

Questions and Answers: Tribal Clean Diesel Funding Assistance Program FY 2018 (RFA# EPA-OAR-OTAQ-18-04)

Monday, March 25, 2019

The following Questions and Answers have been compiled for the benefit of organizations considering applying for a grant under the above Request for Applications (RFA).

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Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

A. Applicant Eligibility

A.1: *How does the RFA define tribal agency and intertribal consortium?*

Answer: Tribal agencies are defined as Federally recognized Indian tribal governments, which are any Indian Tribe, band, nation, or other organized community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents Federally recognized tribes. For the purposes of this RFA, "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.

Date Posted: 6/5/2018

A.2: *Can multiple tribes collaborate on a grant application?*

Answer: Yes, there are two ways tribes can collaborate: 1) one eligible tribe could apply with others as subrecipients/beneficiaries and 2) the tribes could form an intertribal consortium. For the purposes of this RFA, "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. Please see Section III.A of the RFA for additional information about intertribal consortiums.

Date Posted: 6/5/2018

A.3: *Can individuals or private companies apply for funding under this competition?*

Answer: No. Only eligible entities as defined in the RFA are eligible to apply directly to EPA for funding under this RFA. However, both public and private fleets may benefit from program activities and EPA encourages private fleet owners to partner with eligible entities for the implementation of diesel emission reduction projects. There are several ways that an eligible entity can provide funding/benefits to fleet owners, including subgrants, rebates, or other types of partnerships. Please see Section III.A of the RFA for more information.

Date Posted: 6/5/2018

A.4: *How does EPA define jurisdiction over transportation or air quality?*

Answer: Jurisdiction is generally defined as the ability to make decisions which impact transportation and/or air quality. A Tribe/Native village which owns or operates diesel vehicles and equipment is considered to have jurisdiction over transportation and/or air quality. Eligible entities should explain how they fit the definition in their application.

Date Posted: 6/5/2018

A.5: *Do applicants have to be located in areas with poor air quality to be eligible?*

Answer: No. All Tribes and Native Villages are eligible to apply for the DERA Tribal Grant Program, regardless of air quality in the project location. However, projects located in areas of poor air quality will be given priority as described in Section V of the RFA. A list of priority areas for the 2018 Tribal RFA can be found at www.epa.gov/cleandiesel/clean-diesel-tribal-grants#rfp and in Appendix F of the RFA.

Date Posted: 6/5/2018

A.6: *Where can I find a list of eligible entities to partner with?*

Answer: EPA does not provide this information. We suggest you get involved with your local Regional Clean Diesel Collaborative for networking opportunities. More information is available at www.epa.gov/cleandiesel/epa-regions-clean-diesel-collaboratives. Please see Section III.A and Appendix G of the RFA for more information on partnerships.

Date Posted: 7/2/2018

A.7: *Is there a disadvantage to partnering with a private company?*

Answer: No, there is no disadvantage to partnering with private entities. A tribe can apply individually or can form a partnership with other entities for the purposes of the grant. However, only one tribe or tribal consortium may be listed as the applicant on the application, and that tribe is ultimately responsible for the proper implementation of the grant.

Date Posted: 7/27/2018

A.8: *Can a tribal agency apply for funding on behalf of a private contractor?*

Answer: While only eligible entities as defined in the RFA are eligible to apply directly to EPA for funding under this RFA, both public and private fleets may benefit from program activities. EPA encourages eligible entities to partner with private fleet owners for the implementation of diesel emission reduction projects. There are several ways that an eligible entity can provide funding/benefits to fleet owners, including subgrants, rebates, or other types of partnerships. Please see Section III.A of the RFA for more information.

Date Posted: 2/14/2019

B. Project Eligibility

i. Exhaust Controls

B.i.1: *Are exhaust control technologies required to have EPA/CARB verification prior to application submission?*

Answer: The type of exhaust control technology (e.g., DOC, DPF, SCR, upgrade kit, etc.) proposed for funding must be verified by either EPA or CARB for use on the specific vehicle/engine specified in the application at the time of application submission to EPA. A list of eligible, EPA verified exhaust control technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel a list of eligible, California Air Resources Board (CARB) verified exhaust control technologies is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm. The actual exhaust control technology used by the grant recipient must be specifically named on EPA or CARB's Verified Exhaust Control Technologies lists at the time of acquisition and used only for the specific vehicle/engine for which it is verified.

