

## Questions & Answers

1. What is the total amount of funding available??

The total amount of funding available for this grant round is \$140,000.

2. Is there a maximum amount that can be used toward a single project or fleet?

The maximum amount used towards a single project could be \$97,00

3. Are ongoing operational costs eligible (during the project period)?

Our program may fund the required/scheduled vehicle maintenance, as specified in the owner's manual, which is necessary to meet the warranty requirements for diesel particulate filters. Funding for required maintenance is available for the duration of the project period.

4. How long must the vehicle/equipment operate within the project location before it could be sold or moved to a different region?

During the grant project period, recipients must use the equipment purchased under this assistance agreement in the project or program for which it was acquired (grant project periods typically last two years.) There is no specific time requirement for ownership/operation after the close of the grant period; however, grantees agree that at the end of the project period the grantee will continue to use the equipment purchased under this assistance agreement in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by Federal funds.

5. What is the project period for this funding opportunity?

The estimated project period for awards resulting from this solicitation begins on October 1, 2015, with an expected project completion date no later than December 31, 2017.

6. What funding amount is available for a diesel genset upgrade?

- For an existing stationary or auxiliary diesel powered electric generator (genset), replacement means the removal of the entire genset and its replacement with a newer, cleaner genset. The electric generator in a genset together with the newer, cleaner engine is an eligible cost of the replacement, with funding up to 25% of the cost of a new genset.
- A project that involves replacing the only the existing diesel engine in an existing genset with a newer, cleaner engine is considered a repower, with funding up to 40% of the cost of the new engine (the existing electric generator is retained and reused).

- A project that involves the replacement of an existing diesel propulsion engine (not part of a genset) with a stationary or auxiliary diesel powered electric generator (genset) is considered a repower; the new electric generator and the newer, cleaner engine comprising the genset are both eligible costs of the repower, with funding up to 40% of the cost.

7. We have a 2011 school bus, which we would like to replace. Would this bus be eligible for funding under this grant opportunity?

No, for replacement, the school bus would have to be engine model year 1991-2003 to be eligible for funding. If you were replacing the school bus with an all-electric school bus, then the existing school bus would have to be engine model year 1991-2006 to be eligible for funding.

8. Can we accept applications from businesses based in NH that operate in VT? Is replacement of low rolling resistance tires on a Ford F350 Truck an eligible project?

We can accept applications from businesses based in NH and that operate in VT, but would potentially score it lower based on the amount of time the vehicle/equipment operates in VT.

Verified low rolling resistance tires are an eligible project for the DERA grant, if they are installed on a long haul Class 8 truck. "Long-haul" means the truck must have a gross vehicle weight rating over 33,000 pounds and have a sleeper cab. So no, we could not provide funding for low rolling resistance tires for a Ford F350 truck.

It should be noted that we cannot fund stand-alone low rolling resistance tires. This funding can cover up to 100% of the cost (labor and equipment) for verified low rolling resistance tires installed on long haul Class 8 trucks, if combined on the same vehicle with the new installation of one or more of the Verified Exhaust Controls funded under this RFP.

9. Just wondering if upgrading from a PTO (power take off) water pump to a stand-alone tier 4 clean diesel power plant is also included in this grant?

While on the surface replacing a PTO pump with a stand-alone pump might be a good project and get emission reductions, it is not an eligible project under the Diesel Emission Reduction Act, which funds the Vermont Clean Diesel Grant Program. Replacement requires scrappage of an engine, and as the PTO pump has no engine there is no way to meet the scrappage requirement.

10. Are Federal Agencies eligible to apply for this Grant?

No, federal agencies are not eligible to apply for funding under this grant opportunity.

11. Is diesel particulate filter (DPF) cleaning equipment an eligible project expense? If so, how many exhaust retrofits with DPFs would need to be done in order to include the DPF cleaning equipment as an eligible project expense?

Because DPFs need to be properly maintained, a DPF cleaning machine is an eligible project expense. We would like to see at least five vehicles with DPF retrofits to justify the purchase of the

cleaning machine. DPF maintenance costs during the grant period and training costs for fleet maintenance personnel are also eligible project expenses.

12. Our Town owns a 1985 Fiat grader (diesel) that is still running and used quite often in the summer months. Does it qualified for the Vermont Clean Diesel Program?

A grader would be categorized as Nonroad Diesel Vehicle and Equipment and need to meet the necessary requirements for that category. All Nonroad equipment needs to operate at least 500 hours per year in order to be eligible.

Eligibility is also determined by remaining useful life, which can be determined using this table: <http://www.anr.state.vt.us/air/MobileSources/docs/fy14-nonroad-remaining-useful-life.pdf>

If the grader proves to be eligible with the above two criteria, based on what the Town wants to do with its grader (replace, repower, retrofit, etc.), you should look at the Nonroad requirements under the table that starts on p9 of the attached PDF.

There will likely have future funding opportunities very similar to this one, but I'd encourage the Town to apply if eligible since the application is very simple. We are only asking for estimates of cost and ballpark numbers are ok. Let us know if any other questions arise.

13. Is a Diesel Oxidation Catalyst retrofit eligible for this grant?

Numerous retrofits are eligible including DOCs. At the bottom of the first page of the grant application (p5 of PDF) are the following two links which contain more information about eligible retrofits:

- EPA's webpage <http://www3.epa.gov/otaq/diesel/verification/verif-list.htm>
- CARB's webpage <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>