

2012 Kentucky Clean Diesel Grant Program FAQs

Application

Q – Where can I find the application link for the Kentucky Clean Diesel Grant Program?

A – There are a few documents needed to apply for this grant, all found at this link: <http://air.ky.gov/Pages/KentuckyCleanDieselGrantProgram.aspx>, under “Application Materials.” “Appendix 3: Project Narrative Template” is the primary application form that you will use to outline your grant proposal.

Q – For quantifying emissions as part of our proposal, do we use EPA’s Diesel Emissions Quantifier?

A – Yes. EPA’s Diesel Emissions Quantifier (DEQ) can be found at www.epa.gov/cleandiesel/quantifier. Please review the DEQ’s User Guide or Frequently Asked Questions for additional guidance. You may also contact EPA directly at www.epa.gov/cleandiesel/ncdc-cmt.htm for assistance with the tool.

Eligibility

Q – We plan on ordering a new propane bus in the next month. Can we apply for grant funds to help pay for this bus?

A – No. This grant will not cover the cost of vehicles or equipment that have been purchased prior to receipt of a grant award.

Q – Can these grant funds be used to cover the cost of propane fuel for our new propane bus?

A – No. This grant will not cover any fuel costs.

Q – Is converting vehicles from diesel to run on propane autogas covered under the Kentucky Clean Diesel Grant Program?

A – Yes, this is covered. Conventional, original equipment manufacturer (OEM) diesel vehicles that are altered to operate on propane, natural gas, methane gas, ethanol, or electricity are classified as aftermarket alternative fuel vehicle (AFV) conversions. AFV conversions that are accomplished by applying a certified alternative fuel conversion “kit” to an existing diesel engine are considered engine upgrades under this RFP. AFV conversions that are accomplished by removing and scrapping the existing diesel engine and fueling system and replacing it with a certified AFV engine configuration are considered a repower under this RFP. In the United States, all vehicle conversions (except pure battery electric vehicles) must meet applicable EPA standards.

Q – Do the diesel vehicles have to be converted or can they be replaced with alternative fueled vehicles?

A – Both options are eligible. A conventional vehicle that is converted to alternative fuel will be considered an engine upgrade or repower under the terms of this RFP, and a conventional

vehicle that is replaced with an alternative fueled vehicle will be considered a vehicle replacement.

Q – If we want to convert a refuse hauler to a compressed natural gas vehicle, is this an eligible project?

A – Yes.

Q – Would this money be available to municipal lift trucks used for electric lighting, pole and line maintenance?

A – Yes.

Q – Can you recommend a technology type and a vendor for a school bus retrofit project?

A – The Division has funded several successful school bus retrofit projects utilizing Diesel Oxidation Catalysts (DOCs), Diesel Particulate Filters (DPFs), and Closed Crankcase Ventilation systems (CCVs). While we do not recommend one vendor over another, we would be happy to provide you with a list of vendors in your area if you e-mail us your project location.

Q – Are Diesel Particulate Filter (DPF) cleaners eligible for funding through this grant?

A – While the grant cannot be used to exclusively fund the purchase of a DPF cleaner, it may be used to fund the purchase of a DPF cleaner in conjunction with the purchase and installation of DPFs on eligible vehicles.

Q – The funding requests must be at least \$50,000. I am an owner/operator that would like to install one APU – am I eligible for funding?

A – In order to be eligible for funding, an APU would have to be combined with another eligible emissions reduction solution. An example of such a combination would be the installation of a DPF and an APU on a single vehicle. Each applicant will have to assess whether they are able to combine eligible technologies and vehicles in order to meet this minimum funding amount of \$50,000.

Funding

Q – Is the total funding for this solicitation \$135K or is that the amount for each awarded proposal?

A – The total funding amount available this year is \$134,809. That amount could be split among multiple successful proposals or it could go to a single successful proposal. However, if the Division receives additional funding in future years, we may elect to draw from this year's 2012 applicant pool to award additional projects at that time.

Q – Is \$50,000 a strong (firm) minimum for project funding requested?

A – Yes. The Division will not review proposals that request less than \$50,000 in funding. Applicants should look to combine technologies and/or vehicles in order to meet this minimum.

