

# Questions and Answers: Recovery Act Funding for the National Clean Diesel Emerging Technologies Program

Updated April 23, 2009

NOTE: This is the Final Version of the Frequently Asked Questions. If you suspect that your question was not answered, please read through the entire document as we received many questions that were variations of each other. Therefore, your question is likely indirectly answered.

The American Recovery and Reinvestment Act of 2009 (Recovery Act) provides \$300 million in new funding to support the implementation of verified and certified diesel emission reduction technologies. The Emerging Technology RFA covers \$20 million that must be used to achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure (particularly from fleets operating in areas designated by the Administrator as poor air quality areas), and the funded projects must demonstrate the ability to maximize job preservation and creation.

Applicants must review and use the most recent version of this RFA when preparing their application packages for submission. Slight modifications were made to the RFA on March 23, 2009. See <http://www.epa.gov/otaq/eparecovery/index.htm> for more information.

The following Questions and Answers are compiled for the benefit of organizations considering applying for a grant under this Recovery Act RFA (Funding Opportunity EPA-ARRA-OAR-OTAQ-09-05).

- A. Applicant Eligibility
- B. Project Eligibility
  - i. Emerging Technologies
  - ii. Clean and Alternative Fuels
- C. Application Process
- D. Recovery Act Requirements

## A. Applicant Eligibility

Question A.1 *Can an individual apply for funding under this ARRA RFA?*

Answer: No. Only the eligible entities listed in Section III of the RFA can apply for funding under this RFA.

Date Posted: Wednesday, April 01, 2009

Question A.2 *Will this RFA fund diesel emission reductions that are required by law?*

Answer: No funds awarded under this RFA can be used to fund the costs of emissions reductions that are mandated under Federal, State or local law. Refer to See Section 1.C.7: Restriction for Mandated Measures.

Date Posted: Wednesday, April 01, 2009

Question A.3 *The RFA states that award funds cannot be used to meet federal, state, or local emissions reduction mandates. What if a mandate has been passed or approved but has not yet gone into effect?*

Answer: Mandated emissions reductions are defined by the date the mandate goes into effect, not the date the mandate is passed or approved. For proposals that include activities covered by a mandate, those activities must be completed before the mandate goes into effect, regardless of the length of the grant project period.

Date Posted: Wednesday, April 01, 2009

Question A.4 *Our school district currently contracts with a local bus company for the use of school buses. Would we be eligible to apply for funds under this RFA and provide the funding to the bus company to retrofit the school buses?*

Answer: Yes. EPA has funded this type of project in the past since so many school districts contract with private companies for pupil transportation services. The school district would have to be the applicant, would have to maintain and be accountable for the grant funds, set up the contract with the bus company, and ensure that all retrofits are properly installed.

Date Posted: Wednesday, April 01, 2009

Question A.5 *Is a college or university that owns buses eligible to apply for this*

*grant?*

Answer: The college or university must first meet the eligible entity criteria in Section III (A) of the RFA. If the college or university falls into one of the eligible entity categories, the answer then depends on the actual project proposed. The project must meet all threshold eligibility criteria in Section III (C) of the RFA. All applicants should ensure that the project they are proposing is eligible based on these and any other requirements in the RFA.

Date Posted: Wednesday, April 01, 2009

Question A.6 *Are community colleges eligible to apply?*

Answer: No.

Date Posted: Wednesday, April 01, 2009

Question A.7 *Can a private company (i.e. school bus, transit bus, engine manufacturer, retrofit technology manufacturer, etc) apply for funding under this RFA?*

Answer: No. Only eligible entities as identified in Section III (A) of the RFA may apply. A private company may partner with an eligible entity but cannot apply on its own. EPA procurement rules must be followed for any contracts, partnerships, or subawards/subgrants, as explained in Section IV(G) of the RFA.

Date Posted: Wednesday, April 01, 2009

Question A.8 *If a private company partners with an eligible entity, can the eligible entity choose that company without competition?*

Answer: Yes. For this Emerging Technology RFA, an eligible entity is either partnering with a technology manufacturer or a private fleet owner. Both are partnerships and can be selected without competition.

Date Posted: Wednesday, April 01, 2009

Question A.9 *Can funds from the grant be used to pay for biodiesel infrastructure such as pumps or storage tanks?*

Answer: No. This funding cannot be used for fueling infrastructure, such as that used for the production and/or distribution of fuel such as biodiesel, or compressed natural gas fueling stations.

Date Posted: Wednesday, April 01, 2009

Question A.10 *Can a grant be used to rent a facility for biodiesel or to rent a transport vehicle for biodiesel?*

Answer: Renting of biodiesel storage or transportation services is considered infrastructure under this solicitation and is ineligible.

Date Posted: Wednesday, April 01, 2009

Question A.11 *The language in the RFA indicates that city or county agencies are eligible. Does this preclude a city or county government from applying?*

Answer: No. For this RFA, the term "agencies" is a general term that applies to all levels of government and does not exclude a city or county government.

Date Posted: Wednesday, April 01, 2009

Question A.12 *Is fuel tank cleaning an eligible expense?*

Answer: No.

Date Posted: Wednesday, April 01, 2009

Question A.13 *My fleet is not large enough for a project that falls within the award ranges in Section II. Can I include vehicles or equipment from other fleets in my proposal?*

Answer: Yes, but you must identify the other fleet(s) that you wish to include, and describe your relationship with such entity. In addition, you must also provide a description of vehicles/equipment belonging to the other entity that will be involved in the project. The recipient of any assistance agreement funds may then contract directly with the vendor/installer of the technologies to apply those technologies for all of the vehicles/equipment described under the proposal, provided that the conditions for procurement as described in Section IV (G) are followed.

Date Posted: Wednesday, April 01, 2009

Question A.14 *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.

