

National Clean Diesel Funding Assistance

FY 2015 Tribal Request for Proposals Information Session

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National Clean Diesel Campaign

Why Clean Diesel?

- ▶ Diesel engines are the workhorses of the nation; millions of diesel engines already in use continue to emit large amounts of nitrogen oxides, particulate matter and air toxics
- ▶ These emissions are linked to premature deaths, asthma attacks, lost work days, and other health impacts every year

Diesel Emissions Reduction Act

- ▶ DERA originally authorized under the Energy Policy Act of 2005
- ▶ Amended by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364)
- ▶ Enables EPA to offer funding assistance
 - ▶ Goal to reduce diesel emissions
 - ▶ Competitive process for eligible entities
 - ▶ Authorized through 2016
- ▶ Request for Proposals (RFP) = Competition

Basic Information

- ▶ National Funding Assistance Program
 - ▶ Estimated Fiscal Year 2015 Tribal RFP funding - **\$1 million**
 - ▶ RFP available at <http://epa.gov/cleandiesel/prgtribal.htm>
 - ▶ **Due Wednesday, July 15, 2015 at 4:00 PM Eastern Time**
 - ▶ Specific times/instructions specified (Section IV)

- ▶ One Method for Submitting Application
 - ▶ Electronically via www.grants.gov
 - ▶ Please see RFP for grants.gov instructions and Limited Exception Procedures

Eligible Entities (Section III.A)

▶ A tribal agency or intertribal consortium with jurisdiction over transportation or air quality.

- Tribal agencies are defined as Federally recognized Indian tribal governments, which are any Indian tribe, band, nation, or other organized group or community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided by him through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents Federally recognized tribes.
- For the purposes of this RFP, “intertribal consortium” is defined as a partnership between two or more tribes that is authorized by the governing bodies of those tribes to apply for and receive assistance under this program. Intertribal consortia are eligible to receive assistance under this program only if the consortium demonstrates that all members of the consortium meet the eligibility requirements for the program and authorize the consortium to apply for and receive assistance by submitting to EPA documentation of (1) the existence of the partnership between Indian tribal governments, and (2) authorization of the consortium by all its members to apply for and receive the assistance

Proposal Submission Limit

- ▶ Applicants can submit more than one proposal as long as they are for different projects and submitted separately. A single proposal may target multiple fleets, fleet types and/or diesel emission reduction solutions.

Eligible Grant Amount

- ▶ Proposals from eligible Tribal agencies or intertribal consortia requesting EPA funding **between \$30,000 and \$800,000** will be considered. It is anticipated that approximately one to five assistance agreements will be made from this announcement.(Section II.A)
 - ▶ Each proposal must be for a requested amount within that specified range
 - ▶ This amount could dictate the size and type of your project (e.g., how many vehicles, what type of technology, etc.)

Eligible Vehicles, Engines & Equipment (Section I.B.1)

- ▶ May include, but are not limited to
 - ▶ Buses;
 - ▶ Medium-duty or heavy-duty trucks;
 - ▶ Class 5 and greater
 - ▶ Marine engines;
 - ▶ Locomotives; and
 - ▶ Non-road engines, equipment or vehicles used in:
 - ▶ Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)

Eligible Projects (Section I.B.2)

- ▶ Verified Exhaust Control Technologies
- ▶ Verified/Certified Engine Upgrades
- ▶ Verified/Certified Cleaner Fuel Use
- ▶ Verified Idle Reduction Technologies
 - ▶ Bundled with exhaust control technologies
 - ▶ Auxiliary Power Units, Fuel Operated Heaters, etc.
 - ▶ Also includes shore connection systems and electrified parking spaces
- ▶ Verified Aerodynamic Technologies & Low Rolling Resistance Tires
 - ▶ Trailer side skirts, trailer gap reducers, tires, etc.
- ▶ Certified Engine Repowers
- ▶ Vehicle and Equipment Replacements

Project Funding Percentage (Section I.B.2)

