

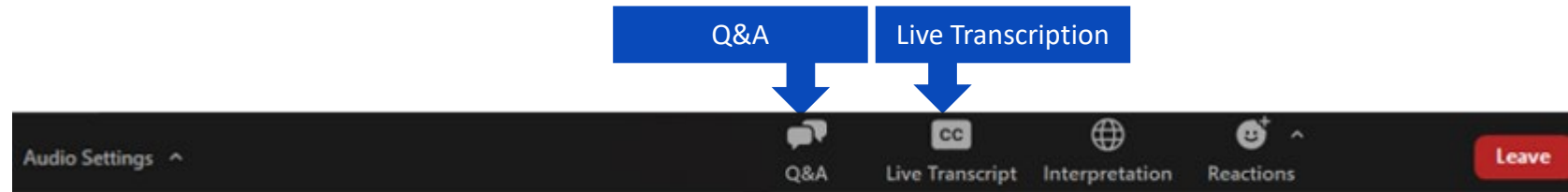
Resources and Next Steps for Clean Heavy-Duty Vehicles (CHDV) Grant Program Selectees

December 9, 2024

Office of Transportation and Air Quality

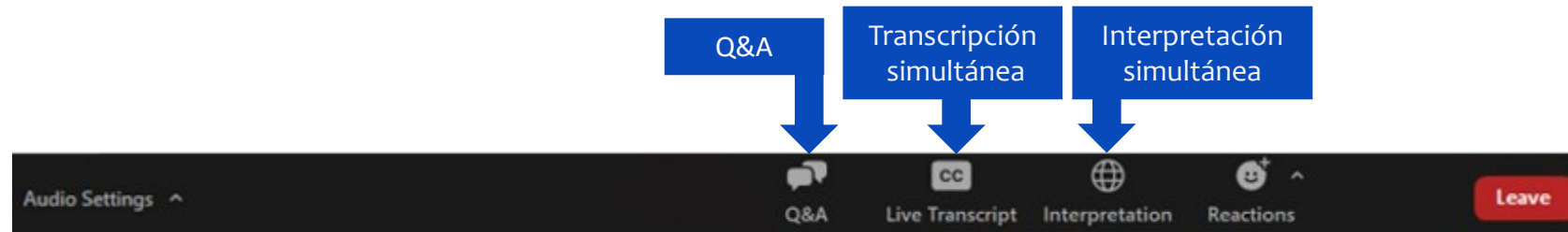
U.S. Environmental Protection Agency

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Today's Agenda

- Overview of Program Eligibility
- Next Steps and Requirements for Selectees
- Resources for Selectees
- Technical Assistance Overview
- Question and Answer (Q&A) Session
 - Frequently Asked Questions
 - Live Q&A Session



CHDV Grant Program: Overview of Program Eligibility

Eligible Activities and Costs

Vehicle Replacements (Subject to Mandatory Cost Share)

- EPA will offer funding to cover the **incremental** cost of replacing a non-zero-emission Class 6/7 heavy-duty vehicle with a **Class 6/7 zero-emission vehicle**. Zero emission vehicles include battery electric vehicles and hydrogen fuel cell vehicles.

Infrastructure (Subject to per-Vehicle Caps)

- Funding may be used for the **purchase and installation of infrastructure** that will support vehicles replaced under this program.

Workforce Development & Training (Implementation Costs)

- Funding may be used to pay for **driver/mechanic training** related to the maintenance and operation of new technologies, including certification through the Electric Vehicle Infrastructure Training Program (EVITP).

Other Implementation Costs

- Funding may be used to cover costs **directly related to the implementation, management, and oversight of the project**, including recipient and subrecipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs.

Eligible Existing Vehicles Must:



All Vehicles Must*:

- Be a **Class 6 or Class 7 heavy-duty vehicle** with Gross Vehicle Weight Rating (GVWR) between 19,501 lbs. to 33,000 lbs.
- Be **fully operational** at the time of application submission
- Be an **engine model year (EMY) 2010 or older diesel-powered vehicle** that will be **scrapped** if selected for funding. If a fleet has no eligible EMY 2010 or older diesel-powered vehicles, the fleet can either:
 - Scrap an EMY 2010 or older non-diesel internal combustion engine (ICE)-powered vehicle;
 - Scrap, sell, or donate an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle; or
 - Move an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle to a “reduced service” fleet and scrap an EMY 2010 or older reduced-service vehicle in its place