Date Posted: 6/5/2018

ii. Engine Upgrades and Remanufacture Systems

No questions at this time.

iii. Cleaner Fuels and Additives

B.iii.1: *What is the acceptable method to determine the fuel cost differential between USLD and an alternative fuel for a proposed project?*

Answer: Applicants should contact a fuel distributor to obtain current fuel price information as close to the application submission date as possible. Compare that cost to the cost of standard diesel fuel during a similar period.

Date Posted: 6/5/2018

B.iii.2: *Which fuels are considered cleaner fuels?*

Answer: Eligible cleaner fuels and additives are limited to those verified by EPA and/or CARB to achieve emission reductions when applied to an existing diesel engine, such as biodiesel.

Date Posted: 6/5/2018

B.iii.3: *Will EPA cover the cost of transporting biodiesel? The nearest fueling station is about 40 miles away.*

Answer: No, this is not an eligible expense.

Date Posted: 2/14/2019

iv. Idle Reduction

B.iv.1: *Are idle reduction technologies eligible for funding under this RFA?*

Answer: Yes. Idle reduction projects are eligible for funding. Lists of eligible, EPA verified idle reduction technologies are available at: www.epa.gov/verified-diesel-tech/smartway-technology.

Date Posted: 6/5/2018

B.iv.2: *Is adding electrified parking spaces to a truck stop eligible?*

Answer: Yes. EPA will fund up to 40% of the cost (labor and equipment) of eligible electrified parking space technologies, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. This includes the installation (i.e., construction) of electrical infrastructure to support the EPS technology.

Date Posted: 6/5/2018

B.iv.3: *May we add idle reduction technologies to an emergency vehicle (i.e., ambulance)?*

Answer: No. EPA verifies idle reduction technologies for specific vehicle types and applications. Currently, long-haul, Class 8 trucks and school buses are the only highway vehicles for which idle reduction technologies have been verified.

Date Posted: 6/21/2018

B.iv.4: *Are fire trucks eligible for idle reduction technologies?*

Answer: No. EPA verified idle reduction technologies are currently only available for long-haul Class 8 trucks, school buses, locomotives, and marine vessels.

Date Posted: 3/13/2019

v. Aerodynamics and Tires

No questions at this time.

vi. Engine Replacements

No questions at this time.

vii. Vehicle/Equipment Replacements

B.vii.1: *What types of replacement projects are eligible?*

Answer: Replacement projects can include the replacement of diesel vehicles/equipment with new, cleaner diesel, hybrid or alternative fuel vehicles/equipment such as CNG, LNG or propane, or zero emission technologies such as battery or fuel cell where applicable.

Date Posted: 6/5/2018

B.vii.2: *Are transport refrigeration unit (TRU) replacements eligible?*

Answer: Yes. Diesel powered TRUs and TRU gen sets are eligible as nonroad equipment replacements if the existing TRU nonroad engine meets the applicable nonroad eligibility criteria.

Date Posted: 6/5/2018

B.vii.3: *May we replace engines of front- and side-loaders used for refuse collection?*

Answer: Yes, engine replacement in Class 5 through Class 8 heavy-duty highway vehicles, including those used for refuse collection, is an eligible project. Please see Section III.D. of the RFA for complete eligibility criteria and funding restrictions.

Date Posted: 7/27/2018

viii. Clean Alternative Fuel Conversions

B.viii.1: *Are alternative fuel conversions eligible?*

Answer: Yes. Funding can cover up to 50% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. Eligible conversions are limited to those systems that have been certified by EPA and/or CARB, and those systems that have been approved by EPA for Intermediate-Age engines. EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" is available at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm. To be eligible for funding, conversion systems for engine model years 1995-2006 must achieve at least a 30% NOx reduction and a 10% PM reduction from the applicable certified emission standard of the original engine. To be eligible for funding, conversion systems for engine model years 2007-2009 must achieve at least a 20% NOx reduction with no increase in PM from the applicable certified emission standard of the original engine.

