

RFP NAT190001-VWEMTFP Questions & Responses

Section	Paragraph	Page	Text of Passage in Question	Question	Response
Section IV: Proposal Evaluation Criteria	E	17	Statement 3. Proposed Project Location - The project is sited near a major highway or transportation corridor, shipping route, or near a shipping logistics center. - This project will address an environmental justice (EJ) area or related location that receives a disparate proportion of environmental impacts. - The project avoids environmentally sensitive areas or areas containing critical habitats. -Priority will be given to projects in non-attainment and air quality maintenance areas.	What do you mean by vehicle placement preference in a Non-attainment area? Where are the Non-attainment areas [in Delaware]?	Delaware has been designated by the USEPA as non-attainment for ozone (2008 and 2015 standards) in New Castle County (2008 & 2015) and Sussex (2008). Vehicles operated in those areas will receive more credits than those operated in Kent County. See the selection metric for more information. Delaware's New Castle County has also been re-designated as attaining the fine particulate matter standard for both 1997 and 2006. New Castle County has a 10-yr maintenance plan in place. Projects located in New Castle County will receive additional credits for operating in the maintenance area. Additional credits can be awarded for projects that operate in disparate environmental communities. See the selection metric for more information.
Section IV: Proposal Evaluation Criteria	E	17	(see above)	What are the key focus areas [non-attainment areas]?	New Castle is non-attainment for the 2008 and 2015 ozone standard. Sussex County is non-attainment for the 2008 standard. See answer above.
Section IV: Proposal Evaluation Criteria	E	17	(see above)	Whose vehicles are we talking about?	Projects are for vehicles/engine replacements in one of the eligible mitigation action categories listed in the RFP. Vehicles must be owned and/or operated by the project sponsor (Vendor) in the State of Delaware. The dirty diesel vehicle is "traded in" and replaced with a cleaner vehicle. This program is not meant to increase the size of the fleet but instead remove dirty diesel vehicles and equipment and replace them with cleaner technology. All existing vehicles/engines that are replaced must be destroyed. A destruction certificate is required before any funds are received.
Section IV: Proposal Evaluation Criteria	E	17	Evaluation Criteria	We would be proposing to replace a marine engine. Do we have to provide proof of destruction?	Yes. Arrangements will be made for DNREC personnel to be present at the time any vehicle or equipment (engine) is destroyed. All destruction certifications, pictures, and receipts will then be submitted to DNREC. Once the information has been verified, the funds will be transferred to the project sponsor (Vendor). The Certificate of Destruction is listed as Appendix C of the RFP.
Section IV: Proposal Evaluation Criteria	E	17	Evaluation Criteria	Is there any division between the budget and the project categories on how projects are selected?	There is no division between the budget and the project category. Projects will be ranked according to their score on the selection metric. The Departments' priority is to fund projects designed to achieve the greatest NOx emission reduction for the dollar. The selection committee will select the projects that achieve the greatest emissions reductions and are ranked according to their score on the selection metric.
Section IV: Proposal Evaluation Criteria	E	17	Evaluation Criteria	Can we propose to destroy 2 vehicles and replace it with one with cleaner technology to provide a greater NOx benefit?	No. Vehicles and/or engines should be replaced 1:1. Projects proposals should be selected to provide the greatest NOx emission reduction benefits. Projects should stand on their own merit.