All School Buses Must:

- Have provided bus service to a public school district at least **3 days/week on average during the 2022/2023 school year** at the time of application, excluding emergency-related school closures

All Other Non-School Bus Vehicles Must:

- Have accumulated at least **7,000 miles/year** during each of the two years prior to replacement
 - The mileage of two or more vehicles may be combined to reach 7,000 miles/year where two or more vehicles will be scrapped, sold, or donated and replaced by a single vehicle
 - For **Tribal and territory applicants**, the mileage minimum is **5,000 miles/year** during each of the two years prior to replacement
 - If a vehicle does not meet the mileage requirement, the applicant can demonstrate that the vehicle has **idled at least 500 hours/year** during the two years prior to replacement

**Refer to Section III.D of the NOFO for specific eligibility information*

CHDV Funding per Replacement Vehicle



Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles (FCEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*	N/A	N/A
Straight/Box Truck	65%	\$190,000	80%	\$400,000
Step Van	65%	\$160,000	80%	\$340,000
Septic Truck or Bucket Truck	65%	\$330,000	80%	\$670,000
Other Vocational Vehicle	65%	\$355,000	80%	\$720,000
Refuse Hauler	50%	\$260,000	70%	\$600,000
Street Sweeper	50%	\$315,000	70%	\$720,000
Transit Bus	33%	\$265,000	60%	\$780,000

The EPA will fund up to the **EPA cost share percentage of the new vehicle, up to the per-vehicle funding cap**, as shown in the table. Applicants will be responsible for providing or securing the remaining costs. Note, the applicant cost share is waived for Tribal and territory applicants, but such applicants are still subject to the per-vehicle cost caps shown in the table.

Project Implementation Costs: Eligible additional project costs include those costs directly related to the implementation, management, and oversight of the project, including vehicle delivery costs. Project implementation costs are not included or subject to the per-vehicle caps listed in the table.

*ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap (i.e., a total per-vehicle funding cap of \$300,000)

Eligible New Replacement Vehicles

Must:



All Vehicles Must*:

- Be a **zero-emission** vehicle
 - Vehicles which have been converted to a zero-emission drivetrain after the first retail sale are *not* eligible
 - The conversion of a vehicle to a battery-electric drivetrain is *not* an eligible cost or activity
- Be a **Class 6 or Class 7 heavy-duty vehicle**
- Be an **engine model year 2023** or newer that is certified to **conform with all applicable Federal Motor Vehicle Safety Standards**
- Be **ordered only after receiving official notification of award** for EPA funding
- Be **purchased**, not leased or leased-to-own
- **Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the vehicle**, such as an unvented diesel passenger heater
- **Not be purchased or otherwise subsidized with other federal grant funds.** The total of funds from the CHDV grant and other eligible external funds allocated for the vehicle replacements cannot exceed the cost of the new vehicles

Build America Buy America (BABA) requirements will be discussed later in the presentation.

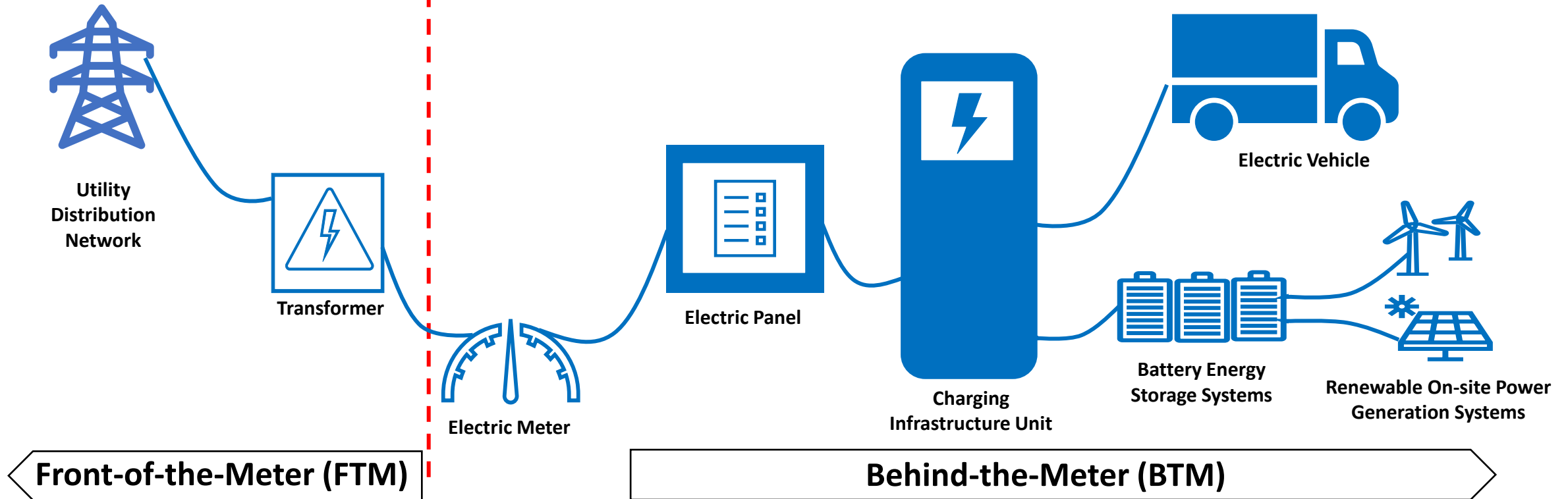
**Refer to Section III.D of the NOFO for specific eligibility information*

