

**2008 Northeast Diesel Collaborative Emissions Reduction RFP  
Question & Answer Session  
April 10, 2008**

**Is there a limit for the funding of idle reduction technology applications (per vehicle or per technology)?**

There is no funding limit per vehicle or per technology; however, the funding range for proposals is between \$50,000 and \$750,000. Proposals below \$50,000 and above \$750,000 will not be accepted.

**At what point in time will private entities be eligible for such programs?**

Approval for funding such programs has not been granted for private entities. However, private entities can be a subgrantee if they partner with a local government or environmental organization for the project. Please see Section III "Eligibility Information" of the RFP and the "Who can apply?" section at <http://northeastdiesel.org/funding.htm> for more information.

**Can I submit an application that includes two private entities and can it be partially funded?**

Yes; if you submit one application, EPA could accept part of the application based on criteria and funding amount. We would negotiate the partially funded grant application with you.

**Can I work with a trade association or local government entity in order to apply for project funding of private entity vehicles?**

Yes, private entities may partner with eligible entities, such as a nonprofit trade association, to apply for funding.

**What is an eligible entity?**

Under this solicitation, the following entities are eligible to apply for assistance, in accordance with Section 791(3) of the Energy Policy Act of 2005:

- a regional, State, local or tribal agency or port authority with jurisdiction over transportation or air quality; and
- a nonprofit organization or institution that: 1) represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or 2) has, as its principal purpose, the promotion of transportation or air quality.
- School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this assistance agreement program within the extent that they fall within the definition above.

**Are public works vehicles an eligible fleet under this solicitation?**

Yes, public works vehicles are eligible under this program.

**Will the grant fund fully or partially a test of a prototype idle reduction device?**

Under this RFP, a device must be an EPA or CARB verified technology. A list of EPA verified technologies is available at: <http://www.epa.gov/otaq/retrofit/verif-list.htm>. A list of CARB verified technologies is available at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>. In the case of idle-reduction technologies, EPA has verified four categories of idle reduction technologies: (1) auxiliary power units and generator sets; (2) battery air conditioning systems and thermal storage systems; (3) electrified parking spaces (truck stop electrification); and (4) fuel operated heaters. To determine if a particular technology fits under one of these categories please see <http://www.epa.gov/otaq/diesel/idle-ncdc.htm>.

**Is EPA funding available to fund compliance for municipal fleets that are required to retrofit their fleet?**

No. Pursuant to Section 792(d)(2) of the EPA Act of 2005, no funds awarded under this solicitation shall be used to fund the cost of emissions reductions that are mandated under Federal, State, or local law. Voluntary or elective emission reduction measures shall not be considered “mandated”, regardless of whether the reductions are included in the State Implementation plan of a State. Please note, this applies to the date the mandate takes effect, not the date the law was passed. Emissions reductions that are above and beyond what is mandated by state law are eligible to receive funding. For example, if a fleet is required to be retrofitted according to a phase in schedule requiring 1/3 of the fleet to be retrofitted each year, over the three year span of 2008 to 2010, then the 2/3 of the fleet required to be retrofitted in 2009 and 2010 are eligible (as long as the retrofits take place prior to the end of 2008). Under a scenario such as this, the applicant would have to prove that 1/3 of the fleet has already been retrofitted in 2008, and the additional vehicles to be retrofitted in 2008 are accelerated retrofits of vehicles required to be retrofitted in 2009 and 2010.

EPA will not reimburse for equipment that has already been purchased to meet local law requirements.

**Are state-owned railroads eligible? Can privately-owned railroads partner with rail terminals?**

Yes, state-owned railroads are eligible. However, private railroads that serve public ports would still need to partner with a port authority, or other appropriate eligible entity, to submit a proposal.

**Should a local/state transit agency (or any other eligible entity) have their proposal reviewed by the state environmental agency? If partnering with a state environmental agency, who would the award go to?**

It is not required to work with the local state environmental agency, but it is encouraged. State environmental agencies may have experience with similar proposals to EPA and/or the state environmental agency may have other funding mechanisms/resource leverage for the proposed project. The award will go to the entity that submits the proposal. If a

grant is given to a local/state transit agency, then EPA will be working directly with that transit agency.

