or more of the priority project locations. These counties were identified as priority project locations for the DERA program because they are designated, as of the release date of this RFA, as nonattainment areas or maintenance areas for the following National Ambient Air Quality Standards. Data is sourced from EPA's Green Book of Nonattainment Areas for Criteria Pollutants. (www.epa.gov/green-book).

      1) $PM_{2.5}$ 1997 Standard (Annual: 15 µg/m^3, 24-hour: 65 µg/m^3)
      2) $PM_{2.5}$ 2006 Standard (Annual: 15 µg/m^3, 24-hour: 35 µg/m^3)
      3) $PM_{2.5}$ 2012 Standard (Annual: 12 µg/m^3, 24-hour: 35 µg/m^3)
      4) Ozone (O_3) 2008 Standard (8-hour: 0.075ppm)
      5) Ozone (O_3) 2015 Standard (8-hour: 0.070ppm)

   b. **Environmental Justice and Underserved Communities**: Priority for funding is given to projects which promote environmental justice and benefit underserved communities. EPA will evaluate this under criterion 3, Section V.A. of this RFA.

      Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. Meaningful involvement means people have an opportunity to participate in decisions about activities that may affect their environment and/or health; the public's contribution can influence the regulatory agency's decision; community concerns will be considered in the decision-making process; and decision makers will seek out and facilitate the involvement of those potentially affected. For purposes of this competition and the evaluation of applications, "underserved communities" means people/communities of color, low income, tribal and indigenous populations, and other vulnerable populations such as the elderly, children, and those who pre-existing medical conditions.

In addressing these criteria, as applicable, applicants should describe how the project benefits underserved communities including those that have experienced a lack of resources or other impediments to addressing the adverse impacts described above. Additionally, applicants should describe the extent to which the project addresses engagement with these communities and/or populations, especially local residents, to ensure their meaningful participation with respect to the design, planning, and performance of the project.

c. **Project Sustainability**: Priority for funding is given to projects which can demonstrate the ability of the applicant and project partners to promote and continue efforts to reduce emissions after EPA funding for this project has ended. EPA will evaluate this under criterion 5, Section V.A. of this RFA. Specifically, applications will be evaluated on whether the applicant and/or its project partners have existing policies or new commitments to, by the end of the project period, adopt idle-reduction policies, adopt contract specifications requiring the use of cleaner, more efficient vehicles and equipment, complete an up-to-date mobile source equipment inventory, or adopt other strategies to promote and continue efforts to reduce diesel emissions.

C. EPA Strategic Plan Linkage, Anticipated Outputs/Outcomes and Performance Measures

Pursuant to Section 6.a. of EPA Order 5700.7A1, "Environmental Results under EPA Assistance Agreements," EPA must link proposed assistance agreements with the Agency's Strategic Plan. In their project narrative, applicants must adequately describe environmental outputs and outcomes to be achieved under assistance agreements (EPA Order 5700.7A1, Environmental Results under Assistance Agreements). Applicants should include specific statements describing the environmental results of the proposed project in terms of well-defined outputs and, to the maximum extent practicable, well-defined outcomes that will demonstrate how the project will contribute to the priorities described above.

1. **Linkage to EPA Strategic Plan:** The activities to be funded under this announcement support EPA's Fiscal Year (FY) 2022-2026 Strategic Plan. Awards made under this announcement will support Goal 1, "Tackle the Climate Crisis" Objective 1.1, "Reduce Emissions that Cause Climate Change," of EPA's Strategic Plan. Applications must be for projects that support this goal and objective. For more information see: EPA's FY 2022-2026 Strategic Plan.

2. **Outputs:** The term "output" means an environmental activity, effort and/or associated work product related to an environmental goal and objective that will be produced or provided over a period of time or by a specified date. Outputs may be quantitative or qualitative but should be measurable during an assistance agreement funding period.

   Expected outputs from the projects to be funded under this announcement include, but are not limited to:
   - Number of replaced or retrofitted engines/vehicles/equipment; and/or
   - Hours of idling reduced.

Other potential outputs may include, but are not limited to:

- Engaging affected communities with respect to the design and performance of the project
- The project's inclusion in a broader-based environmental or air quality plan
- The implementation of contract specifications requiring the use of cleaner vehicles and equipment
- A documented commitment to continue to identify and address air quality issues in the affected community
- Establishing a clear point of contact in a public platform for community issues and complaints
- A publicly documented policy or process for getting community input on operations and projects that impact air quality
- Adoption of an idle reduction policy
- The completion of a baseline mobile source emission inventory for $PM_{2.5}$ and or NO_x
- Providing support to clean diesel coalitions by sharing information, working with interested fleets, and addressing specific geographic needs
- Number of subawards
- Dissemination of project/technology information via list serves, websites, journals and outreach events

Progress reports and a final report will also be required outputs, as specified in Section VI.C. "Reporting Requirement," of this RFA.

3. **Outcomes:** The term "outcome" means the result, effect or consequence that will occur from carrying out an environmental program or activity that is related to an environmental or programmatic goal or objective. Outcomes may be environmental, behavioral, health-related or programmatic in nature, but should also be quantitative. They may not necessarily be achievable within an assistance agreement funding period. Applicants should follow the instructions in **Appendix C** of this announcement for calculating emissions reductions and cost effectiveness.

   Expected outcomes from the projects to be funded under this announcement include, but are not limited to:

   - Tons of pollution reduced over the lifetime of the vehicles/engines/equipment, specifically:
     - Fine particulate matter ($PM_{2.5}$)
     - Nitrogen oxides (NO_x)
     - Carbon monoxide (CO) and carbon dioxide (CO_2)
     - Volatile organic compounds (VOCs)
   - Tons of pollution reduced annually
   - Lifetime total project cost effectiveness for NO_x and $PM_{2.5}$
   - Lifetime capital cost effectiveness for NO_x and $PM_{2.5}$
   - Net reduction in gallons of diesel fuel used

- Benefits to the communities affected by the project, including improvements to human health and the environment, the local economy, social conditions, and the welfare of residents in such communities

Other potential outcomes may include, but are not limited to:

- Community engagement
- Improved ambient air quality
- Health benefits achieved
- Changes in driver behavior regarding idling practices
- An increased understanding of the environmental or economic effectiveness of the implemented technology
- Increased public awareness of project and results
- Widespread adoption of the implemented technology
- Demonstration and deployment of zero and near-zero emission vehicles and engines
- Emissions reductions along freight transportation corridors

4. **Performance Measures and Plan:** The applicant should also develop performance measures they expect to achieve through the proposed activities and describe them in their application. These performance measures will help gather insights and will be the mechanism to track progress concerning successful processes and output and outcome strategies and will provide the basis for developing lessons to inform future recipients. Additional details on reporting requirements are included in Section VI.C.

   The description of the performance measures should directly relate to the project's outcomes and outputs, including but not limited to:

   - Overseeing subrecipients, and/or contractors and vendors
   - Tracking and reporting project progress on expenditures and purchases
   - Tracking, measuring, and reporting accomplishments and proposed timelines/milestones
   - Tracking and reporting project progress on installations/replacements by maintaining an accurate project fleet description
   - Measuring and reporting on outcomes by maintaining an accurate project fleet description and using EPA's diesel emissions quantifier
   - Efforts should be made to track, measure and report the actual vehicle miles traveled, hours of use/operation, and fuel use for all vehicles and equipment involved in the project

   The following are questions to consider when developing output and outcome measures of quantitative and qualitative results:

   - What are the measurable short term and longer term results the project will achieve?
   - How does the plan measure progress in achieving the expected results (including outputs and outcomes) and how will the approach use resources effectively and efficiently?

D. Statutory Authority

The Diesel Emissions Reduction Program is authorized by Title VII, Subtitle G of the Energy Policy Act of 2005, 42 USC 16131, et seq., as amended. DERA authorizes the award of grants to reduce diesel emissions and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas. While EPA has authority under DERA to support grant programs, EPA's authority to obligate grant funds is subject to the availability of appropriated funds.

E. Additional Provisions for Applicants Incorporated Into The Solicitation

Additional provisions that apply to Sections III, IV, V, and VI of this solicitation and/or awards made under this solicitation, can be found at EPA Solicitation Clauses. These provisions are important for applying to this solicitation and applicants should review them when preparing applications for this solicitation. If you are unable to access these provisions electronically at the website above, please contact the EPA point of contact listed in this solicitation (usually in Section VII) to obtain the provisions.

II. AWARD INFORMATION

A. What is the amount of funding available?

EPA anticipates awarding approximately $8 million in DERA funding under this RFA, subject to the availability of funds, the quantity and quality of applications received, and other applicable considerations. A total of approximately $7 million will be made available to tribal governments (or intertribal consortia) or Alaska Native Villages and approximately $1 million will be made available to insular area government entities.

The amount of federal funding requested per application by the tribal governments (or intertribal consortia) or Alaska Native Villages must not exceed **$800,000**, and the amount requested per application by the insular area government entities must not exceed **$300,000**. Applications requesting in excess of these amounts will be rejected.

Applicants can submit a total of two (2) applications overall under this solicitation. However, each application must be for a different project and must be submitted separately. A single application may target multiple fleets, fleet types, and/or diesel emission reduction solutions.

In appropriate circumstances, EPA may incrementally fund applications by funding phases of proposed projects. If an applicant is selected for incremental funding, EPA and the applicant will negotiate a final workplan, timeline and budget which has clearly delineated activities or phases with separate budget estimates for each activity/phase of a project within the project period. A portion of the total requested funding will be awarded at the beginning of the project period for the specified activities/phases. Subject to the availability of funds, and other applicable considerations, additional funding may be awarded later as an incremental budget amendment to fund the remaining activities/phases of the project.

B. Partial Funding

In appropriate circumstances, EPA reserves the right to partially fund applications by funding discrete portions of proposed projects. If EPA decides to partially fund an application, it will do so in a manner that does not prejudice any applicants or affect the basis upon which the application was evaluated and selected for award, thereby maintaining the integrity of the competition and selection process.

C. How many agreements will EPA award in this competition?

EPA anticipates awarding approximately ten to fifteen cooperative agreements to tribal governments (or intertribal consortia) or Alaska Native Villages and two to four cooperative agreement insular area government entities through this announcement. This is subject to the availability of funds, the quantity and quality of applications received, agency priorities, and other applicable considerations. If EPA selects multiple applications from an applicant, EPA may combine the selected applications into one grant award for the successful applicant (See Section VI.H. Combining of Successful Applications into One Award).

EPA reserves the right to make additional awards under this announcement, consistent with Agency policy and other applicable considerations, if additional funding becomes available after the original selections. Any additional selections for awards will be made no later than six months from the date of the original selections.

In addition, EPA reserves the right to reject all applications and make no awards under this announcement or to make fewer awards than anticipated.

D. What is the period of performance for awards resulting from this solicitation?

The estimated project period for awards resulting from this solicitation is expected to begin on March 1, 2023. EPA anticipates most projects can be completed within 24 months, however initial project periods of up to 36 months will be allowed where justified by the activities, timeline and milestones detailed in the workplan.

E. Funding Type

The funding for selected projects will be in the form of a cooperative agreement. Cooperative agreements provide for substantial involvement between the EPA project officer and the selected applicants in the performance of the work supported. Although EPA will negotiate precise terms and conditions relating to substantial involvement as part of the award process, the anticipated substantial federal involvement for these projects may include:

- Close monitoring of the successful applicant's performance to verify the results proposed by the applicant;
- Collaboration during performance of the scope of work;
- EPA prior review or approval of project phases or the substantive provisions of proposed contracts found within the scope of the cooperative agreement;

- Approving qualifications of key personnel (EPA will not select employees or contractors employed by the award recipient); and
- Review and comment on reports prepared under the cooperative agreement (the final decision on the content of reports rests with the recipient).

EPA does not have the authority to select employees or contractors employed by the recipient. The final decision on the content of reports rests with the recipient.

III. ELIGIBILITY INFORMATION

A. Eligible Entities

In accordance with Assistance Listing 66.039, applications will be accepted from tribal governments (or intertribal consortiums), Alaska Native Villages, or insular area government agencies which have jurisdiction over transportation or air quality.

Tribal governments are defined as Federally recognized Indian tribal governments, which are any Indian Tribe, band, nation, or other organized group or community (including Alaska 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 RFA, "intertribal consortium" is defined as a partnership between two or more eligible tribal governments as defined above, 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.

For the purposes of this RFA and as defined in 48 U.S.C. §1469a, "insular areas" include the U.S. Virgin Islands, Guam, American Samoa, and Commonwealth of the Northern Mariana Islands.

B. Voluntary Cost Sharing/Matching Funds

No mandatory cost sharing funds are required under this competition.

Although cost sharing is not required as a condition of eligibility under this competition, applicants may propose to provide voluntary cost share as described below. Applicants will not be evaluated specifically on whether a voluntary cost share is provided; however, providing a voluntary cost share may improve the environmental outputs and outcomes defined in Section I.C.2. of this RFA. Applications will be evaluated on the environment outputs and outcomes of the project under Section V, criterion 5.

Voluntary cost sharing is when an applicant voluntarily proposes to legally commit to provide costs or contributions to support the project when a cost share is not required. Applicants who propose to use a voluntary cost share *must* include the costs or contributions for the voluntary cost share in the project budget on the SF-424 and SF-424A. If an applicant proposes a voluntary cost share, the following apply:

- A voluntary cost share is subject to the match provisions in the grant regulations 2 CFR Part 200.306, "Cost sharing or matching".
- A voluntary cost share may only be met with eligible and allowable costs.
- The recipient may not use other sources of federal funds to meet a voluntary cost share 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 recipient is legally obligated to meet any proposed voluntary cost share that is included in the approved project budget. If the proposed voluntary cost share does not materialize during the performance period of the grant or cooperative agreement, then EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 2 CFR Part 200.

Please note: The Volkswagen Environmental Mitigation Trust for Indian Tribe Beneficiaries, under Environmental Mitigation Action Number 10 (the DERA Option), allows tribal entities to use trust funds as non-federal voluntary matching funds under EPA's DERA Tribal Grants program. For additional information on the Volkswagen settlement and the DERA Option, please visit: www.epa.gov/dera/volkswagen-vw-settlement-dera-option. DERA funds may not be used to meet mandatory cost sharing requirements for projects funded with environmental mitigation funds resulting from federal settlements (e.g., Volkswagen Environmental Mitigation Trust).

C. Threshold Eligibility Criteria

These are requirements that if not met by the time of the application submission deadline will result in elimination of the application from consideration for funding. Only applications from eligible applicants (see Section III.A.) that meet these threshold eligibility criteria will be evaluated against the ranking criteria in Section V.A. If necessary, EPA may contact applicants to clarify threshold eligibility questions prior to making an eligibility determination. Applicants deemed ineligible for funding consideration because of the threshold eligibility review will be notified within 15 calendar days of the ineligibility determination.

1. Application Content and Submission

a. Applications must substantially comply with the application submission instructions and application content requirements set forth in Section IV and **Appendix B** or else they will be rejected.

1) With respect to the project narrative, pages in excess of the 14-page limit will not be reviewed.

2) If an applicant submits more than 2 applications, EPA will contact the applicant to determine which application(s) to withdraw.

3) If an applicant is submitting multiple applications, each application must include a different project(s) and must be submitted separately. Applicants can include multiple types of projects within one application, but they cannot include the same project(s) in multiple applications. If an applicant submits more than one application that requests funding for the same project, the applicant will be contacted prior to EPA review of any of the applications to determine which application(s) the applicant will withdraw from the competition.

b. Applications must be submitted through Grants.gov as stated in Section IV and Appendix A of this announcement (except in the limited circumstances where another mode of submission is specifically allowed for as explained in Section IV) on or before the application submission deadline published in Section IV of this announcement. Applicants are responsible for following the submission instructions in Section IV and Appendix A of this announcement to ensure that their application is timely and properly submitted.

Applications submitted after the submission deadline will be considered late and deemed ineligible without further consideration unless the applicant can clearly demonstrate that it was late due to EPA mishandling or because of technical problems associated with Grants.gov or relevant SAM.gov system issues. An applicant's failure to timely submit their application through Grants.gov because they did not timely or properly register in SAM.gov or Grants.gov will not be considered an acceptable reason to consider a late submission.

2. Applications must support Goal 1, "Tackle the Climate Crisis" Objective 1.1., "Reduce Emissions that Cause Climate Change," of EPA's Strategic Plan. Applications which do not support this goal and objective will be deemed ineligible without further consideration.

3. The amount of federal funding requested per application by tribal governments (or intertribal consortia) or Alaska Native Villages must not exceed $800,000, and the amount requested per application by insular area government entities must not exceed $300,000. Applications which request federal funds above these limits will be deemed ineligible without further consideration.

D. Eligible Costs and Funding Restrictions

If an application is submitted that includes ineligible costs or activities, that portion of the application will be ineligible for funding and may, depending on the extent to which it affects the application, render the entire application ineligible for funding.

1. Project Implementation Costs: Eligible project costs include those costs directly related to the implementation, management, and oversight of the project, including recipient and

subrecipient personnel and benefits, equipment, contractual, travel, supplies, subgrants and rebates, and indirect costs.

2. **Vehicles, Engines, and Equipment**: Eligible project costs include the purchase price of eligible vehicles, engines and equipment as defined in Section I.B.