EVSE Infrastructure Funding Restrictions



Non-Eligible Expenses

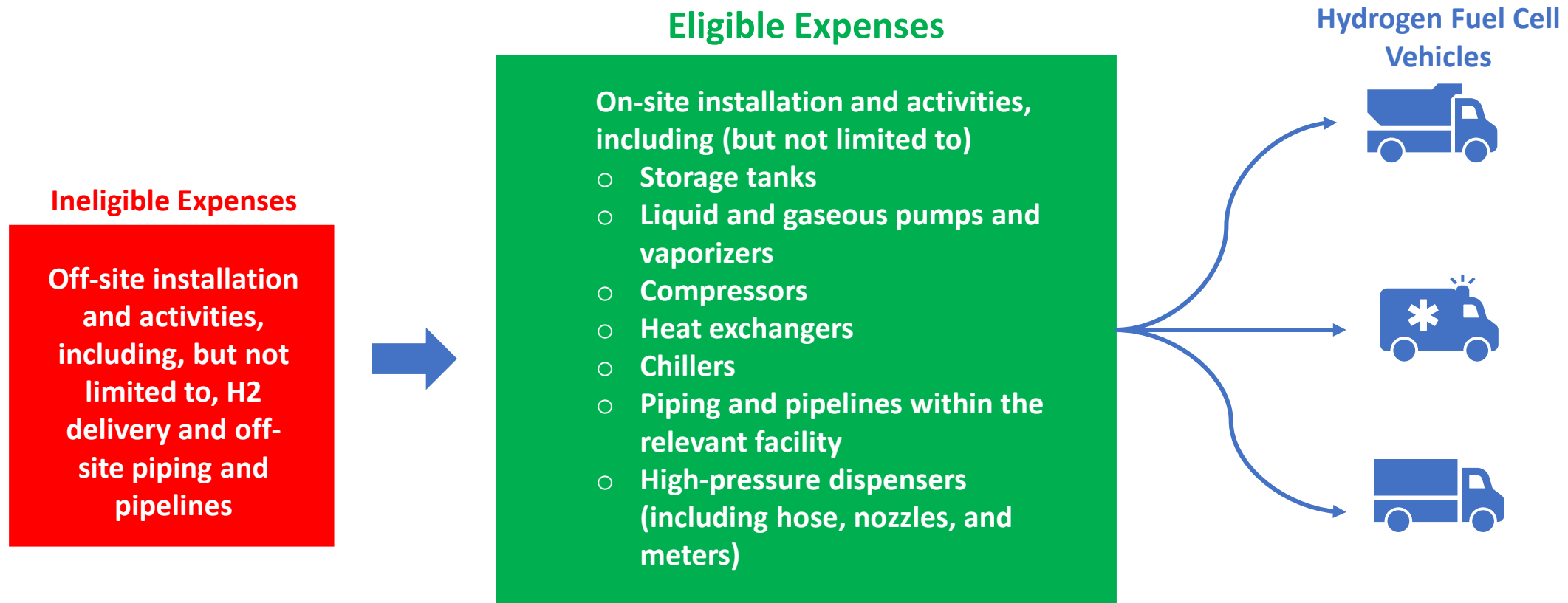
Eligible Expenses



- EPA funding for infrastructure is **limited to installations and upgrades behind the electric meter**. This may include, but is not limited to, upgrades (including software and telematic equipment) and permits. Funds may also be used for battery energy storage systems (BESS) associated with new electric vehicles funded in the program, as well as solar- or wind-powered on-site power generation systems that power the vehicles, if behind the meter.
- **All Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified](#) at the time of purchase**. The EPA strongly recommends that all other charging infrastructure funded under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).
- **Build America, Buy America requirements apply to eligible vehicle charging infrastructure equipment**

**Refer to Section III.D of the NOFO for specific eligibility information*

Hydrogen Fueling Infrastructure Funding Restrictions



In general, eligible Hydrogen fueling infrastructure expenses include those associated with activities and installations that are on-site. For specific hydrogen fueling eligibility information, refer to Section III.D of the NOFO. Build America, Buy America requirements apply to eligible hydrogen fueling infrastructure equipment.

Workforce Development and Job Quality



Workforce planning and preparation are critically important elements of successful zero-emission vehicle deployment.

Workforce planning should focus on:

- ✓ **All workers associated with the project**, including current drivers, mechanics, electricians, and other essential personnel
- ✓ **Safe operation and maintenance of new vehicles and infrastructure** for workers
- ✓ **Job quality for workers** and adequate support during the transition, including worker voice and representation throughout the process (e.g., current workers are not replaced or displaced from new vehicles, workers are compensated their wages for time spent in training, etc.)

Eligible project costs associated with workforce development include*:

- Driver/mechanic training related to the maintenance and operation of new technologies
- Training to certify licensed electricians to install EVSE, such as through the Electric Vehicle Infrastructure Training Program (EVITP)



Additional workforce development and training resources can be found at [EPA's Workforce Development and Training Resources webpage](#)

**Refer to Section III.D of the NOFO for specific eligibility information*

Ineligible Costs

- Federal Matching Funds
- Federal Financed Grants
- Stacking Funds