Date Posted: 6/5/2018

ix. Miscellaneous

B.ix.1: *Can funds be used for a project that has already been started or will be started before the expected award date?*

Answer: No. Any funding awarded under this announcement must be used for activities that will 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. Expenses incurred prior to the project period set forth in any assistance agreement resulting from this RFA are not eligible as a cost-share for proposed projects.

Date Posted: 6/5/2018

B.ix.2: *Which projects and technologies are eligible to "upgrade" a marine engine to a Tier 3 or 4?*

Answer: Marine engines may either be upgraded/remanufactured or replaced under this RFA. Under "Certified Engine Replacement," eligible projects are those in which the existing engine is removed, scrapped, and replaced with an engine certified to meet EPA's Tier 4-4i, Tier 3, or Tier 2 marine engine standards, or with a zero-emission power source. Replacement with Tier 2, Tier 3, or Tier 4i requires a "Best Achievable Technology" analysis as described in Appendix E.

An engine upgrade/remanufacture generally involves the removal of engine parts during a rebuild and replacement with parts that make the engine cleaner. Under "Engine Upgrades and Remanufacture Systems", eligible projects are those in which the upgrade is currently verified as a retrofit, or is an EPA certified remanufacture system.

A list of eligible, EPA verified retrofit technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel. Retrofits, in general, are not verified to achieve a specific engine emission Tier but instead are verified to achieve a specific percent reduction in emissions. Marine engine upgrades do not need to achieve Tier 3 or Tier 4 marine engine emission standards to be eligible. Applications for upgrades should include a discussion of the pre- and post-project emission standard levels of the engines to

demonstrate that the upgrade will result in a significant emissions benefit.

Likewise, certified marine engine remanufacture systems are not certified to meet a specific engine emission Tier. All certified marine engine remanufacture systems achieve at least a 25 percent reduction in PM emissions. The certified emission levels achieved by the remanufacture system may be found on the Certificate of Conformity which may be obtained from the manufacturer or EPA.

All certified marine engines and remanufacture systems may be found by following the steps below:

1) Go to this page: www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment.

2) Click on the “+” next to “Marine Compression-Ignition (CI) Engines.

3) Open the Excel spreadsheet, [Marine CI Engine Certification Data \(Model Years: 2000 – Present\)](#) (XLSX).

4) To identify certified remanufacture systems, on the Family Info tab, under Column 10 “Engine Type,” look for entries identified as “Remanufacture System”. Columns 34 and 35 identify the engine model year range that the remanufacture system is certified for use on.

5) To identify certified Tier 3 and Tier 4 marine engines, on the Family Info tab, under Column 10 “Engine Type,” look for the type of engine needed (e.g. recreational, commercial, auxiliary, etc.). Engine Tier is listed in column 20 “CAA Cert. Class.” Other columns may be used to narrow the search by displacement, number of cylinders, power rating, and/or other specifications.

Date Posted: 8/29/2018

B.ix.3: What project types are eligible under the Tribal RFA?

Answer: Eligible diesel emission reduction solutions include exhaust controls, engine upgrades and remanufacture systems, cleaner fuels and additives, idle reduction technologies, aerodynamic technologies and low rolling resistance tires, engine replacement, vehicle and equipment replacement, and clean alternative fuel conversions. Projects must utilize an EPA or CARB certified engine configuration and/or a verified technology. Please review the full text of the RFA and supporting information for detailed project eligibility information: www.epa.gov/cleandiesel/clean-diesel-tribal-grants#2018rfp.

Date Posted: 2/28/2019

C. Vehicle, Equipment, and Engine Eligibility

C.1: Are vehicles eligible for replacement under this grant if they are scheduled to be retired and scrapped by or before the end of the project period?

Answer: No. Vehicle/equipment or engine replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a vehicle/equipment or engine replacement that is scheduled to take place within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner’s budget plan, operating plan, standard procedures, or retirement schedule.