3. **Mechanic and Driver Training:** Eligible project costs can include mechanic/driver training related to the maintenance and operation of new technologies.

4. **Battery Electric Powered Replacement Projects**

   a. Eligible costs include the purchase and installation of one charging unit per vehicle, including the unit and charging cable, mount and/or pedestal.

   b. Funding under this RFA cannot be used for power distribution to the pedestal, electrical panels and their installation, upgrades to existing electrical panels or electrical service, transformers and their installation, wiring/conduit and its installation, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g. batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

5. **Truck DPF Maintenance:** Eligible costs for truck replacement projects include the required/scheduled vehicle maintenance, as specified in the owner's manual, which is necessary to meet the warranty requirements for diesel particulate filters installed on trucks. Funding for required maintenance is available for the duration of the project period.

6. **Grid Electric Powered Replacement Projects**

   a. Eligible costs include the purchase and installation of certain equipment required for power delivery directly related to the new equipment. Eligible costs include design and engineering, electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

   b. Funding under this RFA cannot be used for power distribution to the property line, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g., batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

7. **Engine Replacement Projects**

   a. Eligible costs include equipment and parts included in the certified engine configuration and/or are required to ensure the effective installation and functioning of the new technology such as design and engineering, parts and materials, and installation.

b. For engine replacement with battery, fuel cell, and grid electric, eligible costs include electric motors, electric inverters, battery assembly, direct drive transmission/gearbox, regenerative braking system, vehicle control/central processing unit, vehicle instrument cluster, hydrogen storage tank, hydrogen management system and fuel cell stack assemblies.

c. Funding under this RFA cannot be used for cabs, tires, wheels, axles, paint, brakes, and mufflers.

8. Engine Remanufacture System Projects

a. Eligible costs include the associated labor costs for installation of the system.

b. Funding under this RFA cannot be used for the entire cost of an engine rebuild if a certified remanufacture system is applied at the time of rebuild.

9. Idle Reduction Technologies: Eligible costs for idle reduction technologies that are installed on the vehicle can include the associated labor costs for installation of the system.

10. Electrified Parking Space Projects

a. Eligible costs include the purchase and installation of certain equipment required for power delivery directly related to the new equipment such as electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

b. Funding under this RFA cannot be used for power distribution to the property line, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g., batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

11. Locomotive Shore Power Connection Projects

a. Eligible costs include the purchase and installation of certain equipment required for power delivery directly related to the new equipment such as design and engineering, electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

b. Funding under this RFA cannot be used for power distribution to the property line, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g., batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

12. Marine Shore Power Connection Projects

a. Eligible costs include the purchase and installation of the shore side equipment and certain equipment required for power delivery directly related to the new equipment such as design and engineering, cables, cable management systems, shore power coupler systems, distribution control systems, grounding switches, service breakers, capacitor banks, electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

b. Funding under this RFA cannot be used for shipside modifications to accept shore-based electrical power, power distribution to the property line, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g. batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

13. **Retrofit Technologies:** Eligible costs include the associated labor costs for installation of the system, design and engineering, DPF cleaning machines, spare DPFs for maintenance rotation, replacement CCV filters, and filter cleaning contracts during grant open period.

14. **Alternative Fuel Conversions**: Eligible costs include the associated labor costs for installation of the system.

15. **Aerodynamics and Low Rolling Resistance Tires**

    a. Eligible costs include the associated labor costs for installation. Eligible costs can include single-wide wheels only when a fleet is retrofitting from standard dual tires to SmartWay-verified single-wide low rolling resistance tires.

    b. Funding under this RFA cannot be used for aluminum wheels.

16. **Stationary Energy Storage and Power Generation**: Funding under this RFA, including matching funds, cannot be used for stationary energy storage systems that power the equipment (e.g., batteries) and their installation or on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation. Applicants and their partners may add these components at their own expense outside the scope of the grant.

17. **Federal Matching Funds**: Funding under this RFA cannot be included as a cost or used to meet cost sharing or matching requirements of any other federally financed grant, as required under 2 CFR 200.306(b)(5) and 2 CFR 200.403(f). This includes including funds received under EPA's DERA State Grants Program and federal Supplemental Environmental Project funds.

18. **Expenses Incurred Prior to the Project Period**: Funding under this RFA cannot be used to cover expenses incurred prior to the project period set forth in any assistance agreement funded under this RFA, except for eligible pre-award costs as defined in 2 CFR 200.458 and as authorized by 2 CFR 200.309 and 2 CFR 1500.8.

19. **Emissions Testing**: Funding under this RFA cannot be used for emissions testing and/or air monitoring activities (including the acquisition cost of emissions testing equipment), research and development, or technology demonstration, commercialization, certification, or verification.

20. **Fueling Infrastructure**: Funding under this RFA cannot be used for fueling infrastructure, such as that used for the production and/or distribution of biodiesel, compressed natural gas, liquefied natural gas, and or other fuels.

21. **Mandated Measures**: Funding under this RFA cannot be used to fund the costs of emissions reductions that are mandated under federal law pursuant to 42 U.S.C. 16132(d)(2).

22. **Leasing**: Funding under this RFA cannot be used for leasing vehicles, engines, or equipment. If financing is necessary, the purchase should be financed with a conventional purchase loan.

23. **Replacement Technologies**: Funding under this RFA cannot be used for the purchase of engine retrofits, idle reduction technologies, low rolling resistance tires or advanced aerodynamic technologies if similar technologies have previously been installed on the truck or trailer.

24. **Fleet Expansion**: Funding under this RFA cannot be used for the purchase of vehicles, engines, or equipment to expand a fleet. Engine, vehicle, and equipment replacement projects are eligible for funding on the condition that the following criteria are satisfied:

    a. The replacement vehicle, engine, or equipment will be of similar type and gross vehicle weight rating or horsepower as the vehicle, engine, or equipment being replaced.

        1) Nonroad: Horsepower increases of more than 40 percent will require specific approval by EPA prior to purchase, and the applicant may be required to pay the additional costs associated with the higher horsepower equipment.

        2) Highway: The replacement vehicle should not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8). Exceptions may be granted for vocational purposes and will require specific EPA approval prior to purchase.

    b. The replacement vehicle, engine, or equipment will continue to perform similar function and operation as the vehicle, engine, or equipment that is being replaced.

    c. The cost of optional components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant; the replacement vehicle should resemble the replaced vehicle in form and function.

    d. The vehicle, equipment, and/or engine being replaced should be scrapped or rendered permanently disabled within ninety (90) days of being replaced.

1) Cutting a three-inch by three-inch hole in the engine block (the part of the engine containing the cylinders) is the preferred scrapping method. Other acceptable scrappage methods may be considered and will require prior EPA approval.

2) Disabling the chassis may be completed by cutting through the frame/frame rails on each side at a point located between the front and rear axles. Other acceptable scrappage methods may be considered and will require prior written approval from the EPA project officer.

3) Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g., plow blades, shovels, seats, tires, etc.). If disabled engines, disabled vehicles, disabled equipment, or parts are to be sold, program income requirements apply.

4) If a 2010 engine model year (EMY) or newer highway vehicle is replaced, the 2010 EMY or newer vehicle may be retained or sold if the 2010 EMY or newer vehicle will replace a pre-2009 EMY vehicle, and the pre-2009 EMY vehicle will be scrapped. It is preferred that the scrapped unit currently operates within the same project location(s) as the 2010 EMY or newer vehicle currently operates, however alternative scenarios will be considered. All existing and replacement vehicles are subject to the funding restrictions in this section of the RFA. All equipment should operate within the United States. Under this scenario, a detailed scrappage plan should be submitted and will require prior EPA approval.

5) If a Tier 2, Tier 3, or Tier 4 locomotive, marine, or nonroad vehicle, equipment and/or engine is replaced, the units may be retained or sold if they will replace a similar, lower Tiered unit, and the lower Tiered unit will be scrapped. It is preferred that the scrapped unit currently operates within the same project location(s) as the original Tier 2, 3, or 4 unit currently operates, however alternative scenarios will be considered. All existing and replacement equipment are subject to the funding restrictions in this section of the RFA. All equipment should operate within the United States. Under this scenario, a detailed scrappage plan should be submitted and will require prior EPA approval.

6) Evidence of appropriate disposal is required in a final assistance agreement report submitted to EPA. Participating fleet owners should attest to the appropriate disposal in a signed scrappage statement. A sample scrappage statement may be found at www.epa.gov/dera/tribal-insulararea. The scrappage statement should include:

- **a)** Vehicle owner's name and address;
- **b)** Vehicle make, vehicle model, vehicle model year, VIN, odometer reading or usage meter reading, engine make, engine model, engine model year, engine horsepower, engine ID or serial number, as applicable;
- **c)** Name, address, and signature of dismantler;
- **d)** Date engine and/or vehicle/equipment was scrapped;
- **e)** Statement attesting to scrappage of vehicle/engine as defined above;

f) Signature of participating fleet owner.
g) Digital photos as follows:
- Side profile of the vehicle, prior to disabling;
- VIN tag or equipment serial number;
- Engine label (showing serial number, engine family number, and engine model year);
- Engine block, prior to hole;
- Engine block, after hole;
- Cut frame rails or other cut structural components, as applicable;
- Others, as needed

7) For tire replacement projects, the original tires should be scrapped according to local or state requirements, or the tires can be salvaged for reuse or retreading. If salvaged tires are sold, program income requirements apply.

IV. APPLICATION AND SUBMISSION INFORMATION

A. Requirement to Submit Through Grants.gov and Limited Exception Procedures

Applicants must apply electronically through Grants.gov under this funding opportunity based on the Grants.gov instructions in this announcement. If your organization has no access to the internet or access is very limited, you may request an exception for the remainder of this calendar year by following the procedures outlined here. Please note that your request must be received at least 15 calendar days before the application due date to allow enough time to negotiate alternative submission methods. Issues with submissions with respect to this opportunity only are addressed in **Appendix A**. under *Technical Issues with Submission*.

B. Grants.gov Application Submission Instructions (see Appendix A)

Your organization's authorized official representative (AOR) must submit your complete application electronically to EPA through Grants.gov no later than **11:59 p.m. Eastern Time (ET) on Wednesday, October 26, 2022.**

See Appendix A for full Grants.gov submission instructions.

C. Content of Application Submission

The application package ***must*** include all of the following materials as noted below:

1. Grant Application Forms (All required). Please complete the forms as appropriate.

a. Standard Form 424, *Application for Federal Assistance*. Please note that the organizational Unique Entity Identifier (UEI), a 12-character alphanumeric ID assigned to an entity by SAM.gov, should be included on the SF-424. Organizations may obtain a UEI at SAM.gov and, if required, complete an entity registration.

b. Standard Form 424A, *Budget Information for Non-Construction Programs*

c. EPA Form 4700-4, *Pre-Award Compliance Review Report for All Applicants Requesting Federal Financial Assistance (See Useful Tips when filling out this form)*

d. EPA Form 5700-54, *Key Contacts Form*

e. Project Narrative Attachment Form (See Section IV.C.2 below for additional information)

f. Other Attachment Form, if applicable (See Section IV.C.3. through 8. below for additional information)

2. **Project Narrative Attachment Form – see Appendix B** (Required, part of 14-page limit**).** Applicants should use the Project Narrative Attachment form in Grants.gov to attach and submit their project narrative pdf file. The project narrative should explicitly describe how the proposed project meets the threshold eligibility criteria in Section III.C., the requirements in Section I., and address the evaluation criteria set forth in Section V.A. The project narrative cannot exceed a maximum of 14 single-spaced typewritten pages, including the summary page, workplan, and budget table and detail. Excess pages will not be reviewed.

   Supporting materials identified below can be submitted as attachments and are not included in the 14-page limit. The project narrative should substantially comply with the specific instruction and content as defined in **Appendix B**. Applicants are encouraged to use the sample format for the project narrative found at: www.epa.gov/dera/tribal-insulararea.

3. **Other Attachment Form - Applicant Fleet Description (**Required, not part of 14-page limit). Applicants should use the Other Attachment Form in Grants.gov to attach and submit their applicant fleet description spreadsheet file. The purpose of the applicant fleet description is to describe in detail the specific vehicles and engines targeted for emissions reductions as well as the diesel emissions reduction solution(s) to be implemented under the proposed project. Information provided in the applicant fleet description will be used to help determine project eligibility based the criteria in Section I.B., the eligible project costs and funding restrictions identified in Section III.D., and for evaluation purposes as described below. Applicants are encouraged to use the sample format for the applicant fleet description found at: www.epa.gov/dera/tribal-insulararea.

   Applicants should describe, to the extent possible, the fleet(s) targeted for the proposed project, including: fleet owner; publicly or privately owned; place of performance; sector; target fleet type; on highway weight class; on highway description; quantity; vehicle identification number(s); vehicle make; vehicle model; vehicle model year; engine serial number(s); engine make; engine model; engine model year; engine tier; engine horsepower; cylinder displacement; number of cylinders; engine family name; engine fuel type; annual amount of fuel used; annual usage hours; annual miles traveled; annual idling hours; annual hoteling hours; and remaining life. Applicants should describe, to the extent possible, the diesel emissions reduction solution(s) applied to each targeted vehicle/engine, including: year of upgrade action; upgrade; upgrade cost per unit; upgrade labor cost per unit; new engine

model year; new engine tier; new engine horsepower; new engine duty cycle; new engine cylinder displacement; new engine number of cylinders; new engine family name; annual idling hours reduced; annual hoteling hours reduced; and annual diesel gallons reduced. This information should be presented in a table format.

Applicants will be scored under Section V.A., Criterion 8, Applicant Fleet Description, on the degree to which detailed information is provided within the applicant fleet description. The information provided within the applicant fleet description should be used to estimate the anticipated emissions reductions from the project and should be consistent with the information presented in the project narrative (see **Appendix C** for additional information on calculating emissions reductions).

4. **Other Attachment Form - Emissions Reduction Calculations** (Required, not part of 14-page limit): Applicants should use the Other Attachment Form in Grants.gov to attach and submit their emission reduction calculation files. Applicants should follow the instructions in **Appendix C** of this announcement for calculating emissions reductions. Applicants should include a printout of their Diesel Emissions Quantifier (DEQ) results spreadsheet showing DEQ results and inputs as an attachment to their application. If alternative methods are used, applicants should thoroughly describe and document their emissions reduction calculation methods in an attachment to the project narrative.

5. **Other Attachment Form - Cost Share Commitment Letters** (Required if applicable, not part of 14-page limit): Applicants should use the Other Attachment Form in Grants.gov to attach and submit their cost share commitment letter files. If applicable, project partners who are providing in-kind or monetary assistance should demonstrate their specific commitment to meet the proposed cost share. 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.

6. **Other Attachment Form - Partnership Letters** (If applicable, not part of 14-page limit): Applicants should use the Other Attachment Form in Grants.gov to attach and submit partnership letter files. 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.

7. **Other Attachment Form - Mandated Measures Justification Supporting Information** (Required if applicable, not part of 14-page limit): Applicants should use the Other Attachment Form in Grants.gov to attach and submit mandated measures supporting information files. If applicable, the application should include a clear and concise justification in Section 1 of the project narrative, for why/how the emissions reductions proposed for funding are not subject to the Restriction for Mandated Measures under this RFA. Applicants should provide sufficient detail and information to support the justification,

including maintenance schedules and history, if applicable. Please see **Section III.D.21.** and **Appendix D** for more information.

8. **Other Attachment Form – Biographical Sketch/Resumes** (Optional, not part of 14-page limit): Applicants may provide resumes or curriculum vitae for any key personnel.

   Please refer to the application submission checklist in **Appendix F** to ensure that all required information is included in your application package.

D. Submission Date and Time

The application submission deadline date and time for submission of applications is **Wednesday, October 26, 2022, at 11:59 p.m. (ET).** Applications submitted after the application submission deadline date and time will not be considered for funding.

E. Information Sessions

EPA will host three information sessions regarding this RFA via teleconference/webinar, based on the schedule below. EPA will attempt to answer any appropriate questions in these public forums. Pre-registration is not required. Webinar links and dial-in information for the information sessions can be found at: www.epa.gov/dera/tribal-insulararea.

Sessions**:**
Tuesday, August 16, 2022 at 1:00 p.m. (ET)
Thursday, August 25, 2022 at 3:00 p.m. (ET)
Wednesday, August 31, 2022 at 7:00 p.m. (ET)
Questions and answers from these information sessions will also be posted in the questions and answers document located at www.epa.gov/dera/tribal-insulararea.

F. Engine Regulations

DERA project eligibility or approval does not waive any applicable regulatory requirements for equipment owners, operators, manufactures, installers, and others.

G. Coalition Coverage

Groups of two or more eligible applicants may choose to form a coalition and submit a single application under this RFA; however, one entity must be responsible for the grant. Coalitions must identify which eligible organization will be the recipient of the grant and which eligible organization(s) will be subrecipients of the recipient (the "pass-through entity"). Subawards must be consistent with the definition of that term in 2 CFR 200.1 and comply with EPA's Subaward Policy. The pass-through entity that administers the grant and subawards will be accountable to EPA for proper expenditure of the funds and reporting and will be the point of contact for the coalition. As provided in 2 CFR 200.332, subrecipients are accountable to the pass-through entity for proper use of EPA funding. For-profit organizations are not eligible for subawards under this grant program but may receive procurement contracts. Any contracts for services or

products funded with EPA financial assistance must be awarded under the competitive procurement procedures of 2 CFR Part 200 and/or 2 CFR Part 1500, as applicable. The regulations at 2 CFR 1500.10 contain limitations on the extent to which EPA funds may be used to compensate individual consultants. Refer to the Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements for guidance on competitive procurement requirements and consultant compensation. Do not name a procurement contractor (including a consultant) as a "partner" or otherwise in your application unless the contractor has been selected in compliance with competitive procurement requirements.