 - (This does not limit the application of IRS-disbursed tax credits)
- Infrastructure Work in Front of the Electric Meter
- Non-Renewable On-Site Power Generation Systems
- Demonstration or Commercialization
- Expenses Incurred Prior to Project Period
- Emissions Testing
- Leased or Leased-to-Own Vehicles
- Engine Replacements/Repowers
- Fleet Expansion



CHDV Grant Program: Next Steps and Requirements for Selectees

Next Steps

Official Selection & Final Award



1. Selection: Selectees are notified of tentative selection status. Additional documentation and forms may need to be submitted and approved before the grant can officially be awarded.

2. Helpful Resources:
Thoroughly review the Clean Heavy-Duty Vehicles website for important dates, questions and answers, and other helpful resources.

3. Reporting
Requirements: Grantees must submit quarterly reports summarizing technical progress, planning activities for the next three months, and a summary of expenditures.

4. Closeout: Grantees must submit a detailed final report to EPA within 120 days of completion of the project.

5. Stay in Touch: Please contact your assigned Project Officer or cleanhdvehicles@epa.gov with questions.








Selection: Budget Preparation

- All selectees must make sure that their budget table has an accurate breakdown of how all grant funds will be used for eligible costs (e.g., equipment, personnel), reflected in appropriate cost categories.
- The [Interim General Budget Development Guidance for Applicants and Recipients of EPA Financial](#) is a helpful resource for new recipients when preparing budgets.

Selection: Subawards and Contracts

- As stated on p. 1 of CHDV NOFO, Applicants **must compete contracts for services and products**, including consultant contracts, and **conduct cost and price analyses**, to the extent required by the procurement provisions of the **regulations at 2 CFR Part 200**.
 - The fact that an applicant selected for award has named a specific subrecipient or contractor (including consultants) in the application the EPA selects for funding **does not relieve the applicant of its obligations to comply with subaward and/or competitive procurement requirements** as described in Section IV.d. of [EPA's Solicitation Clauses](#).
 - Applicants may not award sole source contracts to consulting, engineering, or other firms assisting applicants with the application solely based on the firm's role in preparing the application or based on an assertion that the individual or firm has “unique qualifications.”
- Additional Information and resources:
 - Section I.F of the [CHDV NOFO](#)
 - [EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements](#),
 - [EPA's Subaward Policy](#)

