Questions and Answers: 2026 Diesel Emissions Reduction Act (DERA) National Program

September 24, 2026

The following questions and answers have been compiled for the benefit of organizations considering applying for a grant under the above Notice of Funding Opportunity (NOFO).

Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

EPA 420-F-26-018

A. Applicant Eligibility

A.1: *Can a privately-owned fleet receive funding? Are there specific entities that private companies must partner with?*

Answer: Only eligible entities as defined in the 2026 Diesel Emissions Reduction Act (DERA) National Notice of Funding Opportunity (NOFO) are eligible to apply directly to the U.S. Environmental Protection Agency (EPA) for funding under this NOFO. Eligible entities include regional, State (including the District of Columbia), or local agencies, Tribal agencies, or port authorities, which have jurisdiction over transportation or air quality, and nonprofit organizations or institutions that: a) represent or provide pollution reduction or educational services to people or organizations that own or operate diesel fleets; or b) have, as its principal purpose, the promotion of transportation or air quality. However, both public and private fleets may benefit from the programs implemented by DERA National grant recipients and the EPA encourages private fleet owners to partner with eligible entities for the implementation of diesel emissions reduction projects. An eligible entity can provide funding/benefits to fleet owners through subawards and rebates. Some EPA Regions have regional diesel collaboratives (www.epa.gov/dera/epa-regions-diesel-collaboratives) where fleet owners interested in partnering with eligible entities may find networking opportunities.

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A.2: *Who is eligible to apply?*

Answer: Eligible entities include:

- A regional, State (including the District of Columbia), or local agency, Tribal agency, or port authority which has jurisdiction over transportation or air quality. School districts, municipalities, metropolitan planning organizations (MPOs), cities, and counties are all generally eligible entities under this grant program to the extent that they fall within this definition.
- A nonprofit organization or institution that: a) represents or provides pollution reduction or educational services to people or organizations that own or operate diesel fleets or b) has, as its principal purpose, the promotion of transportation or air quality.

For example, public school districts and public universities who own/operate diesel fleets and are responsible for decisions regarding student transportation, airports that operate as public entities and the own/operate diesel equipment, and public utilities that own/operate diesel equipment, including public wastewater treatment plants, are all eligible entities.

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A.3: *Is the manufacturer of an emissions reduction device eligible for this grant?*

Answer: Manufacturers are not eligible to apply directly to the EPA for funding. Manufacturers who would like to have their retrofit products eligible for purchase by recipients of this grant program must be listed on the EPA or the California Air Resource Board's (CARB) verified retrofit technology list. An overview of the EPA's Verification Process is available at www.epa.gov/verified-diesel-tech/learn-about-verified-technologies-clean-diesel. Funding under this program is not available for product testing/verification.

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A.4: *Are we eligible to apply if we have received DERA funding through another opportunity?*

Answer: Yes. Participation in one program does not preclude you from participating in others; however, an applicant may not accept funding from multiple DERA Programs for the same vehicle. All engines or vehicles purchased with DERA funds must be unique from any other Federal funding program and unique, eligible engines or vehicles must be scrapped in alignment with NOFO requirements.

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A.5: *Do applicants and projects need to be located in nonattainment areas to be eligible?*

Answer: No, air quality attainment status is not an eligibility factor. However, DERA prioritizes applications that will benefit Americans living in nonattainment areas or maintenance areas and areas with air toxic pollutant concerns. Projects located these areas will receive points under evaluation criteria defined in Section 6.B of this NOFO.

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A.6: *May two fleets apply in one application with vehicles combined into a single fleet?*

Answer: A single application may include several different partners, fleets, and types of upgrades. However, only one eligible entity may be listed as the applicant on the application. If selected for funding, the applicant organization is the direct recipient of the EPA funds and the recipient is responsible for overall project management, all required reporting, and is accountable to the EPA for the proper expenditure of funds. The applicant can provide funding/benefits to other fleet owners through subgrants and rebates in accordance with the applicable EPA grant regulations and the terms and conditions of the award.

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A.7: *How many times can an applicant apply?*

Answer: Applicants can submit a total of ten applications. However, no more than two applications may be submitted for implementation within the same EPA Region.

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B. Project Eligibility

B.i. Vehicle and Equipment Replacements

B.i.1: *Is vehicle scrappage a requirement for vehicle replacement funding?*

Answer: Yes, scrappage is a statutory requirement for funding under this program. The vehicle being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced. Please see Section 3.A.(1).8 of the Notice of Funding Opportunity (NOFO) for additional information.

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B.i.3: *Is replacing diesel-powered equipment with battery electric equipment eligible for funding?*

Answer: Yes. To be eligible for funding, replacement highway vehicles must be certified by the EPA and/or CARB to meet applicable emission standards. To be eligible for funding, replacement nonroad equipment, locomotives and marine vessels must be powered by engines certified to EPA and/or CARB emission standards. However, zero emissions nonroad equipment, marine vessels, and locomotives do not require EPA or CARB certification.

