

## **Questions and Answers: National Clean Diesel Funding Assistance Program, FY 2013 Request for Proposals (Funding Opportunity EPA-OAR-OTAQ-13-02)**

Wednesday, April 17, 2013

The following Questions and Answers are compiled for the benefit of organizations considering applying for a grant under the above Request for Proposals (RFP).

- A. Applicant Eligibility
- B. Project Eligibility
  - i. Exhaust Controls
  - ii. Engine Upgrades
  - iii. Cleaner Fuels Use
  - iv. Idle-Reduction
  - v. Aerodynamics and Tires
  - vi. Repowers and Replacements
  - vii. Miscellaneous
- C. Vehicle, Equipment, and Engine Eligibility
- D. Application Process
- E. Project Administration
  - i. Competitive Procurement Requirements

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

## **A. Applicant Eligibility**

**A.1:** *Can an individual apply for funding under this competition?*

Answer: No. Only eligible entities as defined in the RFP are eligible to apply for EPA funding.

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**A.2:** *Are privately owned fleets eligible to receive funding?*

Answer: Only eligible entities as defined in the RFP are eligible to apply directly to EPA for funding under this RFP. However, both public and private fleets may benefit from program activities and EPA encourages private fleet owners to partner with eligible entities for the implementation of diesel emission reduction projects.

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**A.3:** *Can you apply for funding if you were funded last year?*

Answer: Yes. You can apply for funding if you were funded in the past. Anyone eligible to apply may apply.

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## **B. Project Eligibility**

### **i. Exhaust Controls**

**B.i.1:** *Are technologies that are CARB verified, but not EPA verified, eligible?*

Answer: Yes, under the National Clean Diesel Funding Assistance Program, funding may be used for EPA and/or CARB verified engine configurations and technologies.

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### **ii. Engine Upgrades**

No questions at this time.

### **iii. Cleaner Fuels Use**

**B.iii.1:** *What is the acceptable method to determine price differential for a project which includes a proposed fuel switch in addition to the installation of exhaust controls?*

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

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**B.iii.2:** *Does the fuel cost differential make any provisions for infrastructure upgrades, such as tank upgrades?*

Answer: No. This RFP does not pay for any fueling infrastructure. It only pays for the cost differential between the conventional fuel and the cleaner fuel i.e. the fuel itself, not the fueling infrastructure.

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#### **iv. Idle-Reduction**

**B.iv.1:** *Is an idling reduction project eligible for funding if there is a state law which prohibits long-term idling?*

Answer: Yes, diesel emission reductions mandated by state regulation are eligible for funding. However, no funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law.

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#### **v. Aerodynamics and Tires**

No questions at this time.

#### **vi. Repowers and Replacements**

No questions at this time.

#### **vii. Miscellaneous**

**B.vii.1:** *Can funds be used for a project that is already started or will be started before the expected award date?*

Answer: No. Any funding awarded under this announcement must be used for activities that take place within the approved project period and may not be used for unauthorized pre-award costs. However, funding could be used for a new component of an on-going project. For example, if the applicant has a fleet of 500 school buses and has already retrofitted 200, the applicant can apply for funds to retrofit the remaining 300 buses.

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**B.vii.2:** *Why are technologies on the Emerging Technologies list not eligible?*

Answer: Technologies on the Emerging Technologies list have not yet received full verification by EPA. The statutory authority for this RFP only allows for funding of fully verified or certified technologies.

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

**C.1:** *Are vehicles eligible for replacement under this grant if they have several remaining years of useful life but are scheduled to be retired and scrapped by or before the end of the project period?*

Answer: No. Repowers or replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a replacement or repower that is scheduled to take within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

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

Answer: Yes, commercial vehicles can be the target fleet for a project under this RFP as long as the applicant meets the definition of an eligible entity.

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**C.3:** *What is your definition of a "transit fleet"?*

Answer: A fleet of vehicles, such as buses (excluding school buses), ferries, or rail, having the primary purpose of moving people.

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**D. Application Process**

**D.1:** *Will the sensitive business information in my application remain confidential?*

Answer: EPA recommends that you do not include confidential business information ("CBI") in your proposal/application. However, if confidential business information is included, it will be treated in accordance with 40 CFR 2.203. Applicants must clearly indicate which portion(s) of their proposal/application they are claiming as CBI. EPA will evaluate such claims in accordance with 40 CFR Part 2. If no claim of confidentiality is made, EPA is not required to make the inquiry to the applicant otherwise required by 40 CFR 2.204(c)(2) prior to disclosure. The Agency protects competitive proposals/applications from disclosure under applicable provisions of the Freedom of Information Act prior to the completion of the competitive selection

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**D.2:** *Would it be possible to obtain a list of applicants or past recipients?*

Answer: While EPA cannot release information on grant proposals, it can provide information on previously funded projects. Please see the National Clean Diesel Projects website at [www.epa.gov/cleandiesel/projects/index.htm](http://www.epa.gov/cleandiesel/projects/index.htm) for more

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**D.3:** *Does EPA provide contact information for retrofit technology manufacturers?*

Answer: EPA provides a list of verified retrofit technology manufacturer contacts at [www.epa.gov/cleandiesel/verification/contacts.htm](http://www.epa.gov/cleandiesel/verification/contacts.htm).

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**E. Project Administration**

**i. Competitive Procurement Requirements**

**E.i.1:** *After the award or selection, are competitive bids required?*

Answer: Yes. 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 40 CFR Parts 30 or 31, as appropriate. Applicants are not required to identify specific vendors and/or contractors in their proposal. Applicants need only to list the proposed types and number of technologies to be purchased if the project is selected for funding.

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