Selection: Subawards and Contracts

	Subaward	Procurement Contract
For-profit	*	
Individual Consultant		
Non-profit		
Institution of Higher Education		
Federal Agency		
Federally Funded Research & Development Center		

- Transactions with for-profit companies and individual consultants are considered procurement contracts with few exceptions. Two examples include:
 - * Grant recipient provides a subaward to a for-profit company to upgrade equipment owned by the company (the subrecipient) that will be used to carry out the grant purpose.
 - * Grant recipient provides a rebate or subsidy to a for-profit company for all or a portion of the costs of the equipment purchased by the company. The rebate or subsidy would be participant support costs and the company (owner of the equipment) would be a program beneficiary.

Selection: Review Terms & Conditions

Selectees should be **fully aware of the CHDV Terms and Conditions and [EPA General Terms and Conditions](#)**, including paragraphs:

- 5 (ASAP and Proper Payment Draw Down)
- 9 (Management Fees)—Prohibits profiting from EPA grant funds.
- 15 (Reporting Subawards & Executive Compensation)
- 19 (Audit Requirements)
- 36 (Tangible Personal Property)
- 49 (BABA)
- 52 (Access to Records)

Selection: Intergovernmental Review

- The CHDV NOFO includes [EPA Solicitation Clauses](#) in Section I.F.; Section IV.H of the Solicitation Clauses state that, “Intergovernmental Review Act Executive Order 12372, Intergovernmental Review of Federal Programs, may be applicable to awards resulting from this announcement.”
- The intent of intergovernmental review (IR) is to foster an intergovernmental partnership and a strengthened federalism by relying on State processes and on State, areawide, regional and local coordination for review of proposed Federal financial assistance and direct Federal development (see [40 CFR 29](#) for more information).
- Accordingly, applicants for funding for EPA programs, including the CHDV Grant Program, **must provide directly affected State, areawide, regional, and local entities 60 days to review their applications.**
 - As stated [here](#), IR applies to CHDV projects that where the proposed Federal financial assistance involves land use planning or construction; the installation of electric vehicle charging infrastructure, or hydrogen refueling infrastructure, is defined as construction and thus subject to intergovernmental review.
 - To move your tentatively selected project forward as promptly as possible, **we highly encourage you to initiate the IR process as soon as possible due to the 60-day review period.**
 - Information available [here](#) identifies which States require State Single Point of Contact (SPOC) review of CHDV proposed projects and other programs, along with SPOC contact information. For more information, please contact your EPA Project Officer.

Build America, Buy America Requirements



- [The Build America, Buy America \(BABA\) Act](#) requires the application of domestic preference requirements to **all Federal financial assistance used for infrastructure projects issued on or after May 14, 2022**, including EPA Clean Heavy-Duty Vehicles Grant Program funding.
- EPA has determined that **school buses** are exempt from BABA requirements, but strongly encourages CHDV grantees to select domestically-produced products.
- EPA Regional Project Officers can provide additional information to grantees on the applicability of BABA provisions to **vocational vehicle projects**
- For more information on BABA applicability, including applying for project-level waivers, please refer to the [EPA's Build America, Buy America website](#). Additional questions may be directed to BABA-OTAQ@epa.gov.

Davis Bacon and Related Acts (DBRA)

Does it apply?

DBRA applies to recipients and subrecipients of Clean Air Act authorized EPA grant awards that involve construction and that enter into contracts with contractors and subcontractors in excess of \$2,000.

What is it?

Mandates that contractors and subcontractors must pay laborers employed under the contract no less than the locally prevailing wages and fringe benefits for corresponding work on similar projects in the area.

How does this impact me?

Selectees must have contract provisions for Davis-Bacon and Related Acts. Links to this must be provided in the contract or verbatim language must be included.