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B.i.4: *Does locomotive replacement fall under the vehicle replacement category?*

Answer: Yes. A full locomotive replacement can be funded as a diesel-to-diesel replacement. If only the engine is replaced, then it would fall under the Engine Replacement Category.

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B.i.5: *Can highway diesel vehicles be replaced with vehicles fueled by CNG, LNG, propane, or other alternative fuels? At what funding level?*

Answer: Yes, eligible medium- and heavy-duty diesel trucks and buses may be replaced with alternative fueled vehicles as long as the replacement vehicle is powered by a 2024 model year or newer certified engine (2019 or newer for drayage trucks). Vehicle replacements are funded at 25%, 35%, or 45%, depending on certified NO_x emissions.

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B.i.6: *What percent of EV charging equipment will DERA cover for electric vehicles purchased with grant funds?*

Answer: EV charging equipment or related Electric Vehicle Supply Equipment (EVSE) is ineligible for funding under this NOFO.

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B.i.7: *What is the funding level to replace a diesel vehicle with an electric one?*

Answer: If you are replacing a diesel vehicle with a fully electric vehicle, the EPA will fund 45% of the cost of the new vehicle.

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B.ii. Engine Replacements

B.ii.1: *For marine engine replacements, do eligible costs include items required in addition to the new engine (such as gears, controls, and shipyard costs)?*

Answer: Yes. Eligible costs for engine replacement projects can 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. Eligible costs include design and engineering, parts and materials, and installation. These costs are subject to the mandatory cost share requirements defined in Section 2.B. of the NOFO. Shipyard costs are also eligible and should be included in the "other" cost category in applications.

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B.ii.2: *Are used replacement engines eligible?*

Answer: Yes. Used engines certified to relevant EPA emission standards and which meet the model year requirements listed in the NOFO are eligible as replacement engines.

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B.iii. Remanufacture Systems

No questions about this sub-category.

B.iv. Verified Idle Reduction Technologies

B.iv.1: *Are idle reduction technologies for highway vehicles eligible for funding under this NOFO?*

Answer: Yes. Idle reduction projects are eligible for funding. For highway vehicles, the EPA will fund up to 100% of the cost (labor and equipment) for idle reduction technologies on long haul Class 8 trucks and school buses if combined on the same vehicle with eligible verified engine retrofit technologies. The EPA will fund up to 25% of the cost of stand-alone idle reduction technology installations. Lists of eligible, EPA-verified idle reduction technologies are available at www.epa.gov/verified-diesel-tech/smartway-technology. Please note that diesel fired auxiliary power units are not eligible on 2007 model year trucks or newer.

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B.iv.2: *Please provide examples of verified idle reduction technologies.*

Answer: All verified idle reduction technologies are listed on the SmartWay Verified Technology List at www.epa.gov/verified-diesel-tech/smartway-technology. Examples include, but are not limited to, auxiliary power units, thermal storage systems, fuel-operated heaters, and electrified parking spaces.

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B.iv.3: *How do we know if a hybrid retrofit system is verified?*

Answer: Several systems which convert a conventional diesel engine configuration to a hybrid-electric system have been verified as diesel engine retrofits. The EPA's verified hybrid retrofit systems are listed at www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel and CARB's are listed at www.arb.ca.gov/diesel/verdev/vt/cvt.htm.

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B.v. Verified Retrofit Technologies

B.v.1: *Can you please provide some clarity on which projects fall under the hybrid retrofit systems projects?*

Answer: Several systems which convert a conventional diesel engine configuration to a hybrid-electric system have been verified as retrofits (currently only for select nonroad and marine engines). The EPA will fund up to 60% of a verified hybrid retrofit system project; eligible costs include the equipment and associated labor for installation of the system.

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B.v.2: *What qualifies as an eligible cleaner fuel?*

Answer: Eligible cleaner fuels and additives are limited to those verified by the EPA or CARB to achieve emissions reductions when applied to an existing diesel engine, such as biodiesel. Eligible biodiesel fuel must meet the requirements of American Society of Testing and Materials (ASTM) D 6751. To be eligible for funding, verified fuels 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 NOFO.

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B.v.3: *Can funds be used to replace existing verified retrofit technologies (DOCs, DPFs)?*

Answer: No, funding cannot be used to replace the existing verified retrofit technology installed on a vehicle.

