

**May 15, 2019 Posting**

Volkswagen Questions and Answers – Indiana Program

Q: If something were to happen to the existing vehicle that would render it unable to be scrapped (e.g. vehicle is totaled in an accident), would there be an opportunity to work with IDEM to identify a substitute vehicle to be scrapped?

A: Yes. IDEM would be open to substitution when needed provided they are consistent with the existing vehicle and/or consistent with the requirements of the program.

Q: If I am budgeted to replace four vehicles each year, can I add two vehicles to be funded under Volkswagen along with the already budgeted four?

A: Possibly. The program is not intended to offset existing operation costs that are already planned through the use of a formal turnover cycle or already incorporated into the current budgeting cycle. If the two additional existing vehicles are newer than your formal turnover cycle would require for replacement, then they would be eligible for funding. It should be noted that the program does not cover 100% of the replacement cost of any vehicle, equipment, or engine.

Q: The RFP states that existing vehicles or equipment must be “of the same type and similar gross vehicle weight rating or horsepower as the equipment/vehicle being replaced.” I understand that the program wouldn’t support moving from a smaller piece of equipment to a larger one serving the same purpose, but what about a smaller horsepower or weight-rated alternative?

A: Maybe. The program would certainly be open to a project that replaces an existing piece of equipment with something serving the same purpose and in the same area that adequately performs that function using a lower horsepower (and presumably cleaner) alternative.

Q: If a company has vehicles located in several different locations across Indiana, should they all go on one application?

A: Maybe. There is no requirement that these projects be separate or combined applications. That choice is up to the applicant.

Q: Does the existing vehicle/equipment need to be destroyed before the funds are received by the Grantee or after?

A: Yes. The Certificate of Vehicle/Equipment Scrappage form will be required prior to any funds being reimbursed for projects funded under the program.

Q: Are repowers or replacements of freight switchers to Tier 3 standards or below eligible assuming the rest of the criteria are met?

A: No. Under the requirements of the national Volkswagen Mitigation Trust program, any freight switcher repower or replacement must meet the current Tier-level standard at the time of the project. Therefore, any locomotive project funded through Volkswagen must move to Tier 4. It should be noted that the Diesel Emission Reduction Act programs also require any repowers or replacements to bring the locomotives to a Tier-4 level.

Q: Is the Indiana Volkswagen Mitigation Trust Program available strictly for reducing diesel emissions or can an RFP be written to reduce emissions in general, for example from gasoline passenger vehicles?

A: No. The eligible mitigation actions allowable under the national Volkswagen Mitigation Trust are very explicit and are indeed focused on diesel emission reductions.

Q: Can the costs of charging infrastructure, if covered by the applicant or another party, be considered as match funding?

A: No. The Indiana program is focused on equipment and vehicle replacements and only those costs associated directly with the purchase of that replacement vehicle are eligible for consideration for funding or for matching purposes. It should be noted that there are qualitative considerations listed on Page 17 of the RFP in addition to the quantitative evaluation criteria scoring.

Q: Due to demand, manufacturing capacity, and procurement rules, electric vehicles can take up to 18 months from the date of ordering to delivery and payment. These delays might push us past the project completion date of December 2020. Can there be exceptions?

A: IDEM understands that lead-times for many vehicles will experience delays. As such, the program is willing to grant no-cost amendments for time where demonstrated progress with the project is being made.

Q: Can we use FTA formula funding for our local match?

A: Yes. As stated in the RFP, the program may fund up to the maximum listed per equipment or vehicle type. There is no requirement as to how an applicant covers their share of the total funding of the project.

Q: We want to clarify the criteria, "Leveraging of resources". Is this referencing percent or percentage points? We assume percent above, at which point a new all-electric bus replacing a Class 4-8 Transit Bus (2009 and older) with a 44% local match would receive the full points for that criterion. Is that correct?

A: Yes. Required match of 25% X 1.75 (75% above requirement for full leveraging points) = 43.75%

Q: We have a few clients that operate large fleets of trucks and equipment that meet the requirements for the Volkswagen Mitigation Trust Program, but the clients plan to lease the new vehicles. Would leased vehicle replacements qualify under your state program? If so, how long would the lease need to be to qualify?

A: No. As detailed in the RFP, leased onroad and nonroad equipment and vehicles are not eligible for funding under the program at this time.

Q: If a transit agency is funded through a metropolitan planning organization (MPO) and the MPO is actually the owner of the buses, should the MPO be the applicant?

A: Yes. A grant recipient must complete the Certificate of Vehicle/Engine Scrappage document prior to reimbursement of any costs. As such, that requirement must be met by the entity that has the legal authority to do so.

