

## **Questions and Answers: Projects to Improve Air Quality at Ports – 2014 Diesel Emissions Reduction Act (DERA) Funding Opportunity (RFP No.: EPA-OAR-OTAQ-14-07)**

Thursday, December 4, 2014

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. Idle-Reduction
  - iv. Engine Repowers
  - v. Vehicle/Equipment Replacements
  - vi. Clean Alternative Fuel Conversions
  - vii. Miscellaneous
- C. Vehicle, Equipment, and Engine Eligibility
- D. Application Process
- E. Project Administration
  - i. Competitive Procurement Requirements
  - ii. General

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:** *What organization types are eligible to apply for funding under this RFP?*

Answer: Public port authorities or state and local governments with jurisdiction over transportation or air quality at a marine or inland water port are eligible to apply for funding under this RFP. Other entities, such as community groups, terminal operators, and shipping carriers are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional eligibility information.

Date Posted: 9/24/2014

**A.2:** *Can we partner with a public port authority or a state/local government agency if we are not an eligible entity?*

Answer: Yes, community groups, terminal operators, shipping carriers, and other entities involved in port operations are encouraged to participate through partnerships with eligible applicants. Please see Section III.A of the RFP for additional information.

Date Posted: 9/24/2014

**A.3:** *Are shipping carriers or other business entities involved in port operations eligible?*

Answer: No. However, community groups, terminal operators, shipping carriers, and other business entities involved in port operations are encouraged to participate through partnerships with eligible port authorities or state and local government agencies. Please see Section III.A of the RFP for additional information.

Date Posted: 9/24/2014

**A.4:** *Can an individual apply for funding under this competition?*

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

Date Posted: 9/24/2014

**A.5:** *Our port authority recently completed a state-funded DERA grant (funded by U.S. EPA). Would having received such a DERA grant work against us in the pursuit of another grant so soon?*

Answer: No, receipts of award funds from other DERA programs will not count against an applicant's proposal under this RFP. The applicant should include their experience managing and completing work under previous DERA grants when addressing Criteria #7 "Past Performance – Programmatic Capability and Reporting on Results" and Criteria #8 "Staff Expertise/Qualifications," in their proposal.

Date Posted: 9/24/2014

**A.6:** *I cannot find a map or information in the NATA link that shows populations exposed to 2.0 mg/m<sup>3</sup> of diesel particulate matter. Can you please state specifically where this information is found?*

Answer: County and area information for the 2005 National-Scale Air Toxics Assessment (NATA) can be found at [www.epa.gov/ttn/atw/nata2005/tables.html](http://www.epa.gov/ttn/atw/nata2005/tables.html). Definitions of areas and major sources can be found at [www.epa.gov/ttn/atw/natamain/gloss1.html](http://www.epa.gov/ttn/atw/natamain/gloss1.html).

Date Posted: 9/24/2014

**A.7:** *How is "inland water port" defined according to the RFP?*

Answer: An 'inland water port' is a public port or harbor, with a primary purpose of moving goods and/or passengers, located on a river or other inland water passage.

Date Posted: 9/24/2014

**A.8:** *For marine vessel repowers, is there a requirement that the vessel operate a minimum amount of time in the nonattainment area, ECA or other specific area?*

Answer: Yes, the vessel must operate the majority of time (i.e. greater than 50%) in one or more areas identified as an area of poor air quality, as specified in Section III.B of the RFP.

Date Posted: 9/24/2014

**A.9:** *Can a port authority apply on behalf of one of its tenants, such as a terminal operator?*

Answer: Yes, eligible applicants are encouraged to partner with fleet owners (examples: terminal operators, drayage truck owners) and other port-related entities (example: community groups) under this competition. EPA award funds may be used by recipients to make subawards and subgrants to project partners. Please note that the application for funding must be submitted by an eligible applicant and the applicant (port authority or state/local government agency) will have ultimate responsibility for the project if funded.

Proposals should clearly explain the roles and responsibilities of the applicant and all subgrantees/project partners. For proposals that include subawards, applicants should review the requirements for granting subawards in Section IV.F of the RFP.