- For contracts that are above \$2,000 and up to \$100,000
 - [DBRA Requirements for Contractors and Subcontractors Under EPA Grants \(pdf\)](#) (291.8 KB)
- For contracts in excess of \$100,000:
 - [DBRA Requirements for Contracts in Excess of \\$100,000 Under EPA Grants \(pdf\)](#) (202.6 KB)

EPA training: <https://www.epa.gov/grants/new-epa-davis-bacon-grant-term-and-condition-webinar-march-28-2024>

Reporting Requirements

The purpose of performance reports is to provide updates on implementation of each project, including brief information on each of the following areas:

- A comparison of actual accomplishments to the outputs/outcomes
- The reasons why any established outputs/outcomes were not met
- Additional pertinent information, analysis and explanation of cost overruns or higher-than-expected unit costs
- As applicable, information related to good jobs metrics and workforce training

Once awards are finalized, grantees will be required to provide workplan information, budget details, and project updates to their Regional Project Officer at regular intervals.

Awardees are required to use the Reporting Template (EPA Form Number 5900-683) provided by the EPA Project Officer when submitting quarterly reports.

Quarterly reports should include:

- Technical progress
- Progress toward outputs, outcomes, and workplan commitments
- Planned activities for next reporting period
- Summary of expenditures
- Performance measures from approved workplan

The detailed final report should include:

- Summary
- Outputs and outcomes
- Costs
- Successes and lessons learned

Quality Assurance



EPA Grantees who *perform environmental information operations* must have an EPA-approved Quality Assurance Project Plan (QAPP) in place prior to using data for decision-making.



Environmental information operations encompasses the collection, production, evaluation, or use of environmental information by or for EPA and the design, construction, operation, or application of environmental technology.



Quality Assurance Project Plan documents the type and quality of data needed for environmental decisions and describes the methods for collecting and assessing those data.

Note: EPA will provide resources (e.g., a webinar, templates, contractor support) for preparing your QAPP. You can develop a QAPP after working with your EPA Project Officer to finalize your award.

Reporting Requirements – Scrappage and Eligibility

Recipients are required to submit a combined eligibility and scrappage statement with the Reporting Template for the period(s) in which vehicles are scrapped.

A sample combined eligibility and scrappage statement will be available on the CHDV Grantee Resources webpage.

The eligibility and scrappage statement should include the vehicle owner's name and address; Vehicle make, vehicle model, engine model year (EMY), vehicle identification number (VIN), odometer reading or usage meter reading, engine make, engine model, engine model year, engine horsepower, engine ID or serial number, as applicable

Grantees will need to provide evidence of appropriate scrappage and evidence of appropriate disposal for all internal combustion engine equipment or vehicles identified for scrappage in the final workplan, and must submit a signed scrappage statement

Any revisions to the workplan or budget must receive prior written approval from the Regional Project Officer. Contact your Regional Project Officer in a timely manner to communicate these changes

Additionally, the recipient agrees to notify the Environmental Protection Agency when a significant development occurs that could impact the award.

Reporting Requirements: Project Transparency

- The recipient agrees to **engage with affected communities and/or populations**, especially local residents, to ensure their **meaningful participation** with respect to the project during the performance period.
- **Community engagement activities** conducted as part of the final approved workplan should be **reported in performance reporting**.
- IF grant funds will be used to conduct baseline mobile source emissions inventories and/or mobile source emission reduction plans, the recipient agrees to publicly share a detailed written summary of the results of the emissions inventory and/or emission reduction plan included in the final workplan.

Reporting Requirements Timeline

Deliverable	Deadline/Due Date	Submission Document
Quarterly Project Reports	Quarterly: <ul style="list-style-type: none">January 1 – March 30<ul style="list-style-type: none">Report due April 30April 1 – June 30<ul style="list-style-type: none">Report due July 30July 1 – September 30<ul style="list-style-type: none">Report due October 30October 1 – December 3<ul style="list-style-type: none">Report due January 31	Reporting Template - EPA Form Number 5900-683
Final Project Report	120 Days after project completion	Reporting Template - EPA Form Number 5900-683

Throughout the award performance period, the recipient agrees to submit quarterly performance reports and combined eligibility and scrappage statements. Reports must be submitted electronically to the EPA Project Officer within 30 days after each reporting period.