- ▶ Exhaust Controls - up to 100% of the cost
 - ▶ Diesel Oxidation Catalysts, Diesel Particulate Filters, etc.
- ▶ Engine Upgrades/Repowers - up to 75% of the cost
 - ▶ Generators and ag pump replacements
- ▶ Cleaner Fuels - cost differential between conventional fuel and cleaner fuel
 - ▶ EPA will NOT fund stand alone cleaner fuel use

Project Funding Percentage (Section I.B.2)

- ▶ Verified Idle Reduction Technologies
- ▶ EPA will NOT fund stand alone idle reduction technologies EXCEPT:
 - ▶ Locomotive idle reduction up to 40% of the cost
 - ▶ Shore connection systems (locomotive and marine) up to 25% of the cost
 - ▶ Electrified parking spaces (truck stop electrification) up to 25% of the cost
- ▶ Other idle reduction projects - 100% when combined on the same vehicle with new eligible verified exhaust control funded under this RFP
 - ▶ Example: Auxiliary Power Unit AND Diesel Particulate Filter on a truck

Project Funding Percentage (Section I.B.2)

- ▶ **Verified Aerodynamic Technologies (Aero) and Low Rolling Resistance Tires (Tires)**
 - ▶ EPA will NOT fund stand-alone Aero and/or Tires projects
 - ▶ If Aero and/or Tires are combined on the same vehicle with a verified exhaust control technology funded under this RFP, EPA will fund up to 100% of the cost of all technologies
 - ▶ Example: Low Rolling Resistance Tires AND Diesel Particulate Filter on a truck

Project Funding Percentage (Section I.B.2)

▶ **Certified Engine Repowers**

- ▶ EPA will fund up to 75% of the cost
 - ▶ Repowers must be certified to a more stringent set of engine emission standards than the old engine
 - ▶ Repower costs may include associated hardware
 - ▶ Includes generator and ag pump replacements
 - ▶ The engine being replaced must be:
 - ▶ Scrapped

Project Funding Percentage (Section I.B.2)

▶ **Vehicle and Equipment Replacements**

- ▶ Drayage Vehicles - up to 50% of the cost
 - ▶ New drayage vehicles must be powered by a 2011 or newer model year certified engine
 - ▶ Must meet applicant's operational guidelines and definition of drayage truck, as stated in RFP
- ▶ All other vehicles - up to 50% of the cost
 - ▶ New vehicles/equipment must be powered by a 2014 or newer model year certified engine
- ▶ The vehicle/equipment being replaced must be:
 - ▶ Scrapped

Funding Restrictions (Section III.D)

- ▶ **Funding restrictions for vehicles and equipment (Section III)**
 - ▶ On-highway vehicles with a model year 1992 or older are NOT eligible
 - ▶ Nonroad equipment that operate less than 500 hours/year or with less than 7 years remaining useful life are NOT eligible
 - ▶ EPA has prepared a document to assist applicants in determining the remaining useful life found at: <http://epa.gov/diesel/documents/fy15-tribal-nonroad-remaining-useful-life.pdf>
- ▶ Note: Proposals which include an eligible diesel emissions reduction project for nonroad equipment/engines that have less than seven years of useful life remaining (as defined by EPA's table, www.epa.gov/cleandiesel/documents/fy15-tribal-nonroad-remaining-useful-life.pdf.) must include a justification for targeting emission reductions from nonroad equipment/engines that have less than seven years of useful life remaining (as defined by EPA's table). The justification should address the age, operation and maintenance history, and current use of the equipment/engines. The justification should also include the projected lifetime/future use of the equipment/engines if funds are not received under this RFP.
- ▶ Locomotives and Marine engines that operate less than 1000 hours/year are NOT eligible.
- ▶ Minimum usage requirements for marine and locomotive shore connection systems

Funding Restrictions Cont'd

(Section III.D)

- ▶ Marine and Nonroad repower/ replacement projects are eligible based on the original tier level and the new tier level

Current Engine Tier	Repowered or Replaced New Certified Engine				Certified Engine Upgrade (Remanufacture System)	Verified Engine Upgrade
	Tier 1	Tier 2	Tier 3	Tier 4		
Unregulated	No	No	Yes	Yes	Yes	Yes
Tier 1	No	No	Yes	Yes	Yes	Yes
Tier 2	No	No	Yes	Yes	Yes	Yes
Tier 3 and Tier 4	No	No	No	No	No	No