**Who would we partner with to get a Heavy Excavator retrofitted?**

In order to retrofit construction equipment, a private entity should partner with any entity that has a stake in the community or the environment related to air quality. Proposals to retrofit construction equipment used in a construction project associated with any change in transportation infrastructure should be submitted by the overseeing public authority. Likewise, proposals to retrofit construction equipment to be used in a construction project for a hospital should be submitted by that hospital.

**Can a private entity apply through the equipment manufacturer?**

No, equipment manufacturers are not eligible entities under this solicitation. The following entities are eligible to apply for assistance, in accordance with Section 791(3) of the Energy Policy Act of 2005:

- a regional, State, local or tribal agency or port authority with jurisdiction over transportation or air quality; and
- a nonprofit organization or institution that: 1) represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or 2) has, as its principal purpose, the promotion of transportation or air quality.
- School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this assistance agreement program within the extent that they fall within the definition above.

It is also recommended that the specific equipment manufacturer or vendors not be mentioned in the grant proposal. Information on the procurement aspect can be found at 40 Code of Federal Regulations (CFR) Section 31.36, that is 40 CFR 31.36.

**Can we accept federal funds and include them in operating budgets?**

Funds received through this RFP are not similar to highway funds. The grant award is a stand alone award and is not considered part of the agency's operating budget. .

**Can we replace a 20 passenger bus with a 26 passenger bus?**

The only requirement for vehicle replacement is proof of scrapping or remanufacturing. If an engine is being replaced, EPA requires that the engine being replaced must be scrapped, remanufactured by an original engine manufacturer to a cleaner emissions standard or rendered permanently disabled. An acceptable scrapping method is to drill a hole in the engine block and manifold while retaining possession of the engine . Other methods may be considered. Evidence of appropriate disposal or remanufacturing is required in a final assistance agreement report submitted to EPA. .

**Is there a limit to the number of vehicles that can be replaced?**

Although there is no limit to the number of vehicles that can be replaced, keep in mind that this RFP accepts proposals for projects of up to \$750,000, and we anticipate the majority of the awards will be between \$100,000 and \$500,000.

**Our buses are required to have cameras and two-way radios, is this covered in the vehicle replacement?**

If cameras, two-way radios, or any other equipment are normally included in the cost of a new bus, it will be covered; If such equipment is an additional feature not normally included on a new bus, then it is not eligible.

**Can vehicles be traded-in?**

No. If an engine is being replaced, EPA requires that the engine being replaced must be scrapped, remanufactured by an original engine manufacturer to a cleaner emissions standard or rendered permanently disabled. An acceptable method of scrappage is to drilling a hole in the engine block and manifold while retaining possession of the engine. Other methods may be considered. Evidence of appropriate disposal or remanufacturing is required in a final assistance agreement report submitted to EPA.

**If we reside in an area that is not designated Nonattainment for any pollutant, are we still eligible?**

Projects in areas that are in attainment are eligible. Please see the evaluation criteria in Section V, A of the RFP for point distribution for each criteria.

**Does the grant specify what emission reduction levels must be achieved?**

The grant does not specify a required emission reduction level; however, cost effectiveness and emissions reductions are considered as part of the evaluation criteria.

**Are engine repower costs covered up to 50%?**

Yes.

**Can you redefine “offroad projects”?**

If you are using a dumptruck that would be an off-road application in the summer, then you could get funding for the cost difference of using Ultra-Low Sulfur Diesel (ULSD) fuel as opposed to the conventional diesel fuel available for off-road vehicles. If a dumptruck is used in the winter as a snowplow, it is not eligible for the fuel use differential during the winter because on-road vehicles are all ready required to use ULSD fuel. In this scenario, off-road vehicles are eligible for projects that fund the cost differential of the ULSD, since ULSD is not federally required until 2010 for off-road vehicles.

**What are the restrictions on future sale/disposal of equipment that was retrofitted?**

There are no restrictions if equipment is retrofitted, or replaced, through these grants and a couple of years later it is retired or replaced from the fleet.