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Section IV: Proposal Evaluation Criteria	E	17	Evaluation Criteria	<p>1. For Class 4-8 category, it is mentioned that engine replacement may be done for an existing diesel bus. It says for vehicle replacement that we must purchase a 2018 or newer model. For electric motors and batteries, what is the requirement for age of these parts? For example, if we located an electric motor or battery that was produced in 2015 but unused to date, would this be acceptable?</p> <p>2. For "Ability to be Replicated Throughout the State," what is desired here, for example in the case of a public transit bus? Would documentation on how an engine was replaced for others to use as a guide be acceptable?</p> <p>3. For "Collaboration with Other Entities in the State," are points given if the equipment is purchased through a company located within the state? Are points given for collaboration with a public entity such as the transit bus company? Can you elaborate on relationships with the utility provider, and what kind of documentation you need to see in the proposal on this?</p>	<p>A new unused model year 2015 engine is not eligible. Appendix D-2 states that eligible buses may be repowered with any new diesel or alternate fueled or all-electric engine, or may be replaced with any new diesel or alternate fueled or all-electric vehicle with an engine model year in which the eligible mitigation action occurs or one engine model year prior. An engine replacement therefore requires the installation of a new model year 2018 or 2019 engine.</p> <p>The applicant should describe how the proposed project has the ability to be replicated throughout the state with other fleets or for public access. The applicant should describe how others in the State of Delaware would benefit from a similar project the applicant/vendor is proposing.</p> <p>The Selection committee will award points for "Collaboration with Other Entities." A maximum of 5 points will be awarded for the projects that include collaborative efforts between the applicant and others such as an anchor fleet, utility/fuel provider, vehicle dealer, or manufacturer. The applicant should describe the collaborative relationship and how this collaboration will benefit the project and the State of Delaware.</p>
Award and Execution of Contract & Award Notification	C & Appendix A Statement 10	39 & 63	<p>On Page 39, the RFP states The Vendor (s) to whom the award is made shall execute a formal contract within twenty (20) days after date of official notice of the award of the contract.</p> <p>On page 60, the RFP states Contracts must be fully executed within 60 days of award notification or risk forfeiture of the funding award. The Division of Air Quality may, at its discretion, extend the time of execution.</p>	We are seeking to help municipalities to replace their trash trucks with CNG-fueled trucks. Please verify the timeline for the execution of the contract – on page 39 it states 20-days whereas on page 63 it states 60-days. We request you consider 90-days for municipalities to execute a contract.	It is the Department’s intent to award a contract within 60 days. Execution of the contract is dependent on the quantity and quality of proposals received. The Department will work with the awardee to execute as soon as possible.
Appendix A	4h	60	The Applicant must demonstrate that the proposed project budget is reasonable, applicable, and eligible for funding. There will be an evaluation of the proposed budget as part of the evaluation process.	As I understand we will submit an engine package for repower based on the correct tier level but choice of engine package is up to us to decide as long as it meets the Project Eligibility outline?	The choice of the engine package is at the discretion of the project sponsor (vendor). The project sponsor must demonstrate that the budget is thorough, robust, realistic, and the most cost-effective choice as outlined in the Project Award Criteria. Please note that the application may be disqualified if unit prices are unbalanced either in excess or below reasonable cost analysis values per Disqualification of Vendors.
Appendix A	6d	61	Ferries/Tugs – Includes unregulated, Tier 1 or Tier 2 marine engines on ferries or tugs repowered with Tier 3, Tier 4, alternate fueled, or all-electric engine, or upgraded with an EPA certified remanufacture	Ferries/Tugs are named but are other vessels allowed such as supply boats, crewboats, and dinner excursion cruise vessels?	Tugs are defined in the Settlement. They are dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g. tugboat). Ferries are used to transport vehicles and cargo and people across a body of water. Supply boats, crew boats, and dinner excursion vessels would therefore not be applicable. These types of marine vehicles do not operate under the same hours or load as a tug/ferry.