Date Posted: Wednesday, April 01, 2009

Question A.15 *Can we view the applications that were successful in obtaining federal funds?*

Answer: Yes, you would have to file a Freedom of Information Act (FOIA) request. Certain Confidential Business Information and other protected information would be withheld. Additionally, the National Clean Diesel Campaign website has a list of previously funded projects from past grant programs that could be used as a reference. See link for more information: [www.epa.gov/cleandiesel/projects.htm](http://www.epa.gov/cleandiesel/projects.htm)

Date Posted: Wednesday, April 01, 2009

Question A.16 *We have already placed an order for new school buses but won't receive them or pay for them until June of 2010. Can we use this grant to pay for those buses?*

Answer: The EPA funding can not be used to pay for items which were procured outside of the award period. In the case of pre-ordering buses, the applicant must demonstrate that the pre-ordering does not constitute a procurement and commitment to purchase. If you obligated your school district to pay for the buses prior to the beginning of the grant period, then you are not eligible for reimbursement under this program. In addition, this project is not for buses that would have been replaced through attrition, but rather, early replacement. In most cases, if the buses have already been ordered, the project would not be an early replacement project.

Date Posted: Wednesday, April 01, 2009

Question A.17 *Should entities in rural areas apply, or is the competition focused on urban areas?*

Answer: The competition is open to all eligible entities – as defined in Section III (A) of the RFA – and EPA encourages all types of eligible entities to apply. Please refer to the selection criteria in Section V of the RFA for additional information on how the proposals will be evaluated and scored.

Date Posted: Wednesday, April 01, 2009

Question A.18 *During a recent Grants Workshop, it was mentioned that nonprofits that submit winning proposals must meet certain additional requirements. What are those requirements?*

Answer: There may be some additional requirements that affect awards to non-profit organizations. For example, see the Administrative Capability clause in Section VI.G of the RFA. In addition, effective October 1, 2007, grant specialists are including a new administrative condition in each grant award and increase amendment made to a non-profit organization. The condition, which is shown below, requires two employees of the recipient organization to take an on-line grants training course. No funds will be released for payments until the training is completed. New Administrative Condition: "The recipient acknowledges that two employees of this recipient organization must complete the mandatory on-line training, "EPA Grant Management Training for Non-Profit Applicants and Recipients." One person must be the project manager, or equivalent, for this assistance agreement. The other individual must be the person authorized to draw down funds for this assistance agreement. The training must be completed by both employees prior to the return of the award document to EPA and the receipt of any grant funds. The course can be accessed at: <http://www.epa.gov/ogd/> At the end of the course the recipient must print out, sign and return the certificate of completion with the affirmation of acceptance to the appropriate grants office. The training certification will expire 3 years from the last training date. No funds will be released to the recipient by EPA until the required training is completed."

Date Posted: Wednesday, April 01, 2009

Question A.19 *If the project for Emerging Technology RFA is not in a non-attainment area, will it be given consideration?*

Answer: Priority will be given to areas with high population density, that are in poor air quality areas (including nonattainment or maintenance of national ambient air quality standards for a criteria pollutant; Federal Class I areas, or areas with toxic air pollutant concerns).

Date Posted: Thursday, April 09, 2009

Question A.20 *Regarding the entities eligible to apply for American Recovery and Reinvestment Act Funding for the Clean Diesel Emerging Technologies Program, please clarify whether a county highway engineer's office or a small city with an engineer's office would be an eligible applicant with the appropriate jurisdiction over transportation or air quality. Similarly, would a Port Authority in a county which doesn't physically contain a port, but partners with a regional port to finance infrastructure projects, be an eligible applicant?*

Answer: A local or regional government agency or port authority that has

jurisdiction over transportation or air quality is eligible to apply for funds under this announcement.

Date Posted: Thursday, April 09, 2009

Question A.21 *If a "regional, state, local or tribal agency" applies, it has to be one of those entities that has jurisdiction over transportation or air quality? Or can it be A local government, such as a municipality?*

Answer: Yes, with both "jurisdiction" and "Agency" used informally. A local government, such as a municipality, would be eligible.

Date Posted: Thursday, April 09, 2009

Question A.22 *How does EPA define "jurisdiction over air quality" for a municipality?*

Answer: Municipalities are eligible entities.

Date Posted: Thursday, April 09, 2009

Question A.23 *Are state energy offices eligible for funding?*

Answer: Yes.

Date Posted: Thursday, April 09, 2009

Question A.24 *Do all school buses qualify for these grants, including private schools?*

Answer: Yes, in general, all school buses and school districts are eligible to apply under the National Clean Diesel Funding Assistance Program. Please refer to RFA for eligibility details.

Date Posted: Thursday, April 16, 2009

Question A.25 *Can the city department of public works, which oversees transportation projects be eligible, or does the applicant have to be a regional transportation planning entity?*

Answer: From the information you provided, if the public works department oversees transportation projects, they would be an eligible entity.

Date Posted: Thursday, April 16, 2009

## B. Project Eligibility

### i. Emerging Technologies

Question Bi.1 *What technologies are eligible for funding under this RFA?*

Answer: Under this grant program, funding is restricted to the use of emerging

technologies only. An emerging technology is a device or system that reduces emissions from diesel engines or diesel engine powered vehicles or equipment that has not been certified or verified by EPA or the California Air Resources Board (CARB), but for which an approvable application and test plan have been submitted for verification. Only those technologies that have been approved and placed on EPA's Emerging Technology List, found at [www.epa.gov/cleandiesel/prgemerglist.htm](http://www.epa.gov/cleandiesel/prgemerglist.htm), qualify as emerging technologies for the purpose of this funding solicitation. If you want to apply to be on EPA's Emerging Technology list, go to <http://www.epa.gov/otaq/diesel/prgemerg.htm#application> and follow the instructions for manufacturers. To apply to EPA for a grant under this program, go to: <http://epa.gov/otaq/eparecovery/progmerge.htm#rfa>

Date Posted: Wednesday, April 01, 2009

Question Bi.2 *Can a hydrogen generation system qualify as an Emerging Technology?*

Answer: Yes, however, based on EPA's experience with testing hydrogen vehicles, there are numerous safety precautions that must be taken. In addition, oxygen and hydrogen gas may pose significant safety risks. Therefore, prior to proceeding further in the verification/Emerging Technology process, EPA requests an independent safety analysis from a qualified expert. The laboratory should be a Nationally Recognized Testing Facility (NRTL) and be certified to follow appropriate standards set by Federal Regulatory Agencies such as OSHA, NIOSH, NFPA. This analysis should include, but is not limited to: analysis for potential for ignition and/or combustion, the dissipation rate of the hydrogen oxygen mixture, analysis of any leakage potential including any seepage of hydrogen through any materials used to construct the system (i.e. tubing), the maximum volume of hydrogen and oxygen that may be present throughout the system, the maximum pressure of gases at any given time included the possibility of gas build-up due to system failure evaluation of potential safety hazards. Additionally, the manufacturer of the system should work with NHTSA to determine that the design of this system is not in violation of safety requirements for motor vehicles and details on any applicable DOT regulations.

