

# **Office of Transportation and Air Quality & the DERA Program's Tribal Competition RFP *Second Pre-Open and Feedback 2015 Tribal RFP Information Session***



National Clean Diesel Campaign  
Working Together for Cleaner Air

Rosalva Tapia  
April 1, 2015, 3:00 PM (EDT)



# Disclaimers

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- Until the FY 2015 Tribal RFP is finalized, the information and the details in it are subject to change. The information that I will share in this session is the best of my knowledge.
- I will refer to past DERA RFPs as references for examples.
- Once the upcoming RFP is open, all questions must be processed via the DERA email:  
[Tribal\\_Clean\\_Diesel@epa.gov](mailto:Tribal_Clean_Diesel@epa.gov).



# Presentation Overview

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- DERA Overview
  - DERA Program Development
  - Tribal Competition History
- **Feedback Discussion**
- Grant Tips
- Questions?
  - Questions from First FY 2015 Pre-Open Webinar



# Diesel Emissions Reduction Act (DERA)

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- Authorized in the Energy Policy Act of 2005
- Enables EPA to offer funding assistance
  - Goal to reduce diesel emissions
  - Competitive process for eligible entities
  - Authorized through 2011; Congress can provide annual appropriations for DERA
  - Reauthorized the Energy Policy of 2005 Statute at \$100 million through 2016 with some changes
    - Congress appropriated \$30\* Million for FY 2015
    - 30% - State Allocation
    - 70% - Competition Grants
- Request for Proposals (RFP) = Competition



# National Clean Diesel Campaign is Designed to Address the Legacy Fleet

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- Focus on Key Sectors:
  - School buses, Marine Vessels, Ports, Construction, Agriculture, Freight, Mining, Utility Vehicles, Generators (energy production)
- Promoting retrofitting, early replacement, and idle reduction
- Program activities:
  - Technology verification
  - Technical and policy analysis
  - Coalitions and outreach
  - Innovative funding for projects
    - Federal grants and loans



# Tribal Competition Past, Success & Areas for Improvement and **Feedback**

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# DERA Competition History

- **FY 09/10 RFP & ARRA RFP**
  - The tribal community brought it EPA's attention that the first two DERA RFPs (FY 2008 and ARRA) attracted limited tribal applicants and no successful tribal grants.
  - The tribal community identified two changes that would allow tribes to be competitive in the DERA process.
    1. Reduce the minimum application threshold for tribes to \$30,000.
    2. Hold a separate Tribal Competition; tribes compete only amongst other tribes.
  - In response to this feedback, EPA added a tribal competition to the DERA Program



# Tribal Competition Fiscal Year 09/10 Results

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- Total Tribal Applications: 8
  - Representing Regions 5,7,9 and 10
  - Application requests totaled over \$3.1 Million
- EPA Awarded
  - 4 Tribal DERA grants
    - Awarded \$652,404
    - Tribal projects include school buses, refuse haulers, transport buses, various types of utility vehicles





# Tribal Competition Fiscal Year 2011 Results

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- Total Tribal Applications: 7
  - Representing Regions 2, 7,9, and 10
  - Application requests totaled over \$2.5 Million
- EPA Awarded
  - 4 Tribal DERA grants
    - Awarded over \$1.5M
    - Tribal projects include repowering marine fishing vessels and generator and retrofit mining equipment



# Major Changes in 2012 RFP

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- On January 4, 2011, President Obama signed legislation (H.R. 5809) reauthorizing grants to state, local, and tribal governments for programs to reduce emissions from existing diesel engines.
- The bill, passed by the Senate Dec. 16 and the House Dec. 21, authorizes up to \$100 million each year for the DERA program for fiscal years 2012 through 2016 and provides new opportunities which are being evaluated.
- Due to a decrease in budget, EPA made various program changes to focus on the most cost effective projects and in areas disproportionately impacted by air pollution.



# Tribal Competition Fiscal Year 2012 Results

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- Total Tribal Applications: 2
  - Representing Regions 9 and 10
  - Application requests totaled over \$626K
- EPA Awarded
  - 1 Tribal DERA grant
    - Awarded over \$346K
    - Tribal project included repowering marine fishing vessels.