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Appendix A	8	63	<p>Ineligible Mitigation Action Expenditures are those costs that do not qualify for funding under Phase 2 of Delaware’s VW Mitigation Plan. The costs include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Labor, • Administration, • Fringe Benefits, • Printing and Supplies, • Office Equipment, • Acquisition of real estate property, • Travel, • Acquisition of permits, • Landscaping, • Energy efficiency projects, or • Outreach and Education <p>Operation and maintenance costs of new or existing infrastructure and/or equipment are also not eligible for funding.</p>	<p>The lists shows things like labor, administration, etc. are not allowed but the Appendix D-2 guide lines allows cost of installation for replacement engines in tugs/ferries. What is the correct way to bid our proposal?</p>	<p>The Settlement guidelines do allow installation as part of an engine replacement. The proposal should be bid to include the actual and necessary cost of the equipment (the replacement engine) as noted on page 60 – paragraph 6 “Eligible Mitigation Actions.” The new engine would be installed in the vessel.</p>
NA	NA	NA	NA	<p>We are seeking to help private contractors and school districts with replacing diesel school buses with propane-fueled school buses. Can we help these entities with preparing a project proposal? Can we submit on their behalf?</p>	<p>The interests of the private bus contractors at this meeting can be represented if you signed in stating you are an authorized representative. You may help any entity prepare their project proposal. Authorized representatives may submit an application on behalf of an applicant as long the Application and Certification forms are filled out and appropriately signed in Appendix B. The final contract awarded will be signed by the owner of the equipment.</p>
NA	NA	NA	NA	<p>Can the cost share leverage other funds or grants for the match?</p>	<p>Any federal grant may have restrictions on how the cost share is met. DNREC recommends the project sponsor (Vendor) check with the point of contact for the specific grant in question.</p>
NA	NA	NA	NA	<p>If we partner with the City of Dover for a project and they did not attend this mandatory pre-bid meeting, can we apply on their behalf?</p>	<p>The interests of the City of Dover may be represented at this meeting if you signed in stating the agency you are representing. You may assist in the preparation of project proposals if your assistance is sought. Representatives may submit an application on behalf of an applicant as long the Application and Certification forms are filled out and appropriately signed in Appendix B. The final contract awarded will be signed by the owner of the equipment.</p>
NA	NA	NA	NA	<p>Do we need to say who we are representing [at this pre-bid meeting]?</p>	<p>Yes. The sign-in sheets posted at the meeting should be notated to include the agency you are representing.</p>
NA	NA	NA	NA	<p>Can the equipment be on order before the awardee has been notified?</p>	<p>No. A written contract must be signed and a purchase order in place before any work can begin or equipment can be ordered. These funds cannot be awarded to projects already in progress. See Formal Contract and/or Purchase Order of the RFP.</p>
NA	NA	NA	NA	<p>Where does this money come from?</p>	<p>The funds are disbursed at project completion. The funds are given to the State as a Beneficiary of the Environmental Mitigation Funds by Wilmington Trust. The project vendor must show proof of equipment destruction and all certifications, receipts, and documentation have been received and verified by DNREC.</p>

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NA	NA	NA	NA	Can we pool vehicles under one project sponsor (Vendor) who represents multiple vehicle owners?	Projects should not be pooled under one project sponsor (Vendor). Representatives may assist in project preparation and submittal but the vehicle/equipment owners will be required to sign individual contracts and fulfill individual project requirements.
NA	NA	NA	NA	I read the Department February 4th press release. Will there be any funding opportunities from this settlement for counties and local governments to purchase electric vehicles?	<p>The Volkswagen Environmental Mitigation Funds cannot be used to fund fleet expansion or electric vehicles. The funds must be used to replace a vehicle or engine in the Eligible Mitigation Action categories. The Eligible Mitigation Actions include:</p> <ul style="list-style-type: none"> • Class 8 Local Freight and Port Drayage Trucks • Class 4 School Bus, Shuttle bus, or Transit Bus • Freight Switchers • Ferries/Tugs • Ocean Going Vessels • Class 4-7 Local Freight Trucks • Airport Ground Support Equipment • Forklifts and Port Cargo Handling Equipment <p>Funds may be used for electric vehicle supply equipment (EVSE). Funds will not be available for EVSE until next year and they will be managed by the Division of Climate, Coastal, & Energy.</p>
NA	NA	NA	NA	We were wondering if you have an email for the Delaware Trust representative you mentioned. To ask about any possibilities with the Hydrogen buses.	Wilmington Trust was mentioned at the Pre-bid meeting on March 13, 2019. As the court appointed trustee, Wilmington Trust provides guidance on fiduciary, legal, and operational matters as they relate to the language and execution of the Trust agreement. They do not provide guidance on technical matters related to Eligible Mitigation Actions. Technical and programmatic questions for eligible mitigation actions can be addressed by the Volkswagen Clearinghouse. The clearinghouse is joint venture of established by the National Association of State Energy officials (NASEO) and National Association of Clean Air Agencies (NACAA). The website can found at www.vwclearinghouse.org . Personnel contacts can be found through the website.
NA	NA	NA	NA	Could you please let me know if the meeting was a Q&A type of meeting, or if people actually discussed their proposals? Also, do I understand correctly that you had to attend the pre-bid meeting in order to submit a proposal? Finally is there a sign-in list that I could get a copy of?	The purpose of the Pre-Bid meeting held on February 13, 2019 was for the Department to provide an overview of the Volkswagen Mitigation RFP. The meeting was mandatory for those who would like to submit a project proposal. Questions were verbally accepted at the meeting and the Department responded to as many questions as possible. The questions that could not be answered have been answered herein. Any additional written questions received by the Department by the March 4, 2019 deadline are also included herein. The sign-in sheet for those in attendance can be found with the RFP materials on the OMB webpage at the following link: http://bids.delaware.gov/bids_detail.asp?i=5494&DOT=N .