Date Posted: 6/5/2018

C.2: Please describe eligible diesel trucks.

Answer: For the purposes of this RFA, eligible heavy-duty highway vehicles are defined as Class 5 through Class 8: Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 - 26,000 lbs GVWR); Class 7 (26,001 - 33,000 lbs GVWR); Class 8a (33,001 - 60,000 lbs GVWR); Class 8b (60,001 lbs GVWR and over). Class 1 - Class 4 vehicles (i.e., 16,000 lbs or less GVWR) are not eligible.

Date Posted: 6/5/2018

C.3: Are commercial vehicles eligible?

Answer: Yes, commercial vehicles are eligible under this RFA as long as the applicant meets the definition of an eligible entity.

Date Posted: 6/5/2018

C.4: Are diesel generators eligible?

Answer: Yes, stationary generators used for power production are eligible.

Date Posted: 6/5/2018

C.5: Which engine model years are eligible for funding?

Answer: Engine model year or tier eligibility will depend on the type of project. Please see the tables in Section III.D of the RFA for full details on eligibility criteria.

Date Posted: 6/5/2018

C.6: Is there a time requirement for a company to have owned vehicles or equipment before they can be included in a project?

Answer: No, there are no specific ownership or acquisition requirements, however there are minimum usage requirements for existing nonroad, marine, and locomotive engines. Applicants must provide annual hours/miles and fuel use in order to calculate an emissions benefit of the upgrades. The estimates should be based on the current/future ownership, location and usage of the vehicles.

Date Posted: 6/5/2018

C.7: Is there a minimum usage requirement for highway vehicles under this RFA?

Answer: There is no minimum usage requirement for highway diesel vehicles, however the existing vehicles must be in fully operational and in current, regular service. Further, the replacement vehicle should continue to perform the same function as the vehicle that is being replaced. Applicants must provide annual miles and fuel use for the existing vehicle in order to calculate an emissions benefit of the upgrades. The estimates should be based on the current/future ownership, location and usage of the vehicles.

Date Posted: 6/5/2018

C.8: What fleet category does heavy-duty machinery fall under for purposes of this RFA?

Answer: Heavy-duty machinery is nonroad diesel vehicles and equipment when used for construction, handling of cargo, agriculture, mining, or energy production.

Date Posted: 8/29/2018

C.9: Are backup diesel generators eligible for funding under this RFP?

Answer: A backup diesel generator may qualify if it meets the minimum usage requirements, but most do not due to their limited use. Engines must operate at least 500 hours per year to be eligible. Engine hours may be combined to reach the 500-hour threshold where two engines will be scrapped and replaced with a single engine. Please see Section III.D.14 for additional information.

Date Posted: 2/14/2019

C.10: Are diesel-powered water/wastewater pumps used for community sanitation eligible for funding? If so, what are the minimum operating hours? If annual operating hours are not documented, can we divide lifetime hours by the equipment's age to estimate annual operating hours?

Answer: Diesel powered water pumps are eligible, assuming they meet the applicable nonroad engine eligibility criteria. Eligible nonroad engines, including pumps, must operate at least 500 hours per year. Engine hours may be combined to reach the 500-hour threshold where two engines will be scrapped and replaced with a single engine. In lieu of actual annual usage data you can divide lifetime hours by the equipment's age to estimate annual operating hours.

Date Posted: 2/14/2019

C.11: *When does the clock start for the 500-hour minimum operation time for a nonroad engine? Can all the hours be from March 2019?*

Answer: The equipment must operate at least 500 hours per year. Therefore, the engine must have accrued at least 500 hours over the past 12 months.

Date Posted: 2/28/2019

C.12: *Is heat recovery equipment eligible as ancillary equipment for stationary diesel generators? If so, can the cost of purchasing and installing this equipment be used toward the mandatory cost-share requirement?*

Answer: In general, heat recovery equipment is allowable. The eligible cost of a vehicle/equipment replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. The cost of additional "optional" components or "add-ons" that significantly increase the cost may not be eligible for funding under the grant. The applicant should include a justification for including the heat recovery equipment in the generator configuration. EPA's advises applicants to include the costs that you feel are necessary components of the technology installation in the equipment costs for the project, subject to the applicable cost share. If your project is selected for funding, EPA may make an offer of full funding, or EPA may make an offer of partial funding. Further, if specific costs or activities are determined to be outside the scope, unreasonable, or otherwise ineligible then EPA and the selectee will negotiate the final workplan and budget accordingly.