V. APPLICATION REVIEW INFORMATION

Note: Additional provisions that apply to this section can be found at EPA Solicitation Clauses.

Only eligible entities whose applications meet the threshold eligibility criteria in Section III.C. will be evaluated according to the criteria below set forth below. Applicants should explicitly address these criteria as part of their application package submittal in the project narrative, following the content requirements set forth in **Section IV.C.** and **Appendix B**. **Applicants are encouraged to use the sample format for the project narrative found at:** www.epa.gov/dera/tribal-insulararea**.** Each application will be rated using a point system. Applications will be evaluated based on a total of 120 points possible.

A. Evaluation Criteria

Criteria	Points
Total Possible Points	**120**
1. Project Summary and Approach: Under this criterion, EPA will evaluate applications based on the extent and quality of the applicant's overall project and approach. Specifically, EPA will evaluate: **A. (10 points)** The extent and quality to which the project meets the requirements of **Section I.B. Scope of Work** and **Section III.D. Eligible Project Cost and Funding Restrictions**; and **B. (15 points)** The extent and quality of the applicant's overall approach and implementation plan, including tasks, roles and responsibilities, partnerships, and vehicle scrappage.	**25**
2. Project Location: Under this criterion, EPA will evaluate applications based on the extent to which projects are located in an Ozone and/or $PM_{2.5}$ nonattainment and/or maintenance area, as described in Section I.B. Partial points may be awarded under this criterion depending on how much of the project occurs in the priority areas.	**5**
3. Environmental Justice and Underserved Communities: Under this criterion, applications will be evaluated based on the extent to which they demonstrate how the project will address the disproportionate and adverse (see below) human health, environmental, climate-related and other cumulative impacts, as well as the accompanying economic challenges of such impacts,	**15**

resulting from industrial, governmental, commercial and/or other actions that have affected and/or currently affect the underserved communities described in Section I of the solicitation. Specifically, EPA will evaluate: **A. (10 points)** how the project benefits the underserved communities including those that have experienced a lack of resources or other impediments to addressing the impacts identified above that affect their community and; **B. (5 points)** the extent to which the project addresses engagement with these communities, especially local residents in these communities who will be affected by the project, to ensure their meaningful participation with respect to the design, project planning, and performance of the project. Disproportionate and adverse environmental, human health, climate-related and other cumulative impacts, as well the accompanying economic challenges of such impacts, may result when greater pollution burdens and/or consequences, and the impact of them, are more likely to affect or have affected the underserved communities described in this solicitation. The impacts may result from various factors including but not limited to being a function of historical trends and policy decisions. Factors that may indicate disproportionate and adverse impacts as referenced above include: differential proximity and exposure to adverse environmental hazards; greater susceptibility to adverse effects from environmental hazards (due to causes such as age, chronic medical conditions, lack of health care access, or limited access to quality nutrition); unique environmental exposures because of practices linked to cultural background or socioeconomic status (for example, subsistence fishing or farming); cumulative effects from multiple stressors; reduced ability to effectively participate in decision-making processes (due to causes such as lack of or ineffective language access programs, lack of programs to make processes accessible to persons with disabilities, inability to access traditional communication channels, or limited capacity to access technical and legal resources); and degraded physical infrastructure, such as poor housing, poorly maintained public buildings (e.g., schools), or lack of access to transportation.	
4. Project Sustainability: Under this criterion, EPA will evaluate applications based on whether the applicant and/or its project partners have existing policies or new commitments to, by the end of the project period, adopt idle-reduction policies, adopt contract specifications requiring the use of cleaner, more efficient vehicles and equipment, complete an up-to-date mobile source equipment inventory, or adopt other strategies to promote and continue efforts to reduce diesel emissions, as described in Section I.B.	**5**
5. Environmental Results – Outputs, Outcomes and Performance Measures: Under this criterion, EPA will evaluate:	**35**

A. (10 points) The extent and quality to which the project will achieve significant reductions in diesel emissions. Applicants should follow the instructions in **Appendix C** and should include a printout of their DEQ inputs and results (or alternative methods) as an attachment. **B. (10 points)** The lifetime total project cost effectiveness for PM2.5 and NOx, and the lifetime capital cost effectiveness for PM2.5 and NOx. Applicants should follow the instructions in **Appendix C** to calculate the cost effectiveness for PM2.5 and NOx reductions. **C. (5 points)** The extent and quality to which the project will achieve other expected project outputs and outcomes, including those identified in Section I.C. **D. (5 points)** The reasonableness of the proposed timeline, including key milestones for specific tasks, and the likelihood of completion of the project's goals and objectives by project end. **E. (5 points)** The performance measures proposed and the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes as described in Section I.C.	
6. Programmatic Capability and Past Performance: Under this criterion, EPA will evaluate applicants based on their ability to successfully complete and manage the proposed project considering their: **A. (5 points)** Past performance in successfully completing and managing the assistance agreements identified in the project narrative as described in Section 6.A. of **Appendix B**. **B. (5 points)** History of meeting the reporting requirements under the assistance agreements identified in the project narrative as described in Section 6.B. of **Appendix B**, including whether the applicant submitted acceptable final technical reports under those agreements and the extent to which the applicant adequately and timely reported on their progress towards achieving the expected outputs and outcomes under those agreements and if such progress was not being made whether the applicant adequately reported why not. **C. (5 points)** Staff expertise and qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the proposed project as described in Section 6.C. of Appendix B. An applicant submitting more than one application should ensure the applicant has the staff and resources to implement all proposed projects in the event all of the proposed projects are selected for award.	**15**

Note: In evaluating applicants under items A. and B. of this criterion, 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 the applicant does not have any relevant or available past performance or reporting information, please indicate this in the application and you will receive a neutral score for these sub-factors (items A. and B. above-a neutral score is half of the total points available in a subset of possible points). If the applicant does not provide any response for these items, you may receive a score of 0 for these sub-criteria.	
7. Budget: Under this criterion, EPA will evaluate applicants based on the extent and quality to which: **A. (5 points)** The applicant demonstrates an approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner. **B. (5 points)** Costs are reasonable to accomplish the proposed goals, objectives, and measurable environmental outcomes. **C. (5 points)** The proposed budget provides a detailed breakout by funding type in the proper budget category for each activity the applicant is requesting.	**15**
8. Applicant Fleet Description: Under this criterion, EPA will evaluate applicants on the extent and quality to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided in the applicant fleet description, as described in Section IV.C.3.	**5**

B. Review and Selection Process

Although funding for tribal governments, intertribal consortia and Alaska Native Villages, and insular areas is being announced under this single RFA, the applications will be reviewed separately, and separate ranking lists developed. Tribal governments, intertribal consortia and Alaska Native Villages applications will be reviewed, ranked, and selected by one review panel, and insular area applications will be reviewed, ranked, and selected by a separate review panel. Assistance agreements funded under this announcement will be awarded and managed by each of EPA's ten regional offices, depending on the location of the project.

Applications will first be evaluated by EPA's Office of Transportation and Air Quality (OTAQ) against the threshold factors listed in Section III.C. of this RFA. Only those applications which meet all the threshold eligibility factors will be evaluated using the evaluation criteria listed above by a review panel comprised of OTAQ and EPA regional staff. Each application will be given a numerical score and will be rank ordered by the review panel. The review team will

provide preliminary funding recommendations to the EPA OTAQ selection official based on these reviews and rankings.

C. Other Factors

Final funding decisions will be made by the OTAQ selection official based on the rankings, preliminary funding recommendation of the review panel, and the following factors: sector (fleet type) diversity, technology diversity, geographic diversity, number and size of awards, and Agency and programmatic priorities. Prior to selecting multiple awards for an applicant, EPA may consider whether an applicant has the staff and resources to implement all proposed projects in the applications considered for selection.

VI. AWARD ADMINISTRATION INFORMATION

A. Award Notices

Following evaluation of applications, all applicants will be notified regarding their status.

1. **Successful Applicants:** EPA anticipates notification to successful applicants will be made via electronic mail within 60 days of the application submission date of this RFA. The notification will be sent to the original signer of the application, or the project contact listed in the application. This notification, which informs the applicant that its application has been selected and is being recommended for award is not an authorization to begin work. The official notification of an award will be made by the applicable Regional Grants Management Office.

   Applicants are cautioned that only a grants officer is authorized to bind the government to the expenditure of funds; selection does not guarantee an award will be made. For example, statutory authorization, funding, or other issues discovered during the award process may affect the ability of EPA to make an award to the applicant. The award notice, signed by the EPA grants officer, is the authorizing document and will be provided through electronic or postal mail. The successful applicant may need to prepare and submit additional documents and forms (e.g., workplan), which must be approved by EPA, before the grant can officially be awarded. The time between notification of selection and award of a grant can take up to 90 days or longer.

   a. **Combining Multiple Successful Applications into One Award:** If an applicant submits multiple applications under this competition, and multiple applications are selected for funding, EPA may award a single assistance agreement that combines separate applications for different tasks/activities.

2. **Unsuccessful Applicants**: EPA anticipates notification to unsuccessful applicant(s) will be made via electronic mail within 60 days of the application submission deadline date of this RFA. The notification will be sent to the original signer of the SF-424, Application for Federal Assistance.

B. Administrative and National Policy Requirements

A listing and description of general EPA Regulations applicable to the award of assistance agreements may be viewed at: www.epa.gov/grants/policy-regulations-and-guidance-epa-grants.

C. Reporting Requirement

Quarterly progress reports and a detailed final report will be required. Quarterly reports summarizing technical progress, progress made on achieving the outputs and outcomes detailed in the project workplan (including any project sustainability commitments as defined in Section I.B. of the RFA), planned activities for the next quarter and a summary of quarterly and cumulative expenditures are required. Quarterly reports should include an up-to-date fleet description and efforts should be made to track, measure, and report the actual vehicle miles traveled, hours of use/operation, and fuel use for all vehicles and equipment involved in the project. Quarterly reports may contain signed eligibility statements, signed scrappage statements, and BAT analysis submitted to EPA for approval.

The final report shall be submitted to EPA within 120 calendar days of the completion of the period of performance. The final report must include: summary of the project or activity, progress made on achieving the outputs and outcomes detailed in the project workplan (including any project sustainability commitments defined in Section I.B. of the RFA), environmental results, advances achieved and costs of the project or activity. The final report must include a final fleet description and efforts should be made to track, measure, and report the actual vehicle miles traveled, hours of use/operation, and fuel use for all vehicles and equipment involved in the project. The final report must include all signed eligibility statements, signed scrappage statements, and documented EPA approval of BAT analysis. In addition, the final report shall discuss the problems, successes, and lessons learned from the project or activity that could help overcome structural, organizational, or technical obstacles to implementing a similar project elsewhere. The schedule for submission of quarterly reports will be established by EPA, after the grants are awarded. Award recipients may be provided with additional information and guidance on reporting performance measures and project progress after award.

D. Equipment Use, Management, and Disposition

The following equipment use, management, and disposition instructions are applicable to recipients and subrecipients acquiring equipment under awards resulting from this RFA. Recipients agree that equipment acquired will be subject to the use and management and disposition regulations at 2 CFR §200.313. Equipment is defined as tangible personal property having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of $5,000, or the capitalization level established by the non-federal entity for financial statement purposes (see 2 CFR §200.1, “capital assets”). Certified or verified technologies, vehicles, engines and nonroad equipment are considered to be equipment to the extent they fall within this definition. Recipients agree that at the end of the project period the recipient will continue to use the equipment in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by the federal award. When acquiring replacement equipment, the non-federal entity may use the equipment to

be replaced as a trade-in or sell the property and use the proceeds to offset the cost of the replacement property. Items of equipment with a current per unit fair market value of $5,000 or less may be retained, sold or otherwise disposed of with no further obligation to the Federal awarding agency.

E. Buy America Requirements

Certain projects under this competition are subject to the Buy America Sourcing requirements under the Build America, Buy America provisions of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, §§70911-70917) when using Federal funds for the purchase of goods, products, and materials on any form of construction, alteration, maintenance, or repair of infrastructure in the United States. Vehicle charging equipment and some equipment used in marine shore power projects and electric parking space projects meets the definition of infrastructure under the Build America, Buy America Act (BABAA) that took effect on May 14, 2022. A Buy America preference applies to the iron and steel, manufactured products, and construction materials used for the infrastructure project under an award.

The DERA Tribal and Insular Areas Grants are subject to the requirements of the BABAA, which require applicants to comply with Buy America preference requirements or apply for a waiver for each infrastructure project. EPA recognizes the challenges raised for applicants to comply with new rules and processes under BABAA. Consistent with the Office of Management and Budget guidance M-22-11, EPA has issued a brief, time-limited public interest adjustment period waiver applicable to electric charging infrastructure projects to avoid undue increases in the time and cost of a project, and to allow recipients and EPA to transition to new rules and processes. After the adjustment period waiver is finalized, any applicable infrastructure project funded under 2022 DERA Tribal and Insular Areas Grants will be able to waive the BABAA preference requirements. A list of approved EPA waivers is available on the Build America, Buy America website.

In additional to BABAA requirements, all procurements under grants may be subject to the domestic preference provisions of 2 CFR 200.322.

VII. AGENCY CONTACTS

For further tribal applicant information, contact:

U.S. Environmental Protection Agency
Lucita Valiere, DERA Tribal Lead
EPA Region 10
Phone: 206-553-8087
Email: valiere.lucita@epa.gov
For further insular area applicant information, contact:

For further insular areas applicant information, contact:

U.S. Environmental Protection Agency
Stephanie Watson, DERA Insular Area Lead
OAR, Office of Transportation and Air Quality
Phone: (202) 564-1409
Email: watson.stephanie@epa.gov

Applicants may email written questions to: dera@epa.gov. EPA will respond to questions from individual applicants regarding threshold eligibility criteria, administrative issues related to the submission of the application, and requests for clarification about any of the language or provisions in the announcement through the questions and answers document. Please type "Tribal and Insular Area RFA Question" in the subject line of your email. All questions submitted via email by 11:59 p.m. (ET) each Friday during the RFA open period will be answered and posted in the FAQ document the following week. The deadline for submitting questions via email is Friday, October 14, 2022 at 11:59 p.m. (ET). The final posting of the questions and answers document will be Thursday, October 20, 2022 by 4:00 p.m. (ET).

All applicants are encouraged to review the questions and answers document posted at www.epa.gov/dera/tribal-insulararea for further clarification of this RFA.

APPENDIX A – Grants.gov Application Submission Instructions

A. Requirement to Submit Through Grants.gov and Limited Exception Procedures
Applicants must apply electronically through Grants.gov under this funding opportunity based on the grants.gov instructions in this announcement. If your organization has no access to the internet or access is very limited, you may request an exception for the remainder of this calendar year by following the procedures outlined here. Please note that your request must be received at least 15 calendar days before the application due date to allow enough time to negotiate alternative submission methods. Issues with submissions with respect to this opportunity only are addressed in section c. *Technical Issues with Submission* below.

B. Submission Instructions

1. SAM.gov (System for Award Management) Registration Instructions

   Organizations applying to this funding opportunity must have an active SAM.gov registration. If you have never done business with the Federal Government, you will need to register your organization in SAM.gov. If you do not have a SAM.gov account, then you will create an account using login.gov[5] to complete your SAM.gov registration. SAM.gov registration is FREE. The process for entity registrations includes obtaining Unique Entity ID (UEI), a 12-character alphanumeric ID assigned an entity by SAM.gov, and requires assertions, representations and certifications, and other information about your organization. Please review the Entity Registration Checklist for details on this process.

   If you have done business with the Federal Government previously, you can check your

[5] Login.gov a secure sign in service used by the public to sign into Federal Agency systems including SAM.gov and Grants.gov. For help with login.gov accounts you should visit http://login.gov/help.

entity status using your government issued UEI to determine if your registration is active. SAM.gov requires you renew your registration every 365 days to keep it active.

Please note that SAM.gov registration is different than obtaining a UEI only. Obtaining an UEI only validates your organization's legal business name and address. Please review the Frequently Asked Question on the difference for additional details.

Organizations should ensure that their SAM.gov registration includes a current e-Business (EBiz) point of contact name and email address. The EBiz point of contact is critical for Grants.gov Registration and system functionality.

Contact the Federal Service Desk for help with your SAM.gov account, to resolve technical issues or chat with a help desk agent: (866) 606-8220. The Federal Service desk hours of operation are Monday – Friday 8am – 8pm ET.

2. Grants.gov Registration Instructions

Once your SAM.gov account is active, you must register in Grants.gov. Grants.gov will electronically receive your organization information, such as e-Business (EBiz) point of contact email address and UEI. Organizations applying to this funding opportunity must have an active Grants.gov registration. Grants.gov registration is FREE. If you have never applied for a federal grant before, please review the Grants.gov Applicant Registration instructions. As part of the Grants.gov registration process, the EBiz point of contact is the only person that can affiliate and assign applicant roles to members of an organization. In addition, at least one person must be assigned as an Authorized Organization Representative (AOR). Only person(s) with the AOR role can submit applications in Grants.gov. Please review the Intro to Grants.gov-Understanding User Roles and Learning Workspace – User Roles and Workspace Actions for details on this important process.