Date Posted: Wednesday, April 01, 2009

Question Bi.3 *Are we able to apply for funds related to Exhaust Gas Recirculation (EGR) equipment we have installed on our fleets from 2000-2009?*



Answer: No. The funding is for future improvements to diesel fleets and equipment. However, any experience you have can be used to demonstrate your programmatic capability and experience.

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Question Bi.4 *Is LNG (post-combustion) eligible for placement on the Emerging Technologies List?*

Answer: No, however LNG is an alternative fuel that is eligible under the National Program.

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Question Bi.5 *It is my understanding that Hydraulic Hybrids can qualify as an emerging technology. Since it is a total system, does every component have to be included (hydraulic unit, storage unit, control system) have to be specified to get on the Emerging Technologies List?*

Answer: Heavy-duty hydraulic hybrid vehicles as well as other types of heavy-duty hybrid vehicles may qualify as an emerging technology if all of the applicable criteria are met. Because the entire system and specific vehicle application may have unique operating characteristics, every component as well as the vehicle specifications must be specified to address the need for a complete application for verification to be included on the Emerging Technology List.

Date Posted: Thursday, April 09, 2009

Question Bi.6 *Are new technology related to reducing carbon emissions from over the road trucks thru anti-idling laws not federally mandated yet, but mandated in 17 states eligible for this RFA?*

Answer: No. Pursuant to Section 792(d)(2) of the Act of 2005, no funds awarded under this RFA shall be used to fund the costs of emissions reductions that are mandated under Federal, State or local law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines or equipment. If the project takes place in an affected area, or includes affected vehicles, engines or equipment, the Applicant must clearly demonstrate that emission reductions funded with EPA funds:

a. will be implemented prior to the effective date of the mandate; and/or

b. are in excess of (above and beyond) those required by the

applicable mandate.

Date Posted: Thursday, April 09, 2009

Question Bi.7 *Could you please clarify the use of funds for verified technologies, when the possible use of those technologies may not be in specific accord with the category the device has been verified. Example: May an agency interested in funding the retrofit of off-road equipment use program grant funds for a device "verified" for On-road applications?*

Answer: No. You must use the technology within its proper verification criteria.

Date Posted: Thursday, April 09, 2009

Question Bi.8 *We are an eligible entity and we have a local company that has come up with something that is not on the EPA verified list? Can we apply if the product has been submitted but is not yet on the Emerging Technology List?*

Answer: You could submit an application that includes a technology that is pending verification. HOWEVER, realize that if the technology does not get on the Emerging Technology List by the close of the RFA, your application would automatically be ineligible.

Date Posted: Thursday, April 09, 2009

Question Bi.9 *Would an APU qualify for the Emerging Technology Program?*

Answer: No. An Emerging Technology, by law, is a technology that has never been verified or certified by EPA or the California Air Resources Board. Auxiliary Power Units have already been verified (<http://www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm>) and thus are not eligible as an emerging technology.

Date Posted: Thursday, April 09, 2009

*New* Question Bi.10 *Can a project include the use of retrofit technologies that are different than the specific products included on the EPA or ARB verified retrofit technology lists or the Emerging Technologies List? For example, can a new or different system from a manufacturer with a verified product be used if the verified product is not acceptable for a particular vehicle? Can a verified technology be used on a vehicle or nonroad application when the verification list shows the applicability is limited to only certain engines?*

Answer: Only technologies specifically listed on the EPA or ARB verified retrofit technologies list may be used in projects. Projects must use verified retrofit technologies within the applicability described on the verified

list. The applicability describes scope of coverage for verification, and technologies are not considered verified when used outside of the specified listing. Specific products on the Emerging Technologies List may only be used in projects under the Emerging Technologies RFA.

Date Posted: Thursday, April 23, 2009

*New* Question Bi.11 *Can an eligible entity get a confirmation from EPA that a technology vendor will or will not be approved for the Emerging Technologies List or the Verified Technologies List?*

Answer: No. For information on the status of a technology pending verification on the Emerging Technologies List, please contact that manufacturer. The manufacturer should be able to provide a copy of recent email correspondence from EPA that will provide insight as to if their technology may be verified soon.

Date Posted: Thursday, April 23, 2009

*New* Question Bi.12 *We heard a comment that SCR systems would not be considered for applications submitted from eligible entities in colder climates. Is this a true statement?*

Answer: Eligible entities should review stated in the Acceptance Letter for the required Operating Criteria of the technology, available on-line <http://www.epa.gov/cleandiesel/prgemerglist.htm>.

Date Posted: Thursday, April 23, 2009

*New* Question Bi.13 *Are all of the following eligible diesel engines under this RFA:*  
*1. Those producing energy at one site*  
*2. Those producing energy at multiple sites as portable equipment for construction projects*  
*3. Those producing energy on-board a mobile source, but not necessarily providing motive power*

Answer: Yes, these are eligible diesel engines.

Date Posted: Thursday, April 23, 2009

*New* Question Bi.14 *Will non-diesel technologies that replace stationary diesel generators used for energy production be considered eligible, provided they are approved as emerging technologies by the EPA and achieve significant on-site emission reductions?*

Answer: Only technologies on the Emerging Technology List may qualify for use under this funding announcement.