Date Posted: 9/24/2014

**A.10:** *Are ports located in participating Ozone Advance areas eligible if they are not connected to waterways?*

Answer: No, ports must be connected to waterways to be eligible for funding. Please note that the list of participating Ozone Advance areas available at [www.epa.gov/ozoneadvance/participants.html](http://www.epa.gov/ozoneadvance/participants.html) does not distinguish between areas with ports and those without ports.

Date Posted: 10/6/2014

**A.11:** *Are projects that take place at an inland (non-water) port located in an area of poor air quality eligible to receive funding?*

Answer: No. Only projects that take place at marine or inland water ports located in areas designated as areas of poor air quality are eligible for funding under this RFP.

Date Posted: 10/24/2014

**A.12:** *Is funding available for manufacturers to bring a product to market?*

Answer: No, manufacturers are not eligible to apply for funding under this RFP. Further, eligible diesel emission reduction solutions are limited to EPA or CARB verified emission control technologies or certified engine configurations.

Date Posted: 10/24/2014

**A.13:** *Can a metropolitan planning organization partner with a port to submit a joint application?*

Answer: Eligible ports are encouraged to partner with MPOs and/or other stakeholders to develop proposals for clean diesel projects. However, EPA awards funds to only one eligible applicant as the recipient even if other entities are named as partners. The named award recipient is therefore accountable to EPA for the proper expenditure of funds and completion of the proposed project.

Date Posted: 10/24/2014

**A.14:** *When multiple agencies have jurisdiction over a port (i.e., one agency has jurisdiction over air quality, the other over transportation), what criteria is used to determine which agency has jurisdiction for the purpose of this RFP?*

Answer: If both agencies meet the eligibility requirements of Section III.A, either agency may apply for funding. Please note, applicants will be evaluated based on their organizations' past performance managing federal grants (Section V, Criterion 7) and their staff members' qualifications that will contribute the successful completion of the project (Section V, Criterion 8). Therefore, these factors should be considered when deciding which eligible entity is best suited to apply for funding.

Date Posted: 11/7/2014

**A.15:** *How active of a role must the actual applicant/grantee play in the implementation of a project? Could a subgrantee implement the project as long as the applicant submits the reports?*

Answer: The EPA award recipient is ultimately accountable to EPA for the proper expenditure of funds, ensuring subgrantees comply with all applicable terms and conditions, and the successful completion of the project. Project partners may have a substantial role in the completion of the project but must work closely with the primary award recipient to carry out the project and provide progress reports to EPA. Recipients may use funding to make subgrants to project partners, provided that the recipient and subgrantee comply with the requirements of 40 CFR Part 31.

Date Posted: 11/7/2014

**A.16:** *Are emissions reductions projects located at an intermodal rail yard adjacent to a port eligible?*

Answer: Projects that reduce emissions from port operations at an adjacent rail yard may be eligible if the project will significantly reduce diesel exhaust exposure in communities affected by diesel engines operating at or near a marine or inland water port located in an area of poor air quality. For example, drayage trucks that operate on, or transgress through, port and intermodal rail yard property for the purpose of loading, unloading or transporting cargo are eligible for funding under this RFP.

Date Posted: 12/1/2014

## **B. Project Eligibility**

### **i. Exhaust Controls**

**B.i.1:** *Are CARB verified exhaust control technologies eligible for funding under this RFP?*

Answer: Yes, CARB-verified exhaust control technologies are eligible for funding under this funding opportunity.

Date Posted: 9/24/2014

**B.i.2:** *Can funding be used to install exhaust retrofit devices, such as diesel particulate filters?*

Answer: Yes. Funding from this RFP may provide up to 100% of the cost of eligible verified exhaust control technologies, including diesel particulate filters (DPFs), diesel oxidation catalysts (DOCs), and selective catalytic reduction (SCR) systems. The retrofit device must be on EPA's Verified Exhaust Control Technologies list ([www.epa.gov/cleandiesel/verification/verif-list.htm](http://www.epa.gov/cleandiesel/verification/verif-list.htm)) or CARB's Verified Exhaust Control Technologies list ([www.arb.ca.gov/diesel/verdev/vt/cvt.htm](http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm)) for the specific vehicle/engine application specified in the proposal. Additional information about funding for exhaust controls can be found in Section I.B.2.a and funding restrictions for retrofit projects can be found in Section III.E of the RFP.