Funding Restrictions Cont'd

(Section III.D)

- ▶ Locomotive repower/ replacement projects are eligible based on the original tier level and the new tier level
 - ▶ - Not all projects are eligible

Current Locomotive Tier	New Locomotive Tier					Verified Exhaust Controls
	Tier 0+	Tier 1+	Tier 2+	Tier 3	Tier 4	SCR
Unregulated and Tier 0	No	No	No	Yes	Yes	No
Tier 0+ , Tier 1, and Tier 1+	No	No	No	Yes	Yes	Yes
Tier 2	No	No	No	Yes	Yes*	Yes
Tier 2+	No	No	No	Yes*	Yes*	Yes

*Applies to switcher locomotives only

Funding Restrictions Cont'd

(Section III.D)

- ▶ Restriction for Mandated Measures: No funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law.
- ▶ Specifically, projects involving locomotives and marine engines will not be considered for funding under this RFP if the emission reductions proposed for funding are required by EPA's locomotive and marine rule, "Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder." Also, projects involving stationary engines will not be considered for funding under this RFP if the emission reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ).

Restriction for Mandated Measures Locomotive and Marine Engines Con't

- ▶ Proposals which include locomotives, marine engines or generator, and/or ag pump must include a clear and concise justification for why/how the proposed emission reduction are not subject to the Restriction for Mandated Measures under this RFP.
- ▶ Please see Appendix E for each of the mandated measure information.

Reminder!

- ▶ For audio, please dial 1-866-299-3188,
- ▶ code#: 202.343.9534
- ▶ Please mute your lines.
- ▶ **Please DO NOT** put the line on hold.
- ▶ Please type your questions into the question box at this time and we will address as many as possible after the presentation.
- ▶ If we are unable to answer your question at this time, we will list all questions and answers in the FAQ document available at: <http://epa.gov/cleandiesel/prgtribal.htm>

Proposal Submission

- ▶ Submit proposals:
 - ▶ Electronically via www.grants.gov;
- ▶ If not currently registered with Grants.gov, designate an Authorized Organization Representative (AOR) and begin the registration process as soon as possible.
- ▶ The registration process requires that your organization have a DUNS number and a current registration with the System for Award Management (SAM) and the process of obtaining both could take a month or more.

Proposal Submission

- ▶ All proposals must be prepared, and include the information, as described in Section IV.C **Grants.gov Submission**: Please see Appendix A, Grants.gov Submission Instructions Proposal Submission Deadline: Your organization's authorized official representative (AOR) must submit your complete proposal electronically to EPA through Grants.gov (www.grants.gov) no later than Wednesday, July 15, 2015, 4:00 p.m. eastern daylight time (EDT), not local time.
 - ▶ Limited Exception Procedures in Section IV.A. of RFP
- ▶ Proposal Submission Contact:
Connie Ruth
734-214-4815
ruth.connie@epa.gov

Proposal Evaluation Process

- ▶ Step 1: Threshold Criteria Review (Section III.C)
 - ▶ Must meet ALL 6 threshold criteria to move on to Step 2
- ▶ Step 2: Evaluation Criteria (Section V.A)
 - ▶ Nine evaluation criteria – points assigned to each
 - ▶ 120 points possible

Proposal Selection Process

- ▶ Given numerical score and rank-ordered (following Steps 1 and 2, discussed previously)
- ▶ Funding Recommendation provided to EPA Approving Official
- ▶ EPA Approving Official considers rank and may consider Other Factors (Section V.C), then selects proposals to fund

Evaluation Criteria (Section V.A)

Criteria	Points
Project Summary & Overall Approach	25
Results - Outcomes and Outputs	15
Programmatic Priority - Location	15
Other Programmatic Priorities	20
Partnerships for Renewable Energy and Energy Efficiency	5
Programmatic Capability and Past Performance	20
Budget/Resources	10
Expenditure of Awarded Grant Funds	5
Applicant Fleet Description	5

Evaluation Criteria (Section V.A.1)

Project Summary and Overall Approach

- ▶ **1. Project Summary and Approach:** Under this criterion, proposals will be evaluated based on the extent and quality to which the applicant addresses the requirements in Appendix B, Section 1: “Project Summary.” Specifically:
 - a. **(5 points)** Vehicles and Technologies;
 - b. **(5 points)** Roles and Responsibilities;
 - c. **(5 points)** Timeline and Milestones;
 - d. **(5 points)** whether the proposal includes a well-conceived strategy for achieving the anticipated results associated with the project; and
 - e. **(5 points)** whether the proposal sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.