Requirements: Proper Draw Down Procedures

- EPA makes payments for grants through the Department of Treasury's [Automated Standard Application for Payments](#)



Step 1:

Federal agency and recipient both enroll in ASAP.gov



Step 2:

Agency adds money to recipient account and sets rules for payment



Step 3:

Recipient requests payment via ASAP.gov



Step 4:

Approved payments can settle as quickly as the same day

Requirements: Proper Draw Down Procedures

- Recipients are not required to submit documentation
 - You **must retain documentation** that clearly shows the incurred costs that you, as the grantee, have incurred for audit purposes.
- No requirements for the frequency of draws
 - Most recipients draw on a weekly basis, but you can draw as frequently as needed
- Payments are deposited in recipient accounts same day/next business day
 - Same day payment if requested prior to 4:30pm EST/less than \$1M
 - Otherwise, next business day

Project Requirements and Next Steps

- All project requirements and eligible expenses can be found in the 2024 Clean Heavy-Duty Vehicles Notice of Funding Opportunity
- Additional documents and forms may need to be submitted and approved before the grant can be officially awarded. Work with your EPA Project Officer to meet these requirements.
- Updates to projects should be communicated to your EPA Project Officer in a timely manner.
- Project updates are shared with EPA Project Officers on a **quarterly basis** using the **Reporting Template**; first report is **due by April 30, 2025**.
- A detailed final report will be due at the end of the project period.

Resources for Selectees

Recent & Upcoming EPA Grants Webinars



Date	EST	Webinar
10/9/24	1-2 PM	EPA Grants Revisions to 2 CFR Part 200 Regulations (slides)
10/30/24	1-2 PM	EPA Terms and Conditions for FY 2025 (slides)
12/3/24	1-2 PM	EPA Grants Participant Support Costs (slides)
12/4/24	3-4 PM	EPA Grants Impacts to Tribes as Federal Recipients (slides)
12/5/24	1-2 PM	EPA Grants Updates to Appendix, NOFOS, and competition (slides)

Program Documents & Regional POCs

- Please stay tuned to the updated [Grantee Resources page](#) of EPA's Clean Heavy-Duty Vehicles website for program documents, including the following **coming soon docs**:
 - Next steps for 2024 CHDV Grantees
 - Sample Eligibility and Scrappage Template
 - Reporting Template
- These documents are expected to be **published by early 2025**.
- In the interim, please contact your EPA Regional Project Officers with any questions specific to your selected application. If you need assistance contacting your EPA Regional Project Officer, please email cleanhdvehicles@epa.gov.

Federal Tax Credits



- Grantees may be eligible for Inflation Reduction Act (IRA) tax credits applicable to their vehicle and infrastructure purchases, namely the:
 - **Commercial Clean Vehicle Credit (45W)**, which provides up to \$40,000 for qualified commercial clean vehicles; and the
 - **Alternative Fuel Vehicle Refueling Property Credit (30C)**, which provides up to \$100,000 for qualified charging and refueling infrastructure.
- Grantees may also be eligible to claim all or a portion of the value of IRA credits using either the new elective pay or transferability mechanisms introduced by the Internal Revenue Service (IRS).
- Claiming a federal tax credit would not trigger the 2024 CHDV Grant Program prohibition regarding stacking funds from federal incentive programs.
- Grantees should refer to the [IRS website](#) and the [EPA's tax credit webpage](#) for more information on these credits.



The EPA cannot give tax advice. Refer to the IRS website for further instruction.

Public Questions & Answers

- Responses to all questions sent to cleanhdvehicles@epa.gov are made publicly available in a Questions and Answers document published on the [CHDV Grant Program website](#)
 - EPA works to update the public Q&A document on a regular basis
 - Please review the Q&A doc for answers to questions that may also be relevant to your project
- Please contact your EPA Regional Project Officers for CHDV program-related questions that are not currently included in the published Questions and Answers document.

Helpline Support

Please contact our CHDV helplines for questions outside of those your EPA Regional Project Officers can answer

- EPA Program Related Inquiries: cleanhdvehicles@epa.gov
- JOET Technical Assistance Requests: cleanhdvehiclesTA@nrel.gov
- BABA-Related Questions: BABA-OTAQ@epa.gov