Date Posted: 10/10/2014

## ii. Engine Upgrades

Section B.ii has no questions at this time.

## iii. Idle-Reduction

**B.iii.1:** *For marine shore power connection and alternative maritime power, are projects that use onsite power sources instead of grid power from the local electric provider eligible?*

Answer: No, shore power connection systems must be supplied with electricity from the local utility grid. Please see Section I.B.2.c.2 for additional information.

Date Posted: 9/24/2014

**B.iii.2:** *Is truck stop electrification an eligible idle reduction technology under this RFP?*

Answer: No, TSE is not eligible for funding. Only verified idle reduction technologies for locomotives and marine shore power connection systems are eligible under this RFP.

Date Posted: 10/6/2014

**B.iii.3:** *Can funding be used to electrify diesel-powered mobile harbor cranes? The diesel engines would need to remain operational in order to move the cranes between berths.*

Answer: Funding may be used to replace diesel engines with an electric power source; however, the existing diesel engines must be scrapped or remanufactured to the cleanest emission tier possible in order for the project to be eligible for funding.

Date Posted: 10/31/2014

## iv. Engine Repowers

**B.iv.1:** *Can funding be used to convert diesel vehicles/equipment to electric vehicles/equipment?*

Answer: Yes, funding can be used for projects that replace a diesel powered engine with an electric motor or electric power source, as described in Section I.B.2.d of the RFP. Funding may also be used to replace diesel powered vehicles/equipment with battery electric vehicles/equipment. Please see Section I.B.2.e of the RFP for additional information regarding vehicle and equipment replacements.

Date Posted: 9/24/2014

**B.iv.2:** *Is a unit eligible if it was previously scrapped (engine removed) and will now be repowered to the most stringent tier possible?*

Answer: No, equipment/vehicles to be repowered must be currently operational and in use, and the newly repowered vehicle/equipment must continue to perform the same function as before the repower.

Date Posted: 9/24/2014

**B.iv.3:** *Is a Tier 3 marine engine eligible for repower to Tier 4 under this funding opportunity?*

Answer: No, funding cannot be used to repower Tier 3 and 4 marine engines under this RFP. Please see Funding Restriction #12 in Section III.E of the RFP.

Date Posted: 10/24/2014

## **v. Vehicle/Equipment Replacements**

**B.v.1:** *Under "Certified Vehicle/Equipment Replacement"; are marine vessels eligible for replacement?*

Answer: No, marine vessels are not eligible for replacement under this RFP. However, award funds may be used to replace eligible engines (propulsion and auxiliary) in a marine vessel that operates in an eligible project location.

Date Posted: 9/24/2014

**B.v.2:** *For drayage truck replacements, is the prospective truck owner's investment considered part of the match (required cost-share)?*

Answer: Award funds may be used to cover up to 50% of the cost of an eligible drayage truck replacement under this RFP. The remaining 50% of the cost of the replacement truck must be covered by the applicant, vehicle owner, or other non-Federal source.

Date Posted: 9/24/2014

**B.v.3:** *If an equipment owner's plan to replace equipment coincides with this RFP, does the equipment owner's plan automatically disqualify a proposal for a grant toward replacement of that equipment?*

Answer: 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 RFP. Normal attrition is generally defined as a replacement or repower that is scheduled to take place within 3 years of the project start date. Normal attrition is typically defined by the equipment or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

If the equipment is already slated for replacement under an early retirement program as part of the Port's broader emission reduction plans, then the equipment replacement is eligible for funding under this RFP, provided the applicant demonstrates that the equipment is being retired at least 3 years earlier than it would under a normal retirement schedule. Repower and replacement projects that have already taken place, or are currently in progress, are not eligible for funding under this RFP.