Evaluation Criteria (Section V.A.2)

Results – Outcomes and Outputs

- ▶ **2. Results – Outcomes and Outputs:** Under this criterion, applicants will be evaluated based on:
 - a. **(10 points)** the extent and quality to which the applicant identifies and quantifies the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.
 - b. **(5 points)** the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.

Evaluation Criteria (Section V.A.3)

Programmatic Priority- Location

► **3. Programmatic Priority - Location:** Under this criterion, applicants will be evaluated based on the location of the project.

a. (5 points) Projects located in a priority county or area as described in

Appendix D.

b. (10 points) Projects located in the following areas of highly concentrated diesel pollution including but not limited to: truck stops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers.

The term “project location” as used in this RFP 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.

Evaluation Criteria (Section V.A.4)

Other Programmatic Priorities

- ▶ **4. Other Programmatic Priorities** Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the following Programmatic Priorities identified in Section I.B.3 of the RFP:
 - a. **(5 points)** Maximizes public health benefits.
 - b. **(5 points)** Utilizes the most cost-effective strategies.
 - c. **(3 points)** Serves areas:
 - i. with the highest population density;
 - ii. with toxic air pollutant concerns; or
 - iii. in, or affecting Federal Class I areas.
 - d. **(2 points)** Uses a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided.
 - e. **(5 points)** Conserves diesel fuel.

Evaluation Criteria (Section V.A.5)

Partnerships for Renewable Energy and Energy Efficiency

- ▶ **5. Partnerships for Renewable Energy and Energy Efficiency:**
Under this criterion, proposals will be evaluated based on whether the applicant has established a partnership with a non-EPA Federal Agency to advance tribal renewable energy and energy efficiency efforts that directly reduce diesel emissions from the same engines/equipment that the applicant is targeting for diesel emission reductions under this RFP. This includes evaluating the quality and extent to which the partnership efforts have resulted in strategic plans or projects that use renewable energy and energy efficiency strategies to achieve additional diesel emission reductions and the extent to which the applicant has provided information (such as the federal contract/grant number, federal project officer contact information, funding amount and project schedule) to demonstrate these efforts.
- ▶ If the applicant has not established a relevant partnership, the applicant should indicate this in the Work Plan and the applicant will not receive any points under this criterion.

Evaluation Criteria (Section V.A.6)

Programmatic Capability and Past Performance

- ▶ **6. Programmatic Capability and Past Performance:** Under this criterion, applicants will be evaluated based on their ability to successfully complete and manage the proposed project, taking into account their:
 - a. **(5 points)** past performance in successfully completing and managing the assistance agreements identified in the work plan as described in Appendix B, Section 6;
 - b. **(5 points)** history of meeting the reporting requirements under the assistance agreements identified in the work plan as described in Appendix B, Section 6;
 - c. **(5 points)** organizational experience and plan for timely and successfully achieving the objectives of the proposed project; and
 - d. **(5 points)** staff expertise and qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the proposed project.

- ▶ **Note:** In evaluating applicants under items a and b of this criterion, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the proposal and you will receive a neutral score for these sub-factors (items a and b above-a neutral score is half of the total points available in a subset of possible points). If you do not provide any response for these items, you may receive a score of zero (0) for these factors.

Evaluation Criteria (Section V.A.7)

Budget/Resources

- ▶ **7. Budget/Resources:** Under this criterion, applicants will be evaluated based on:
 - a. (5 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 “Budget Detail” of the Work Plan;
 - b. (5 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.

Evaluation Criteria (Section V.A.8)

Expenditure of Awarded Grant Funds

- ▶ Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.

