



Diesel Emission Reduction Grant 2017 RFP Response to Questions

Project: Diesel Emission Reduction Grant 2017 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 2017 Request for Proposals for transit bus replacement projects in eligible Ohio counties. Applications are due by 5:00 p.m. on Friday September 15th.

Conference calls were held Wednesday August 30 and Tuesday September 12 with program staff to take questions. This document summarizes questions of general applicability and interest received, 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.

Eligibility

Question 1: **Would public transit vans and shuttles qualify for replacement regardless of the vehicle class?**

Response 1: Yes, *diesel-powered* public transit diesel vans and shuttles of class 5 and above would qualify for full replacement under DERG this grant cycle. Applicants should understand that some with smaller engines or shorter routes may not be as competitive in terms of the cost effectiveness of emission reductions as full-sized transit buses.

Question 2: **Do you have to have an OAKS Supplier 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 Supplier ID (these were formerly known as OAKS Vendor IDs) 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/Forms.aspx> and email it to Supplier@ohio.gov.

Question 3: **Would an airport's shuttle buses operated by a private contractor qualify?**

Response 3: No. This cycle, applications will only be accepted from Public Transit Systems that are eligible to receive grants from the Federal Transit Administration.

Application Components

Question 4: **What if quotes have not been received from all vendors by the time the application is due?**

Response 4: Include as much information as you have to justify the amount being requested. If additional quote information is received after the application deadline but before funding recommendations are announced (by December 1), please email the new information as soon as possible to carolyn.watkins@epa.ohio.gov with your assigned grant application number and "supplemental application information" in the subject line.

Question 5: **How should transit systems demonstrate that the old and new vehicles are being operated at least 65% of the time in CMAQ-eligible counties?**

Response 5: Explain in the project scope description which county/counties each bus being replaced has primarily operated in during the most recent year, and which counties the new replacement buses are expected to primarily operate in. If any of the old or new buses were or will be operating in counties that are not CMAQ-eligible, please provide a specific percent estimate of the time that the buses have or will operate in non-CMAQ eligible counties. Explain how this estimate was derived.

Question 6: **What are DERG program standards for public transit vehicle replacement schedules?**

Response 6: For public transit vehicles, the DERG program follows FTA replacement schedules

Buy America Requirements

Question 7: **Can transit systems use the FTA's Buy America Certification Form instead of FHWA's?**

Response 7: Yes, Ohio EPA will post both forms to the DERG web page.

Scope Changes After Grant Award

Question 8: **How flexible will Ohio EPA and ODOT be on requests for minor changes to the project scope after the grant award, such as dropping a bus from the project, or replacing a different type of bus?**

Response 8: Applicants should not apply to the DERG program until they have firm project scopes. Requested changes to the project scope after initial approval often cause significant delays; require extensive staff time to revise the emission benefit and cost effectiveness estimates of the project; and may be unfair to other applicants who competed against the original application. Scope changes may also require FHWA or FTA approval. For these reasons, Ohio EPA and ODOT strongly discourage scope changes, and will consider no more than one request for a scope change on any project.

End of Responses to Questions