Date Posted: 9/24/2014

**B.v.4:** *We have a fleet of jockey trucks/yard tractors operating within the confines of our marine terminal, none of which are currently licensed for use on public roads. Manufacture dates range from 1983 to 1999. Is this fleet eligible as a drayage truck replacement project, qualifying for 50% matching funds?*

Answer: No, the project would not be considered an eligible drayage truck replacement project. Under this competition, drayage trucks are defined as Class 8b on-highway vehicles with a gross vehicle weight rating greater than 33,000 pounds operating on or transgressing through port property to transport cargo. However, yard/terminal tractors may be eligible for funding up to 25% of the cost of eligible replacement vehicle as nonroad vehicle replacements. Please see Section I.B.2.e.1 of the RFP for additional information on non-road vehicle replacements. Please note that funds awarded under this RFP cannot be used to replace nonroad vehicles/equipment that have less than seven years of useful life remaining, as specified in Section III.D.8 of the RFP.

Date Posted: 9/24/2014

**New B.v.5:** *Is a terminal tractor with an on-road engine a “drayage truck” (eligible for up to 50% reimbursement) or is it considered a “non-road terminal tractor” (eligible for up to 25% reimbursement)?*

Answer: If the vehicle is a class 8b vehicle powered by an on-road engine and is replaced with a class 8b on-road vehicle powered by a model year 2011 or newer on-road engine, then the truck would be considered a drayage truck and would be eligible to receive grant funding for up to 50% of the cost of the newer, cleaner replacement truck. If the terminal tractor is a non-road vehicle powered by an on-road engine and is being replaced with another non-road vehicle (powered by either a non-road or on-road engine), the project would be considered a non-road replacement project and would be eligible to receive up to 25% of the cost of the newer, replacement engine. Terminal tractors are also known as utility tractor rigs, yard tractors, or yard hostlers.

Date Posted: 12/4/2014

## **vi. Clean Alternative Fuel Conversions**

**B.vi.1:** *Is engine conversion from diesel to LNG an eligible project?*

Answer: Yes, in general, conversions to clean alternative fuels may be eligible for funding. Applicants should refer to Section I.B.2.f of the RFP for additional information.

Date Posted: 9/24/2014

**B.vi.2:** *Are projects involving engines that operate on alternative fuels eligible for funding?*

Answer: Yes, vehicles and equipment powered by diesel engines may be replaced with alternative fuel vehicles/equipment or repowered or converted to operate on alternative fuels. However, the cost of the alternative fuel is not an eligible expense under this RFP.

Date Posted: 9/24/2014

**B.vi.3:** *What are the requirements for alternative fuel conversions? Will funding cover the incremental cost of the conversion? Do conversion systems have to meet both CARB and EPA conversion requirements?*

Answer: Funding may be used to cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion system that meets the requirements stated in Section I.B.2.f of the RFP. A list of certified and compliant clean alternative fuel conversion systems can be found at [www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm](http://www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm). All clean alternative fuel conversions (except pure battery electric) must meet applicable EPA standards pursuant to 40 CFR Parts 85 and 86. Vehicles operating in California must also meet all applicable CARB requirements (in addition to EPA requirements), found at [www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm](http://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm).

Clean alternative fuel conversions must be “dedicated” or “mixed fuel”, meaning the engine runs only on the alternative fuel, or uses a small amount of diesel mixed with the alternative fuel. Dedicated or mixed fuel engines do not have the ability to operate solely on diesel fuel. “Dual fuel” or “bi-fuel” conversions, meaning the engine can switch between fuel sources and still has the capability of running on 100% diesel, are not eligible for funding under this solicitation.

Date Posted: 9/24/2014

**B.vi.4:** *Can funding be used for a clean alternative fuel conversion of a drayage truck? The drayage truck is not currently operating at the port, but will after the conversion.*

Answer: Clean alternative fuel conversion projects for drayage trucks are eligible for funding under this RFP. However, the trucks slated for conversion must be currently in operation at an eligible port location. Therefore, the project would not be eligible under this RFP.