Q – Does the Division prefer any specific funding amount request?

A – No. The Division encourages any funding request that falls within the eligible funding range of \$50,000 to \$134,809.

Q – Do you know of any funding that is available for small companies or single owner/operators to purchase Auxiliary Power Units (APUs)?

A – Small companies and single owner/operators are eligible to apply for funding through this grant solicitation. However, APU's must be combined with other emissions reduction solutions in order to be eligible. There is also a minimum funding amount of \$50,000 for this grant. These limitations eliminate the option for an owner/operator to solely purchase a single APU, although an APU may be purchased in combination with other emissions reduction solutions on the same vehicle. We are not aware of any other funding opportunities for APUs in Kentucky at this time.

Q – We would like to retrofit a vehicle to natural gas, but this will result in additional building modification costs. Can the funding be used to cover these costs?

A – No. These would not be eligible costs.

Q – If the Division chooses to fund two proposals that request \$50,000, what happens to the leftover funding that is available?

A – In this scenario, the Division would offer the remaining \$34,809 in funding to the 3rd-highest scoring applicant, assuming this reduced funding amount wouldn't alter the integrity of the original proposal. However, the Division would like to re-emphasize that only proposals requesting between \$50,000 and \$134,809 will be initially considered.

Q – If the Division receives additional funds for this program in future years, how will those funds be awarded?

A – There are several factors that will have to be considered in order to determine how additional funds will be utilized. If the Division receives a strong pool of applications this year, it is possible that we will be able to draw directly from that applicant pool in issuing future funds. However, it is also possible that the Division will resolicit new applications when additional funds are received.

Scoring

Q – Could you discuss how different projects will be weighted heavier?

A – In the past, the primary focus of the Kentucky Clean Diesel Grant Program has been on onroad vehicle retrofit projects. In an effort to expand the scope of the program this year, the Division will be awarding an additional 5 points for each of the following: projects that repower or replace existing engines or vehicles; projects that occur within the nonroad sector; projects that reduce idling; and/or projects that utilize alternative fuels such as electric and natural gas. However, projects that don't meet these criteria are still encouraged to apply for funding.

Q – The RFP states that additional points will be given for projects that include conversion to alternative fuels. How competitive will an alternative fuel project be under the program?

A – Please refer to pages 4-5 of the RFP for a thorough breakdown of how proposals will be scored. Proposals that include conversion to alternative fuels will receive 5 additional points.

Q – Both onroad and nonroad projects are eligible under this solicitation – does the Division have a preference between the two?

A – The Division is putting slightly more weight on nonroad projects, although both onroad and nonroad project proposals are encouraged. As outlined in the scoring criteria listed on pages 4-5 of the RFP, projects occurring within the nonroad sector will receive an additional 5 points.

Q – Will certain counties be given priority in receiving funding?

A – Yes. Counties that are listed as EPA Priority Counties and/or that are designated nonattainment or maintenance for a National Ambient Air Quality Standard (NAAQS) will receive additional points in the scoring process. A list of these counties can be found at: www.epa.gov/cleandiesel/documents/fy12-county-area-list.pdf or www.epa.gov/airquality/greenbk/anayo_ky.html.

Q – For marine vessels that travel throughout several counties, how would the project location be decided for purposes of the scoring criteria?

A – The county that serves as the home-base or the primary operating area for the marine vessel would be evaluated for the purposes of the scoring criteria. The applicant may list all counties through which the vessel moves and should highlight the home-base or primary operating area within that route.

Future Obligations

Q – Are there any reporting obligations or data collection obligations after the project has been completed?

A – No. Once a grantee has completed the grant project and submitted a final report, their reporting obligations will be complete. During project implementation, however, a grantee will be required to report on a quarterly basis.

Q – Does a bus need to stay in service for any certain period of time after it has been retrofitted?

A – While the RFP does not indicate a specific time period an onroad bus needs to stay in service after being retrofitted, the remaining useful life of the vehicles will be considered when scoring proposals, and applicants are encouraged to choose vehicles for retrofit that are expected to have long remaining useful lives.