

**2008 Northeast Diesel Collaborative Emissions Reduction RFP
Question & Answer Session
May 7, 2008**

If we have established a procurement contract with a vendor under a previous grant and we apply for and receive funds under this solicitation to retrofit additional buses, can we use the existing purchasing contract?

Local government grantees must comply with the procurement standards set forth in the EPA regulations at 40 CFR 31.36(a). More specifically, 40 CFR 31.36(c) requires that for local government grantees, all procurement transactions will be conducted in a manner providing full and open competition, consistent with the standards of 31.36; a grantee's use of the same contractor hired for work under another grant, to do work under a new grant project without competing the procurement contract for the new work, would violate the full and open competition requirements of the EPA regulation.

Noncompetitive contracts may be used under limited circumstances and when only one source for the work is available, or after solicitation of a number of sources, competition is determined inadequate (see 40 CFR 31.36(d)(4) for more details).

Do projects have to utilize ultra low sulfur diesel (ULSD) – if it is not mandated – in order to receive funding?

No, offroad vehicle/equipment projects are not required to utilize ULSD, unless you are retrofitting the vehicle/equipment with technology (i.e. DPF) that requires ULSD for operation. If ULSD is mandated by fuel standards then the cost would not be eligible under this grant.

Are auxiliary power units for locomotives or other idle reduction technology eligible for funding under this grant program?

Yes.

Are there verified idle reduction technologies for locomotives?

Yes. Please refer to EPA's verified idle reduction technology categories for more information: <http://epa.gov/cleandiesel/idle-ncdc.htm>.

Can an organization whose parent entity oversees multiple agencies/organizations apply for funding directly?

If you can receive federal funds directly, without going through the parent organization, then the answer is yes. You should confirm with your parent organization that you are able to receive funds per their requirements.

Is it okay to identify the engine manufacturer of our fleet in our application?

Yes. Your application should include a Fleet Description Spreadsheet, which includes information such as, engine make/model/year. The excel spreadsheet can be downloaded at: <http://www.epa.gov/otaq/diesel/documents/appl-fleet.xls>. For directions on filling out the spreadsheet, read the section titled "READ ME" which is located on the first tab of the excel file.

How much documentation is required to demonstrate past performance?

You can write a qualitative statement or be more specific and list the specific grant information. You should use your best judgment when deciding how much information to provide. Above all, you need to demonstrate that the requirements of the grant were completed on time and you were able to meet the terms/conditions of the grant.

Would a nonrevenue fleet of diesel vehicles be eligible for the grant (i.e. trucks and support vehicles that move personnel and parts)?

Yes.

Will EPA cover the cost for fueling infrastructure?

No. Fueling infrastructure costs are not eligible under this grant program.

How does the new marine and locomotive rulemaking affect a railroad's ability to apply idle reduction technology under this grant?

The auto-shut down requirement under the new Marine and Locomotive Rulemaking applies to new engines, or upon rebuild of an existing engine. As a result, organizations may apply for funding for idle reduction technology on locomotive engines that are not part of a scheduled rebuild. Projects seeking funding for an engine rebuild or for idle reduction technology to accompany a rebuilt or new engine would not be eligible for funding under this RFP.

How much does the grant cover for engine repower?

This grant program will cover 50% of the cost of an engine repower.

Is there a match required?

No. However, the evaluation criteria does give additional weight to projects that leverage funds.

Can we retrofit vehicles that are required to be retrofitted in future years?

Yes, projects that are above and beyond what is required/mandated by state or local laws are eligible for funding under this grant program. However, you should consider the amount of time the project will take and when the retrofits are required so as not marginalize the air quality benefits of the project.

Can this grant fund a project to retrofit a smaller vehicle?

Yes, if there is a verified technology available for your engine. Please refer to EPA's verified technologies list at: <http://epa.gov/otaq/retrofit/verif-list.htm>.

Is an existing cleaner fuels project eligible for funding under this grant program?

While cleaner fuel projects are eligible for funding under this grant program, it would be very difficult to demonstrate the air quality benefits of an existing project.

Is this funding available for attainment areas?

Yes, funding is available for both attainment and nonattainment areas. Areas that are in attainment of the health based air quality standard may still have elevated levels of air toxics associated with a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers.

In an engine replacement project, do engines have to be scrapped?

Yes, engines must be scrapped or returned to the manufacturer for remanufacturing to a cleaner standard.

How do you define early replacement?

Early replacement of vehicles is defined by local or state laws and/or organizational policy. An applicant should demonstrate that a replacement project is occurring ahead of schedule and not based on normal fleet turnover.

Is there a cap on administrative costs for financing programs?

No specific limits are set, but it is a competitive grant process and you are being evaluated on the air quality benefits that the project will achieve. The more administrative costs incurred the less air quality benefits that may be achieved.

If biodiesel is not currently available in the area, but may be available in the future, can we apply for this under the grant program?

Yes; however you should clearly demonstrate the feasibility of the project.