Date Posted: 10/31/2014

## **vii. Miscellaneous**

**B.vii.1:** *Can one proposal include plans for projects at multiple marine/inland water ports?*

Answer: Yes. The goal of this RFP is to fund projects that will result in significant reductions of diesel emissions at marine and inland water ports in areas of poor air quality, promote partnerships of port-related stakeholders to work together to create long-term sustainable plans for further reducing emissions, and benefit the health of communities surrounding ports. Therefore, a single proposal may target multiple ports, fleets, fleet types and/or diesel emission reduction solutions.

Date Posted: 9/24/2014

**B.vii.2:** *Is a project eligible if it takes place in a non-attainment area that crosses EPA regional boundaries?*

Answer: Yes, projects for equipment that operate in more than one area or EPA region may be eligible. In order to be eligible, the equipment must operate a majority of the time (i.e. greater than 50%) in one or more areas designated as an area of poor air quality, as specified in Section III.B of the RFP.

Date Posted: 9/24/2014



**B.vii.3:** *Can funding be used for a marine engine on a vessel that operates part of the time in a non-eligible location?*

Answer: In order to be eligible, the engine must operate a majority of the time (i.e. greater than 50%) in one or more areas designated as an air of poor air quality, as specified in Section III.B of the RFP.

Date Posted: 9/24/2014

**B.vii.4:** *Can funding be used for the construction of LNG fueling infrastructure?*

Answer: No, award funds may not be used for fueling infrastructure under this competition.

Date Posted: 9/24/2014

**B.vii.5:** *Can grant funds be used for loans to support a drayage truck replacement program?*

Answer: No, award funds may not be used to make loans. Award funds may be used to provide subawards or rebates for eligible drayage truck projects.

Date Posted: 9/24/2014

**B.vii.6:** *Can funds be used to support or enhance an already existing project? For instance, if a port was building a CNG fueling station, could a grant be awarded to purchase new CNG drayage trucks or cargo handling equipment?*

Answer: Projects that replace existing diesel vehicles and equipment powered with cleaner vehicles or equipment that operate on alternative fuels, such as CNG, are eligible for funding under this RFP. Award funds cannot be used for the purchase of new vehicles or equipment to expand a fleet. For additional information about Vehicle and Equipment Replacements, applicants should refer to Section I.B.2.e and I.B.2.f of the RFP. Please note that funds may not be used to reimburse activities that occurred prior to the award of grant funds or prior to the official project and budget period of the grant award. Proposals should be for future projects (or components of projects) that have not yet occurred.

Date Posted: 9/24/2014

**B.vii.7:** *Can funding be used for the construction of a new vessel powered by one or more clean alternative fuels?*

Answer: No, award funds cannot be used for the purchase of a marine vessel. Award funds may be used to replace an existing diesel engine with an engine powered by clean alternative fuels.

Date Posted: 9/24/2014

**B.vii.8:** *Is there a minimum project size or amount of EPA funding that must be requested in order to be eligible?*

Answer: No, there is no minimum funding threshold or project size under this RFP.

Date Posted: 10/24/2014

**B.vii.9:** *Can grant funding be used to purchase new trucks equipped with emissions control systems?*

Answer: Drayage truck replacement projects are eligible, but require the scrappage of an existing truck; Grant funding cannot be used for the purchase of new vehicles and equipment to expand a fleet. Drayage truck replacement projects must also meet the requirements of Section I.B.2.e of the RFP.

Date Posted: 10/24/2014

## 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.

Date Posted: 9/24/2014

**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. Funds award under this RFP may be used to make subawards and subgrants to project partners, provided the recipient complies with all applicable requirements and regulations. Please see Section IV.F of the RFP for additional information.

Date Posted: 9/24/2014

**C.3:** *Are LNG engines eligible for funding?*

Answer: In general, yes certified LNG engines are eligible for repower and vehicle/equipment replacement projects.