# Tribal Competition Fiscal Year 2013 Results

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- Total Tribal Applications: 2
  - Representing Region 10
  - Application requests totaled over \$748K
- EPA Awarded
  - 2 Tribal DERA grant
    - Awarded over \$748K
    - Both Tribal projects included repowering marine fishing vessels.



# Tribal Competition Fiscal Year 2014 Results

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- Total Tribal Applications: 7
  - Representing Regions 10, 9, and 6
  - Application requests totaled over \$1.3M
- EPA Awarded
  - 3 Tribal DERA grant
    - Awarded over \$925K
    - All Three projects will be repowering marine fishing vessels.



# DERA Tribal Standalone FY 2014 RFP Changes

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# 1. DERA Tribal RFP Proposed Changes

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- Change/Solution: Standalone Tribal RFP that will be open for at least 60 days for \$1 million.
- Addresses the Feedback/Issues:
  - Reduces the RFP size (amount of text and pages),
  - All information in the RFP targets Tribal applicants, and
  - Gives 15 extra days to help Tribal applicant process the application through Tribal governments.



## 2. Justification Clause for Engine Eligibility

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- Change/Solution: Engines that are outside the non-road engine eligibility chart, may be eligible as long as the applicant details the engine data and provides documentation that the engine will operational and be operated beyond seven years if not replaced (servicer/owner letter).
- Addresses the Feedback/Issues:
  - Various Tribes indicated that they had prospective engines that were much older than the eligibility chart, but were intended to be operated and kept for much longer than seven years.





# Model Years for Eligible Nonroad Engines and Equipment – and if not in this Chart, Justification Documentation

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



## Nonroad Engines and Eligible Nonroad Engines and Equipment Model Years

Please refer to the FY13 DERA RFP, Section III.D.10, for additional information.

For the purposes of the FY13 DERA RFP, EPA determined remaining useful life (defined as the length of time from the current year to the point at which the engine or equipment is no longer eligible for the program) for the following types of nonroad engines and equipment. The following tables display the eligible model years for each type of engine or equipment. Model years represented by the cells shaded in green have seven or more years of useful life remaining, as defined by this program, and are eligible for the program. Model years represented by cells shaded in grey are not eligible.

### Nonroad Engines and Equipment with 0 - 50 Horsepower

Equipment	Nonroad Engine Model Years														
	1972 - 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
2-Wheel Tractors	Grey	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
AC Refrigeration	Grey	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Aerial Lifts	Grey	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Agricultural Mowers	Grey	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green



### 3. Reduce Match Requirements to Pre-FY 2012 Amounts

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- **Change/Solution: Reduce the match requirements for Tribal applicants:**
  - Replacement Projects: 50%
  - Repower: 75%
  - Retrofit: 100% device cost
- **Addresses the Feedback/Issues:**
  - Many Tribes simply do not have the eligible match amount to participate in the program.



## 4. Additional Criteria Points for Projects Directly Participating in other Federal Renewable Resource Energy Projects

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- Change/Solution:
  - Address diesel emission from remote rural diesel generators in Tribal rural villages that are already working or trying to incorporate renewable resource into their energy use.
    - E.g. Federally recognized Tribal Villages in Alaska working with the DOE Renewable Resources Program
    - No applications graded on these criteria points...
- Addresses the Feedback/Issues:
  1. Tribal communities have indicated that the federal agencies should work to improve communications and coordinate efforts across agencies.
  2. Addresses Alaska Tribal Villages and other rural Tribes on micro-grids/or no grids that depend on aging diesel generators for power.



# Any Feedback and/or Comments on these Proposed Changes for the FY 2015 DERA Standalone

Tribal RFP?  
Criteria?  
Thresholds?  
Matching?



# General DERA Grant Tips

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# Tribal Eligibility

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- Tribe or tribal coalitions with jurisdiction over transportation or air quality; and
  - Federally recognized Indian tribal governments are defined as any Indian tribe, band, nation, or other organized group or community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided by him through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents federally recognized tribes.
  - For the purposes of this RFP, “intertribal consortium” is defined as a partnership between two or more tribes that is authorized by the governing bodies of those tribes to apply for and receive assistance under this program.
- Ineligible entity can partner with eligible entity.