Please note that this process can take a month or more for new registrants. Applicants must ensure that all registration requirements are met in order to apply for this opportunity through Grants.gov and should ensure that all such requirements have been met well in advance of the application submission deadline.

Contact Grants.gov for assistance at 1-800-518-4726 or support@grants.gov to resolve technical issues with Grants.gov. Applicants who are outside the U.S. at the time of submittal and are not able to access the toll-free number may reach a Grants.gov representative by calling 606-545-5035. The Grants.gov Support Center is available 24 hours a day 7 days a week, excluding federal holidays.

3. Application Submission Process

To begin the application process under this grant announcement, go to Grants.gov and click the red "Apply" button at the top of the view grant opportunity page associated with this opportunity.

The electronic submission of your application to this funding opportunity must be made by an official representative of your organization who is registered with Grants.gov and

is authorized to sign applications for Federal financial assistance. If the submit button is grayed out, it may be because you do not have the appropriate role to submit in your organization. Contact your organization's EBiz point of contact or contact Grants.gov for assistance at 1-800-518-4726 or support@grants.gov

Applicants need to ensure that the Authorized Organization Representative (AOR) who submits the application through Grants.gov and whose UEI is listed on the application is an AOR for the applicant listed on the application. Additionally, the UEI listed on the application must be registered to the applicant organization's SAM.gov account. If not, the application may be deemed ineligible.

4. Application Submission Deadline
   Your organization's AOR must submit your complete application package electronically to EPA through Grants.gov no later than October 26, 2022 11:59 PM ET. Please allow for enough time to successfully submit your application and allow for unexpected errors that may require you to resubmit.

   Applications submitted through Grants.gov will be time and date stamped electronically. Please note that successful submission of your application through Grants.gov does not necessarily mean your application is eligible for award. Any application submitted after the application deadline time and date deadline will be deemed ineligible and not be considered.

C. Technical Issues with Submission

If applicants experience technical issues during the submission of an application that they are unable to resolve, follow these procedures **before** the application deadline date:

1. Contact Grants.gov Support Center **before** the application deadline date.
2. Document the Grants.gov ticket/case number.
3. Send an email with "2022 Diesel Emissions Reduction Act (DERA) Tribal and Insular Area Grants" in the subject line Lucita Valiere, at valiere.lucita@epa.gov for tribal applicants or Stephanie Watson at watson.stephanie@epa.gov for insular area applicants **before** the application deadline time and date and **must** include the following:
   a. Grants.gov ticket/case number(s)
   b. Description of the issue
   c. The entire application package in PDF format.

Without this information, EPA may not be able to consider applications submitted outside of Grants.gov. Any application submitted after the application deadline time and date deadline will be deemed ineligible and **not** be considered.

Please note that successful submission through Grants.gov or email does not necessarily mean your application is eligible for award.

EPA will make decisions concerning acceptance of each application submitted outside of Grants.gov on a case-by-case basis. EPA will only consider accepting applications that were unable to submit through Grants.gov due to Grants.gov or relevant SAM.gov system issues or for unforeseen exigent circumstances, such as extreme weather interfering with internet access.

Failure of an applicant to submit prior to the application submission deadline date because they did not properly or timely register in SAM.gov or Grants.gov is not an acceptable reason to justify acceptance of an application outside of Grants.gov.

Application Materials: The documents listed below are required to be submitted using the Grants.gov application package accessed using the instructions above, as described in Section IV.C. of the RFA.

Mandatory Documents:

- Standard Form 424, *Application for Federal Assistance*. Please note that the organizational Unique Entity Identifier (UEI) must be included on the SF-424.
- Standard Form 424A, *Budget Information for Non-Construction Programs*
- EPA Form 4700-4, *Pre-Award Compliance Review Report for All Applicants Requesting Federal Financial Assistance*
- EPA Form 5700-54, *Key Contacts Form*
- Project Narrative Attachment Form, (See Section IV.C. for additional information)
- Use Other Attachments From for the following mandatory documents:
    - *Applicant Fleet Description*
    - *Emissions Reduction Calculations*

Optional Documents:

- Use the Other Attachments Form in Grants.gov for the following optional documents:
    - Cost Share Commitment Letters
    - Partnership Letters
    - Mandatory Measures Justification Supporting Information
    - Biographical Sketches or Resumes

The "Other Attachments Form" is listed under mandatory documents but should be used to attach both mandatory documents as well as any optional documents.

APPENDIX B – Project Narrative Instructions, Format, and Content

Instructions: The project narrative must substantially comply with the instructions and content defined below. It must also address the evaluation criteria in Section V.A. of the RFA.

The project narrative (including the cover page) should not exceed a maximum of twelve (14) single-spaced pages in length. Pages refer to one-side of a single-spaced typed page. Font size should be no smaller than 10 and the application should be formatted for 8 ½" x 11" paper. Pages more than the 14-page limit will not be reviewed. As noted in **Appendix A**, the following additional required materials may be submitted using the Optional Attachments form and are not subject to the 14-page limit:

- Cost Share Commitment Letters
- Partnership Letters
- Mandatory Measures Justification Supporting Information
- Resumes

Applicants are encouraged to use the sample format for the project narrative found at: www.epa.gov/dera/tribal-insulararea**.**

I. Cover Page: It is recommended that the cover page does not exceed one page. The cover page should include the following information:

<table>
<tr><td>Project Title</td><td></td></tr>
<tr><td>Applicant Information</td><td>Applicant Name:
Address (Street, City, State, Zip):
Office Phone and Fax Numbers:
Contact Name, Email address and Website (if applicable):</td></tr>
<tr><td>Entity Eligibility</td><td>[Using the criteria outlined under Section III.A. of this RFA, please indicate entity type below with an X to confirm eligibility.]
___Tribal government (or intertribal consortium) which has jurisdiction over transportation or air quality OR
___Alaska Native Village which has jurisdiction over transportation or air quality OR
___Insular area government agency which has jurisdiction over transportation or air quality</td></tr>
<tr><td>Budget Summary</td><td><table><tr><td>EPA Funding
[A]</td><td>Voluntary Cost Share
[B]</td><td>Total Project Cost
[A+B=C]</td></tr><tr><td>$</td><td><b>$</td><td>$</td></tr></table></td></tr>
<tr><td>Primary Project Location</td><td>[Briefly describe the area(s) where the affected vehicles or engines operate. Primary project location (County, State, City, and Zip Code) listed in Section 2 should be included here.]</td></tr>
<tr><td>Short Project Description</td><td>[Briefly describe your project using the sector(s) and corresponding target fleet type(s). Include the number of affected vehicles/equipment and the type of emission upgrade(s). Example descriptions: 1) ~ School Bus: Retrofit 40 class 6 school buses with DPFs; 2) Freight: Install DPFs and bunk heaters on 20 Class 8 long-haul trucks; 3) Port: Replace engines in 2 ship to shore gantry cranes with electric power.]</td></tr>
</table>

Project Sector(s)	*[Please use each drop-down menu to select one or more appropriate project sectors.]* Primary Sector: Secondary Sector, as appropriate: Other Sector, as appropriate:
Target Fleet(s)	*[Please use each drop-down menu to select one or more target fleet sectors.]* Primary Target Fleet: Secondary Target Fleet, as appropriate: Other Target Fleet, as appropriate:

Sectors	**Target Fleets**	**Target Fleets (continued)**
Agriculture	Aerial Lift	Off-Highway Tractor
Airport	Agricultural Mower	Off-Highway Truck
Construction	Agricultural Tractor	Other Agricultural Equipment
Freight (non-port goods movement)	Airport Support Equipment	Other Construction Equipment
Industrial (non-port material handling, other)	Backhoe Loader	Other General Industrial Equipment
Mining	Baler/Combine/Swather	Other Material Handling Equipment
Municipal (emergency, utility)	Bore/Drill Rig	Passenger Locomotive
Port	Cement & Mortar Mixer	Paving/Surfacing Equipment
Railyard	Concrete/Industrial Saw	Plate Compactor
School Bus	Container Handling Equipment	Railcar Mover
Stationary	Crane	Refuse Hauler
Transit (non-port)	Crawler Dozer/Loader	Rough Terrain Forklift
	Crushing/Proc. Equipment	Rubber Tire Dozer/Loader
	Dumpsters/Tender	School Bus
	Excavator	Short Haul – Combination
	Forklift	Short Haul – Single Unit
	Gantry Crane	Signal Board
	Line Haul Locomotive	Skid Steer Loader
	Line Haul Locomotive as Switch	Stationary Air Compressor
	Logging Equip Fell/Bunch/Skidder	Stationary Gas Compressor
	Long Haul – Combination	Stationary Generator
	Long Haul – Single Unit	Stationary Irrigation Set
	Marine – Auxiliary	Stationary Pump
	Marine – Propulsion	Stationary Welder
	Mining Equipment	Sweeper/Scrubber
	Mobile Air Compressor	Switch Locomotive
	Mobile Gas Compressor	Tamper/Rammer
	Mobile Generator	Terminal Tractor
	Mobile Irrigation Set	Transit Bus
	Mobile Pump	Transport Refrigeration Unit
	Mobile Welder	Trencher

II. Workplan

Applicants should ensure that the workplan addresses the evaluation criteria in Section V.A. of this announcement by using the section numbers and headings and subsection numbers and headings below which correspond with the evaluation criteria in Section V.A. of the RFA.

Section 1. Project Summary and Approach (25 points)

This section of the workplan should contain a detailed project summary, including the following information:

A. (10 points) Project Summary

- A discussion of how the applicant has considered the available/eligible technology options for the target fleet and has arrived at the chosen diesel emissions reduction solution(s).
- A summary of the vehicles, engines and/or equipment targeted for emissions reductions and all verified and/or certified technologies to be funded by the applicant.
- Applicants proposing nonroad, locomotive, or marine replacements should commit to using Tier 4 vehicles, equipment, or engines if Tier 4 vehicles, equipment, or engines with the appropriate physical and performance characteristics are available, as described in Section I.B. Applicants anticipating the use of lower tiered vehicles, equipment, or engines should discuss their rationale for proposing lower tiered replacements.
- Applications which include locomotives and/or marine engines and/or stationary engines should include a clear and concise justification for why/how the proposed emissions reductions are not subject to the restriction for mandated measures under this RFA, as described in Section III.D.21. and **Appendix D**.

B. (15 points) Project Implementation

- A discussion of the roles and responsibilities of the Applicant organization and any other project partners, including subrecipients, beneficiaries, and/or contractors. Applicants should discuss whether they will directly implement the project or fund project partners through subgrants and/or rebates as described in Appendix E.
- Applicants should discuss whom or what organization(s) will retain ownership of any vehicles, engines and/or equipment purchased with funding from this project.
- Applications which include engine replacements and vehicle/equipment replacements should include the applicant's plans for engine/vehicle/equipment scrappage.

Vehicles and Technologies Checklist:

Applicants should fill out and include the table below

	Question	Yes, No, or N/A
1	Does each vehicle, engine and/or equipment targeted for emissions reductions meet the project eligibility factors listed in Section I.B?	
2	Does each vehicle, engine and/or equipment targeted for emissions reductions meet usage requirements listed in Section I.B?	
3	Does each vehicle, engine and/or equipment targeted for emissions reductions meet ownership requirements listed in Section I.B?	
4	Does each vehicle, engine and/or equipment targeted for emissions reductions meet the remaining life requirements of at least 2 years listed in Section I.B?	
5	Does the workplan include a scrappage plan?	
6	For all locomotive, marine, or stationary generator projects, does the	

	workplan address mandated measures?	

Section 2. Project Location (5 points)

This section of the workplan should include a detailed discussion of the project location and include the following table. The term "project location" as used in this RFA refers to the area(s) where the affected vehicles or engines operate. If a single application includes vehicles operating in more than one area, this section of the work plan should indicate where the vehicles operate and the annual percentage (%) of time the vehicles typically operate in each area. A list of priority areas that will receive points under Section V.A., Criterion 2 of this RFA can be found in **Appendix E** or at www.epa.gov/dera/tribal-insulararea.

Fleet, Type and Number of Vehicles	County, State, City, and Zip Code	Annual % Time Vehicles Operate at Location	Non-Attainment Area
			Y/N
			Y/N
			Y/N
			Y/N

- *Fleet, Type and Number of Affected Vehicles: Enter the name of the fleet (if applicable), the type, and number of affected vehicles that operate within listed project location.*
- *Place(s) of performance should include a county, state, city, and ZIP code.*
- *The PRIMARY place of performance should be entered in the first row of the table and indicate the location where the majority of the affected vehicles operate, or where the affected vehicles operate a majority of the time. For port projects, primary place of performance will most likely be the port's address.*
- *Secondary and any other place(s) of performance should also be listed in the table in additional rows below the primary place of performance.*
- *% of Time Vehicles Operate in Area/Location: Enter the estimated percentage of time the affected vehicles operated within the listed project location.*
- *Nonattainment Area: For each listed project location, indicate with an Y (Yes) or N (No) if the location is an area of poor air quality, as described in Section I.B.*

Section 3. Environmental Justice and Underserved Communities (15 points)

This section of the workplan should include a detailed discussion of how the proposed project will promote environmental justice, as described in Section I.B. of the RFA. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Applicants should describe how the project will effectively address the disproportionate and adverse cumulative impacts (human health, environmental, climate-related and others) that have affected and/or currently affect people/communities of color, low income, tribal, and indigenous populations, and if applicable other vulnerable populations such as the elderly, children, and

those with pre-existing medical conditions. Adverse impacts may be the result of industrial, governmental, commercial and/or other actions and include the accompanying economic challenges of such impacts.

As applicable, applicants should demonstrate how the project benefits these communities and/or populations including those in the communities/populations that have experienced a lack of resources or other impediments to addressing the adverse impacts described above. Additionally, applicants should describe the extent to which the project addresses engagement with these communities and/or populations, especially local residents, to ensure their meaningful participation with respect to the design, planning, and performance of the project.

NOTE: Disproportionate and adverse environmental, human health, climate-related and other cumulative impacts, as well the accompanying economic challenges of such impacts, may result when greater pollution burdens or consequences, and the impact of them, are more likely to affect underserved communities. The impacts may result from various factors including but not limited to being a function of historical trends and policy decisions.

Factors that may indicate disproportionate and adverse impacts as referenced above include:

- Differential proximity and exposure to environmental hazards;
- Greater susceptibility to adverse effects from environmental hazards (due to genetic predisposition, age, chronic medical conditions, lack of health care access, or poor nutrition);
- Unique environmental exposures because of practices linked to cultural background or socioeconomic status (e.g., subsistence fishing or farming);
- Cumulative effects from multiple stressors;
- Reduced ability to effectively participate in decision-making processes due to language barriers, inability to access traditional communication channels, or limited capacity to access technical and legal resources; and
- Degraded physical infrastructure, such as poor housing, poorly maintained public buildings (e.g., schools), or lack of access to transportation.

Applicants are encouraged, as appropriate, to include data from EPA's EJSCREEN tool (or other EJ-focused geospatial mapping tools) as part of their application to help characterize and describe the affected communities/populations and area(s). Data from other sources (e.g., studies, census, and third-party reports) should also be included to give a more complete picture of the impacted communities and populations. Instructions, resources, and tutorials on how to use EJSCREEN are included at the hyperlink above.

Section 4. Project Sustainability (5 points)

This section of the workplan should include a detailed discussion of the applicant's and/or project partner's ability to promote and continue efforts to reduce emissions after EPA funding for this project has ended, as described in Section I.B. of this RFA. EPA will evaluate this under criterion 4 Section V.A. of this RFA. Specifically, applications will be evaluated on whether the applicant and/or its project partners have existing policies or new commitments to, by the end of the project period, adopt idle-reduction policies, adopt contract specifications requiring the use of

cleaner, more efficient vehicles and equipment, complete an up-to-date mobile source equipment inventory, or adopt other strategies to promote and continue efforts to reduce diesel emissions.

Section 5. Environmental Results—Outputs, Outcomes and Performance Measures (35 points)

Identify the expected quantitative and qualitative outputs and outcomes of the project as defined in Section I.C. of the RFA. Specific outputs and outcomes should be provided and may include short- and longer-term activities. In addition to a narrative discussion of the outputs and outcomes, the applicant is encouraged to include a table such as the following:

Example Outputs and Outcome Table

Activities	Outputs	Outcomes
Fleet A	*# of vehicles replaced or technologies installed*	Annual Reduction = tons $PM_{2.5}$
		Lifetime Reduction = tons $PM_{2.5}$
		Annual Reduction = tons NO_x
		Lifetime Reduction = tons NO_x
		Lifetime Capital Cost Effectiveness = $/ton
Fleet B	*# of vehicles replaced or technologies installed*	Annual Reduction = tons $PM_{2.5}$
		Lifetime Reduction = tons $PM_{2.5}$
		Annual Reduction = tons NO_x
		Lifetime Reduction = tons NO_x
		Lifetime Capital Cost Effectiveness = $/ton
TOTALS		Total Annual Emissions Reduction = tons $PM_{2.5}$
		Total Lifetime Emissions Reduction = tons $PM_{2.5}$
		Total Annual Emissions Reduction = tons NO_x
		Total Lifetime Emissions Reduction = tons NO_x
		Total Lifetime Capital Cost Effectiveness = $/ton
		Total Lifetime Project Cost Effectiveness = $/ton

A. (10 points) Applicants should include the estimated annual and lifetime reductions in diesel emissions resulting from the project. Applicants should follow the instructions in **Appendix C** and should include a printout of their DEQ inputs and results (or alternative methods) as an attachment.