Date Posted: 2/28/2019

C.13: *Are there any age restrictions for existing nonroad vehicles/equipment?*

Answer: While there are no age restrictions for nonroad vehicles/equipment, replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a vehicle/equipment or engine replacement that is scheduled to take place within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, maintenance and operation plan, standard procedures, or retirement schedule.

Date Posted: 2/28/2019

C.14: *Are fire trucks eligible for replacement?*

Answer: Yes. Any medium or heavy heavy-duty diesel vehicle, as defined in the RFA, is eligible for vehicle replacement provided it meets the eligibility criteria outlined in the RFP, such as size, age, and usage restrictions.

Date Posted: 3/13/2019

New **C.15:** *Is a diesel-operated pickup truck eligible?*

Answer: Only medium heavy-duty and heavy heavy-duty highway vehicles eligible. This includes Class 5 through Class 8 trucks: Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 - 26,000 lbs GVWR); Class 7 (26,001 - 33,000 lbs GVWR); Class 8a (33,001 - 60,000 lbs GVWR); Class 8b (60,001 lbs GVWR and over).

Date Posted: 3/25/2019

D. Application Process

D.1: *Where is the application for the grant program?*

Answer: The Request for Applications (RFA Number EPA-OAR-OTAQ-18-04) contains all project eligibility and application submission information. The RFA, as well as a Project Narrative sample template and an Applicant Fleet Description template, may be found at www.epa.gov/cleandiesel/clean-diesel-tribal-grants#rfa. Applicants can download an application package, including all required forms, from www.grants.gov under Funding Opportunity Number EPA-OAR-OTAQ-18-04. The Project Narrative and any supporting documents should be attached

to the application package, and the full package submitted to EPA through www.grants.gov. Please refer to the Application Submission Checklist in Appendix H of the RFA to ensure that all required information is included in your package.

Date Posted: 6/5/2018

D.2: Can applicants get assistance with the Diesel Emissions Quantifier?

Answer: Yes, you may contact the DEQ Helpline by emailing DEQhelp@epa.gov for assistance. We recommend you start working with the Quantifier early.

Date Posted: 6/21/2018

D.3: Where can I find the most recent list of priority areas?

Answer: The Priority Area List is available at www.epa.gov/cleandiesel/clean-diesel-tribal-grants.

Date Posted: 6/5/2018

D.4: Are we eligible to apply if we have received DERA funding through another opportunity this year?

Answer: Yes, you may apply for funding under this funding opportunity. Participation in one program does not preclude you from participating in others; however, an applicant may not accept funding from multiple programs for the same vehicle.

Date Posted: 7/2/2018

D.5: If we receive DERA funding through the Tribal Clean Diesel Funding Assistance Program, does this preclude us from applying for VW funding?

Answer: No. Participation in the Tribal Clean Diesel Funding Assistance Program does not prevent you from applying for VW funding. Please note that VW mitigation trust funds cannot be used to meet the non-federal mandatory cost-share requirements of any DERA grant.

Date Posted: 7/2/2018

D.6: Are Information Session slides or recordings available?

Answer: The Information Session slides are posted at: www.epa.gov/cleandiesel/clean-diesel-tribal-grants#info, but a recording is not available.

Date Posted: 7/2/2018

D.7: What is the maximum federal funding request under this RFA? What is the total amount of funding available under this RFA?

Answer: Applicants may request up to \$800,000 per application. EPA anticipates awarding approximately \$4 million total under this RFA.

Date Posted: 2/28/2019

D.8: Is there an application fee to apply for this grant?

Answer: No.

Date Posted: 2/28/2019

D.9: What is the applicant's mandatory cost-share requirement?