Q: There may be ownership or retention requirements associated with transit buses that were purchased using Federal Transit Administration funds. Is there a waiver of some kind that the Indiana VW program would be able to provide regarding these potential requirements?

A: No. If a waiver of any type is necessary due to requirements of another agency, whether federal or otherwise, that waiver must be obtained from the original funding agency and not the Indiana VW program.

Q: Can you confirm that the Applicant Share Commitment Letter should state the source of the non-VW program funding?

A: Yes. This formal letter should indicate that the portion not covered by the VW program is in place, budgeted, or readily accessible.

Q: If the applicant is a government entity where MBE/WBE/VBE may not apply, should they include language from an Equal Opportunity Employer program if one formally exists?

A: Yes.

Q: Column Z on the subject spreadsheet asks in which Indiana County the new vehicle will be registered. All of our vehicles are apportioned. Should I note that in this column or would you like the Indiana County where the new truck will be domiciled? Or both?

A: Both. It is best to note both that your vehicles are apportion plated (in Column J of the spreadsheet) as well as the intended Indiana County where they will be located (in Column Z of the spreadsheet).

***April 16, 2019 Posting***

Q: What is the length of time an applicant must own the replacement vehicles received through the VW program?

A: The Grant Agreement will require awardee to own, operate and maintain the vehicle/equipment for no less than 5 years.

Q: Where are the MBE/WBE/VBE forms online?

A: There are not forms for this declaration online. Instead an applicant should provide evidence that they are active participants in either the Indiana Department of Administration or Indiana Department of Transportation programs (links to the website). This can be through a screenshot of their listing online or similar.

Q: Where is the Indiana Economic Impact form online that is referenced in the RFP?

A: The Indiana Economic Impact form can be found at <https://forms.in.gov/download.aspx?id=6139>.

Q: Are the replacement vehicles required to be driven 100% of the time in Indiana?

A: No. The replacement vehicles are required to accumulate a minimum of 75% of their annual mileage within the State of Indiana.

Q: Are the replacement vehicles required to be domiciled in Indiana?

A: Without exception the replacement vehicles are expected to be domiciled in Indiana.

Q: Do new vehicle quotes count towards the 10-page submission limit?

A: No. Vehicle quotes and other supporting materials do not count towards the submission limit.

Q: Can applicants generate a P.O. or receive the replacement vehicle before Grant Agreement is awarded and executed?

A: NO COSTS can be incurred for the project prior to the signature of the Indiana Attorney General's Office.

Q: Does this grant cover firetrucks?

A: Yes. Firetrucks are eligible as Class 8 trucks.

Q: When the RFP discusses model years, is this intended to reference vehicle model years or engine model years?

A: References to model years in the RFP are focused on the engine certification years (engine model year), as opposed to chassis model years (vehicle model year).

Q: What are the prior usage requirements of the existing trucks in Indiana? Is there a time frame or percentage of time that the trucks need to have operated in Indiana to make them eligible for the grant?

A: Applicants must be registered with the Indiana Secretary of State and the expectation is that the vehicles and equipment are registered and located in Indiana and used with Indiana facilities. The Indiana Volkswagen Fleet Data Reporting Spreadsheet includes a requirement for Indiana BMV registration number.

Q: What are the reporting requirements after a replacement vehicle is placed into service?

A: Although there are not typically post replacement reporting requirements, it should be noted that Indiana's Grant Agreements will include a requirement that the Grantee own, operate and maintain the replacement vehicle serving the same purpose and in the same area as the existing vehicle for a minimum of 5 years following the date of funded purchase.

Q: The RFP states that onroad vehicles must travel at least 7,000 miles per year. Do all of these miles need to be travelled in the State of Indiana?

A: Regardless of the total number of annual miles travelled (including the 7,000 minimum), the requirement is that 75% or more of the miles travelled by the existing vehicle as well as 75% of the miles travelled by the replacement vehicle occurred/occur in the State of Indiana.

Q: If a project is completed in phases, can the Grantee request reimbursement in phases or are they only reimbursed after the total project is complete?

A: A single reimbursement request should be submitted to IDEM at the completion of the full project as awarded and will then be reviewed and verified by IDEM prior to submission to the Trustee.

Q: Can used buses be purchased?

A: No. Replacement vehicles/equipment must be certified to U.S. EPA or CARB emission standard as of the date of the project implementation.

Q: Are gas school buses or equipment eligible under the program?

A: No. Only diesel-powered vehicles/equipment are eligible for funding under the program.

Q: If I purchase four new vehicles each year, can I purchase four in 2019 and four in 2020 before the end of the grant period?

A: Yes. As long as the replacement vehicles are purchased and delivered within the grant period they are eligible for reimbursement.