Date Posted: 9/24/2014

**C.4:** *Does the RFP require a minimum usage or operating threshold for the equipment being replaced?*

Answer: Yes. Nonroad engines and equipment must operate at least 500 hours per year, and locomotives or marine engines must operate at least 1,000 hours per year.

Date Posted: 10/6/2014

**C.5:** *Are projects that reduce emissions from ferry boats eligible?*

Answer: Marine vessels/engines, including ferry boats, are eligible if the marine vessel/engines operate a majority of the time (over 50%) at a marine or inland water port located in an area of poor air quality (as defined by EPA for the purposes of this RFP). A list of eligible counties and areas can be found at: [www.epa.gov/otaq/ports/documents/fy14-ports-county-area-list.pdf](http://www.epa.gov/otaq/ports/documents/fy14-ports-county-area-list.pdf).

Additionally, marine engines must operate more than 1,000 hours per year to be eligible for funding under this RFP.

Date Posted: 10/6/2014

**C.6:** *Table 2 “Nonroad Engine Funding Restrictions” (formerly labeled “Table 3”) indicates that all nonroad repower or replacement projects must result in a Tier 4 certified or all-electric engine configuration. Why are points allocated for Tier 0 or 1 engines that are repowered or replaced with new certified Tier 2 or 3 engines in Appendix D of the RFP.*

Answer: The scoring table for nonroad engines and equipment should not be used to determine eligibility. No points will be allocated for Tier 0/1 engines repowered to Tier 2/3 engines; the scoring table will be corrected in the posted RFP to be consistent with the eligibility table. As stated in Table 2 (formerly numbered Table 3) of the funding restrictions (Section III.E), nonroad equipment repower and replacement projects are limited to projects that result in a Tier 4 certified or all-electric engine configuration.

Date Posted: 11/7/2014

**C.7:** *Is port-owned nonroad equipment used for the disposal of dredge soils at non-port areas eligible for funding for retrofit, repower or replacement projects?*

Answer: No, nonroad engines, equipment or vehicles must be used in the handling of cargo at the port to be eligible for funding under this RFP. Further, to be eligible for funding applicants must demonstrate that vehicles/engines operate primarily at a marine or inland water port.

Date Posted: 11/7/2014

**C.8:** *Is there a distinction between the vehicle model year and the engine model year?*

Answer: Yes. Generally, the engine model year falls one year behind the vehicle model year for on-road heavy duty vehicles. Under this RFP, drayage trucks powered by a model year 1990 or older engine are not eligible for retrofit, repower, upgrade, conversion, or replacement.

Date Posted: 12/1/2014

**C.9:** *How can a manufacturer apply for verification of an emission control technology?*

Answer: An overview of EPA’s Verification Process, and a copy of the technology verification application, is available at: [www.epa.gov/cleandiesel/verification/verif-process.htm](http://www.epa.gov/cleandiesel/verification/verif-process.htm). Please note, only diesel emission reduction solutions listed in Section I.B.2 of the RFP are eligible for funding under this RFP.

Date Posted: 12/1/2014

**New C.10:** *An old class 8b on-road truck has been operating for the past 2 years as a terminal tractor. Can the class 8b on-road truck be replaced with a terminal tractor powered by an on-road engine?*

Answer: Yes. If the vehicle is a Class 8b in-use on-road vehicle, operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods, then the vehicle may meet the definition of a drayage truck. EPA will fund up to 50% of the cost of replacing eligible drayage trucks with a 2011 model year or newer on-highway heavy-duty engine. In order to fund drayage truck replacements, the grant recipient is required to establish guidelines to ensure that all drayage trucks purchased with grant funds are operated in a manner consistent with the definition of a drayage truck, as defined above. If the existing or replacement vehicle cannot meet the definition or guidelines for drayage trucks, then the project should be classified as a non-road replacement for terminal tractors, eligible for up to 25% replacement cost share.