Answer: Applicants are responsible for cost-sharing between 0% and 60% of the equipment cost, depending on the project type. For stationary generators used in power production, an engine or equipment replacement project has an applicant cost-share of at least 20% of the equipment costs (parts and labor). Please see Section III.B. of the RFA for a detailed description of the cost-sharing guidelines.

Date Posted: 2/28/2019

D.10: *Will the submission deadline be extended? If not, will Tribal Clean Diesel Funding be offered in the future?*

Answer: No, the application deadline has not been extended. All application packages must be submitted by Wednesday, April 3, 2019, at 11:59 pm. Eastern Time. EPA anticipates the next Tribal RFA will open in the spring of 2020, dependent on available funding.

Date Posted: 3/13/2019

D.11: *Did applicants need to request to apply by June 5, 2018?*

Answer: No. The application deadline is April 3, 2019.

Date Posted: 3/13/2019

New D.12: *Can funding be used to pay a contractor to handle administrative tasks? Is there a mandatory cost-share for staffing or administrative costs?*

Answer: Yes, administrative and contracting/consulting costs are generally allowable. Please see Appendix B, Section 8 of the RFA for a description of budget categories. The mandatory cost-share requirements only apply to equipment costs (parts and labor) as outlined in Section III of the RFA. There is no mandatory cost share for personnel costs, contracting costs, and other non-equipment costs. Please note that the procurement of commercial contracting services is subject to competitive procurement requirements.

Date Posted: 3/25/2019

E. Project Administration

i. Competitive Procurement Requirements

E.i.1: *Are grantees required to use competitive bidding for procurements?*

Answer: Yes, all recipients of EPA grant funds must compete contracts for services and products and conduct cost and price analyses to the extent required by the procurement provisions of the regulations at 2 CFR Part 200, as appropriate. However, an existing contact may be utilized if the grantee or subgrantees can demonstrate that the vendor was selected through a competitive process that meets the requirements. Refer to [EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements](#) for EPA's policies on competitive procurements.

Date Posted: 6/5/2018

ii. General

E.ii.1: *What is the project period for this funding opportunity?*

Answer: In general, the project period for awards resulting from this solicitation is expected to begin on October 1, 2019, with an expected project completion date no later than September 30, 2021. Applicants are expected to include a detailed timeline for the project including milestones for specific tasks, such as bidding, procurement, installation and reports.

Date Posted: 6/5/2018

E.ii.2: *Once an application is received and is awarded a certain amount of money, is the applicant obligated to continue or can they withdraw if other funding fails to come through?*

Answer: If selected for award, an EPA Award Official will make an official offer of an award to the applicant. The applicant must formally accept or deny the award. If an award is accepted, the applicant may terminate the award for convenience, and return the funding, at any time.

Date Posted: 6/5/2018

E.ii.3: *How can Tribal VW beneficiaries use funds towards EPA's Tribal Clean Diesel Competitive Funding Assistance Program?*

Answer: Should Tribal VW beneficiaries choose EMA 10 (the DERA Option), Tribal entities can use VW mitigation trust funds as non-federal voluntary matching funds under this funding opportunity. For more information, see www.epa.gov/cleandiesel/vw-dera-option-tribes-supporting-documents.

Date Posted: 6/5/2018

E.ii.4: *If a tribe applies for VW funding, are they required to use the funding for a Tribal Clean Diesel Funding Assistance Program project?*

Answer: No. Certified Beneficiaries may request VW mitigation trust funds to implement any of Environmental Mitigation Actions (EMAs) 1 through 10, as defined in the trust agreement. EMAs 1-9 are to be implemented directly by a beneficiary; EPA is not a party to these transactions. EMA 10 (the DERA Option) allows tribal entities to use trust funds as non-federal voluntary matching funds under EPA's Tribal Clean Diesel Funding Assistance Program funded by the Diesel Emissions Reduction Act (DERA). So, if a tribe receives funding from VW, they have the option to choose EMA 10 (the DERA Option), which allows them to use VW mitigation trust funds as their non-federal voluntary matching funds under this funding opportunity.

Date Posted: 7/2/2018