Date Posted: Thursday, April 23, 2009

*New* Question Bi.15 *Will non-diesel technologies that "hybridize" (i.e., sit in front of existing stationary diesel generators so the generators will be used less frequently) be considered eligible, provided they are approved as emerging technologies by the EPA and achieve significant on-site emission reductions?*

Answer: Only technologies on the Emerging Technology List may qualify for use under this funding announcement.

Date Posted: Thursday, April 23, 2009

ii. Clean and Alternative

Question Bii.1 *Does "conventional diesel fuel" include low sulfur diesel (LSD)? In other words, can funding be used to displace LSD with ultra low sulfur diesel (ULSD) fuel (with less than 15 parts per million sulfur) use in off-road construction vehicles?*

Answer: Yes. You can use the grant funds to offset the cost of ULSD in non-road equipment. However, note that ULSD is required in 2010 so funds cannot be used for ULSD in some off-road scenarios after 2010. Only the incremental cost may be eligible.

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Question Bii.2 *Can you include cost differential in the application even though you are already purchasing ULSD or biodiesel at a premium?*

Answer: EPA will cover the cost differential for new fuel contracts or changes to existing contracts. If an entity is already purchasing biodiesel or ULSD at a premium, EPA will not provide reimbursement for that activity. However, EPA will pay the cost differential associated with renewing, extending or obtaining a new contract for cleaner fuel.

Date Posted: Wednesday, April 01, 2009

Question Bii.3 *Can an entity apply to fund the manufacturing process of biodiesel (or another cleaner fuel)?*

Answer: No. This competition is intended to be for implementation of verified or certified diesel emissions reduction technologies, and is not intended to fund the manufacture, research, or development of those emission reduction technologies (fuel, equipment, etc.). Section II (E) of the RFA lists other funding restrictions and requirements.

Date Posted: Wednesday, April 01, 2009

## C. Application Process

### Question C.1 *Where do I get an RFA and where do I send the proposal?*

Answer: The Request for Applications (RFA) can be downloaded at EPA's web site: <http://www.epa.gov/otaq/eparecovery/index.htm> and is also available through [www.grants.gov](http://www.grants.gov). The RFA contains information on how to submit an application and where to submit it. Please make sure you use the most recent version of the RFA when preparing your application since it has been slightly modified since it was originally posted on March 19, 2009.

Date Posted: Wednesday, April 01, 2009

### Question C.2 *Where do I find the actual form to submit the grant?*

Answer: Please go to [www.epa.gov/ogd/AppKit/application.htm](http://www.epa.gov/ogd/AppKit/application.htm). You will find all the forms and the process to apply for funds under this RFA. Section IV (B) of the RFA includes detailed instructions on submission and application process.

Date Posted: Wednesday, April 01, 2009

### Question C.3 *What is an example budget for the SF-424A?*

Answer: The proposed budget must have budget categories that reflect those on the SF- 424A. An example of a detailed budget is provided as Appendix A of the RFA. The budget should indicate what portion of the cost will be paid by EPA, and what portion will be paid by the applicant or other partners. Leveraged funds are not included in the approved budget for the project.

Date Posted: Wednesday, April 01, 2009

### Question C.4 *How do I demonstrate that an area is economically disadvantaged?*

Answer: One way to demonstrate that an area is economically disadvantaged is to cite data from the U.S. Census Bureau Web site ([www.census.gov](http://www.census.gov)) concerning the percent of area residents living in poverty. The Area Profile tool on this Web site can provide this statistic, as can using the Bureau's Small Area Income and Poverty Estimates Web site (<http://www.census.gov/hhes/www/saipe/saipe.html>).

Date Posted: Wednesday, April 01, 2009

Question C.5 *Is there a required match when applying for funding?*

Answer: There is no general match requirement for this program.

Date Posted: Wednesday, April 01, 2009

Question C.6 *Past Performance: Is it necessary to list every federally funded grant the applicant has received in the last 3 years, if the applicant is a large organization that has received a large number of grants?*

Answer: No. If the applicant has performed grants that are not similar in size, scope and/or relevance to the proposed project, it is not necessary to list them. And the RFA says to list not more than 3.

Date Posted: Wednesday, April 01, 2009

Question C.7 *Past Performance: What if the applicant has received grants similar in scope, size and relevance, but the agreement was closed out more than 3 years ago? Can they still be listed?*

Answer: The RFA specifies that they must have been performed in the last 3 years. Agreements that were implemented and closed out more than 3 years ago will not be considered in the scoring process.

Date Posted: Wednesday, April 01, 2009

Question C.8 *Is the project implementation timeline presented in the grant announcement and running from June 9, 2009 to September 30, 2010 a requirement for a) the obligation of money to a project b) the beginning of project work c) the substantial completion of a project d) the completion of a project?*

Answer: The Sept 30, 2010 date is a goal for the work to be completed, with 90 days for the last invoicing and final technical report and wrap-up of the project. If the work is not completed, the organization can ask EPA for a no-cost extension to complete the work. The Recovery Act appropriation expires on September 30, 2010, so EPA cannot obligate any Recovery Act funds after that date.

Date Posted: Wednesday, April 01, 2009

Question C.9 *We are having trouble getting prices for the 2010 buses. How do we handle that in an application?*

Answer: Obtain the best estimates you can using your existing procurement programs.

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Question C.10 *Can you put outputs and outcomes in table form?*

Answer: Yes. You should make sure that you adequately explain the benefits of your project, in addition to the table.

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Question C.11 *Are applicants required to submit the Lobbying Certification when they submit their proposal package?*

Answer: Yes. The required application materials are listed in Section IV.C of the RFA.

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Question C.12 *How do we calculate job creation/retention?*

Answer: An applicant will only have to measure and report on jobs created/retained as a direct result of the project funding (recipients and tier one sub-grantees or contractors). In the application, the applicant must demonstrate how the proposed project will promote economic recovery and job creation and/or preservation.