Date Posted: 12/4/2014

**New** **C.11:** *The Nonroad Eligibility Table stipulates that Terminal Tractors, of 51 to 300 horsepower, with engine model years of 2008 or older are not eligible for funding. If an applicant can demonstrate, through a mechanic's assessment, that the terminal tractor has at least 7 years of useful life remaining, would EPA consider allowing the vehicle to be eligible for a repower project?*

Answer: No, the existing engine model year must be eligible for repower or replacement according to the Non-road Eligibility Table found at [www.epa.gov/cleandiesel/documents/fy14-nonroad-remaining-useful-life.pdf](http://www.epa.gov/cleandiesel/documents/fy14-nonroad-remaining-useful-life.pdf).

Date Posted: 12/4/2014

## **D. Application Process**

**D.1:** *Where can I 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 DERA Projects website at [www.epa.gov/cleandiesel/projects-national.htm](http://www.epa.gov/cleandiesel/projects-national.htm) for more information.

Date Posted: 9/24/2014

**D.2:** *Does EPA provide contact information for retrofit technology manufacturers?*

Answer: EPA lists contact information for verified retrofit technology manufacturers at [www.epa.gov/cleandiesel/verification/contacts.htm](http://www.epa.gov/cleandiesel/verification/contacts.htm).

Date Posted: 9/24/2014

**D.3:** *Should we base our grant request on the total project cost, including contractual costs, or only on the equipment cost?*

Answer: Contractual costs necessary for the successful implementation of the project are eligible costs under this RFP and may be included in the proposal. The applicant should list the proposed contract activities along with a brief description of the scope of work or services to be provided, proposed duration, and proposed procurement method (competitive or non-competitive), if known. Please see Appendix B, part B.9 for additional information. Please note that proposals requesting more than \$2 million in federal funds will not be reviewed. Project costs that exceed the \$2 million federal funding threshold may be included in the budget as the applicant's cost-share.

Date Posted: 9/24/2014

**D.4:** *Can an applicant submit more than one proposal under this competition?*

Answer: Yes, applicants may submit more than one proposal provided that each proposal is for a separate and distinct project (i.e., each proposed project must reduce emissions from separate fleets or emissions sources).

Date Posted: 9/24/2014

**D.5:** *Is there a minimum funding threshold for projects under this RFP?*

Answer: No, there is not a minimum funding threshold for this RFP.

Date Posted: 9/24/2014

**D.6:** *How is particulate matter defined for the purposes of this RFP? Does it include lead (Pb)?*

Answer: Diesel particulate matter (PM) is defined as a mixture of fine and ultra-fine particles composed of elemental carbon and absorbed organic compounds, as well as small amounts of sulfate, nitrate, metals, and other trace elements. Therefore, while small amounts of lead may be found in diesel PM, EPA considers lead a separate criteria air pollutant with a separate national ambient air quality standard. More detailed information can be found at: [www.epa.gov/airquality/urbanair](http://www.epa.gov/airquality/urbanair) and [www.epa.gov/pmdesignations/faq.htm](http://www.epa.gov/pmdesignations/faq.htm).

Date Posted: 10/6/2014

**D.7:** *How long does the Grants.gov registration process take for an organization not currently registered?*

Answer: The Grants.gov registration generally takes approximately 3-5 business days. Please allow 4 weeks in order to complete all of the necessary steps for your organization. To complete the registration and application, you will need the following:

- EIN/TIN (Employer Identification Number or Tax Identification Number) [www.irs.gov/Individuals/International-Taxpayers/Taxpayer-Identification-Numbers-\(TIN\)](http://www.irs.gov/Individuals/International-Taxpayers/Taxpayer-Identification-Numbers-(TIN))
- DUNS number ([fedgov.dnb.com/webform/displayHomePage.do](http://fedgov.dnb.com/webform/displayHomePage.do))
- Current registration with the System for Award Management ([www.sam.gov](http://www.sam.gov))

For an overview of the Grants.gov registration process, please see [www.grants.gov/web/grants/applicants/organization-registration.html](http://www.grants.gov/web/grants/applicants/organization-registration.html).