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B.vi. Clean Alternative Fuel Conversions

B.vi.1: *Are alternative fuel conversions eligible?*

Answer: Yes. Funding can cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. Eligible conversions are limited to those systems that have been certified by the EPA and/or CARB, and those systems that have been approved by the EPA for Intermediate-Age engines. The 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/ve-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" is available at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm. To be eligible for funding, conversion systems for engine model years 2006 and earlier must achieve at least a 30% NOx reduction and a 10% PM reduction from the applicable certified emission standard of the original engine. To be eligible for funding, conversion systems for engine model years 2007 and newer must achieve at least a 20% NOx reduction with no increase in PM from the applicable certified emission standard of the original engine.

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B.vii. Verified Aerodynamic Technologies and Low Rolling Resistance Tires

B.vii.1: *Are the EPA-verified aerodynamics and low rolling resistance tires only eligible when combined with the new installation of an exhaust after-treatment retrofit? Can it be combined with engine/vehicle replacement projects?*

Answer: To be eligible for funding as a retrofit, these technologies must be combined on the same vehicle with new installation of an exhaust after-treatment retrofit funded under this NOFO. A vehicle replacement project may include tires and aerodynamics in the purchase price of the new vehicle, subject to cost share.

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B.viii. Miscellaneous

B.viii.1: *What types of projects are eligible?*

Answer: 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. Eligible diesel vehicles, engines and equipment including school buses, class 5 through class 8 heavy-duty highway vehicles, locomotive engines, marine engines, and nonroad engines, equipment or vehicles used in construction, handling of cargo (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps). Grant funds may be used for diesel emission reduction projects, including:

- EPA-verified technologies or certified engine configurations.
- CARB-verified technologies or certified engines.
- Idle-reduction technologies that are EPA-verified.
- Aerodynamic technologies and low rolling resistance tires that are EPA-verified.
- Early engine, vehicle, or equipment replacements with certified engine configurations.

Please refer to the 2026 DERA National NOFO for additional information on eligible activities.
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B.viii.2: *What is the applicant's mandatory cost share requirement?*

Answer: Applicants are responsible for cost sharing between 0% and 75% of the vehicle/engine/technology costs, depending on the project type. For a detailed description of the cost-sharing guidelines, please see Section 2.B. of the NOFO.
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B.viii.3: *Can funds be used for a project that has already been started or will be started before the expected award date?*

Answer: No. Any funding awarded under this announcement must be used for activities that will take place within the approved project period and may not be used for unauthorized pre-award costs. However, funding could be used for a new component of an ongoing project. For example, if the applicant has a fleet of 500 school buses and has already retrofitted 200, the applicant can apply for funds to retrofit the remaining 300 buses. Expenses incurred prior to the project period set forth in any grant resulting from this NOFO are not eligible as a cost share for proposed projects.
Date Posted: 09/24/2026

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

Answer: Please see Section 3.A.(1). Diesel Emissions Reduction Solutions and Tables 3-8 in the NOFO for a full description of eligible diesel technologies.
Date Posted: 09/24/2026

B.viii.5: *What projects are eligible for eTRUs and solar TRUs?*

Answer: Eligible diesel-powered Transport Refrigeration Units (TRUs) may be replaced with new electric standby TRUs, hybrid electric TRUs, or electric transport refrigerators. Please refer to the DERA TRU Factsheet available under supporting tools and Resources for Applicants at www.epa.gov/dera/national for information on eligible TRU projects.
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B.viii.6: *Are electric charging stations eligible for funding?*

Answer: Electric vehicle charging stations or related Electric Vehicle Supply Equipment (EVSE) are not eligible for funding under this NOFO.
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B.viii.7: *Can we expand our fleet with new vehicles?*

Answer: No. New vehicle purchases must replace an existing, older, diesel-powered vehicle. Old vehicles must be scrapped to ensure emissions reductions are achieved.
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B.viii.8: *What is the difference between an engine retrofit and alternative fuel conversion?*

Answer: An engine retrofit is a device (*e.g.*, a diesel particulate filter) added to an existing diesel engine that will change the emissions profile of the engine. A clean alternative fuel conversion alters an existing diesel engine to operate on alternative fuels such as propane and natural gas. See Table 4. Diesel Emission Reduction Solutions of the NOFO for additional information.
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B.viii.9: *Are scrappage fees an eligible cost under DERA?*

Answer: Yes, scrappage fees may be included in the budget.
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B.viii.10: *Are there any other EPA or associated grants that we can apply to, if our projects are not eligible for the DERA National funding?*

Answer: Every year, the EPA awards funding to State and local governments, Tribes, universities, nonprofit recipients, and other entities. Please visit https://www.epa.gov/grants for more information on grants and other assistance listings. DERA offers two competitive funding opportunities: the DERA National Program (this NOFO) and the DERA Tribal and Territory Program. Please visit the DERA webpage at www.epa.gov/dera/ for more information.

