



Diesel Emission Reduction Grant 2016 RFP Response to Questions

Project: Diesel Emission Reduction Grant 2016 Request for Proposals

Agency Contacts for this Project

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Ohio EPA and the Ohio Department of Transportation (ODOT) jointly administer the [Diesel Emission Reduction Grant \(DERG\) program](#), which has released a 2016 Request for Proposals for vehicle and equipment replacement, repower, retrofit and idle reduction projects in eligible Ohio counties. Applications are due by 5 p.m. on Friday, October 7.

A public information session will be held on Wednesday, September 7 at 10 a.m. at ODOT headquarters, 1980 W. Broad St., Columbus, OH 43223. Conference calls are also scheduled Wednesday, September 14 and Tuesday, September 20 with program staff to take questions. This document summarizes questions of general applicability and interest received the week of August 15, and responses from DERG program staff.

In an effort to help you review this document, the questions are grouped by topic and organized in a consistent format.

Competitive Purchasing Requirements

Question 1: **Could a township use ODOT state bid contract #023-16 for the purchase of snowplow trucks to be reimbursed from a DERG grant?**

Response 1: Federal funds cannot be used to reimburse purchases made under contracts that include a Buy Ohio or other price preference for locally or regionally sourced equipment. This particular contract does not, and could be used to provide a price estimate for a DERG application. Carefully read the terms and expiration date of any posted state term contracts for vehicle purchases on sites like <http://procure.ohio.gov/proc/currentContracts.asp>. DERG awards are expected to be announced in December, 2016. New grant recipients wishing to purchase replacement vehicles will need to receive a Buy America waiver and

federal authorization before initiating purchasing. This process can take several months.

Question 2: **Do you have to have an OAKS ID to be eligible for the grants, and how do I get one?**

Response 2: OAKS is the Ohio Administrative Knowledge System, the database for state purchasing. You do not need an OAKS ID in order to apply for DERG grants. Once a project is selected for funding, the grant recipient will need to register in OAKS as a supplier in order to receive grant payments. Local government agencies in Ohio should already have this ID. To register, download the OBM5657 Supplier Information Form from the Ohio Shared Services website <http://ohiosharedservices.ohio.gov/SupplierOperations/Form.s.aspx> and email it to Supplier@ohio.gov.

Vehicle Eligibility

Question 3: **Would a university's campus transit buses qualify under either the Public Transit or School Bus carve outs in this year's DERG?**

Response 3: We would consider a campus transit system bus as a transit bus and eligible under the \$4 million set aside for transit buses.

Fueling Infrastructure

Question 4: **If a fleet would like to add infrastructure to their federal request, how must emissions be calculated? If the applicant has sufficient data on other fleets that would use their publicly available station, would the applicant be able to include these other fleet emissions reductions as part of the cost-effectiveness calculation of their project? If not, is the applicant restricted to only quantifying the vehicles/engines requesting funding under their specific application?**

Response 4: Applicants should fill out the online application form at https://odot.formstack.com/forms/2016_derg twice, once for the fleet vehicle/equipment information and again selecting "Related Infrastructure for Funding" as the project type. Each application will generate a cost effectiveness estimate. The DERG review committee will consider the applications

separately and in combination. Applicants should provide specific information on their own fleet that will be using the station, and may include **reasonable** estimates of the number of alternative fuel vehicles expected to use the publicly available fueling infrastructure, based on the expected operating hours and the percentage of alternative fuel vehicles registered in the vicinity that might be expected to use the fueling station.

End of Responses to Questions