

## **Northeast Diesel Collaborative 2007 RFP Questions and Answers**

**Q:** Our vehicles are subject to a local law requiring retrofits; are these vehicles eligible for funding under the grant?

**A:** Grant funding must not be used for the purposes of meeting any legal mandate (such as federal, state or local regulations or settlement agreements). Grant funding may be used for control measures that go above and beyond or in addition to what is mandated by law. Proposals involving vehicles or equipment that are subject to any legal mandated should clearly demonstrate how the proposed project will achieve diesel emission reductions above those required by the law.

**Q:** Can a public school system which contracts its transportation services with a private bus company apply in partnership with the company to retrofit the buses that are used in that district?

**A:** Yes. The school district must be the applicant. The Statement of Work should describe the plan for working with the company to retrofit the buses. A letter of support from the company is recommended. The school district may partner with more than one private bus company.

**Q:** Is the specific air quality information available for my city/town?

**A:** EPA air quality data is available on a County level through AirData ([www.epa.gov/air/data/index.html](http://www.epa.gov/air/data/index.html).) You should check with your State air quality agency regarding the availability of more localized data.

**Q:** The RFP defined idle reduction technology as, “the installation of a technology or device that (1) is installed on a vehicle or at a location, (2) is designed to provide services (such as heat, air conditioning, or electricity) to vehicles and equipment that would otherwise require the operation of the main drive engine while the vehicle is temporarily parked or remains stationary.” Does this include Truck Stop Electrification?

**A:** Yes

**Q:** The RFP references a list of idle reduction technologies on the SmartWay website ([www.epa.gov/otaq/smartway/idlingtechnologies.htm](http://www.epa.gov/otaq/smartway/idlingtechnologies.htm).) Are these the only eligible idle reduction technologies?

**A:** No. This listing is for informational purposes only and is not intended to be all inclusive. The products listed are not ranked or verified in terms of fuel savings and emission reductions.

**Q:** I represent a company which manufactures and installs retrofit/idle reduction equipment. Would I be a subcontractor to nonprofit or public entity?

**A:** Successful applicants must use a competitive process for obtaining contracts for services and products and conduct cost and price analyses to the extent required by federal, state or local procurement requirements. All contracts and the purchase of supplies and equipment must be conducted in a manner providing free and open competition, to the maximum extent practicable. As such, applicants should refrain from

mentioning specific technology producers in their proposals. Applicants need only to identify the type of technology in their proposals.

**Q:** The proposal evaluation criteria states that applicants will be evaluated based on the extent to which the proposed project area is in nonattainment or maintenance of national ambient air quality standards for a criteria pollutant. Would a PM nonattainment area weigh heavier than an ozone nonattainment area?

**A:** No.

**Q:** Under the Voluntary Diesel Retrofit Program, can I submit one proposal for two separate projects?

**A:** Yes, as long as the total funding request is below \$150,000 per proposal and each project is eligible.

**Q:** If the grant project period can not start until December 2007, can I fund retrofits on a construction site that has already begun construction?

**A:** Yes. The grant project period is specific to the retrofit activities, not the construction project. The grant program will not reimburse an applicant for work done or equipment purchased prior to the grant project period.

**Q:** Can the NEDC Emission Reduction grant funding be used to supplement a project funded by another grant or agency?

**A:** Yes. However these funds may not be used for matching funds for other federal grants, or vice versa. The project budget should clarify which expenditures will be paid with each source of funding.

**Q:** How do you define sensitive populations?

**A:** Typically, sensitive populations are defined as children, the elderly, areas with high asthma rates, or otherwise compromised individuals that are especially affected by poor air quality.

**Q:** Can a proposal combine clean diesel technology with cleaner fuels?

**A:** Yes.

**Q:** Can a proposal fund an alternative power source for Truck Stop Electrification?

**A:** The grant funding may cover the incremental cost of an alternative fuel source, but grant funding may not be used for the purchase or installation of alternative power infrastructure.