The EPA's Regional Diesel Collaboratives (www.epa.gov/dera/epa-regions-diesel-collaboratives) are a useful resource to find funding opportunities in your area. Please visit the Ports Initiative website for further information on funding opportunities for ports and near-port communities at https://www.epa.gov/ports-initiative/funding-opportunities-ports-and-near-port-communities for more information.
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C. Vehicle, Equipment, and Engine Eligibility

C.1: *What is the definition of "nonroad"?*

Answer: Under EPA emission standards, heavy-duty diesel engines are certified as either nonroad or highway. Nonroad and highway engines must meet different emission standards. Nonroad engines, equipment, and vehicles include, but are not limited to, those used in construction, handling of cargo (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps).
Date Posted: 09/24/2026

C.2: *Do replacements have to operate on the exact same routes as the original vehicles?*

Answer: No. However, replacement vehicles are expected to operate in the same area as the eligible vehicle being replaced and to continue to perform a similar function and operation.

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C.3: *Does the existing vehicle or equipment need to be registered in the same State as the project location?*

Answer: No. The project location does not need to be the same as the location in which the vehicle is registered. The term "project location" as used in this NOFO refers to the area(s) where the affected vehicles or engines operate. Please refer to the NOFO for additional information.

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C.4: *Can an application include equipment from multiple sectors (e.g., forklift replacement and marine engine replacement)?*

Answer: Yes, a single application may include multiple vehicles, fleets, fleet types, and different types of upgrades, subject to eligibility defined in the NOFO.

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C.5: *How many hours does a nonroad vehicle need to operate to be eligible for replacement?*

Answer: To be eligible for funding, nonroad agricultural pumps must operate at least 250 hours/year during the two years prior to upgrade. All other nonroad engines must operate at least 500 hours/year during the two years prior to upgrade. However, if an applicant can demonstrate that a nonroad engine/vehicle is being used in a predominately highway application, vehicle mileage as defined in the 2026 DERA National Notice of Funding Opportunity, Section 3.A.(1).6.d “highway usage” may be used for application eligibility purposes.

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C.6: *Is equipment that must be replaced due to a State or local regulation eligible for funding?*

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

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C.7: *Are commercial vehicles eligible?*

Answer: Yes, commercial vehicles are eligible for funding under this NOFO, however private entities are not eligible to apply directly to the EPA for funding. An eligible entity can provide funding/benefits to private fleet owners through subawards and rebates.

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C.8: *What engine model years are eligible?*

Answer: In general, eligibility is based on usage, not model year, and varies by engine type. Please see Section 3.A of the NOFO for specifics: for highway, see Table 5; for nonroad, see Table 6; for marine, see Table 7; and for locomotive, see Table 8. Vehicles and equipment must also meet the ownership, usage, and remaining life requirements defined in Section 3.A.(1) of the NOFO.

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C.9: *What is a "reefer"?*

Answer: Refrigerated (insulated) trailers/containers (“Transport Refrigeration Unit”, or “TRU”) are sometimes called reefers.

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C.10: *What is a "transport refrigeration unit"?*

Answer: Transport Refrigeration Units (TRUs) are installed on insulated cargo trailers, shipping containers, or rail cars and used in transporting temperature sensitive goods. Please refer to the DERA TRU Factsheet available under tools and resources at www.epa.gov/dera/national for additional details.

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C.11: *What types of vehicles, engines, and equipment are eligible?*

Answer: Eligible heavy-duty diesel emission source types include school buses, Class 5-8 highway vehicles, marine engines, locomotives, and nonroad engines, equipment or vehicles (used in construction, cargo handling, agriculture, mining, or energy production). Vehicles, engines, and equipment targeted for upgrades must meet all applicable eligibility criteria as defined in the NOFO.

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C.12: *Must vehicles be licensed and registered to the applicant for a specific time period?*

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

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C.13: *Are vehicles that are scheduled for retirement next year eligible?*

Answer: No. To be eligible for funding, existing vehicles, engines, equipment, and technologies must have at least three years of remaining life as defined in Section 3.A.(1). 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.

Date Posted: 09/24/2026

C.14: *Which highway vehicles are eligible for idle reduction projects?*

Answer: SmartWay-verified idle reduction technologies are available only for long-haul, Class 8 trucks and school buses. Please see the SmartWay verified list at www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school.

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C.15: *Must a fleet replace its oldest eligible vehicles before its newer eligible vehicles?*

Answer: No, projects that propose replacing any vehicle meeting the eligibility requirements are eligible for funding.

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C.16: *How do we demonstrate that a vehicle meets the remaining life requirements?*

Answer: The existing vehicle, engine, or equipment must have at least three 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 sooner 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 factors like usage, maintenance, and climate. Please provide your best estimate given these considerations.

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C.17: *Are vehicles leased with an intent to own eligible?*

Answer: No. To satisfy the mandatory cost share requirements, vehicles must be paid in full before the end of the grant project period (typically 2-3 years).

