

**Q: Can the "Respondent" be a consultant for the airport?**

**A:** Yes, as long as the respondent is working for or on behalf of the airport. This RFP is open to airports, airport authorities, airlines, cargo carriers, corporate procurement offices, and other airport stakeholders, and any other businesses that operate Ground Support Equipment (GSE) in the TVA service area.

**Q: Where do we find the Intent to Bid Form?**

**A:** In the RFP, enclosure #3, page 15.

**Q: Is this something that will be repeated next year? What is the lifespan of the project?**

**A:** No, this is a one-time solicitation. At this time, there are no plans to issue subsequent RFPs for electrification of GSE's. All projects approved through this solicitation must be completed no later than September 30, 2017; however, RFP proposals are due August 21, 2015. The total funding for the GSE Program is \$1,170,000.

**Q: Are slide and all the submittal information available on line?**

**A:** Yes, this information will be emailed out to webinar attendees and posted [http://www.tva.gov/environment/epa\\_mitigation/non-road\\_transportation.htm](http://www.tva.gov/environment/epa_mitigation/non-road_transportation.htm)

**Q: Can this funding be used to replace pick-up trucks with electric powered trucks used for aircraft maintenance - vehicles used to service aircraft, and transport parts from maintenance facility to terminal? Would an electric vehicle used to patrol the interior of the airport be eligible?**

**A:** Yes, other fossil-fueled (gas/diesel) technologies that can be replaced with electric options that support airport/airline operations will be considered. However, the intention is to replace ground support equipment, such as tugs, aircraft tractors, pushbacks, ground power units, belt loaders, and charging infrastructure to support these equipment.

**Q: Can a project that is already under construction be submitted for this funding assistance?**

**A:** No, projects that have started or equipment purchased prior to receiving approval from TVA are not eligible for funds. To be eligible for funds the respondent must submit an RFP, be selected by TVA, and approved by the Local Power Company (LPC) prior to purchase of equipment or start of construction.

**Q: Are the soft costs eligible for the overall installation grant funds?**

**A:** Yes, cost associated with the reduction of emissions will be given consideration. Please reference the evaluation criteria as you submit your justifications.

**Q: Would the electrical infrastructure cost be eligible as part of the overall project costs?**

**A:** Yes, but the respondent must show emissions reduction potential for installed equipment. Please reference the evaluation criteria as you submit your justifications.

**Q: In most cases, Carriers cannot install electric GSE until airports have installed the infrastructure. Do you have a list of airports that have plans for electric infrastructure or already have infrastructure within TVA's region?**

**A:** No, many small, regional, and international airports operate within TVA's service territory. Each of these facilities are overseen by airport authorities mandating unique market, operating and management guidelines. TVA does not have a list of each of these airport's current electrification infrastructure. We recommend that you contact the airport that you are interested in working with for specific information.

**Q: Does the old equipment that is replaced with electric using these funds have to be destroyed?**

**A:** No, however the GSE that is being replaced must be removed from the facility, resold, or disposed of, and if leased paperwork showing that equipment has been turned in.

- Q: For instance, does equipment need to remain at the airport for a certain period of time?**
- A:** Equipment purchased as part of this RFP must remain in service for a minimum of 5 years of service at the site. This minimum term is necessary to ensure achievement of the program's targeted emissions reduction goal.
- Q: Are non-attainment areas priorities?**
- A:** Environmentally challenged areas that struggle with non-attainment classification will be given consideration; however, those in maintenance status or attainment status are also eligible. Proposals will be evaluated based on the evaluation criteria outlined in the RFP and emissions reduction potential.
- Q: If there are multiple items that an entity or group would like to submit proposal(s) for should they submit multiple proposals or a single proposal? If a single proposal, is it an all-or-nothing package or in the case of multiple pieces of equipment could there be a partial award depending on availability of funding?**
- A:** Respondents should submit their responses in the best package possible as each RFP submitted will be evaluated based on the outlined evaluation criteria and its emission reduction potential. Proposals will be evaluated in their entirety. Additionally, if the project requires that all phases or equipment be installed in order to fulfill the goals of the respondent, the proposal should encompass all aspects of the project.
- Q: We are also concurrently conducting a process of applying for an FAA VALE Grant for this same project, and we have already calculated emission reductions utilizing the FAA's Emissions and Dispersion Modeling System (EDMS). If our FAA EDMS calculations yield the same resulting parameters, or if they can be calculated from there, would the FAA EDMS calculations be allowed in lieu of the EPA calculations? Also, the EPA calculations focus only on mobile GSE alternatives and do not provide modeling for PCA and 400Hz Ground Power Units versus running the alternative aircraft on-board APU?**
- A:** We are working from the guidance provided by the EPA since it is the basis of all other calculators. The Emissions and Dispersion Modeling System (EDMS) has been replaced by the [Aviation Environmental Design Tool \(AEDT\)](#) as of May 2015. In accordance with the EPA guidance, equipment is grouped into general categories, specific makes/models/manufacturers are not differentiated. It is important to note that the EPA data we have for emissions factors is the same data available in EDMS, as confirmed by the EDMS technical support. Since you are already calculating emissions as part of the FAA VALE grant, please submit your inputs/assumption/results as an appendix and we can verify during our review. Please also provide a population study of airplanes that use the APUs at the gate (types, sizes, quantities, etc.), and provide a model of the emissions.
- Q: For GPU and PCA equipment, can we use the FAA EDMS/AEDT program to estimate emission reductions from the aircraft auxiliary power units in lieu of the formula presented in the Addendum 1 which is geared more towards GSE equipment? The FAA EDMS/AEDT model is the approved model for estimating air emissions from airports and is used to estimate emissions reduction credits (ERCs) which are approved by state agencies and EPA under the FAA VALE program which was created under the Clean Air Act Amendments.**
- A:** We are working from the guidance provided by the EPA since it is the basis of all other calculators. The Emissions and Dispersion Modeling System (EDMS) has been replaced by the [Aviation Environmental Design Tool \(AEDT\)](#) as of May 2015. In accordance with the EPA guidance, equipment is grouped into general categories, specific makes/models/manufacturers are not differentiated. It is important to note that the EPA data we have for emissions factors is the same data available in EDMS, as confirmed by the EDMS technical support. Since you are already calculating emissions as part of the FAA VALE grant, please submit your inputs/assumption/results as an appendix and we can verify during our review. Please also provide a population study of airplanes that use the APUs at the gate (types, sizes, quantities, etc.), and provide a model of the emissions.

- 
- Q: It would appear that the only role that the Local Power Company will play is to confirm the LPC Information on page 12 of the document. Is that correct?**
- A:** Once a proposal is selected, the Local Power Company (LPC) will be sent an LPC eligibility request form in which they will review an offerors eligibility to participate and determine the feasibility of the project proposal. The LPC may at their discretion work with the airports to support their project proposal.
- Q: I assume since the document includes ACH information that all payments will be handled directly between TVA and the Participant. Is that correct?**
- A:** The program has the ability to pay incentives both via ACH and check. Payments can be made directly to an offeror or through your LPC depending on the agreement TVA has with your LPC.
- Q: Would it be possible to obtain a brief description of the following pieces of equipment (as listed on page 19 of the Request for Proposal): Cargo Loader, Cargo Tractor, and the Cart?**
- A:** Cargo Loaders are self-propelled conveyer belts that move baggage and cargo. Cargo Tractors transport luggage or cargo between aircraft and terminals. Carts are equipment that transport equipment and personnel.