Date Posted: Wednesday, April 01, 2009

Question C.13 *Is there a maximum amount of program administration funding that an eligible entity can request?*

Answer: No. However this will affect "cost-effectiveness" which is a criterion against which applications will be evaluated.

Date Posted: Wednesday, April 01, 2009

Question C.14 *Please provide a description of the Vehicle Classes 5, 6, 7, 8, 8A and 8B as used in the optional Applicant Fleet Description spreadsheet.*

Answer: Check Appendix A, Table A.2 of the Diesel Emissions Quantifier User's Guide ( <http://cfpub.epa.gov/quantifier/view/userguide.cfm> ).

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Question C.15 *Is our Clean Fuel Technology registration equivalent to being on the Emerging Technology list? If not, what do we need to do to be on the list and is there an expedited process for Clean Fuel Technology-registered products?*

Answer: Registration is not the equivalent to being the Emerging Technology (ET) list. Information on the ET program & ET verification process is at <http://epa.gov/cleandiesel/prgemerg.htm>

Date Posted: Wednesday, April 01, 2009

Question C.16 *Is the “test-plan to evaluate our product” (required for the Emerging Technologies grant program) the same as our test plan to complete EPA-verification or is it a test plan to evaluate our product under different protocols or standards?*

Answer: The emerging technology test plan is the same test plan used for the verification process. Note: a complete application to the National Clean Diesel Campaign's verification process is necessary to develop an appropriate test plan.

Date Posted: Wednesday, April 01, 2009

Question C.17 *What entities are eligible to perform the EPA-verification and/or the evaluation of our product (i.e. EPA labs, State ecology or environmental agencies, universities, engineering firms)?*

Answer: The verification test program would be through the Environmental Technology Verification (ETV) process. Southwest Research Institute is the current organization conducting ETV testing for this process. See [www.EPA.gov/ETV](http://www.EPA.gov/ETV) for more information.

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Question C.18 *As potential applicants, are we able to see previous test-plan submissions?*

Answer: There are test reports under the Air Pollution Control Center's section of the ETV Program. The test plan is developed in accordance with the appropriate protocols for the specific technology and intended application. The verification process and protocols are described at <http://epa.gov/otaq/retrofit/verif-process.htm>

Date Posted: Wednesday, April 01, 2009

Question C.19 *Is there ample time to get on the list prior to the awarding of DERA funds?*

Answer: Timing for placement on the ET list depends on a number of factors. Manufacturer's interested in being listed on the ET list should visit the website <http://www.epa.gov/cleandiesel/prgemerg.htm> for more information.

Date Posted: Wednesday, April 01, 2009

Question C.20 *Do VIN numbers have to be included in the application?*



Answer: You have to identify the fleet that you are replacing or retrofitting. This is necessary to check emission calculations and to demonstrate that you have thoroughly developed your proposal.

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Question C.21 *Does the "50% for public fleets" restriction apply to all DERA funding categories?*

Answer: DERA legislation requires that 50% of the funds for the National program be used for the benefit of public fleets. The 50% applies nationally across all eligible vehicles and the National funding programs of DERA (National, SmartWay, and Emerging Technologies). Since the 50% is a national target, applicants do not have to meet any specific percentage regarding public fleets in their application.

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Question C.22 *How many vehicles make a fleet?*

Answer: One or more vehicles, engines (i.e. APUs), and/or equipment (i.e. stationary generator).

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Question C.23 *Are private utilities (such as an electricity distribution company) fleets considered "public fleets"?*

Answer: Vehicles that serve a public purpose can be considered a public fleet. However, a private company is not an eligible entity and must partner with an eligible entity to apply for this RFA.

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Question C.24 *The EPA Diesel Emission Quantifier on EPA's website can calculate the emissions contributed from the project vehicles, and the emissions reduced through the project, but I can not find in the RFA where this information would need to be placed in the project narrative. Is this information required, and where in the narrative should the information be placed?*

Answer: The information is required in the Project Narrative, as outlined in Section IV.C.2.b.vii "Results: Outputs and Outcomes." In addition, the section on National Programmatic Priorities Section IV.C.2.b.iii.2 asks for information on cost-effectiveness, which can be calculated using EPA's DEQ.

Date Posted: Thursday, April 09, 2009

Question C.25 *If a substantial portion of your project will be completed by September 1, 2009, can I include a second phase for the summer of 2010?*

Answer: Yes. All projects must be completed by September 30, 2010, however. Both phases of the project should be included in the Statement of Work and budget documents.

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Question C.26 *If an eligible entity partners with a private fleet owner for a project and the project is selected, how is the funding distributed? In other words, would the eligible entity or the fleet owner have to come with their own capital first and then get reimbursed, or is a check simply given to the eligible entity?*

Answer: The funding for this program will go directly from EPA to the eligible entity. Once the recipient is awarded the grant, the recipient organization commences work. As the work is completed, the recipient presents invoices to EPA and funds are transferred to the recipient within three business days.

So in a way, yes there is a reimbursement procedure, but it has a very short turnover rate.

Date Posted: Thursday, April 09, 2009

Question C.27 *We are a metropolitan planning organization who is compiling an application on behalf of multiple entities. The RFA indicates that "subrecipients (first-tier) must have a DUNS number". Does this mean that, if awarded, all our subgrantees must have a DUNS number? Also, would all our subgrantees be required to maintain a profile in the Central Contractor Registration database?*

Answer: Yes, all subgrantees must have a DUNS number for purposes of reporting activities for these ARRA DERA grants. However, only subcontractors would be required to maintain a profile in the Central Contractor Registration database.

Date Posted: Thursday, April 09, 2009

Question C.28 *For equipment, should I break out my equipment, separately from the contractual even if I plan to pay for the equipment and installation in the same invoice?*

Answer: Yes. This is because you are purchasing goods instead of services

from the contractor.

Date Posted: Thursday, April 09, 2009

Question C.29 *Past experience with EPA grant: My grant with the EPA was set up using the words milestones and goals--do I need to convert this language to outcomes and outputs to avoid missing out on points?*

Answer: The RFA specifies a number of items in the project narrative that are required to receive consideration under the evaluation criteria, including outcomes and outputs.