**Pages 18-19 of the RFP require a “fleet description spreadsheet”, is this for the entire fleet or only the portion of the fleet to be retrofitted?**

The fleet description spreadsheet should contain only the portion of the fleet that is affected by the grant application.

**If an engine is replaced, can the old engine be remanufactured?**

Yes. If an engine is being replaced, EPA requires that the engine being replaced must be scrapped, remanufactured by an original engine manufacturer to a cleaner emissions standard or rendered permanently disabled. Drilling a hole in the engine block and manifold while retaining possession of the engine is an acceptable scrapping method. Other methods may be considered. Evidence of appropriate disposal or remanufacturing is required in a final assistance agreement report submitted to EPA. .

**Can the cost for administering the program be included in the grant? Can the grant include funding for determining engine type?**

Yes, administrative costs can be included in the grant. However, the RFP requests that a fleet description spreadsheet be included in the project proposal, so the grant cannot fund the determination of engine type or technology options.

**Can we include the costs of labor for retrofit installation in the grant application?**

Yes, applicants may include installation costs in the proposal.

**We are currently using bio-diesel for our fleet. Can we still apply for the incremental cost of using bio-diesel as opposed to the required ULSD fuel?**

Yes, but the proposal would be stronger if the project includes retrofits or some other component that builds upon the work already underway. Given that we encourage leveraged funds, the applicant could consider including the incremental cost of the bio-diesel as a match contribution.

**Is the cleaner fuel category only for off-road vehicles/equipment?**

No. Applicants may propose cleaner fuel projects under this funding solicitation for both on and off-road vehicles. Cleaner fuels include, but are not limited to, ultra-low sulfur diesel fuel (for non-road vehicles/engines prior to EPA’s mandate), biodiesel, compressed natural gas, liquefied natural gas, propane, and emulsions or additives verified by EPA or CARB. To clarify, ultra-low sulfur diesel fuel is not currently mandated for off-road vehicles. As a result, proposals which request funds to pay for the incremental cost of ULSD in off-road vehicles is acceptable. On-road vehicles, currently required to use ULSD fuel, are eligible for the fuel program by using other cleaner fuels such as biodiesel, compressed natural gas, etc.

**A retrofit device is currently CARB verified at Level 3 reduction levels for generators. The retrofit device manufacturer is currently working on extending the CARB verification for similar engines. Can we propose a project that will use such a device?**

You can propose a project that will use such a device if the CARB verification amendment takes place prior to the deadline of this RFP. If the CARB verification

amendment does not take place prior to the deadline of this RFP, you should look into submitting your project application under the emerging technologies program. For more information on the emerging technologies program, please visit:  
<http://epa.gov/otaq/diesel/prgemerg.htm>

**Will we have a stronger application for 18 CNG buses as a stand alone or with infrastructure portion included?**

Equipment that is used for testing emissions and/or the cost of fueling infrastructure is not eligible for funding.

**We currently have a commitment to transition 18 buses to CNG, can we apply to have more of the fleet replaced with CNG buses?**

Emissions reductions that result from vehicle, engine, or equipment 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. A proposal that includes the early replacement of vehicles beyond those already committed for turnover, is acceptable.

**Are emergency generators that are part of the operation of an airport eligible for this grant program?**

This grant program is intended to reduce emissions from heavy duty vehicles and equipment that are currently used in either off-road or on-road applications. Among the eligible vehicles are those used for energy production including portable stationary generators and pumps.

**Can we file a grant application for a group of locomotives? If so, how firm of a price do we need to have?**

Yes, a project proposal including locomotives is acceptable. Application must be received by the June 12, 2008, Eastern Standard Time (EST). An initial price estimate for technology is permissible; however, please note, selected proposals/applicants must competitively bid for a vendor.

**Who is the EPA contact for the emerging technologies program?**

Dennis Johnson, [Johnson.dennis@epa.gov](mailto:Johnson.dennis@epa.gov), 202-343-9278 and  
Jennifer Went, [went.jennifer@epa.gov](mailto:went.jennifer@epa.gov), 202-343-9302.

**Is there a format to submit written questions?**

No, questions can be emailed to Halida Hatic, [hatic.halida@epa.gov](mailto:hatic.halida@epa.gov).