B. (10 points) Applicants should include the lifetime total project cost effectiveness for $PM_{2.5}$and NO_x, and the lifetime capital cost effectiveness for $PM_{2.5}$ and NO_x. Applicants

should follow the instructions in Appendix C to calculate the cost effectiveness for $PM_{2.5}$ and NO_x reductions.

C. (5 points) Applicants should include other expected project outputs and outcomes, including those identified in Section I.C., as applicable.

D. (5 points) Timeline and Milestones: This section of the workplan should include a detailed timeline for the project including milestones for specific tasks, such as bidding, procurement, installation and reports, along with estimated dates. Applicants should include scheduled time for quarterly and final report preparation into the project timeline.

E. (**5 points) Performance Measures and Plan**: Applicants should describe the proposed performance measures, which will be the mechanism to track, measure, and report progress towards achieving the expected outputs and outcomes. Applicants should describe their plan for tracking and measuring progress toward achieving the expected project outputs and outcomes and how the results of the project will be evaluated, as described in Section I.C. of the RFA.

Please Note: Applicants should include a printout of their DEQ results spreadsheet showing results and inputs as an attachment to their application. If alternative emission reduction calculation methods are used, applicants should thoroughly describe and document their methods in an attachment to the project narrative. The inputs used for emissions calculations should match the information provided by the applicant in the Applicant Fleet Description. Applicants anticipating the use of Tier 3 or Tier 4i engines should include annual and lifetime tons reduced and cost effectiveness estimates for Tier 4 replacements and the proposed Tier 3 or Tier 4i engine replacements.

Section 6. Programmatic Capability and Past Performance (15 points)

A. **(5 points) Past Performance:** This section of the workplan should include a list of federally and/or non-federally funded assistance agreements similar in size, scope and relevance to the proposed project that your organization performed within the last three years. Assistance agreements include federal grants and cooperative agreements but not federal contracts. Please reference no more than three assistance agreements. EPA agreements are preferred. For each agreement listed, include:
    - Project Title
    - Assistance Agreement Number
    - Funding Agency and Assistance Listing Number (formerly known as the CFDA number)
    - Brief description of the agreement – no more than two sentences

    This section of the workplan should include a discussion of whether, and how, the applicant was able to successfully complete and manage the listed agreements.

B. (5 points) Reporting Requirements: For each of the assistance agreements listed, the applicant should describe their history of meeting the reporting requirements under the agreement(s). This should include: whether the applicant submitted acceptable final reports

under those agreements; the extent to which the applicant adequately and timely reported on its progress towards achieving the expected outputs and outcomes under those agreements and if progress was not being made, whether the applicant adequately reported why not.

Note: In evaluating applicants under the past performance factors in Section V of the RFA, EPA will consider the information provided by the applicant and may also consider relevant information from other sources, including information from EPA files and from current/prior grantors (e.g., to verify and/or supplement the information provided by the applicant). If you do not have any relevant or available past performance or past reporting information, please indicate this in the application and you will receive a neutral score for these factors, which is half of the total points available for these sub-criteria. If the applicant does not provide any response for these items, a score of 0 for these factors may be received.

C. **(5 points) Staff Expertise**: Include information on the applicant's organization, including a description of the staff's knowledge, expertise, qualifications, and resources and/or the ability to obtain them, to successfully achieve the proposed project's goals. Biographical sketches, including resumes or curriculum vitae for key staff, managers and any other key personnel can be included as an optional project team biography attachment, as listed in Section IV.C. of the RFA; the optional attachment does not count towards the 14-page limit of the project narrative.

Please Note: In evaluating applicants under the factors as described in criteria 7.A. and B. of Section V.A. of this RFA, EPA will use the information provided by the applicant and may also consider relevant information from other sources, including information from EPA files and information from current and prior federal agency grantors to verify and/or supplement the information provided by the applicant. If you do not have any relevant or available past performance or reporting information, please indicate this and you will receive a neutral score for these criteria 6.A. and 6.B. under Section V.A. of the RFA. 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.

Section 7. Budget (15 points)

This section of the workplan is a detailed description of the budget found in the SF-424A and should include a discussion of the applicant's approach to ensuring proper management of grant funds, a detailed budget narrative, as well as the itemized budget table below. An applicant's budget table and budget narrative should account for both federal funds and any non-federal voluntary cost share if applicable. Selected applicant(s) will need to submit a copy of their current indirect cost rate that has been negotiated with a federal cognizant agency prior to award. Additional guidance for developing the applicant's budget is available in RAIN-2019-G02, "Interim General Budget Development Guidance for Applicants and Recipients of EPA Financial Assistance."

A. **(5 points) Expenditure of Awarded Funds**: Applicants should provide a detailed discussion of their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.

B. **(5 Points) Reasonableness of Costs**: Applicants should provide a detailed description of every itemized cost, including how every cost relates to the project and specific emission reduction activities. Instructions for what to include in the Budget Detail are described in Section 7.c. of this Appendix below.

Applicants should provide:

- Description of the budget and estimated funding amounts for each work component/task.
- For applicants that provide a voluntary cost share, the budget narrative should include a detailed description of how the applicant will obtain the cost share and how the cost share funding will be used. Funds are subject to the regulations governing cost share fund requirements at 2 CFR Part 200. Please see Section III.B. of this RFA for more detailed information on cost share.
- If a proposed cost share is to be provided by a named third-party, a letter of commitment is required.
- There are several ways DERA recipients may implement projects and fund project partners depending on the roles and responsibilities of each. These include direct implementation, subawards, and participant support costs (i.e., rebates). Please refer to **Appendix E** of this RFA for detailed guidance on these funding options and how to correctly categorize these costs in the workplan budget.

C. **(5 points) Budget Detail**: Applicants should provide a detailed breakout by funding type included in the proper budget category for each activity requesting funds. Applicants should use the instructions, budget object class descriptions, and example table below to complete the budget table. The budget table should be included in the project narrative and count towards the maximum 14-page limit. Additional budget documents, excluding the SF-424 and SF-424A forms, will not be reviewed as listed in Section III.D. of the RFA.

- Applicants should include applicable rows of costs for each budget category in their budget table to accurately reflect the proposed project budget.
- Applicants should itemize costs related to personnel, fringe benefits, travel, equipment, installation (labor) supplies, contractual costs, other direct costs (subawards, participant support costs), indirect costs, and total costs.
- If providing a voluntary cost share, the budget detail should clearly specify the amount of federal funding and the cost share amount for each category. Any form of cost share included in the budget detail should also be included on the SF-424 and SF-424A.
- For applicants proposing to implement a rebate program, the rebates are appropriately listed under the Other budget category as "Participant Support Costs." Please see Appendix E for more information on Participant Support Costs as well as RAIN-2018-G05, "Interim EPA Guidance on Participant Support Costs."

Budget Detail Instructions: Applicants should itemize the cost categories as listed below and the SF-424A form: personnel, fringe benefits, contractual costs, travel, equipment, supplies, contractional costs, other direct costs (subawards, participant support costs), indirect costs, and total costs. Round up to the nearest dollar and do not use any cents.

Personnel – List all staff positions by title. Give annual salary, percentage of time assigned to the project, and total cost for the budget period. This category includes only

direct costs for the salaries of those individuals who will perform work directly for the project (paid employees of the applicant organization as reflected in payroll tax records). If the applicant organization is including staff time (in-kind services) as a cost share, this should be included as personnel costs. Personnel costs do not include: (1) costs for services of contractors (including consultants), which are included in the "Contractual" category; (2) costs for employees of subrecipients under subawards or non-employee program participants (e.g., interns or volunteers), which are included in the "Other" category; or (3) effort that is not directly in support of the proposed project, which may be covered by the organization's negotiated indirect cost rate. The budget detail should identify the personnel category type by full time equivalent (FTE), including percentage of FTE for part-time employees, number of personnel proposed for each category, and the estimated funding amounts.

Fringe Benefits – Identify the percentage used, the basis for its computation, and the types of benefits included. Fringe benefits are allowances and services provided by employers to their employees as compensation in addition to regular salaries and wages. Fringe benefits may include, but are not limited to the cost of leave, employee insurance, pensions and unemployment benefit plans. If the applicant's fringe rate does not include the cost of leave, and the applicant intends to charge leave to the agreement, it should provide supplemental information describing its proposed method(s) for determining and equitably distributing these costs.

Travel – Specify the mileage, per diem, estimated number of trips in-state and out-of-state, number of travelers, and other costs for each type of travel. Travel may be integral to the purpose of the proposed project (e.g., inspections) or related to proposed project activities (e.g., attendance at meetings). Only include travel costs for employees in the travel category. Travel costs do not include: (1) costs for travel of contractors (including consultants), which are included in the "Contractual" category; (2) travel costs for employees of subrecipients under subawards and non-employee program participants (e.g., trainees), which are included in the "Other" category. Further, travel does not include bus rentals for group trips, which would be covered under the contractual category. Finally, if the applicant intends to use any funds for travel outside the United States, it should be specifically identified. All proposed foreign travel should be approved by EPA's Office of International and Tribal Affairs prior to being taken.

Equipment – Identify each item to be purchased which has an estimated acquisition cost of $5,000 or more per unit and a useful life of more than one year. Equipment also includes accessories necessary to make the equipment operational. Equipment does not include: (1) equipment planned to be leased/rented, including lease/purchase agreement; or (2) equipment service or maintenance contracts that are not included in the purchase price for the equipment. These types of proposed costs should be included in the "Other" category. Items with a unit cost of less than $5,000 should be categorized as supplies, pursuant to 2 CFR 200.1, "Equipment." The budget detail should include an itemized listing of all equipment proposed under the project. If installation costs are included in the equipment costs, labor expenses shall be itemized with the detailed number of hours charged and the hourly wage.
If the applicant has written procurement procedures that define a threshold for equipment

costs that is lower than $5,000 then that threshold takes precedence.

Supplies – "Supplies" means all tangible personal property other than "equipment." The budget detail should identify categories of supplies to be procured (e.g., laboratory supplies or office supplies). Non-tangible goods and services associated with supplies, such as printing service, photocopy services, and rental costs should be included in the "Other" category.

Contractual – Identify each type of proposed contract and specify its purpose and estimated cost. Contractual services (including consultant services) are those services to be carried out by an individual or organization, other than the applicant, in the form of a procurement relationship. EPA's Subaward Policy and supplemental Frequent Questions has detailed guidance available for differentiating between contractors and subrecipients. Leased or rented goods (equipment or supplies) should be included in the "Other" category. EPA does not require applicants to identify specific contractors. The applicant should list the proposed contract activities along with a brief description of the anticipated scope of work or services to be provided, proposed duration, and proposed procurement method (competitive or non-competitive), if known. If installation costs are included in the contractual costs, labor expenses shall be itemized with the detailed number of hours charged and the hourly wage. Any proposed non-competed/sole-source contracts in excess of $3,500 should include a justification. Note that it is unlikely that EPA will accept proposed sole source contracts for goods and services (e.g., consulting) that are widely available in the commercial market. Refer to EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements for EPA's policies on competitive procurements and encouraging the use of small and disadvantaged business enterprises.

Other – List each item in sufficient detail for EPA to determine the reasonableness and allowability of its cost. This category should include only those types of direct costs that do not fit in any of the other budget categories. Examples of costs that may be in this category are: insurance; rental/lease of equipment or supplies; equipment service or maintenance contracts; printing or photocopying; participant support costs (i.e. rebates) and subaward costs. Applicants should describe the items included in the "Other" category and include the estimated amount of participant support costs in a separate line item.

Subawards (e.g., subgrants) and participant support costs are each a distinct type of cost under this category. The term "subaward" means an award of financial assistance (money or property) by any legal agreement made by the recipient to an eligible subrecipient even if the agreement is referred to as a contract. Rebates, subsidies, and similar one-time, lump-sum payments to program beneficiaries for the purchase of eligible emissions control technologies and vehicle replacements are considered to be "Participant Support Costs." Please refer to **Appendix E** of this RFA for detailed guidance on funding projects and partnerships and how to correctly categorize these costs in the workplan budget, as well as RAIN-2018-G05, "EPA Guidance on Participant Support Costs."

"Other" does not include procurement purchases, technical assistance in the form of services instead of money, or other assistance in the form of revenue sharing, or direct appropriations.

Subcontracts are not subawards and belong in the contractual category. Applicants should provide the aggregate amount they propose to issue as subaward work or participant support costs as a separate line item in the "Other" category, and a description of the types of activities to be supported. Refer to EPA's Subaward Policy and supplemental Frequent Questions for additional guidance.

Indirect Charges – If indirect charges are budgeted, indicate the approved rate and base. Indirect costs are those incurred by the grantee for a common or joint purpose that benefit more than one cost objective or project and are not readily assignable to specific cost objectives or projects as a direct cost. In order for indirect costs to be allowable, the applicant must have a federal or state negotiated indirect cost rate (e.g., fixed, predetermined, final or provisional), or must have submitted an application to the cognizant federal or state agency. Examples of Indirect Cost Rate calculations are shown below:

- Personnel (Indirect Rate x Personnel = Indirect Costs)
- Personnel and Fringe (Indirect Rate x Personnel & Fringe = Indirect Costs)
- Total Direct Costs (Indirect Rate x Total direct costs = Indirect Costs)
- Direct Costs, less distorting or other factors such as contracts and equipment
  (Indirect Rate x (total direct cost – distorting factors) = Indirect Costs)

Additional indirect cost guidance is available in RAIN-2018-G02, "Indirect Cost Guidance for Recipients of EPA Assistance Agreements."

Example Budget Table (Required, part of the 14-page limit)

Line Item and Itemized Cost	EPA Funding	Voluntary Cost Share	Total Project Cost
(1) Project Staff @ $30/hr x 10 hrs/wk x 40 wks		$12,000	
TOTAL PERSONNEL			$ 12,000
20% of Salary and Wages			
- Leave, Insurance, Pensions, Unemployment		$2,400	
TOTAL FRINGE BENEFITS			$2,400
Mileage for Staff: 200 mi/mo @ $.17/mi x 12 mo	$408		
TOTAL TRAVEL	$408		$408
2 DOCs + CCV@ $5000 per unit	$10,000		
2 DPFs with installation kit @ $6,000 per unit	$12,000		
1 New Vehicle @ $100,000 per unit	$100,000		
1 Electric School Bus @ $200,000 per unit	$200,000		
TOTAL EQUIPMENT	$322,000		$322,000
10 Replacement CCV filters @ $10 per unit	$100		
TOTAL SUPPLIES	$100		$100
Retrofit Installation Contract	$10,000		

TOTAL CONTRACTUAL	$10,000		$10,000
Subgrant to School District for 2 Bus @ $100,000 per unit	$200,000		
% plus $10,000 in personnel/admin costs	$10,000		
Participant Support Costs for 2 Rebates for School Bus Replacement ($100,000 per bus)	$200,000		
TOTAL OTHER	$410,000		$410,000
Federal Negotiated Indirect Cost Rate = 10% (Indirect Rate x Personnel = Indirect Costs)	$1,200		
TOTAL INDIRECT	$1,200		$1,200
TOTAL FUNDING	$743,708	$14,400	$758,108
	EPA Funding[1]	Voluntary Cost Share[2]	Total Project Cost[3]

[1] EPA Funding amount should be included on the SF-424 in Section 18.a and on the SF-424A in: Column (e) under Section A – Budget Summary; and Column (1) under Section B – Budget Categories.
2 Voluntary Cost Share funds be included on the SF-424 in Section 18.b-e and on the SF424A in: Cell 5(f) under Section A – Budget Summary; Columns (2), (3) and/or (4) under Section B – Budget Categories; and Section C – Non-Federal Resources.
3 Total Project Cost should be included on the SF-424 in Section 18.g and on the SF-424A in: Cell 5(g) under Section A – Budget Summary; and Column (5), Row k under Section B – Budget Categories.

Section 8. Applicant Fleet Description (5 points)

Applicants should provide a detailed applicant fleet description which describes the specific vehicles and engines targeted for emissions reductions as well as the diesel emissions reduction solution(s) to be implemented under the proposed project. Applicants are encouraged to use the sample format for the applicant fleet description found at: www.epa.gov/dera/tribal-insulararea. The applicant fleet description should be submitted as an attachment to the project narrative and does not count towards the 14-page limit.