Date Posted: Thursday, April 09, 2009

Question C.30 *The checklist provided for applications requests: "Quality assurance narrative statement, if applicable"*

*I have not been able to find anything in the RFA providing guidelines as to what circumstances would require this. Can you please advise?*

Answer: Quality Assurance requirements apply to projects that collect environmental data, such as testing or monitoring. Testing and monitoring are not eligible activities under the National Clean Diesel Funding Assistance Program and the SmartWay Clean Diesel Finance Program - therefore the Quality Assurance narrative statement is not applicable to these programs

Date Posted: Thursday, April 16, 2009

Question C.30 *Leveraged resources and project partners: Would it be appropriate to discuss complementary educational programs regarding air quality funded by other sources? Could you provide an example.*

Answer: You do need to explain any other sources of funding that are going into the project. For instance, if you are doing school bus retrofits and the school district is contributing a certain amount of money to print educational pamphlets for students and parents, you should include that in your application as a leveraged resource.

Date Posted: Thursday, April 09, 2009

Question C.31 *I am filling out the SF- 424 application for the National Clean Diesel Funding Assistance Program. I do not know where to get the Funding Opportunity Number (#12) or the Competition Identification Number (#13) and the titles. Can someone tell me where I can locate this information?*

Answer: This information is located on the first page of the RFA.

Date Posted: Thursday, April 09, 2009

Question C.32 *How do we determine if we are in a "high population density" area and/or in a "poor air quality area (including non-attainment or maintenance of national ambient air quality standards for a criteria pollutant or toxic air pollutant concerns"?*

Answer: Consult your State Air Agency and/or EPA's web site for more information (<http://www.epa.gov/air/oaqps/greenbk/>).

Date Posted: Thursday, April 09, 2009

Question C.33 *For the cost effectiveness calculation, do we use the total project cost or do we just use the EPA grant funding request which is lower than total cost (ie total cost vs. grant funding for cost in CE).*

Answer: For more information, see VIII. Other Information, "A. Quantifying Environmental Outputs, 2. Cost-Effectiveness Calculation," in the RFA.

Date Posted: Thursday, April 09, 2009

Question C.34 *In my reading the RFA and the instructions, there was no mention of using the grant.gov to file the application. Is filing the proposal by way of grant.gov an option for those who have registered and have access to grant.gov?*

Answer: You may not use grants.gov to apply for this RFA.

Date Posted: Thursday, April 09, 2009

Question C.35 *What is the minimum font size that can be used in preparing the Project Narrative?*

Answer: There is no minimum font size specified, but please be kind and use something legible. In the past we suggested Times New Roman 12.

Date Posted: Thursday, April 09, 2009

Question C.36 *The DEQ have buttons for B-20 and B-100 but nothing in between. The RFA indicates that any blend of Biodiesel (B-5 to B100) is eligible. Are any blends eligible or just B20 and B100. How do I use the DEQ to calculate emission reductions?*

Answer: Yes, any blend of Biodiesel is eligible. However, the DEQ at this time is not able to accommodate blends other than B20 and B100. Realize that the DEQ is simply a tool for estimates and you are welcome to seek out other tools that may be more geared toward fuels.

Date Posted: Thursday, April 09, 2009

Question C.37 *We are a manufacturer on the ET list and are limited in scope to only two diesel engines. Would a proposal (submitted thru a proper entity) where the work plan includes development of real world data on engines outside of our current scope be acceptable as a valid proposal? Our aim would be to better understand the potential application of this technology over a broader range of diesel engines and to determine if bigger horse power engines require a different sized component.*

Answer: In order for a technology listed on the Verified Technologies List or the Emerging Technologies List to be an eligible technology, it must be applied to the approved application for that technology. Any proposal that suggests technologies from either list applied to an unapproved vehicle will be deemed ineligible.

Date Posted: Thursday, April 09, 2009

Question C.38 *If EPA does not award grants for all \$20 million of designated ARRA funds for emerging technologies (i.e. not enough applications meet all eligibility criteria), will those funds carryover to the late summer FY 09 RFA?*

Answer: No. Those funds will roll over to the Recovery Act National Program competition (EPA-ARRA-OAR-OTAQ-09-06).

Date Posted: Thursday, April 09, 2009

Question C.39 *What kind of paper work do you need to show for a public private partnership?*

Answer: There is no specific requirement for agreements between partners. However, a letter of support from the partnering organization which details what activities they will perform does help demonstrate that there is a good partnership and commitment to perform the proposed tasks.

Date Posted: Thursday, April 09, 2009

Question C.41 *In regards to the Budget Detail section of the work plan, do we have to list the personnel staff and their salaries if we are only requesting funding for the equipment and installation cost?*

Answer: The budget detail section of the workplan must contain all federal funds requested as well as any mandatory cost-share funds. There is no requirement to list additional costs if they are not part of the federal share or mandatory cost-share. Please see Section III.B of the RFA

for additional information on cost-share and leveraged resources.

Date Posted: Thursday, April 16, 2009

Question C.42 *The “award offer,” signed by the EPA Award Official, is identified as an “authorizing document.” At what point, if at all, does a grant applicant have the opportunity to review the award offer and decline the award offer? Does an applicant have the ability to reject a cooperative agreement or grant offered by EPA after the EPA’s evaluation of its application? Will the cooperative agreements or grants with the EPA specifically designate the federal laws that shall apply to the applicant, and/or contain negotiable terms?*

Answer: An applicant may withdraw their application at any point in the review, evaluation, and award process. If an applicant is selected for award, the award documents and all applicable Terms and Conditions must be signed and returned to EPA as an official acceptance of the award.

Date Posted: Thursday, April 16, 2009

Question C.43 *Does the EPA want applicants and partners of funding to report progress over the Central Data Exchange ([www.exchangenetwork.net](http://www.exchangenetwork.net))? If not, what is the CDX to be used for as it is mentioned in VI.J of the RFA? Does it have any bearing with the application?*

Answer: If an applicant receives an award, the final reporting requirements and methods will be defined in the Terms and Conditions of the award (and may or may not require the use of the CDX). Applicants do not need to provide information about the CDX in their application.