# FY 2015 Applications – Where to Start

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1. Sign up for our listserv – this way you can know when the Tribal RFP is open.
2. However, you can start preparing your application now.
  - Identify your fleet.
    - What kind of vehicles do you have? Are you looking to retrofit, repower, replace? What size and age are your engines – off-road?
    - We have reporting sheets on line that are you can use. You are not required but using these you will know that is the information we are looking to gather.



# Eligible Vehicles, Engines & Equipment

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- Projects may include, but are not limited to
  - Buses;
  - Medium-duty or heavy-duty trucks;
  - Marine Engines;
  - Locomotives; and
  - Non-road engines, equipment or vehicles used in:
    - » Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)
- Projects must be verified/engine must be certified.





# Eligible Projects for DERA Funding

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- Verified Exhaust Control Technologies
- Engine Upgrades
- Verified/Certified Cleaner Fuel Use
- Verified Idle Reduction Technologies (bundled)
- Locomotive Idle Reduction Technologies
- Shore Connection Systems and Truck Stop Electrification Technologies
- Verified Aerodynamic Technologies and Low Rolling Resistance Tires
- Certified Engine Repowers
- Certified Vehicle/Equipment Replacements



## Non-Road/Portable Energy Production Eligible Projects for DERA Funding

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- DERA funds call not fund federally mandated measures
  - Energy Production Engine – RICE and NSPS CI Provisions for Remote Alaska
    - “Areas located in remote Alaska” –
      - » Not accessible by the Federal Air Highway System (FAHS)
      - » FAHS includes AK Marine Highway
    - Ag pump/gen set repower vs. replacement
      - » 75% - EPA
      - » 25% - Grantee cost-share



# FY 2015 Applications – Where to Start

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3. Run the Diesel Emissions Quantifier (DEQ) on your vehicles. This will help you see the emissions reductions you may see.
  - <http://epa.gov/cleandiesel/quantifier/>
4. Compare the costs. What is best for you? What is the most logical approach for your project? What is most cost effective option for your proposal
5. This information will help you figure out two of the main components of your application
  - 1. Your cost effectiveness
  - 2. Your output and outcomes



# FY 2015 Applications – Where to Start

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- 6. How does your application address the national priorities listed in the Energy Policy Act of 2005
  - Additional information to start to gather:
    - Description of the impact of air pollution in your community
      - Is your community disproportionately impacted by air pollution? Are there highway, rail yards, ports, mines, etc. polluting your community air?
    - You will need to describe your past performance on similar grants in scope or with the federal government
    - Staff – who will be running your grant? What is their experience, etc.



# FY 2015 Logistical Information

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- Tribal RFP Release ~ Late April 2015
- Post Open DERA Tribal RFP Webinar: TBA
- Total amount for DERA Tribal FY 2015 RFP: \$1M
- Webpage: <http://www.epa.gov/cleandiesel/prgtribal.htm>
  - Tribal Page will also provide more information, but look through the history of the main national program.
- DERA Tribal Lead:
  - Rosalva Tapia
  - [tapia.rosalva@epa.gov](mailto:tapia.rosalva@epa.gov)
  - 202.343.9534



# Information to Prepare for FY 2015 Funding

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- Main DERA National Program Page:  
[www.epa.gov/cleandiesel/prgnational.htm](http://www.epa.gov/cleandiesel/prgnational.htm)
- DERA Tribal Competition Lead:  
Rosalva Tapia  
Telephone: 202.343.9534  
Email: [Tapia.rosalva@epa.gov](mailto:Tapia.rosalva@epa.gov)
- DERA Hotline: 1.877.NCDC.FACTS (1.877.623.2322)  
Submit questions via email to [Tribal\\_Clean\\_Diesel@epa.gov](mailto:Tribal_Clean_Diesel@epa.gov)
- Diesel Emissions Quantifier (DEQ)
  - Can be used to show expected project results, cost-effectiveness, and public health benefits
  - <http://www.epa.gov/otaq/diesel/resources.htm>



# Any Feedback and/or Comments on these Proposed Changes for the FY 2015 DERA Standalone

Tribal RFP?  
Criteria?  
Thresholds?  
Matching?



Thank you!