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C.18: *To meet the minimum annual mileage requirement of 7,000 miles, can two diesel vehicles with 3,500 annual miles be scrapped and replaced with one new vehicle?*

Answer: Yes, you may combine vehicles to meet the usage threshold. Two diesel vehicles that have each logged at least 3,500 annual miles per year during the prior two years could both be scrapped and replaced with one vehicle.

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C.19: *Is the two-year equipment ownership requirement based on the application submittal date or when the equipment is replaced if a grant is awarded?*

Answer: The participating fleet owner must currently own and operate the existing vehicle or equipment and have owned and operated the vehicle or equipment during the two years prior to the date of upgrade or replacement.

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C.20: *Is hybrid equipment an eligible purchase?*

Answer: New hybrid vehicles with EPA-certified engines are eligible for EPA funding. Please see Table 2. Cost Share Requirements in the 2026 DERA National NOFO for more information.

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C.21: *Can we use the "Remaining Life of Baseline Engine/Vehicle" value from EPA's Diesel Emissions Quantifier (DEQ) to determine if a vehicle has at least three years of remaining life?*

Answer: No, the remaining life estimates used in the DEQ are default values for emissions quantification purposes. For project applications, 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 sooner 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 factors like usage and maintenance.

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C.22: *What are some eligible locomotive projects under the 2026 DERA National Notice of Funding Opportunity (NOFO)?*

Answer: Under DERA, funds may be used for full locomotive replacement, locomotive engine replacement, or an EPA certified locomotive engine remanufacture system. 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. The EPA's locomotive regulations have very specific definitions for "repower" and "remanufacture". Please refer to the NOFO for more details.

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C.23: *What are the engine requirements for non-road equipment replacements?*

Answer: Engines certified to relevant EPA emission standards are eligible as replacement engines. Projects may target in-use medium and heavy-duty diesel-powered highway vehicles and diesel-powered nonroad vehicles and equipment, as defined in Table 3.

Eligible Diesel Vehicles, Engines, and Equipment in the NOFO. Table 6. Nonroad Engine Project Eligibility in the NOFO reflects the engine project eligibility. All new nonroad and locomotive engines are now manufactured to meet the EPA Tier 4 standards. Applicants replacing nonroad, marine, and locomotive engines with internal combustion engines must 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 Tier 3 engines should discuss their rationale for proposing lower tiered engine replacements in their application. If selected for funding, recipients must submit a Best Achievable Technology (BAT) analysis to the EPA for approval before Tier 3 or Tier 4i vehicles, equipment, or engines can be purchased, as defined in the NOFO.

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D. Application Process

D.1: *Is the general DERA email the best email to contact someone about our project eligibility and fit for this funding?*

Answer: Yes. Please review the NOFO and Q&A Document to see if your question has already been addressed. If you do not see an existing Q&A that addresses your question, email a written question to the DERA Helpline (dera@epa.gov) and include "2026 DERA National NOFO Question" in the subject line of your email to ask for clarification regarding your project. The 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. The deadline for submitting questions via email is [*update date when published*], at 11:59 p.m. (ET).

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D.2: *Is there an application template available?*

Answer: Application materials are available on the DERA National webpage at www.epa.gov/dera/national#Application_Docs.

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D.3: *Where is the national grants sample project narrative located?*

Answer: All application materials, including the sample project narrative, are available on the DERA National webpage at www.epa.gov/dera/national#Application_Docs.

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D.4: *Where can I find more information about evaluation criteria?*

Answer: Please see Section 6.B. of the Notice of Funding Opportunity (NOFO) for more information on evaluation criteria.

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D.5: *Is there a fleet inventory spreadsheet example for the information that is required for each vehicle?*

Answer: Applicants must use the “Other Attachments” form in Grants.gov to upload their Applicant Fleet Description. The Applicant Fleet Description is a single file: the DERA Supplemental Application Template (excel), also known as the Burden Statement for EPA Form 5900-681. This can be found on the DERA National website: www.epa.gov/dera/national.

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D.6: *Should a separate application be submitted for each piece of equipment to be replaced, or can multiple pieces of equipment be included in one application, so long as the maximum ask is not exceeded?*

Answer: If the applicant is submitting multiple applications, each application must include a different project(s) and must be submitted separately. Multiple pieces of equipment can be included in one project application, subject to the threshold requirements included in the NOFO. Applicants cannot include the same project(s) in multiple applications.

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D.7: *How do I access the application if the "Apply" button is greyed out in grants.gov?*

Answer: If the submit button is grayed out, it may be because you do not have the appropriate role to submit in your organization. Only person(s) with the Authorized Organization Representative (AOR) role can submit applications in www.Grants.gov. You may wish to review the Intro to Grants.gov - Understanding User Roles and Learning Workspace – User Roles and Workspace Actions for details on this important process. If you do have the appropriate role to submit in your organization and the button is still grayed out, please contact the Grants.gov Support Center for assistance at support@grants.gov or 1-800-518-4726.