Date Posted: Thursday, April 16, 2009

Question C.44 *On the application checklist, Biographical Sketch is one of the items to be checked, but the RFA does not reference what a biographical sketch is. Also, it has Complete Application Receipt Letter (if you want to receive notification of receipt). Please provide more information on what is required for the biographical sketch and application receipt letter.*

Answer: The application content instructions allow for the optional attachment of resumes for key personnel named in the application. A biographical sketch and a resume are considered the same thing.

If an applicant wishes to receive notification that EPA received the application, the applicant should draft a letter of receipt to be signed by EPA upon receipt of the application and mailed back to the

applicant.

Date Posted: Thursday, April 16, 2009

Question C.45 *Are applicants required to use the EPA fleet description spreadsheet provided at:*

*<http://www.epa.gov/otaq/diesel/documents/appl-fleet-2009.xls>  
or may they provide a spreadsheet in their own format?*

Answer: We definitely encourage all applicants to use the Applicant Fleet Description spreadsheet, especially if there are a large number of fleets. However, use of the spreadsheet is optional, not mandatory.

Date Posted: Thursday, April 16, 2009

Question C.46 *Is there a Minority Business Enterprise/Woman Business Enterprise (MBE/WBE) goal or is it waived because my application is only purchase and installation.*

Answer: Yes, this program has a MBE/WBE requirement. The rule (40 CFR Part 33) applies to procurement under grants. If the grantee is not involved in any procurement, they still have to report. Information and forms can be found on: <http://www.epa.gov/osbp/grants.htm>

Date Posted: Thursday, April 16, 2009

Question C.47 *For the purpose of this grant, what is the definition of an "Environmental Justice Area"?*

Answer: This RFA does not request information on "Environmental Justice Areas." Under this RFA, programmatic priorities include projects that are in areas: with high population density, that are poor air quality areas (including nonattainment or maintenance of national ambient air quality standards for a criteria pollutant; Federal Class I areas; with toxic air pollutant concerns); that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers or that use a community-based multi-stakeholder collaborative process to reduce toxic emissions.

Date Posted: Thursday, April 16, 2009

Question C.48 *When using the Diesel Emissions Quantifier, only verified technologies are available on the technology pull-down menu. Are emerging technology applicants supposed to manually insert projected emissions reductions in the HC, PM, CO, etc. areas?*

Answer: Yes. Please refer to RFA for specific instructions.

Date Posted: Thursday, April 16, 2009

*New* Question C.49 *We are a state government agency with a competitive procurement requirement. Our exception process is rigorous and lengthy (1 year). If the funds are granted to us, the state procurement regulations apply. We would like to submit a grant application that does not commit us to a specific manufacturer. Instead of identifying a specific emerging technology from your list, can we submit an application that would identify a minimum percent emission reduction for each emission type(s)?*

*or*

*Instead of identifying a specific emerging technology from your list, can we submit an application that would identify two or three similar approved emerging technologies from your list?*

Answer: The technology must be identified in the proposal. Only technologies listed on the Emerging Technology List are eligible for use under this competition announcement.

Date Posted: Thursday, April 23, 2009

*New* Question C.50 *Would a project that proposes to do a request for applications among the emerging technology manufacturers, and requires the emerging technology manufacturers to coordinate with fleets and submit a proposal that meets the guidelines of the RFA be an eligible project. The fleets or the emerging technology manufacturer will not be selected until the RFA gets sent out and proposals are evaluated, which will be done after an award is announced from the EPA. Will this be allowed, or is a project ineligible unless a fleet and emerging technology manufacturer are already selected as partners.*

Answer: The technology must already be selected and documented in the proposal. The specific vehicles do not have to be selected, but the proposal should demonstrate that the general category of proposed vehicles will work with the selected technology.

Date Posted: Thursday, April 23, 2009

*New* Question C.51 *In Section IV.C.3 of the RFA, titled "Applicant Fleet Description", the RFA asks to describe the fleet targeted for the project. If the proposal targets stationary diesel power generators, what should be included here? For example, should the proposal describe the number of stationary generators that will be targeted? Is any other information on*



*the stationary generators required?*

Answer: Please refer to the Applicant Fleet Description for more a suggested way of identifying specifics about a fleet (<http://www.epa.gov/otaq/diesel/documents/appl-fleet.xls>)

Date Posted: Thursday, April 23, 2009

#### D. Recovery Act Requirements

##### i. Requirements for Infrast

Question Di.1 *What projects constitute "infrastructure investments"?*

Answer: Certain Diesel Emission Reductions Act (DERA) projects may be considered infrastructure investments for purposes of the Recovery Act under the Agency's interpretation of the term "infrastructure". The term infrastructure refers to the substructure or underlying foundation or network used for providing goods and services; especially the basic installations and facilities on which the continuance and growth of a community, State, etc., depend. Examples include roads, water systems, communications facilities, sewers, sidewalks, cable, wiring, schools, power plants, and transportation and communication systems. The DERA program provides funding for diesel emissions reductions projects that generally do not constitute infrastructure investments. Truck Stop Electrification (TSE) projects and diesel emissions reductions projects for heavy generators used in public energy production are considered to be infrastructure investments.

Date Posted: Friday, April 17, 2009

Question Di.2 *The project I am proposing is for an infrastructure investment. What additional requirements must I satisfy because of the type of project that I have proposed?*

Answer: If you are proposing an infrastructure investment project, in your proposal you must give preference to activities that can be started and completed expeditiously, including a goal of using at least 50 percent of the funds for activities that can be initiated not later than June 17, 2009 (If a project is an infrastructure investment, the grantee must comply with Division A, Title XVI, §1602 of Preference for Quick-Start Activities). Additionally, grant recipients that are State or local governments must complete a certification for infrastructure investment projects in order to receive funding for the infrastructure investment project (if the grantee is a State or local government and the project is an infrastructure investment, then the grantee must also comply with Recovery Act Division A, Title XV, Subtitle A, §1511 of

Certifications). There are also reporting requirements applicable to infrastructure investments (If the grantee is a State or local government conducting a project that constitutes an infrastructure investment, there are additional reporting requirements for the infrastructure investment imposed under the Recovery Act Division A, Title XV, Subtitle A, §1512(c)(3)(E)).