Date Posted: 10/24/2014

**D.8:** *How do I determine what questions have been added to the FAQ document?*

Answer: The FAQ document is updated weekly as of the date shown in the top right corner of the cover page. The date each question was added is shown below the question. The most recently added questions will be noted as "New" next to the posted date.

Date Posted: 10/24/2014

## **E. Project Administration**

### **i. Competitive Procurement Requirements**

**E.i.1:** *Are the competitive procurement requirements for consultants, contract managers, and/or subgrantees in Sections IV, F.1. and F.2 new?*

Answer: No. The competitive procurement requirements in Sections IV, F.1. and F.2 are the same as in the 2013 DERA Ports RFP and the 2014 DERA National RFP.

Date Posted: 11/14/2014

### **ii. General**

**E.ii.1:** *How many awards are expected to be awarded?*

Answer: EPA anticipates awarding two to five cooperative agreements (grants) under this RFP.

Date Posted: 9/24/2014

**E.ii.2:** *Does the EPA 50% match for drayage trucks include program administrative costs (e.g. processing the request for the incentive) as opposed to only the purchase price of the replacement truck?*

Answer: Award funds used to cover 50% of an eligible drayage truck replacement can only be used to cover the cost of the newer replacement truck. Applicants should include required administrative costs in Section 9, "Budget Detail" of their project proposal.

Date Posted: 9/24/2014

**E.ii.3:** *Are there any reporting requirements in addition to the reporting requirements for previous DERA funding opportunities?*

Answer: The reporting requirements under this funding opportunity will be similar to those under previous non-Recovery Act DERA funding opportunities. Similar to previous DERA funding opportunities, recipients will be required to report on their progress toward achieving the emissions reductions and project benefits proposed in their workplan. For more information about the reporting requirements for this funding opportunity, please refer to Section VI.C of the RFP.

Date Posted: 9/24/2014

**E.ii.4:** *Can other grant funding be used toward a project?*

Answer: Recipients may use funding from other sources provided that the requirements of 40 CFR 30.23 or 40 CFR 31.24 are met. If funding is provided by a project partner, a letter of commitment is required. Only eligible and allowable costs may be used for cost-share. Other federal grants may not be used as cost-share under this RFP unless the statute authorizing the other federal funding stipulates that the federal funds may be used to meet a cost-share requirement on a federal grant.

Date Posted: 9/24/2014

**E.ii.5:** *If annual operating hours falls below the required number after the project has been completed and the grant closed out, are there any repercussions for the fleet? Specifically, would they be required to return the funding?*

Answer: For the purposes of RFP eligibility, minimum usage requirements are based on the existing engine's current usage. The RFP stipulates that funding cannot be used to retrofit, replace, or upgrade nonroad engines that currently operate less than 500 hours per year (i.e. the last twelve months). Similarly, funding cannot be used for projects that retrofit, repower, replace, upgrade or install idle reduction technologies on locomotives or marine engines that currently operate less than 1,000 hours per year (i.e. the last twelve months).

For marine shore power connection systems, funding cannot be used to install systems that are expected to be utilized less than 2,000 MW-hr/year. In other words, factors such as the number of marine vessels capable of receiving shore power and the amount of time vessels are at berth should be sufficient enough, at the time of installation, to utilize the proposed system for more than 2,000 MW-hr per year.

That said, by accepting federal funding the recipient agrees that at the end of the project period the recipient will continue to use the equipment purchased under this assistance agreement 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 federal funds. It is expected that retrofitted, repowered or replaced equipment would continue to see a high level of service hours relative to older/dirtier equipment in the fleet, even if the specific thresholds listed above cannot be met due to economic fluctuation. Decommissioning equipment or moving it to another, non-eligible or non-priority location could have negative repercussions.

Date Posted: 10/6/2014

**E.ii.6:** *Can state funds be applied toward an applicant's cost-share requirements?*

Answer: Yes, state funds can be used to meet a project's cost-share requirement provided that the state funding does not originate from a Federal source (CMAQ, other Federal grants, etc).

Date Posted: 10/24/2014