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D.9: *May we include the cost of an extended warranty on the new equipment in our request for funding?*

Answer: Yes, an extended warranty may be included in the purchase price of the equipment.

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D.10: *Do the scrappage and eligibility statements need to be separate documents?*

Answer: Yes, the scrappage and eligibility statements should be submitted as separate documents. You can find the required forms on the EPA's website at www.epa.gov/dera/national.

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D.11: *How do I submit my application?*

Answer: The Notice of Funding Opportunity (NOFO) contains all project eligibility and application submission information. The NOFO, as well as a sample project narrative and a sample applicant fleet description, may be found at www.epa.gov/dera/national. Applicants must download an application package, which contains standard forms (SF) 424, SF 424A, EPA Form 4700-4, and EPA form 5700-54 from Grants.gov under Funding Opportunity Number EPA-OAR-OTAQ-26-01. The project narrative and any supporting documents should be attached to the application package, and the full package submitted to the EPA through Grants.gov using the "Workspace" feature. You will find instructions to submit your application via Grants.gov in Section 5 of the NOFO. Please refer to Section 4 of the NOFO to ensure that all required information is included in your package. If your organization is not currently registered with Grants.gov, please begin the registration process as soon as possible. Please note that the registration process also requires that your organization have a Unique Entity Identifier (previously known as the DUNS number).

Organizations applying for this funding opportunity must have an active System for Award Management (www.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 the government sign in service (www.login.gov) to complete your System for Award Management (www.sam.gov) registration. The registration is FREE. The process for entity registrations includes obtaining Unique Entity ID (UEI), a 12-character alphanumeric ID assigned to all entities filing a new registration in 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. **It is recommended to begin the System for Award Management** (www.sam.gov) **registration process prior to applying to this grant competition; registration may take more than a month to complete.**

Date Posted: 09/24/2026

D.12: *We are having difficulty locating the engine plate and serial numbers due to wear and tear. How can we complete this portion of the Applicant Fleet Description?*

Answer: Serial numbers are not required at the time of application. If the project is selected for funding, grantees can work with their EPA Project Officer to determine sufficient engine documentation when the engine plate is missing. Often the engine manufacturer can assist in obtaining engine information.

Date Posted: 09/24/2026

D.14: *Can multiple organizations apply under one project application?*

Answer: Only one eligible entity may be listed as the applicant on the application. If selected for funding, the applicant organization is the direct recipient of EPA funds and the recipient is responsible for overall project management, all required reporting, and is accountable to the EPA for the proper expenditure of funds. However, applicants can form partnerships with other entities for the purposes of the grant. The applicant can provide funding/benefits to fleet owners through subgrants and rebates in accordance with the applicable EPA grant regulations and the terms and conditions of the award. The application should clearly explain the roles and responsibilities of all project partners. See Section 9.B for more details on funding partnerships.

Date Posted: 09/24/2026

D.15: *How many applications will be funded per EPA Region?*

Answer: The number of applications funded per EPA Region will vary based on the number of applications received, the amount of funding requested, and the quality of applications. Generally, the EPA anticipates 4-12 applications funded per EPA Region. For additional information about funding available per EPA Region, please see Table 1. EPA Regional Funding Allocations in the NOFO.

Date Posted: 09/24/2026

D.16: *Could an applicant use funds from another grant program to meet the cost share under a DERA grant?*

Answer: In general, State, Tribal, local, and private funds may be used as a cost share on a DERA grant. Other Federal grants may not be used as cost share under DERA unless the statute authorizing the other Federal funding provides that the Federal funds may be used to meet a cost share requirement on a federal grant. The Budget Narrative of the DERA application must include a detailed description of how and when the applicant will obtain the cost share and how cost share funding will be used. If the DERA application is selected for funding and the other grant funding does not materialize, the grantee is legally obligated by the grant agreement to meet their cost share commitment for any EPA DERA funds that are expended.

Date Posted: 09/24/2026

D.17: *If an eligible entity does not have specific vehicles identified for the grant application, is it acceptable to propose a more general project, such as a rebate program for Class 5-8 heavy-duty diesel local delivery truck replacements? If so, how do we fill out the AFD and calculate benefits?*

Answer: Yes, an applicant may propose a project where the specific fleets/vehicles are not yet identified. However, the applicant should describe how they intend to target, prioritize, select, or recruit fleets (including any location or sector criteria); how they intend to administer funds (rebates or subgrants); and the roles and responsibilities of any project partners. Applicants should use their best judgment to complete the AFD and estimate emission reductions based on their knowledge or assumptions about potential participating fleets and the types and number of technologies to be funded. The Diesel Emission Quantifier supplies default factors for many types of fleets.