Date Posted: Friday, April 17, 2009

Question Di.3 *Our grant would be for a competition for subgrant projects. Since the competition has not happened, we don't know if there will be subgrants involving infrastructure investments. What should we do?*

Answer: More information will be provided after award in the Terms and Conditions of the grant if the project could possibly include an infrastructure investment.

Date Posted: Friday, April 17, 2009

ii. Buy American Require

Question Dii.1 *What projects are subject to the "Buy American" provision of ARRA?*

Answer: Only projects conducted by governmental entities constitute "public" projects subject to the Buy American provision. If your project does not involve public buildings or public works of a governmental entity (governmental entities include the United States; the District of Columbia, commonwealths, territories, and minor outlying islands of the United States; State and local governments; and multi-State, regional, or interstate entities which have governmental functions), then your project will not be subject to the Buy American provision. If you are using Recovery Act funds for a project for the construction, alteration, maintenance, or repair of a public building or public work, all of the iron, steel, and manufactured goods for that project must be produced in the United States. In certain circumstances, EPA may grant a waiver from this requirement.

Date Posted: Friday, April 17, 2009

Question Dii.2 *What type of project could I propose under this RFA that would constitute a "public building" or "public work" subject to the Buy American provision?*

Answer: The Diesel Emissions Reduction (DERA) program provides funding for diesel emissions reductions projects that generally do not meet the definition of public building or public work ('public building' and 'public work' mean a public building of, and a public work of, a governmental

entity. These buildings and works may include, without limitation, bridges, dams, plants, highways, parkways, streets, subways, tunnels, sewers, mains, power lines, pumping stations, heavy generators, railways, airports, terminals, docks, piers, wharves, ways, lighthouses, buoys, jetties, breakwaters, levees, and canals, and the construction, alteration, maintenance, or repair of such buildings and works).

Truck Stop Electrification (TSE) projects and diesel emissions reductions projects for heavy generators (such as those used in public energy production) are considered to be public works when a governmental entity is conducting the project. In those cases, all of the steel, iron, or manufactured goods purchased for the construction, alteration, maintenance, or repair of a those public works must be produced in the United States (the Buy American provision, however, will not be applied if doing so is inconsistent with United States obligations under international agreements. Additionally, EPA, in certain circumstances, may waive the Buy American provision).

Date Posted: Friday, April 17, 2009

Question Dii.3 *What if I think the Buy American provision is not applicable to my proposal?*

Answer: You may request a determination regarding the inapplicability of the Buy American provision by submitting a request to the award official in time to allow a determination before submission of applications or proposals. The information and supporting data that must be submitted is set forth in OMB regulations (see paragraphs (c) and (d) of the award term and condition at 2 CFR 176.140). If you have not requested a determination regarding the inapplicability of the Buy American provision before submitting your application or proposal, or you have not received a response to a previous request, you must include the information and supporting data in the application or proposal.

Date Posted: Friday, April 17, 2009

Question Dii.4 *Our grant would be for a competition for subgrant projects. Since the competition has not happened, we don't know if there will be subgrants involving public works projects. What should we do?*

Answer: More information will be provided after award in the Terms and Conditions of the grant if the project could possibly include a public works project.

Date Posted: Friday, April 17, 2009

Question Dii.5 *Where can I find more information about the Buy American provision?*

Answer: OMB has issued regulations regarding the Buy American provision of the Recovery Act that are codified at 2 CFR Part 176, Subpart B.

Date Posted: Friday, April 17, 2009

### iii. Wage Rate Requireme

Question Diii.1 *What is the wage rate requirement imposed by the Recovery Act?*

Answer: The Recovery Act requires that all laborers and mechanics employed by contractors and subcontractors on projects funded directly by or assisted in whole or in part by and through the Federal Government pursuant to the Recovery Act be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Department of Labor. The Davis-Bacon Act requires contractors or their subcontractors of projects costing \$2,000 or more to pay laborers and mechanics employed directly upon the site of the work no less than the locally prevailing wages and fringe benefits schedule set by the Department of Labor. Section 1606 of the Recovery Act explicitly expands the coverage of the Davis-Bacon Act to include all "projects funded directly by or assisted in whole or in part by and through the federal government". Contractors and subcontractors of entities receiving assistance awards (such as grants and cooperative agreements) funded with any amount provided by the Recovery Act are required to abide by the requirements of the Davis-Bacon Act. The Department of Labor (DOL) is currently developing further guidance related to the Davis-Bacon Act in relation to Recovery Act funding. For more information on the Davis-Bacon Act generally, as well as more detailed information on requirements for contractors and agencies, go to <http://www.dol.gov/esa/whd/contracts/dbra.htm>. Initial inquiries concerning the applicability of Davis-Bacon requirements to your DERA project should be directed to EPA.

Date Posted: Friday, April 17, 2009

Question Diii.2 *Where can I find more information about the Wage Rate Requirements imposed by the Recovery Act?*

Answer: OMB has issued regulations regarding the Wage Rate provision of the Recovery Act that are codified at 2 CFR Part 176, Subpart C.

Date Posted: Friday, April 17, 2009

### iv. Reporting Requireme

Question Div.1 *If I receive a grant award under this competition, will there be additional reporting requirements because my grant is funded with funds from the Recovery Act?*

Answer: Yes. There are reporting requirements and records retention requirements unique to the Recovery Act.

Date Posted: Friday, April 17, 2009

Question Div.2 *Where can I find more information about the reporting requirement imposed by the Recovery Act?*

Answer: OMB has issued regulations regarding the reporting requirement imposed by the Recovery Act that are codified at 2 CFR Part 176, Subpart A.

Date Posted: Friday, April 17, 2009