Evaluation Criteria (Section V.A.9)

Applicant Fleet Description

- ▶ **9. Applicant Fleet Description:** Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.

Cost-Share (Section III.B)

- ▶ Types of Cost-Share:
 - ▶ Mandatory and Voluntary (overmatch)
- ▶ Must be included on SF-424 & SF 424A forms and in the proposal budget
- ▶ The proposal must describe how and when the applicant will obtain the cost-share and how the cost-share funding will be used
- ▶ If the proposed cost-share is to be provided by a project partner, a letter of commitment is required

Consultant, Contractor & Vendor Participation

- ▶ Grantees must compete contracts for services and products.
- ▶ Applicants are not required to identify contractors, consultants, or vendors in their proposal.
- ▶ Naming a specific contractor, consultant or vendor in the proposal does not relieve the applicant of its obligations to comply with competitive procurement requirements.
- ▶ Applicants may not award sole source contracts to consultants, contractors or vendors assisting applicants with the proposal solely based on the firm's role in preparing the proposal.

Potential Pitfalls

- ▶ Project changes mid-stream are not likely to be allowed
 - ▶ Potential competition issues – scores are based on vehicles/technologies/locations
 - ▶ Applicants need to think through the project and anticipate technology challenges
- ▶ Vehicle & technology options & limitations
 - ▶ Not all technology combinations are appropriate for all vehicles
 - ▶ i.e. DPFs must meet exhaust temperature thresholds
- ▶ Do as much homework ahead of time as possible to avoid complications

Potential Pitfalls

- ▶ Thoroughly plan and document engine upgrades & repowers
 - ▶ Upgrades & repowers must achieve reductions based on verified levels or to more stringent standards
 - ▶ Many older vehicles cannot accept current technology engines
- ▶ Complete, new emission control systems must be included
 - ▶ Make sure to check model years and tiers of proposed engines to make sure they're eligible for funding

Potential Pitfalls

- ▶ Technology must be verified for *specific type* of vehicle and model year – check the EPA and CARB verified technologies lists!
 - ▶ Review verification letters, attachments & criteria
 - ▶ Thoroughly evaluate candidate vehicles
 - ▶ Obtain detailed documentation from vendors
 - ▶ Retain complete records for each installation
- ▶ Reporting, Reporting, Reporting
 - ▶ Expect more transparency and monitoring
 - ▶ Quarterly reports, detailed fleet info, national databases, verifiable results & records

Tools and Resources

▶ **Supporting Information for the Tribal RFP at:**

<http://epa.gov/cleandiesel/prgtribal.htm>

▶ Applicant Fleet Description

- ▶ Required part of the proposal – describes fleet in detail

▶ Project Narrative Sample Format

▶ Tribal Priority County and Area List

▶ Model Years for Eligible Nonroad Engines and Equipment

Note: There is a justification clause to this chart

▶ **Diesel Emissions Quantifier (DEQ)**

- ▶ Can be used to show expected project results, cost-effectiveness, and public health benefits

▶ www.epa.gov/cleandiesel/quantifier

▶ **Technology Tips Guide**

- ▶ Helpful info about each type of project, technical issues to look out for, etc.

▶ www.epa.gov/cleandiesel/documents/420p11001.pdf

Additional Support

▶ Frequently Asked Questions

- ▶ Posted weekly, on webpage
- ▶ List will include questions from today's webinar
- ▶ Deadline for submitting questions is **Thursday, July 2, 2015 at 5:00 PM EDT.**
- ▶ Submit questions via email to cleandiesel@epa.gov or 1-877-NCDC-FACTS (1-877-623-2322)
 - ▶ Please type "Tribal RFP Question" in the subject line of email
 - ▶ <http://epa.gov/cleandiesel/prgtribal.htm>

Thank You!

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All lines are muted. Please type your questions into the question box at this time and we will address as many as possible.

If we are unable to answer your question at this time, we will list all questions and answers in the FAQ document available at <http://epa.gov/cleandiesel/prgtribal.htm>.

Handouts for this presentation are available at <http://epa.gov/cleandiesel/prgtribal.htm>.

This webinar slides will be posted at <http://epa.gov/cleandiesel/prgtribal.htm>.