**Q:** Do I have to partner with my State environmental agency to apply for the grant?

**A:** No.

**Q:** Where are the NEDC priorities listed?

**A:** The NEDC's priorities are reflected in Section I.B. Project Categories. Additional information on the NEDC and priority sectors can be found at [www.northeastdiesel.org](http://www.northeastdiesel.org).

**Q:** Does EPA's Diesel Emission Quantifier (<http://cfpub.epa.gov/quantifier/>) calculate emission reductions from on-truck idle reduction technology, or from stationary idle reduction technology (i.e. truck stop electrification)?

**A:** Both.

**Q:** Is a project at the Port of Philadelphia eligible?

**A:** No, Philadelphia is outside of EPA Regions 1 and 2.

**Q:** What are examples of past grant performance?

**A:** Any grant you may have received from a federal agency in the last 3 to 5 years. The examples do not have to be EPA grants and do not have to be environmentally related.

**Q:** An engine upgrade kit seems to fit the definition of a "retrofit" project described in B.2 which covers up to 100% of the project cost, but the engine upgrade kit also seems to fit the description in B.4 for repowers and engine upgrades which are apparently only covered at 50%. I am leaning towards engine upgrade kits being part of B.2 since B.4 references engine disposal which doesn't apply to engine upgrade kits. Is this correct?

**A:** An engine upgrade kit would fall under Section B.4., and is eligible for 50% of the cost of the engine upgrade. The upgrade kit must be EPA or CARB verified. The engine disposal requirement is only in reference to repowers and replacement.

**Q:** Can funding be used to fund partnerships?

**A:** Yes. However, with the exception of partnerships formed by intertribal consortia as defined in 40 CFR 35.502, EPA awards funds to one eligible applicant as the recipient even if other eligible applicants are named as partners or co-applicants or members of a coalition or consortium. The recipient is accountable to EPA for the proper expenditure of funds. Successful applicants must compete contracts for services and products and conduct cost and price analyses to the extent required by the procurement provisions of 40 CFR Part 30 or 31. The regulations also contain limitations on consultant compensation. The fact that an applicant has named a specific contractor or consultant in the proposal EPA approves does not relieve the applicant of its obligations to comply with competitive procurement requirements, nor does it guarantee that costs incurred for such contractor/consultant will be eligible under the grant/cooperative agreement. Please note that applicants may not award sole source contracts to consulting, engineering or other firms assisting applicants with the proposal based solely on the firm's role in preparing the proposal.

Link to 40 CFR Part 30:

[http://www.access.gpo.gov/nara/cfr/waisidx\\_06/40cfr30\\_06.html](http://www.access.gpo.gov/nara/cfr/waisidx_06/40cfr30_06.html)

Link to 40 CFR Part 31:

[http://www.access.gpo.gov/nara/cfr/waisidx\\_06/40cfr31\\_06.html](http://www.access.gpo.gov/nara/cfr/waisidx_06/40cfr31_06.html)

Link to 40 CFR 35.502:

[http://a257.g.akamaitech.net/7/257/2422/22jul20061500/edocket.access.gpo.gov/cfr\\_2006/julqtr/pdf/40cfr35.502.pdf](http://a257.g.akamaitech.net/7/257/2422/22jul20061500/edocket.access.gpo.gov/cfr_2006/julqtr/pdf/40cfr35.502.pdf)

**Q:** Can a recipient use Federal funding for a subaward program?

**A:** Funding may be used to provide subawards (also referred to as subgrants) of financial assistance to fund partnerships provided the recipient complies with applicable requirements for subgrants/subawards including those contained in 40 CFR Parts 30 or 31, as appropriate. Successful applicants cannot use subgrants/subawards to avoid requirements in EPA grant regulations for competitive procurement by using these instruments to acquire commercial services or products from for-profit organizations to carry out its assistance agreement. The nature of the transaction between the recipient and the subgrantee must be consistent with the standards for distinguishing between vendor transactions and subrecipient assistance under Subpart B Section .210 of OMB Circular A-133, and the definitions of subaward at 40 CFR 30.2(ff) or subgrant at 40 CFR 31.3, as applicable. EPA will not be a party to these transactions.

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Link to OMB Circular A-133:

<http://www.whitehouse.gov/omb/circulars/a133/a133.pdf>