Applicants should describe, to the extent possible, the fleet(s) targeted for the proposed project, including: fleet owner; publicly or privately owned; place of performance; sector; target fleet type; on highway weight class; on highway description; quantity; vehicle identification number(s); vehicle make; vehicle model; vehicle model year; engine serial number(s); engine make; engine model; engine model year; engine tier; engine horsepower; cylinder displacement; number of cylinders; engine family name; engine fuel type; annual amount of fuel used; annual usage hours; annual miles traveled; annual idling hours; annual hoteling hours; and remaining life. Applicants should describe, to the extent possible, the diesel emissions reduction solution(s) applied to each targeted vehicle/engine, including: year of upgrade action; upgrade; upgrade cost per unit; upgrade labor cost per unit; new engine model year; new engine tier; new engine horsepower; new engine duty cycle; new engine cylinder displacement; new engine number of cylinders; new engine family name; annual idling hours reduced; annual hoteling hours reduced; and annual diesel gallons reduced. This information should be presented in a table format.

The information provided within the applicant fleet description should be used to estimate the anticipated emissions reductions from the project and should be consistent with the information

presented in the project narrative (see **Appendix C** for additional information on calculating emissions reductions).

Attachments (Use "Other Attachments" form. This information does not count towards the page limit)**:**

Emission Reduction Calculations: Mandatory. Applicants should follow the instructions in **Appendix C** of the RFA for calculating emissions reductions and cost effectiveness. Applicants should include a printout of their diesel emissions quantifier (DEQ) results spreadsheet showing DEQ results and inputs as an attachment to their application. If alternative methods are used, applicants should thoroughly describe and document their methods in an attachment to the project narrative. Inputs used for emissions reduction calculations should match the information provided in the applicant fleet description.

Voluntary Cost Share Commitment Letters: If applicable, project partners who are providing in-kind or monetary assistance should demonstrate their specific commitment to meet the proposed cost share. 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.

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.

Mandated Measures Justification Supporting Information: If applicable, the application should include a clear and concise justification in Section 1 of the project narrative, for why/how the emission reductions proposed for funding are not subject to the restriction for mandated measures under this RFA. Applicants should provide sufficient detail and information to support the justification, including maintenance schedules and history, if applicable. Please see Section III.D.21 and **Appendix D** for more information.

Biographical Sketches/Resumes: Optional. Provide resumes or curriculum vitae for the project manager and any other key personnel.

APPENDIX C – Quantifying Environmental Outcomes

Diesel Emissions Reductions for Most Project Types

To estimate the anticipated emissions reductions from your project, use the Diesel Emissions Quantifier (DEQ) found at cfpub.epa.gov/quantifier/index.cfm?action=main.home. After running the DEQ, results may be downloaded as a spreadsheet showing DEQ results and inputs. Applicants should include a printout of their DEQ results spreadsheet showing DEQ results and inputs as an attachment to their application.

Use the same vehicle/engine data you provided for the applicant fleet description (described in Section IV.C.3.) to run the DEQ. Please note you can group similar entries together to minimize the number of DEQ runs required (model year, vehicle miles traveled, idling hours, usage rate, and horsepower). It is recommended that you "Register a New Account" and log in to use the DEQ so that you will have the ability to save scenario information and retrieve it in the future.

From the DEQ results page (example shown below), enter the annual amount reduced after upgrades, and the lifetime amount reduced after upgrades for each of the listed pollutants (NO_x, $PM_{2.5}$, HC, CO, CO_2) in Section 5.A. "Outputs and Outcomes," of your workplan.

To calculate CO_2 emissions reductions, you should input an amount for annual diesel gallons reduced (per engine), annual idling hours reduced (per vehicle), or annual hoteling hours reduced (per vehicle) when inputting technology information for the vehicle group.

Cost Effectiveness for Most Project Types

To estimate total cost effectiveness for the project**,** enter estimated total costs in the total project costs field on the create new project page in the DEQ. Total project costs reflect all costs related to this project, including EPA's share and any voluntary cost shares. Total project costs entered into the DEQ should match the total project costs reflected in the budget detail and the SF-424.

To estimate capital cost effectiveness for the project, enter the estimated upgrade cost per unit and labor cost per unit on the add an upgrade page in the DEQ. Be sure to enter costs for every upgrade/vehicle in your project or else the results will be skewed.

From the DEQ results page (example shown below), enter the lifetime capital cost effectiveness for NO_x and $PM_{2.5}$, and the total project cost effectiveness for NO_x and $PM_{2.5}$ in Section 6 "Outputs and Outcomes," of your workplan.

For further instruction on using the DEQ, please refer to cfpub.epa.gov/quantifier/index.cfm?action=main.home. Additional assistance is available by calling the DERA at 1-877-623-2322 or emailing DEQhelp@epa.gov.

Emission Results and Health Benefits for Project: Sample Project

Emission Results | Health Benefits

Emission Results

Here are the combined results for all groups and upgrades entered for your project.[1]

Annual Results (short tons)[2]	NO_x	PM2.5	HC	CO	CO_2	Fuel[3]
Baseline for Upgraded Vehicles	7.978	0.636	1.053	3.885	1,300.5	115,600
Amount Reduced After Upgrades	2.841	0.469	0.808	2.667	76.5	6,800
Percent Reduced After Upgrades	35.6%	73.7%	76.7%	68.6%	5.9%	5.9%
Lifetime Results (short tons)[2]						
Baseline for Upgraded Vehicles	46.414	3.660	6.085	22.447	7,650.0	680,000
Amount Reduced After Upgrades	15.795	2.660	4.637	15.223	612.0	54,400
Percent Reduced After Upgrades	34.0%	72.7%	76.2%	67.8%	8.0%	8.0%
Lifetime Cost Effectiveness ($/short ton reduced)						
Capital Cost Effectiveness[4] (unit & labor costs only)	$272,237	$1,616,781	$927,230	$282,468	$7,026	
Total Cost Effectiveness[4] (includes all project costs)	$200,572	$1,191,174	$683,142	$208,110	$5,177	

[1] Emissions from the electrical grid are not included in the results.

[2] 1 short ton = 2000 lbs.

[3] In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

[4] Cost effectiveness estimates include only the costs which you have entered.

Remaining Life	**doc+ccv:** School Bus | School Buses	6 years
	dpfs: School Bus | School Buses	6 years
	vehicles: School Bus | School Buses	6 years
	SB subgrant: School Bus | School Buses	6 years
	rebates: School Bus | School Buses	4 years
	electric: School Bus | School Buses	8 years

Downloading Spreadsheets

Results may be downloaded as a:

- Spreadsheet showing DEQ results and your inputs (click on 'yes' if you get an error message).

Alternative Methods

If you are unable to use the DEQ, you may use EPA's Motor Vehicle Emissions Simulator (MOVES) (www.epa.gov/moves) for calculating emissions reductions.

Other methods may be used as appropriate. If an alternative method is used, you should thoroughly describe and document your methods in an attachment to your project narrative.

Diesel Emissions Reductions Above and Beyond any Restriction for Mandated Measures

No funds awarded under this RFA shall be used to fund the costs of emissions reductions that are mandated under federal law. See Section III.D.21 and **Appendix D** of this RFA for more information on the restriction for mandated measures.

If the project takes place in an affected area, or includes affected vehicles, engines or equipment, emissions reduction benefits shall only be calculated for emissions reductions implemented prior to the effective date of the applicable mandate and/or emissions reduction benefits shall only be calculated for emissions reductions that are in excess of (above and beyond) those required by the applicable mandate.

Option 1: To calculate emissions reduction benefits for emissions reductions implemented prior to the effective date of the applicable mandate the applicant should use the following formula to calculate lifetime emissions benefits that may be claimed.

Follow the instructions above to run the DEQ. From the DEQ results page enter the **annual amount reduced** in the spaces provided below.

_____	_____	_____	_____	_____
NO_x (tons/yr)	$PM_{2.5}$(tons/yr)	HC (tons/yr)	CO (tons/yr)	CO2 (tons/yr)

Note: These are the annual results, not the lifetime results.

Retrofit Year = _____ Mandate Compliance Year = _____

Multiply the values for each pollutant by the difference of the mandate year and the retrofit year and enter the calculated lifetime emissions for each of the listed pollutants (NO_x, $PM_{2.5}$, HC, CO, CO_2) in Section 5.A. "Outputs and Outcomes," of your workplan.

For example, if the mandate is slated to occur in 2025 and the retrofit will take place in 2023, then multiply the values above by 4 (2027 - 2023=4) to calculate lifetime emissions that may be claimed prior to the mandate.

Applicants should thoroughly describe and document their methods in an attachment to the project narrative.

Option 2: To calculate emissions reduction benefits for emissions reductions that are in excess of (above and beyond) those required by the applicable mandate the applicant should use the following formula to calculate lifetime emissions benefits that may be claimed.

Follow the instructions above to run the DEQ using the target engines and the technologies/emissions reductions that are required by the mandate. From the DEQ results page, enter the "**mandated" lifetime amount reduced** in the spaces provided below.

_____	_____	_____	_____	_____
NO_x (tons)	$PM_{2.5}$ (tons)	HC (tons)	CO (tons)	CO2 (tons)

Then, follow the instructions above to run the DEQ using the target engines and the technologies/emissions reductions that are proposed for the project (i.e. based on the vehicle/engine data you provided for the applicant fleet description). From the DEQ results page, enter the "**proposed project" lifetime amount reduced** in the spaces provided below.

_____	_____	_____	_____	_____
NO_x (tons)	$PM_{2.5}$ (tons)	HC (tons)	CO (tons)	CO2 (tons)

Subtract the mandated values for each pollutant from the proposed project values and then enter the calculated lifetime emissions for each of the listed pollutants (NO_x, $PM_{2.5}$, HC, CO, CO_2) in Section 6.A. "Outputs and Outcomes," of your workplan.

Applicants should thoroughly describe and document their methods in an attachment to the project narrative.

Diesel Emissions Reductions for Marine Shore Power Connection Systems

EPA developed a shore power technology assessment to review the availability of shore power at ports throughout the U.S., and to characterize the technical and operational aspects of shore power systems at U.S. ports. The assessment included compiling technical information working in partnership with ports that have installed shore power. The second part of the assessment presents a new methodology for estimating emissions reductions from shore power systems for vessels docked and connected to shore power. The calculator tool provided with this report can be used to estimate how diesel emissions could be reduced through the use of shore power systems.

The tool uses vessel and activity inputs, as well as the offsetting emissions of electrical power use from shore-side power to calculate emissions reductions.

The report, titled "Shore Power Port Assessment Report,." and the calculator tool can be found here: www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports.

Step-by-step instructions to quantify emissions reductions using the recommended approach are provided in Appendix B of the Shore Power Port Assessment Report.

Applicants should thoroughly describe and document their methods in an attachment to the project narrative.

APPENDIX D – Mandated Measures Justification

No funds awarded may be used to fund emission reductions mandated by federal statute. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines or equipment. This restriction does not apply to a mandate in a State Implementation Plan (SIP) or Tribal Implementation Plan (TIP) approved by the EPA Administrator under the Clean Air Act. Voluntary or elective emissions reduction measures shall not be considered "mandated," regardless of whether the reductions are included in the SIP or TIP.

Specifically, projects involving locomotives and marine engines are not eligible for funding if the emissions reductions are required by 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." Also, projects involving stationary engines will not be considered for funding if the emissions reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ).

All applications which include locomotives and/or marine engines and/or stationary engines should include a clear and concise justification in Section 1 of the project narrative, for why/how the proposed emissions reduction are not subject to the restriction for mandated measures under this RFA. The justification should clearly demonstrate why/how:

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

Applicants should provide sufficient information to support the justification, including copies of maintenance records, if applicable. Supporting information should be included as an attachment to the application and does not count towards the 14-page limit.

Applicants are responsible for addressing all applicable parts of the rule in their justification for why/how the emissions reductions proposed for funding are not subject to the restriction for mandated measures under this RFA**.**

Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder

What is sufficient justification?

For locomotives, the justification should include, but is not limited to:

- The original build date of each locomotive.
- The model year of the existing engines for each locomotive.

- Whether the existing locomotive engines are the original engines that were installed in the locomotive by the locomotive manufacturer at the time of original manufacturer, or whether the original engines were ever replaced or upgraded (prior to the activities that are being proposed for funding). If so, when and what upgrades were made?
- The date that the power assemblies of each existing engine have been replaced, if ever.

As outlined above, and in Section III.D.21 of this RFA, certain locomotives and marine engines are exempt from the rule. This exemption may be based on the age and/or size of the locomotive or marine engines, or on the type or size and/or annual revenue of the owner/operator. In these cases, sufficient justification would include a summary of the rule applicability and an explanation of why each locomotive or marine engine is exempt from the rule. For example:

> *"EPA's Marine Remanufacture Program applies only to those commercial marine propulsion and auxiliary diesel engines which meet all of the following criteria:*
> *• C1 and C2 engines (i.e. per cylinder displacement up to 30 liters);*
> *• Greater than 600 kW (800 hp);*
> *• Tier 2 and earlier engines; and*
> *• Built in model year 1973 or later.*
>
> *Engines A, B, and C, as described fully in the previously submitted Applicant Fleet Description, are exempt from the requirements of EPA's marine rule because all three engines are of original model year 1972. Further, all three of these engines are 600 horsepower engines and are therefore exempt from the rule requirements.*

As outlined above, and in Section III.D.21 of the RFA, certain locomotives and marine engines may be subject to the rule requirements, but the applicant may be able to demonstrate that the emissions reduction funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule and/or emissions reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but are in excess of (above and beyond) those required by the applicable mandate. In these cases, sufficient justification would include a summary of the rule applicability and an explanation of how the proposed emissions reductions from each locomotive or marine engine meet the criteria listed above. For example:

> *"Marine Engine D is a commercial C1 marine diesel engine of 900 hp, built in model year 1980, and is unregulated (please see previously submitted Applicant Fleet Description for full engine information including marine engine model and engine family name), therefore this engine is covered by EPA's Marine Remanufacture Program. We have conducted a thorough search of EPA's list of remanufacture systems (i.e. "kits", certified for use with Category 1 and 2 marine diesel engines according to the provisions of 40 CFR Part 1042, Subpart I) listed here www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment, and have determined that at this time there are no certified kits available for this engine. Therefore, there are no applicable requirements under the rule for this engine at this time and the emissions reductions proposed for EPA funding are not subject to the Restriction for Mandated Measures under this RFA.*

OR

"Marine Engine E is a commercial C1 marine diesel engine of 900 hp, built in model year 1980, and is unregulated (please see previously submitted Applicant Fleet Description for full engine information, including marine engine model and engine family name), therefore this engine is covered by EPA's Marine Remanufacture Program. We have conducted a thorough search of EPA's list of remanufacture systems (i.e. "kits", certified for use with Category 1 and 2 marine diesel engines according to the provisions of 40 CFR Part 1042, Subpart I) listed here www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment, and have determined that at this time there is one certified remanufacture kit available for this engine: [insert kit info].

However, emissions reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule but are in excess of (above and beyond) those required by the applicable mandate. [The applicant should include a thorough discussion of the emissions reductions that could be achieved by the application of the certified kit to the existing engine and the emissions reductions that will be achieved by the activities proposed from funding under the grant. The applicant should calculate the difference between the required emissions reductions and the proposed emissions reductions and should be able to clearly demonstrate that emissions reductions funded with EPA funds are in excess of (above and beyond) those required by the rule.]

Therefore, the emission reductions proposed for EPA funding are not subject to the restriction for mandated measures under this RFA.

Additional Resources:

- Final Rule: www.gpo.gov/fdsys/pkg/FR-2008-06-30/pdf/R8-7999.pdf
- Fact Sheet: EPA Finalizes More Stringent Emissions Standards for Locomotive Engines and Marine Compression-Ignition Engines: nepis.epa.gov/Exe/ZyPDF.cgi/P100094D.PDF?Dockey=P100094D.PDF
- Fact Sheet: Control of Emissions from Idling Locomotives EPA420-F-08-014, may be found at the National Service Center for Environmental Publications (www.epa.gov/nscep).
- Summary of locomotive emission standards: nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100OA09.pdf
- Frequently Asked Questions from Marine Engine Owners and Rebuilders about EPA's Marine Remanufacture Program EPA420-F-09-003, may be found at the National Service Center for Environmental Publications (www.epa.gov/nscep).

- Summary of marine emission standards: nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100OA0B.pdf

- Marine and Locomotive Certified Remanufacture Systems: www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data

The information that follows is provided purely for informational purposes to highlight certain parts of the rule that may be of most interest to applicants, such as applicability, exemptions, and remanufacture requirements. This information is not all-inclusive and is not meant as a substitute for the actual rule. There may be applicability, exemptions, and requirements under the rule that are not highlighted below.

Affected Entities and Engines

Entities potentially affected by this rule are those that manufacture, remanufacture or import locomotives or locomotive engines; and those that own or operate locomotives and companies and persons that manufacture, sell, or import into the United States new marine compression ignition engines, companies and persons that rebuild or maintain these engines, companies and persons that make vessels that use such engines, and the owners/operators of such vessels.

The rule addresses all types of diesel locomotives— line-haul, switch, and passenger rail, and all types of marine diesel engines below 30 liters per cylinder displacement (hereafter referred to as ‘‘marine diesel engines’’). These engines are used to power a wide variety of vessels, from small fishing and recreational boats to large tugs and Great Lakes freighters. They are also used to generate auxiliary vessel power, including on ocean-going ships.

Locomotives

The rule affects locomotives currently regulated under 40 CFR Part 92 or Part 1033. With some exceptions, the locomotive regulations apply for all locomotives originally built in or after 1973 that operate in the United States.