The vehicle, equipment, and/or engine being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced. Evidence of appropriate disposal is required in a final assistance agreement report submitted to the EPA. Participating fleet owners must attest to the appropriate disposal in a signed scrappage statement.

Please see Section 3 of the NOFO for more information on eligibility and scrappage and Section 9.B for more detailed information on how to fund projects and partnerships.

Date Posted: 09/24/2026

D.18: *Is funding available nationwide?*

Answer: Yes, eligible project locations include the 50 United States, District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands. However, applicants must request funding from the EPA Regional office which covers their geographic project location. The term "project location" as used in this NOFO refers to the area(s) where the affected vehicles/engines operate. A map of EPA Regions is available, refer to www.epa.gov/aboutepa/regional-and-geographic-offices. Each application should have the EPA Region from which they are requesting funding clearly listed on the cover page of the project narrative. Each application may only request funding from one EPA Regional office. Applicants can submit a total of 10 applications overall under this solicitation. No more than two applications may be submitted to the same EPA Region. However, each application must be for a different project and must be submitted separately. An applicant cannot submit two applications that both request funding for the same project (*i.e.*, the same target fleet or group of fleets).

Date Posted: 09/24/2026

D.19: *We have been working to obtain our sam.gov UEI number; however, because our organization does not have a US Postal Service address, we have not yet been able to complete the process. Can we request a waiver for the UEI requirement so that we may apply for funds?*

Answer: Unfortunately, waivers or extensions cannot be granted for the UEI requirement. The 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.

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. Organizations applying for this funding opportunity must have an active SAM.gov registration. The process for entity registrations includes obtaining Unique Entity ID (UEI), a 12-character alphanumeric ID assigned to all entities filing a new registration in SAM.gov, and requires assertions, representations and certifications, and other information about your organization. Please note that SAM.gov registration is different than obtaining a UEI only. Obtaining a UEI only validates your organization's legal business name and address. Please 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 through Friday, 8 a.m. to 8 p.m. Eastern. Please refer to the NOFO for additional information.

Date Posted: 09/24/2026

D.20: *Does the cover page count toward the page limit?*

Answer: Yes. The project narrative, including the cover page, workplan, and budget table and detail, must not exceed a maximum of 14 single-spaced typewritten pages. Pages over the 14-page limit will not be reviewed. Supporting materials, such as the Supplemental Application Template and partnership letters can be submitted as attachments and are not included in the 14-page limit.

Date Posted: 09/24/2026

D.21: *Do we need to notify our EPA Regional office of our application?*

Answer: No. The project narrative and any supporting documents should be attached to the application package, and the full package submitted to the EPA through www.Grants.gov using the "Workspace" feature. Applications submitted through www.Grants.gov will be distributed by the EPA's Office of Air and Radiation to the appropriate EPA Regional office for review.

Date Posted: 09/24/2026

D.22: *Where can reporting requirements be found?*

Answer: Reporting requirements can be found in Section 8.B of the 2026 DERA National Notice of Funding Opportunity.

Date Posted: 09/24/2026

D.23: *Can a candidate project begin the procurement process for the equipment for which it is seeking DERA funding prior to the announcement of DERA awards? Can a candidate project begin the procurement process for equipment for which it is seeking DERA funding after selection but prior to grant obligation?*

Answer: Candidates must wait until they receive the award to enter into purchase agreements. Costs incurred prior to the project period are not eligible for reimbursement.

Date Posted: 09/24/2026

D.25: *Are applicants required to include all tables that are recommended for the Project Narrative if their project does not have applicable information?*

Answer: Applicants must use the Project Narrative Attachment Form in Grants.gov. The project narrative must explicitly describe how the proposed project meets the threshold eligibility criteria and how it addresses the evaluation criteria. 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 must substantially comply with the specific instructions, format, and content as defined. Applicants should briefly address all evaluation criteria, even to explain how it is not applicable.

Date Posted: 09/24/2026

E. Project Administration

E.i. Competitive Procurement Requirements

E.i.1: *If a project is co-funded using an incentive program that requires an equipment supplier to be determined prior to application, will competitive procurement standards still apply?*

Answer: Yes, all recipients of EPA grant funds must compete contracts for services and products and conduct cost and price analyses to the extent required by the procurement provisions of the regulations at 2 CFR Part 200, as appropriate. However, an existing contact may be utilized if the grantee or subgrantees can demonstrate that the vendor was selected through a competitive process that meets the requirements. Refer to the EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements (www.epa.gov/grants/best-practice-guide-procuring-services-supplies-and-equipment-under-epa-assistance-agreements) for the EPA's policies on competitive procurements.

