

RFP NAT20002-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.
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.

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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?	Please see Appendix A Paragraph 3 – Definitions. Tugs 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.
Appendix A	8	63	Ineligible Mitigation Action Expenditures are those costs that do not qualify for funding under Phase 2 and Phase 3 of Delaware’s VW Mitigation Plan. The costs include, but are not limited to, the following: <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 Operation and maintenance costs of new or existing infrastructure and/or equipment are also not eligible for funding.	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?	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.
NA	NA	NA	NA	We are seeking to help private contractors 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?	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 B1/B2. The final contract awarded will be signed by the owner of the equipment.
NA	NA	NA	NA	Can the cost share leverage other funds or grants for the match?	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.
NA	NA	NA	NA	Can the equipment be on order before the awardee has been notified?	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.
NA	NA	NA	NA	Where does this money come from?	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.
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.

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NA	NA	NA	NA	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 for EVSE will be available later this year and they will be managed by the Division of Climate, Coastal, & Energy.</p>
NA	NA	NA	NA	I just wanted to confirm the plug-in hybrid electrics and hybrid electrics are eligible under this program.	Please See Appendix A paragraph 3 – Definitions. The Volkswagen Environmental Mitigation Trust Fund does allow plugin hybrid electric and hybrid electric vehicles as alternative fuel replacement option.
NA	NA	NA	NA	If a diesel vehicle costs \$200,000 and a compressed natural gas (CNG) vehicle costs \$300,000. Is the cost share based on the incremental cost difference of the new vehicle or is the cost share based on the cost of the new vehicle.	The cost share is based on the actual cost of the new vehicle not the incremental cost difference. In the case of the example of a new CNG replacement, the cost share would be a percentage of \$300,000 not the incremental cost difference of the technology (\$300,000-\$200,000 = \$100,000).
NA	NA	NA	NA	<p>Can the VW Mitigation funds be used <u>in addition</u>, to the DE Heavy-Duty Vehicle Rebate Program, or additional existing incentive programs for alt. fuel vehicles?</p> <p>Our company has considerable trucking demand across geographies with existing CNG fueling infrastructure. However, we do not own the existing truck that we could take off of the road. All of our logistics are provided by third-parties.</p>	<p>Vehicles/equipment being replaced under the Volkswagen Environmental Mitigation Program must be owned and operated in Delaware. All applications submitted in response to RFP # NAT20002 – VWEMTFP must be signed by the vehicle/equipment owner.</p> <p>If the applicant wants to continue with leases, they are only eligible Delaware Heavy Duty Rebate program.</p> <p>Volkswagen Environmental Mitigation Funds may be used in addition to Delaware Heavy Duty Vehicle Rebate Program. The applicant, however must complete the Volkswagen program and receive reimbursement prior to submitting a Delaware Heavy Duty Vehicle Rebate application. The Volkswagen budget cannot include Heavy Duty Rebate funds.</p>

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NA	NA	NA	NA	Is the pre-bid meeting mandatory?	<p>The Pre-Bid meeting was re-scheduled and held on April 6, 2019 for the Department to provide an overview of the Volkswagen Mitigation RFP. The meeting was changed to an optional meeting due to Governor Carney’s declared State of Emergency on Friday, March 13, 2020 in response to the public health threat of COVID-19. The proclamation authorized all public meetings of the executive branch to be conducted electronically, either telephonically or via video-conference. 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 April 20, 2020 deadline are also included herein. A formal sign-in sheet was not provided, the Department, however, recorded attendance for those that signed into the conference call. The Department prepared sign-in sheet can be found with the RFP materials on the OMB webpage at the following link:</p> <p>http://bids.delaware.gov/bids_detail.asp?i=6210&DOT=N.</p>