Some Class III Railroads are exempt from the remanufacture standards for existing fleets. The rule limits the category of small railroads which are exempt from the Tier 0, 1 and 2 remanufacturing requirements for existing fleets to those railroads that qualify as Class III railroads and that are not owned by a large parent company. Under the current Surface Transportation Board classification system, this exemption is limited to railroads having total revenue less than $40,400,000 per year in 2020 (the most recent year for which deflator factors have been calculated; https://www.stb.gov/reports-data/economic-data/).

EPA estimates that nearly all of the locomotives in the Class I railroad fleets were originally manufactured in or after 1973 and are already subject to the Tier 0 or later standards.

Intercity passenger or commuter railroads are not included as railroads that are small businesses and are therefore subject to the rule.

Definitions under 40 CFR Part 92 and Part 1033

"New locomotive" or "new locomotive engine" – a locomotive or engine that has never been transferred to an ultimate purchaser or put into service; a locomotive or engine also becomes new if it is remanufactured or refurbished. Locomotives and engines that were originally manufactured before January 1, 1973 are not considered to become new when remanufactured unless they have been upgraded (as defined by the rule). Locomotives that are owned and operated by a small railroad and that have never been certified (i.e., manufactured or remanufactured into a certified configuration) are not considered to become new when remanufactured.

"Remanufacture" - 1) To replace, or inspect and qualify, each and every power assembly (i.e. cylinder) of a locomotive or locomotive engine, whether during a single maintenance event or cumulatively within a five year period; or 2) To upgrade a locomotive or locomotive engine; or 3) To convert a locomotive or locomotive engine to enable it to operate using a fuel other than it was originally manufactured to use; or 4) To install a remanufactured engine or a freshly manufactured engine into a previously used locomotive; or 5) To repair a locomotive engine that does not contain power assemblies to a condition that is equivalent to or better than its original condition with respect to reliability and fuel consumption. Remanufacture also means the act of remanufacturing.

"Remanufactured locomotive" - either a locomotive powered by a remanufactured locomotive engine, a repowered locomotive, or a refurbished locomotive.

"Upgrade" - one of the following types of remanufacturing: 1) Repowering a locomotive that was originally manufactured prior to January 1, 1973; or 2) Refurbishing a locomotive that was originally manufactured prior to January 1, 1973 in a manner that is not freshly manufacturing; or 3) Modifying a locomotive that was originally manufactured prior to January 1, 1973 (or a locomotive that was originally manufactured on or after January 1, 1973, and that is not subject to the emission standards of this part), such that it is intended to comply with the Tier 0 standards.

"Repowered locomotive"- a locomotive that has been repowered with a freshly manufactured engine.

"Freshly manufactured locomotive" – a new locomotive that contains fewer than 25 percent (by value) previously used parts (i.e., contains 75% or more brand new parts); includes when an existing locomotive is substantially refurbished including the replacement of the old engine with a freshly manufactured engine.

"Refurbished locomotive" - a locomotive which contains more unused parts than previously used parts (i.e. contains 50% to 75% brand new parts). Note: Locomotives built before 1973 become ''new'' and thus subject to emission standards when refurbished (i.e. are not exempt from the rule requirements due to age of locomotive). In general, the rule requires refurbished switch locomotives to meet the Tier 0+ standards, and refurbished line-haul locomotives to meet Tier 2+/Tier 3 standards, even if the original locomotive was manufactured before 1973.

Remanufactured Locomotives: The rule sets new standards for the existing fleet of Tier 0, Tier 1, and Tier 2 locomotives, to apply at the time of remanufacture, if a certified remanufacture system is available.

To avoid confusion between the old standards and the new standards, EPA has adopted a simple approach whereby a Tier 0 locomotive remanufactured under the more stringent Tier 0 standards adopted in the 2008 (current) rule will be designated a Tier 0+ locomotive. The same approach applies for Tier 1 and Tier 2 locomotives. That is, those remanufactured under the new standards would be called Tier 1+ and Tier 2+ locomotives, respectively. However, in many contexts, including a number of places in the final rule, there is really no need to make distinctions of this sort, as no ambiguity arises. In these contexts, it would be perfectly acceptable to drop the ''+'' designation and simply refer to Tier 0, 1, and 2 locomotives and standards.

Switch Locomotives: The rule includes standards and other provisions aimed at encouraging the replacement of old high-emitting units with newly built or refurbished locomotives powered by very clean engines developed for the nonroad equipment market. For example, a provision applicable to switch locomotives allows a streamlined certification process.

Reduction of Locomotive Idling Emissions: The rule requires that an Automatic Engine Stop/Start System (AESS) be used on all new locomotives (see definition of "new locomotive" above).

Voluntary Emissions Reductions: The rules allow locomotive owners to voluntarily subject their pre-1973 locomotives to the Tier 0 standards or to include in the locomotive program low-horsepower locomotives that would otherwise be excluded based on their rated power. Additionally, the rule allows Tier 0 switch locomotives, which are normally not subject to line-haul cycle standards, to be voluntarily certified to the line-haul cycle standards. Also, the rule allows any locomotives to be voluntarily certified to a more stringent tier of standards. In doing so, the locomotives then become subject to the new remanufactured engine standards, at the point of first remanufacture under the new standards.

Marine Engines

The rule (marine existing fleet program) affects marine diesel engines and vessels regulated under 40 CFR Part 94 or Part 1042.

The marine existing fleet program applies only to those commercial marine propulsion and auxiliary diesel engines which meet the following criteria:

- C1 and C2 engines (i.e., per cylinder displacement up to 30 liters);
- Greater than 600 kW (800 HP);
- Tier 2 and earlier engines; and
- Built in model year 1973 or later.

Small vessel operators are exempt from the new standards for existing fleets. The requirements of the marine existing fleet program do not apply to owners of marine diesel engines or vessel

operators with less than $5 million in gross annual sales revenue. This threshold includes annual sales revenue from parent companies or affiliates of the owners/operators.

EPA estimates that about 4 percent of all C1 and C2 engines are subject to the marine existing fleet program and are likely to have certified kits available at the time of remanufacture.

Definitions under 40 CFR Part 94 or Part 1042

"Remanufacture" of a marine engine - the removal and replacement of all cylinder liners, either during a single maintenance event or over a five-year period. It should be noted that marine diesel engines are not considered to be remanufactured if the rebuilding process falls short of this definition (i.e., the cylinder liners are removed and replaced over more than a five-year period).

Remanufactured Marine Engines: When an engine is remanufactured, it must be certified as meeting the emission standards for remanufactured engines (by using a certified remanufacture system) unless there is no certified remanufacturing system available for that engine. If there is no certified system available at that time, there is no requirement.

A certified marine remanufacture system must achieve a 25 percent reduction in PM emissions compared to the engine's measured baseline emissions level (the emissions level of the engine as rebuilt according to the manufacturer's specification but before the installation of the remanufacture system) without increasing NO_x emissions (within 5 percent).

If several certified systems are available, any of them may be used.

For engines on a rolling rebuild schedule (i.e., cylinder liners are not replaced all at once but are replaced in sets on a schedule of 5 or fewer years, for example 5 sets of 4 liners for a 20-cylinder engine on a 5-year schedule), the requirement is triggered at the time the remanufacture system becomes available, with the engine required to be in a certified configuration when the last set of cylinder liners is replaced. Any remanufacturing that occurs after the system is available needs to use the certified system, including remanufacturing that occurs on a rolling schedule over less than five years following the availability of the remanufacturing system. If the components of a certified remanufacture system are not compatible with the engine's current configuration, the program allows the owner to postpone the installation of the remanufacture system until the replacement of the last set of cylinder-liners, which would occur no later than five years after the availability of the system. At that time, all engine components must be replaced according to the certified remanufacture system requirements.

In general, remanufactured engines are considered to be "new" engines, and they remain new until sold or placed back into service after the replacement of the last cylinder liner. The standards do not apply for engines that are rebuilt without removing cylinder liners. For a new engine to be placed into service, it must be covered by a certificate of conformity.

Replacement with a Freshly Manufactured Engine: Under the marine diesel engine program, an engine manufacturer is generally prohibited from selling a marine engine that does not meet the standards that are in effect when that engine is produced. However, manufacturers are allowed to

produce a new engine which meets an earlier tier of standards if the engine manufacturer makes a determination that an engine compliant with the current standards would not fit a particular vessel.

Specifically, in making the feasibility determination the engine manufacturer is required to consider all previous tiers and use any of their own engine models from the most recent tier that meets the vessel's physical and performance requirements. If an engine manufacturer can produce an engine that meets a previous tier of standards representing better control of emissions than that of the engine being replaced, the manufacturer would need to supply the engine meeting the tier of standards with the lowest emissions levels. For example, if a Tier 1 engine is being replaced after the Tier 3 standards go into effect, the engine manufacturer would have to demonstrate why a Tier 2 as well as a Tier 3 engine cannot be used before a Tier 1 engine can be produced and installed. Similarly, for an engine built prior to 2004, the engine manufacturer would have to demonstrate why a Tier 1, Tier 2, or a Tier 3 engine cannot be used. It should be noted, in the case of Tier 0 engines, that MARPOL Annex VI prohibits replacing an existing engine at or above 130 kW with a freshly manufactured engine unless it meets the Tier 1 standards.

Replacement with an Existing Engine: The remanufacture requirements of the rule apply whether the owner is obtaining an identical existing (used) replacement engine due to an engine failure or through an engine exchange for a periodic engine rebuild. These requirements also apply if a vessel owner is obtaining a different model existing (used) replacement engine, for whatever reason. This means if the existing engine (greater than 600 kW that are built after 1973) that is the replacement engine is rebuilt and has all of its cylinder liners replaced, it will be required to be remanufactured using a certified remanufacture system if one is available for that engine.

National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (RICE) (40 CFR Part 63 Subpart ZZZZ)

Stationary engine projects, such as energy producing generators and agricultural pumps, will not be considered for funding under this RFA if the emissions reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ). Under the RICE Rule provisions, the compliance requirements may be triggered by replacement or reconstruction of an engine.

Definition: Stationary reciprocating internal combustion engine (RICE) means any reciprocating internal combustion engine which uses reciprocating motion to convert heat energy into mechanical work and which is not mobile. Stationary RICE differ from mobile RICE in that a stationary RICE is not a non-road engine as defined at 40 CFR 1068.30, and is not used to propel a motor vehicle or a vehicle used solely for competition.

The RICE Rule applies to new and existing engines as described below:

1. Engines greater than 500 HP at a major source of Hazardous Air Pollutants (HAP):
    - Existing engines if constructed before December 19, 2002
    - New engines if constructed on or after December 19, 2002

- Reconstructed engines if reconstruction began on or after December 19, 2002

2. Engines less than or equal to 500 HP at a major source of HAP and engines or all horsepower located at an area source of HAP:
   - Existing engines if constructed before June 12, 2006
   - New engines if constructed on or after June 12, 2006
   - Reconstructed engines if reconstruction began on or after June 12, 2006

EPA assumes most stationary source projects proposed under this RFA will fall under #2, above.

Sufficient Justification

The applicant should demonstrate that the emissions reductions funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule and/or emissions reductions funded with EPA funds will not be used to satisfy any applicable requirements under the RICE Rule but are in excess of (above and beyond) those required by the applicable mandate. In these cases, sufficient justification would include a summary of the rule applicability and an explanation of how the proposed emissions reductions from the target engines are achieved prior to any compliance dates and/or in are in excess of any emissions reductions required by the RICE Rule.

In general, the requirements for existing stationary RICE located at areas sources of HAP (found in Table 2d to Subpart ZZZZ of Part 63) include carbon monoxide (CO) limits, maintenance and inspection requirements, and operation limits.

RICE Rule Application Navigation Tool

EPA provides a RICE regulation navigation tool. This tool prompts users by asking questions regarding their stationary diesel engine to help uses determine how the RICE measure apply to their case. The DERA program recommends that all applicants applying for projects which include stationary engines use this tool and include the results in their applications.

RICE Rule Navigation Tool: https://regnav.app.cloud.gov/rice/rice%20-%20Storyline%20output/story_html5.html.

Disclaimer: The content provided in this software tool is intended solely as assistance for potential reporters to aid in assessing requirements for compliance under the RICE Rule. Any variation between the rule and the information provided in this tool is unintentional, and, in the case of such variations, the requirements of the rule govern. Use of this tool does not constitute an assessment by EPA of the applicability of the rule to any particular facility. In any particular case, EPA will make its assessment by applying the law and regulations to the specific facts of the case.

APPENDIX E – How to Fund Projects and Partnerships

There are several ways DERA recipients may implement projects and fund project partners depending on the roles and responsibilities of each.

Direct Implementation

Where the target fleets are owned and operated by the DERA grant recipient, the recipient may directly implement the project. The DERA grant recipient is responsible for procuring all vehicles/engine/equipment, and any required contractual services, in accordance with applicable competitive procurement requirements in 2 CFR Part 200.

Contracts: As described in 2 CFR 200.331, a contract is for the purpose of obtaining goods and services for the recipient's own use and creates a procurement relationship with the contractor. Characteristics indicative of a procurement relationship between the recipient and a contractor are when the contractor:

- Provides the goods and services within normal business operations;
- Provides similar goods or services to many different purchasers;
- Normally operates in a competitive environment;
- Provides goods or services that are ancillary to the operation of the federal program; and
- Is not subject to compliance requirements of the federal program as a result of the agreement, though similar requirements may apply for other reasons.

DERA grant recipients that enter into procurement contracts must comply with the applicable procurement provisions in 2 CFR 200.317 through 200.327. Please note that referring to an individual consultant or vendor as a "partner" in your workplan does not exempt the transaction from competitive procurement requirements. If you intend to name a contractor (including an individual consultant) or a subrecipient as a project partner or otherwise in your application, EPA recommends that you carefully review, and comply with, the directions contained in the "Contracts and Subawards" clause found in the "Additional Provisions for Applicants Incorporated into the Solicitation" linked in Section I.E.

Funding Partnerships

If a DERA grant recipient intends to fund target fleets that they do not own and operate, they have the option to (1) make a **subaward** or (2) provide **participant support costs (i.e., rebates)** to a project partner. Both options can fund a project partner's equipment and installation costs, but only subawards can fund a project partner's direct and indirect costs such as personnel and travel. If the DERA grant recipient is only funding a project partner's equipment and installation costs, they may choose to provide participant support costs to a program beneficiary rather than a subaward.

Subawards: DERA grant recipients (i.e., pass-through entities) may make subawards to subrecipients to carry out a portion of the DERA funded program or project. Subawards establish a financial assistance relationship under which the subrecipient's employees and contractors

implement programs and projects to accomplish the goals and objectives of the DERA grant. Under DERA, a non-Federal entity may be eligible to receive a subaward even if it is not eligible to receive a DERA grant from EPA directly. While there may be some situations in which a subaward to an individual may be appropriate, those situations are rare.

Subrecipients only receive reimbursement for their actual direct or approved indirect costs such that they do not "profit" from the transaction and subrecipients are subject to the same Federal requirements as the pass-through entity. In other grant programs, for-profit entities participating in grant activities are typically contractors rather than subrecipients. However, DERA is one of the few grant programs where it is appropriate for pass-through entities to make subawards to for-profit organizations to purchase and install equipment for that organization's own use.

For example, if a DERA recipient provides funding to a school district for the school district to implement its own diesel emissions reduction program for its school bus fleet, the appropriate funding instrument is a subaward. In this example, the school district (subrecipient) implements their project with the DERA funds received from the pass-through entity, the school district purchases school buses from a vendor through a procurement contract, and the school district's transaction is subject to the applicable competitive procurement requirements in 2 CFR Part 200. Indicators that the transaction is a subaward include eligible and allowable costs to support the following in addition to the subrecipient vehicle and equipment purchase and installation costs:

- subrecipient personnel and overhead including indirect costs incurred for project management, coordination, procurement, reporting and outreach;
- subrecipient travel costs required for project implementation and oversight; and
- subrecipient contractual costs for design and engineering services.

If a recipient chooses to pass funds from its DERA grant to other entities through subawards, the recipient must comply with applicable provisions of 2 CFR Part 200, the EPA Subaward Policy, and EPA's National Term and Condition for Subawards (linked in the Subaward Policy). Note that under 2 CFR 200.331 through 200.333 there are extensive requirements for subrecipient monitoring and management that apply to pass-through entities. Additionally, Federal requirements including the 2 CFR Part 200 Procurement Standards "flow down" to subrecipients. By accepting a DERA grant, the recipient is certifying that it either has systems in place to comply with the regulatory and EPA policy requirements specified in these provisions, or that the recipient will refrain from making subawards with EPA funding until the required systems are designed and implemented.

The applicant's/recipient's DERA workplan and budget narrative should include detailed descriptions of any proposed subawards and include cost estimates for subawards as line items under the "Other" budget category. Should a DERA recipient decide to make a subaward that was not described in the approved workplan and budget the recipient must obtain prior written approval from EPA's Award Official for the subaward.

EPA's Award Official must approve subawards to for-profit entities and individuals on the basis of either a precise description of the subaward in the EPA approved budget and workplan, or on a transaction-by-transaction basis.

There is no requirement for recipients to compete subawards under DERA, however pass-through entities may choose to select subrecipients competitively provided this practice is consistent with applicable statutes, regulations and the terms of their DERA grants. Recipients may use the subaward template contained in **Appendix D** of the EPA's Subaward Policy to assist them in complying with the "subaward content" requirements, however EPA does not mandate the use of this template.