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E.i.2: *Are awardees required to work with local vendors to obtain replacement equipment? If not, does the EPA maintain vendor lists?*

Answer: Applicants may select any equipment supplier through a competitive procurement process that meets the applicable requirements of 2 CFR Part 200. Please refer to the EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements (www.epa.gov/grants/best-practice-guide-procuring-services-supplies-and-equipment-under-epa-assistance-agreements) for further guidance. While the EPA does not maintain vendor lists, you may be interested in the verified technology contact list at www.epa.gov/verified-diesel-tech/manufacturer-contact-list-clean-diesel.

Date Posted: 09/24/2026

E.i.3: *Are there specific procurement requirements for this funding opportunity?*

Answer: Yes. Grant recipients and subgrant recipients are subject to procurement requirements found in the Federal regulation 2 CFR Part 200. The NOFO includes guidance to help you through that process.

Date Posted: 09/24/2026

E.i.4: *Can a project stack State funding such as CORE and HVIP as match?*

Answer: In general, State, Tribal, local, and private funds may be used as a cost share on a DERA grant. Other Federal grants may not be used as cost share under DERA unless the statute authorizing the other Federal funding provides that the Federal funds may be used to meet a cost share requirement on a federal grant. The Budget Narrative of the DERA application must include a detailed description of how and when the applicant will obtain the cost share and how cost share funding will be used. If the DERA application is selected for funding and the other grant funding does not materialize, the grantee is legally obligated by the grant agreement to meet their cost share commitment for any EPA DERA funds that are expended.

Date Posted: 09/24/2026

E.ii. General

E.ii.1: *When does the project period begin?*

Answer: The project period of performance start date for awards is estimated to begin starting [*Insert date when published*].

Date Posted: 09/24/2026

E.ii.3: *For scrapping or permanently disabling equipment being replaced, when does the 90-day period begin?*

Answer: For vehicles being replaced, the 90-day scrappage period begins when the new vehicle is received and operational.

Date Posted: 09/24/2026

E.ii.4: *Are there usage reporting requirements during the life of a new truck?*

Answer: Yes, you are expected to compile and report on usage information for the new vehicle in the final programmatic grant report submitted to the EPA at the end of the project period.

Date Posted: 09/24/2026

E.ii.5: *If a project is awarded, how will funding be distributed?*

Answer: Grant funds are typically distributed as reimbursements. The recipient initiates an electronic payment, and funds are credited to the recipient organization. These funds can be used by the recipient to pay for valid invoices and other valid grant expenses. The grantee may be paid in advance, provided it maintains or demonstrates the willingness to maintain 1) written procedures that minimize the time between the transfer of funds and disbursement by the grantee, and 2) financial management systems that meet the standards for fund control and accountability as established in 2 CFR Part 200. Advance payments to a grantee must be limited to the minimum amounts needed and be timed to be in accordance with the actual, immediate cash requirements of the grantee in carrying out the purpose of the approved program or project. The timing and amount of advance payments must be as close as is administratively feasible to the actual disbursements by the grantee for direct program or project costs and the proportionate share of any allowable indirect costs.

Date Posted: 09/24/2026

E.ii.6: *How long is the new truck expected to run in the designated areas?*

Answer: The assumption is that the new vehicle will replace the old vehicle in form and function and will continue to operate in the same area. The terms and conditions of the award require that the equipment acquired under this grant opportunity will be subject to the use and management and disposition regulations at 2 CFR § 200.313, and that at the end of the project period the recipient will continue to use the equipment purchased under this grant opportunity 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.

Date Posted: 09/24/2026

E.ii.7: *Does the upgraded vehicle have to be used in the same location as the original vehicle?*

Answer: Generally, yes. The term "project location" as used in this NOFO refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Because location is a large factor in selecting projects, it is assumed the new vehicle will continue to operate in the same area as the original vehicle. If the upgraded vehicle will operate in a different area than the original vehicle, the applicant should provide a detailed explanation and justification in the application.

Date Posted: 09/24/2026

E.ii.8: *Are successful applicants subject to any additional Federal oversight or compliance requirements?*

Answer: A listing and description of general EPA Regulations applicable to the award of grants may be viewed at: www.epa.gov/grants/policy-regulations-and-guidance-epa-grants. Quarterly progress reports and a detailed final report will be required. Please see Section 8.B of the NOFO for more information.

Date Posted: 09/24/2026

E.ii.9: *Is partial funding ever awarded, or is it all or nothing?*

Answer: In appropriate circumstances, the EPA reserves the right to partially fund applications by funding discrete portions of proposed projects. If the EPA decides to partially fund an application, the Agency 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.

Date Posted: 09/24/2026

E.ii.10: *When are project grants expected to be approved?*

Answer: The EPA anticipates notifications to successful applicants will be made via electronic mail within 60 days after the closing date of this Notice of Funding Opportunity. 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 their 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.

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