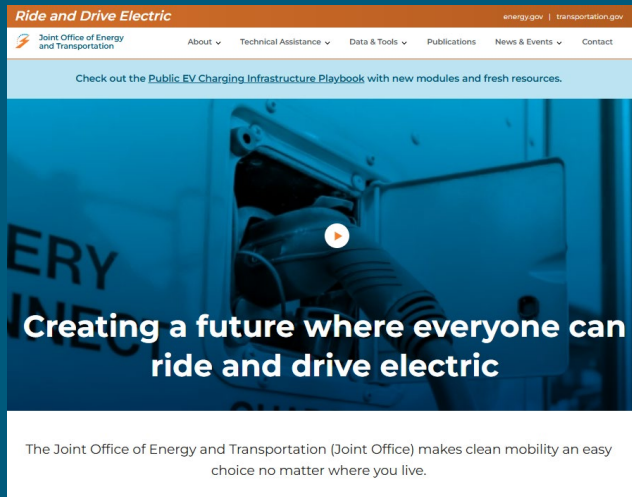
Joint Office of
**Energy and
Transportation**

Clean Heavy Duty Vehicle Technical Assistance Overview

Ryan Frasier, NREL
12.9.24

driveelectric.gov

CHDV Technical Assistance



<https://driveelectric.gov/>

NREL and the Joint Office of Energy and Transportation (Joint Office) are partnering with the U.S. Environmental Protection Agency to offer **FREE** technical assistance to CHDV awardees.

Provides fleets with the knowledge, tools, and information needed to successfully plan for and deploy clean heavy-duty vehicles.

Clean Heavy-Duty Vehicle Technical Assistance

CleanHDVehiclesTA@nrel.gov

www.driveelectric.gov/contact

Examples of How We Can Help

Coordinating
with electric
utilities

Identifying
available
funding and
incentives

Analyzing
charging
infrastructure
needs

Conducting
route analysis
and planning

Onsite tiger
teams
assistance

Advanced
charging
strategies

Discussing
concerns with
stakeholders

Training and
workforce
development

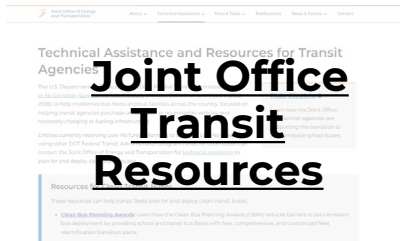
To request a meeting/phone call/assistance:

[CleanHDVehiclesTA@nrel.gov](mailto:CleantHdVehiclesTA@nrel.gov)

CHDV Resources



Joint Office School District Resources



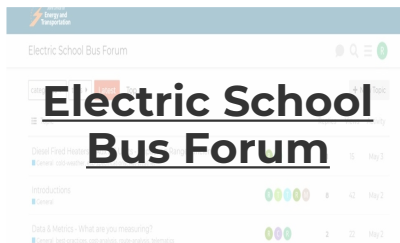
Joint Office Transit Resources



Joint Office Tribal Nation Resources



School Bus Electrification Center



Electric School Bus Forum



ESB Familiarization Training Series



EPA CSB Technical Assistance Webinar Playlist



Clean Bus Planning Awards



NREL Transportation & Mobility Research

If you are looking for something do not hesitate to ask:

CleanHDVehiclesTA@nrel.gov



Joint Office of
**Energy and
Transportation**

Thank You

driveelectric.gov

CHDV Grant Program Frequently Asked Questions

Mandatory Cost Share



Can you be more explicit on the mandatory cost share requirements? Is it defined as the remainder beyond the EPA funding cap for the minimal eligible activity (i.e., purchase of the vehicles)?

The mandatory cost share is the remainder of the eligible vehicle cost beyond the EPA Cost Share shown in Table 2 of the NOFO. There is no similar cost share for infrastructure, but infrastructure costs are included in the per-vehicle funding cap. Infrastructure and other eligible project costs are voluntary cost share.

Quality Assurance

Are CHDV grantees required to submit a Quality Management Plan (QMP)/Quality Assurance Project Plan (QAPP)? Are CHDV grantees required to calculate emissions reductions?

Yes, CHDV selectees should plan to develop a QMP/QAPP for collecting data to submit in Quarterly Reporting Templates.

When finalizing their budget pre-award, selectees can estimate a few hours to prepare their QMP/QAPP. EPA will provide resources (e.g., webinar, template) to support grantees in developing QMP/QAPP post-award.

Build America Buy America (BABA)



Do all Clean Heavy-Duty Vehicles
need to be BABA compliant?

No – BABA applicability is
dependent on certain aspects of a
CHDV project.
Your EPA Project Officer can provide
additional information on the
factors for determining BABA
applicability.

Other Questions?

Congratulations and thank
you!