Participant Support Costs: DERA grant recipients may provide participant support costs to program beneficiaries to enable beneficiaries to participate in the recipient's program or project. Rebates, subsidies, and similar one-time, lump-sum payments to program beneficiaries for the purchase of eligible emissions control technologies and vehicle replacements are considered participant support costs. Program beneficiaries will purchase and own the new vehicle, engine, or technology.

Participant support costs (PSCs) differ from subawards in that the beneficiary is participating in the DERA recipient's project or program instead of implementing their own project or program. Program beneficiaries may be individual owner/operators or private or public fleet owners, however program beneficiaries are not employees, contractors or subrecipients of the DERA grant recipient.

Recipients may also use participant support costs to purchase technologies or vehicles on behalf of program beneficiaries. In some situations, this approach allows DERA recipients to achieve economies of scale and/or take advantage of existing purchase contracts. Competitive procurement requirements apply to the DERA recipient when the recipient takes this approach. For example, a recipient may award a competitive contract to a technology vendor to purchase and install emissions reduction equipment on vehicles owned by program beneficiaries.

The federal administrative grant regulations in 2 CFR Part 200 and 2 CFR Part 1500, as well as the grant terms and conditions in the recipient's DERA grant agreement, generally do not "flow down" to program beneficiaries receiving PSCs except that costs must be reasonable and incurred within the grant project period. Requirements for compliance with civil rights laws and ensuring that program beneficiaries are eligible to receive federal financial assistance are applicable as explained in *EPA Guidance on Participant Support Costs*. In addition, program beneficiaries must abide by requirements to ensure that the funds are used only for authorized purposes (e.g., eligible vehicle purchase and scrappage).

Allowable rebates, subsidies or other payments must be issued only for eligible activities and within applicable cost share limits as defined in the DERA RFA and the terms of the DERA grant agreement. If a grantee, subrecipient, or contractor is issuing PSCs, it must have a written agreement in place with the program beneficiary. The written agreement should not be structured as a subaward agreement and should not refer to program beneficiaries as subrecipients consistent with 2 CFR 200.1, "Subrecipient." In addition, the written agreement should not include language requiring the program beneficiary to comply with the federal grant regulations at 2 CFR Part 200, 2 CFR Part 1500, or the terms and conditions found in the award between the EPA and the recipient, other than requiring that the costs must be reasonable, necessary, and allocable. The written agreement should also include the following:

- A description of the activities and amounts that will be supported by the PSCs;
- The program and/or statutory requirements that the program beneficiary must abide by in order to ensure that the funds are used only for authorized purposes;
- Specify which party will have title to the technologies (e.g., vehicles, engines, equipment and/or appliances), if any, purchased with PSCs;
- Source documentation requirements to ensure proper accounting of the PSCs; and
- Any reporting that must be submitted by the program beneficiary.

EPA's Award Official must approve PSCs on the basis of either a precise description of the participant support costs in the EPA approved budget and workplan, or on a transaction-by-transaction basis. The applicant's DERA workplan and budget narrative should include detailed descriptions of any proposed PSCs and include cost estimates for PSCs as line items under the "Other" budget category. Should a DERA recipient decide to award participant support costs that were not described in the approved workplan and budget the recipient must obtain prior written approval from EPA's Award Official. Moreover, after a grant is awarded, should a recipient decide to modify the amount approved (upwards or downwards) for participant support costs, prior written approval from EPA's Award Official is also required.

When creating budgets, applicants/recipients must exclude participant support costs from Modified Total Direct Costs (MTDC) for calculation of indirect costs as required by 2 CFR 200.68.

Resources

RAIN-2018-G05, "EPA Guidance on Participant Support Costs"

Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements

EPA Subaward Policy with attachments. Includes:

- EPA Subaward Policy
- Appendix A: Distinctions Between Subrecipients and Contractors
- Appendix B: National Term and Condition for Subawards
- Appendix C: Model Programmatic Subaward Reporting Requirement
- Appendix D: Subaward Agreement Template

APPENDIX F – Priority Area List

In order to receive points under Section V, Criterion 2 of this RFA, vehicles or equipment proposed for funding must be operated a majority of the time in one of the priority areas listed below. These areas were identified as priority locations for the DERA program because they are designated, as of the release date of this RFA, as Nonattainment Areas or Maintenance Areas for the following National Ambient Air Quality Standards. Data is sourced from EPA's Green Book of Nonattainment Areas for Criteria (https://www.epa.gov/green-book).

a) PM2.5 1997 Standard (Annual: 15 µg/m3, 24-hour: 65 µg/m3)

b) PM2.5 2006 Standard (Annual: 15 µg/m3, 24-hour: 35 µg/m3)

c) PM2.5 2012 Standard (Annual: 12 µg/m3, 24-hour: 35 µg/m3)

d) Ozone (O3) 2008 Standard (8-hour: 0.075ppm)

e) Ozone (O3) 2015 Standard (8-hour: 0.070ppm)

State	County	2015 8-Hour Ozone	2008 8-Hour Ozone	2012 PM 2.5	2006 PM 2.5	1997 PM 2.5
AK	Fairbanks North Star Borough				X	
AL	Jackson County					X
AL	Jefferson County				X	
AL	Shelby County				X	
AL	Walker County				X	
AR	Crittenden County		X			
AZ	Gila County	X				
AZ	Maricopa County	X	X			
AZ	Pinal County	X	X		X	
AZ	Santa Cruz County				X	
AZ	Yuma County	X				
CA	Alameda County	X	X		X	
CA	Amador County	X				
CA	Butte County	X	X		X	
CA	Calaveras County	X	X			
CA	Contra Costa County	X	X		X	
CA	El Dorado County	X	X		X	
CA	Fresno County	X	X	X	X	X
CA	Imperial County	X	X	X	X	
CA	Kern County	X	X	X	X	X
CA	Kings County	X	X	X	X	X
CA	Los Angeles County	X	X	X	X	X
CA	Madera County	X	X	X	X	X

CA	Marin County	X	X		X	
CA	Mariposa County	X	X			
CA	Merced County	X	X	X	X	X
CA	Morongo Band of Mission Indians	X	X			
CA	Napa County	X	X		X	
CA	Nevada County	X	X			
CA	Orange County	X	X	X	X	X
CA	Pechanga Band of Luiseno Mission Indians	X	X			
CA	Placer County	X	X		X	
CA	Plumas County			X		
CA	Riverside County	X	X	X	X	X
CA	Sacramento County	X	X		X	
CA	San Bernardino County	X	X	X	X	X
CA	San Diego County	X	X			
CA	San Francisco County	X	X		X	
CA	San Joaquin County	X	X	X	X	X
CA	San Luis Obispo County	X	X			
CA	San Mateo County	X	X		X	
CA	Santa Clara County	X	X		X	
CA	Solano County	X	X		X	
CA	Sonoma County	X	X		X	
CA	Stanislaus County	X	X	X	X	X
CA	Sutter County	X	X		X	
CA	Tehama County	X	X			
CA	Tulare County	X	X	X	X	X
CA	Tuolumne County	X				
CA	Ventura County	X	X			
CA	Yolo County	X	X		X	
CA	Yuba County				X	
CO	Adams County	X	X			
CO	Arapahoe County	X	X			
CO	Boulder County	X	X			
CO	Broomfield County	X	X			
CO	Denver County	X	X			
CO	Douglas County	X	X			
CO	Jefferson County	X	X			

CO	Larimer County	X	X			
CO	Weld County	X	X			
CT	Fairfield County	X	X		X	
CT	Hartford County	X	X			
CT	Litchfield County	X	X			
CT	Middlesex County	X	X			
CT	New Haven County	X	X		X	
CT	New London County	X	X			
CT	Tolland County	X	X			
CT	Windham County	X	X			
DC	District of Columbia	X	X			X
DE	New Castle County	X	X		X	X
DE	Sussex County		X			
GA	Barrow County					X
GA	Bartow County	X	X			X
GA	Carroll County					X
GA	Catoosa County					X
GA	Cherokee County		X			X
GA	Clayton County	X	X			X
GA	Cobb County	X	X			X
GA	Coweta County		X			X
GA	DeKalb County	X	X			X
GA	Douglas County		X			X
GA	Fayette County		X			X
GA	Forsyth County		X			X
GA	Fulton County	X	X			X
GA	Gwinnett County	X	X			X
GA	Hall County					X
GA	Heard County					X
GA	Henry County	X	X			X
GA	Newton County		X			X
GA	Paulding County		X			X
GA	Putnam County					X
GA	Rockdale County		X			X
GA	Spalding County					X
GA	Walker County					X
GA	Walton County					X
ID	Franklin County				X	
ID	Shoshone County			X		

IL	Cook County	X	X			
IL	DuPage County	X	X			
IL	Grundy County	X	X			
IL	Kane County	X	X			
IL	Kendall County	X	X			
IL	Lake County	X	X			
IL	Madison County	X	X			X
IL	McHenry County	X	X			
IL	Monroe County	X	X			X
IL	Randolph County					X
IL	St. Clair County	X	X			X
IL	Will County	X	X			
IN	Clark County	X				X
IN	Dearborn County		X			
IN	Floyd County	X				X
IN	Jefferson County					X
IN	Lake County	X	X			
IN	Porter County	X	X			
KY	Boone County	X	X			
KY	Bullitt County	X				X
KY	Campbell County	X	X			
KY	Jefferson County	X				X
KY	Kenton County	X	X			
KY	Oldham County	X				
LA	Ascension Parish		X			
LA	East Baton Rouge Parish		X			
LA	Iberville Parish		X			
LA	Livingston Parish		X			
LA	West Baton Rouge Parish		X			
MA	Dukes County		X			
MD	Anne Arundel County	X	X			X
MD	Baltimore City	X	X			X
MD	Baltimore County	X	X			X
MD	Calvert County	X	X			
MD	Carroll County	X	X			X
MD	Cecil County	X	X			
MD	Charles County	X	X			X
MD	Frederick County	X	X			X

MD	Harford County	X	X			X
MD	Howard County	X	X			X
MD	Montgomery County	X	X			X
MD	Prince George's County	X	X			X
MD	Washington County					X
MI	Allegan County	X				
MI	Berrien County	X				
MI	Livingston County	X			X	
MI	Macomb County	X			X	
MI	Monroe County	X			X	
MI	Muskegon County	X				
MI	Oakland County	X			X	
MI	St. Clair County	X			X	
MI	Washtenaw County	X			X	
MI	Wayne County	X			X	
MO	Franklin County	X	X			X
MO	Jefferson County	X	X			X
MO	St. Charles County	X	X			X
MO	St. Louis City	X	X			X
MO	St. Louis County	X	X			X
MS	DeSoto County		X			
MT	Lincoln County					X
NC	Cabarrus County		X			
NC	Gaston County		X			
NC	Iredell County		X			
NC	Lincoln County		X			
NC	Mecklenburg County		X			
NC	Rowan County		X			
NC	Union County		X			
NJ	Atlantic County	X	X			
NJ	Bergen County	X	X		X	
NJ	Burlington County	X	X		X	
NJ	Camden County	X	X		X	
NJ	Cape May County	X	X			
NJ	Cumberland County	X	X			
NJ	Essex County	X	X		X	
NJ	Gloucester County	X	X		X	
NJ	Hudson County	X	X		X	
NJ	Hunterdon County	X	X			

NJ	Mercer County	X	X		X	
NJ	Middlesex County	X	X		X	
NJ	Monmouth County	X	X		X	
NJ	Morris County	X	X		X	
NJ	Ocean County	X	X			
NJ	Passaic County	X	X		X	
NJ	Salem County	X	X			
NJ	Somerset County	X	X		X	
NJ	Sussex County	X	X			
NJ	Union County	X	X		X	
NJ	Warren County	X	X			
NM	Dona Ana County	X				
NV	Clark County	X				
NY	Bronx County	X	X		X	
NY	Chautauqua County		X			
NY	Kings County	X	X		X	
NY	Nassau County	X	X		X	
NY	New York County	X	X		X	
NY	Orange County				X	
NY	Queens County	X	X		X	
NY	Richmond County	X	X		X	
NY	Rockland County	X	X		X	
NY	Suffolk County	X	X		X	
NY	Westchester County	X	X		X	
OH	Ashtabula County		X			
OH	Butler County	X	X			
OH	Clermont County	X	X			
OH	Clinton County		X			
OH	Cuyahoga County	X	X	X	X	
OH	Delaware County	X	X			
OH	Fairfield County	X	X			
OH	Franklin County	X	X			
OH	Geauga County	X	X			
OH	Hamilton County	X	X			
OH	Jefferson County				X	
OH	Knox County		X			
OH	Lake County	X	X		X	
OH	Licking County	X	X			
OH	Lorain County	X	X	X	X	

OH	Madison County		X			
OH	Medina County	X	X		X	
OH	Portage County	X	X		X	
OH	Stark County				X	
OH	Summit County	X	X		X	
OH	Warren County	X	X			
OR	Klamath County				X	
OR	Lane County				X	
PA	Allegheny County		X	X	X	X
PA	Armstrong County		X		X	X
PA	Beaver County		X		X	X
PA	Berks County		X			X
PA	Bucks County	X	X		X	X
PA	Butler County		X		X	X
PA	Cambria County				X	X
PA	Carbon County		X			
PA	Chester County	X	X		X	X
PA	Cumberland County				X	X
PA	Dauphin County				X	X
PA	Delaware County	X	X	X	X	X
PA	Fayette County		X			
PA	Greene County				X	X
PA	Indiana County				X	X
PA	Lancaster County		X		X	X
PA	Lawrence County				X	X
PA	Lebanon County			X	X	X
PA	Lehigh County		X		X	
PA	Montgomery County	X	X		X	X
PA	Northampton County		X		X	
PA	Philadelphia County	X	X		X	X
PA	Washington County		X		X	X
PA	Westmoreland County		X		X	X
PA	York County				X	X
SC	York County		X			
TN	Anderson County		X		X	X
TN	Blount County		X		X	X
TN	Hamilton County					X
TN	Knox County		X		X	X
TN	Loudon County				X	X

TN	Roane County				X	X
TN	Shelby County		X			
TX	Bexar County	X				
TX	Brazoria County	X	X			
TX	Chambers County	X	X			
TX	Collin County	X	X			
TX	Dallas County	X	X			
TX	Denton County	X	X			
TX	El Paso County	X				
TX	Ellis County	X	X			
TX	Fort Bend County	X	X			
TX	Galveston County	X	X			
TX	Harris County	X	X			
TX	Johnson County	X	X			
TX	Kaufman County	X	X			
TX	Liberty County		X			
TX	Montgomery County	X	X			
TX	Parker County	X	X			
TX	Rockwall County		X			
TX	Tarrant County	X	X			
TX	Waller County		X			
TX	Wise County	X	X			
UT	Box Elder County				X	
UT	Cache County				X	
UT	Davis County	X			X	
UT	Duchesne County	X				
UT	Salt Lake County	X			X	
UT	Tooele County	X			X	
UT	Uintah County	X				
UT	Utah County	X			X	
UT	Weber County	X			X	
VA	Alexandria City	X	X			X
VA	Arlington County	X	X			X
VA	Fairfax City	X	X			X
VA	Fairfax County	X	X			X
VA	Falls Church City	X	X			X
VA	Loudoun County	X	X			X
VA	Manassas City	X	X			X
VA	Manassas Park City	X	X			X

VA	Prince William County	X	X			X
WA	Pierce County				X	
WI	Door County	X				
WI	Kenosha County	X	X			
WI	Manitowoc County	X				
WI	Milwaukee County	X			X	
WI	Ozaukee County	X				
WI	Racine County	X			X	
WI	Sheboygan County	X	X			
WI	Washington County	X				
WI	Waukesha County	X			X	
WV	Berkeley County					X
WV	Brooke County				X	
WV	Hancock County				X	
WV	Kanawha County				X	
WV	Putnam County				X	
WY	Lincoln County		X			
WY	Sublette County		X			
WY	Sweetwater County		X			

APPENDIX G – Application Submission Checklist

The application package should include the following items, as applicable. Use this checklist to ensure that all required materials have been included in your application package.

- □ SF-424, Application for Federal Assistance
- □ SF-424A, Budget Information for Non-Construction Programs
- □ EPA Form 4700-4, Pre-Award Compliance Review Report for All Applicants Requesting Federal Assistance
- □ EPA Form 5700-54, Key Contacts Form
- □ Project Narrative Attachment Form (not to exceed 14 pages)
    - □ Cover Page
    - □ Workplan
        - □ 1. Project Summary and Approach
        - □ 2. Project Location
        - □ 3. Environmental Justice and Underserved Communities
        - □ 4. Project Sustainability
        - □ 5. Environmental Results – Outputs, Outcomes and Performance Measures
        - □ 6. Programmatic Capability and Past Performance
        - □ 7. Budget
        - □ 8. Applicant Fleet Description (use "Other Attachments Form")
- □ Emissions Reduction Calculations (use "Other Attachments Form")
- □ Voluntary Cost Share Commitment Letters, if applicable (use "Other Attachments Form")
- □ Partnership Letters, if applicable (use "Other Attachments Form")
- □ Mandated Measures Justification Supporting Information, if applicable (use "Other Attachments Form")
- □ Biographical Sketches/Resumes, optional (use "Other Attachments Form")