

## Hazardous Fuels Transportation Assistance Program - Frequently Asked Questions (Updated 5/23/25)

### Application

- 1) Who can apply?
  - a. Any entity engaged in the transportation of hazardous fuels from, or adjacent to, National Forest System (NFS) lands. All applicants must have a Unique Entity Identifier (UEI) with the System for Award Management (SAM.gov) and a full active registration with SAM.gov when the proposal is submitted. **Note:** SAM.gov registration can take 10-15 business days.
- 2) Who will review the applications?
  - a. A Forest Service-led team will review all proposal applications for eligibility and ranking.
- 3) If my organization has business operations in several states can each business apply for the grant, or do we submit one application?
  - a. Entities that have subsidiaries and affiliates will be treated as one applicant with a maximum combined total request that cannot exceed \$5 million.
- 4) Do all applicants, including tribal applicants, have to meet the 50% non-federal match requirement?
  - a. Yes, the match requirement was stated in the authorizing legislation.
- 5) How should I go about calculating MBF for biomass?
  - a. The Forest Service has generic calculations for converting green tons into MBF if you do not have a conversion for your project. The local Forest Service Timber Sale Contracting Officer or timber program manager can assist you with that conversion. The HFTA team could also provide assistance, if needed.
- 6) What are some examples for demonstrating how a project off National Forest System lands could benefit the national forest?
  - a. A few examples include: hazardous fuels treatments within a fireshed that overlaps with the national forest, projects occurring simultaneously on a national forest and tribal lands in proximity to the forest; and high-priority projects identified within a State Forest Action Plan that are in proximity to the forest.
- 7) Is the HFTA Notice of Funding Opportunity (NOFO) also for Wood Innovations Grant projects?
  - a. No, wood innovations grant projects support market development or facility investments. See more at [Wood Innovations Grants](#).

## Eligible/Ineligible Projects and Expenses

### 8) What are the eligible projects and forest products?

- a. Applicant has rights/ownership of the forest products to be transported. Attach contract/wood supply agreement documentation to your application
- b. Project demonstrates a transportation deficit that is limiting hazardous fuels from being removed from/benefitting Forest Service lands.
- c. Projects that do not occur on Forest Service lands must demonstrate direct spatial and temporal relevance/benefit to Forest Service lands.
- d. If applicant is not the Forest Service project holder, they must provide documentation with intent to procure hazardous fuels or existing contracted procurement right (draft supply agreement showing material origin and quantity (green tons and MBF).
- e. Eligible material considered hazardous fuels may include logs, roundwood, chips, biomass and other byproducts from authorized existing projects transported to facilities for use in manufacturing wood products and/or wood energy/services. The following are some typical Forest Service contract or agreement mechanisms:
  - Decked Wood Timber Sale Contracts FS-2400-2 and 6/6(T) when material is 100% post-harvest decked wood timber).
  - No-bid timber sales that have been purchased through a direct sale are eligible and will be evaluated in the same manner as other projects. They will not automatically receive grant funding.
  - Products from any Forest Service contract or agreement where haul is not mandatory, or a specific pay item may be considered.
  - **If awarded an HFTA grant, then service contracts or service agreements** secured by the grantee before the HFTA application deadline that contain mandatory removal may be eligible to be modified to re-calculate or remove the haul pay item and thus be eligible **if** the applicant can demonstrate transportation of material renders the project not financially viable (e.g. timber that is currently being hauled at a loss). **This does not apply to timber sales.**
  - Existing contracts or agreements may be eligible for grant funding when *unforeseen significant deviation* occurs between appraised delivery sites and available delivery sites post award.
  - Timber Subject to Agreement and material not listed for mandatory removal in standard timber sale contracts (FS-2400-6/6T, 3T, 3S, & 13/13T) is eligible.
  - By-products from facilities generated from hazardous fuels treatments from, or adjacent to, national forests.

### 9) Can I receive the HFTA grant first and then obtain projects?

- a. No, project level applications will only be accepted from existing awarded/executed projects, e.g. FS contracts and agreements or wood supply agreements.

10) What is a wood supply agreement?

- a. A wood supply agreement is needed when a facility uses timber or biomass delivered from a Forest Service project but is not the contract or agreement holder. This agreement is between a federal timber purchaser, e.g. logger or mill, and another entity who will purchase and transport a specified forest product, e.g. chips, cull logs., to a utilization facility. This wood supply agreement is a signed document that states the valid agreement dates, included forest product(s), material origin, and quantity.

11) Can a biomass power facility apply for a grant if they are not the Forest Service contract or agreement holder?

- a. Yes, if the biomass power facility has a wood supply agreement(s) in place with the federal contract or agreement holder.

12) What are the eligible expenses and match that can be included in the application?

- a. All eligible expenses, including match, must be directly tied to and associated with the transportation of hazardous fuels identified in the proposal/application.
- b. Eligible expenses authorized for reimbursement and match are limited to:
  - Transportation of forest products including logs, roundwood, chips, biomass and other restoration byproducts from authorized projects to facilities for use in manufacturing wood products and/or wood energy/services. Transportation mode includes but is not limited to rail, trucking, barge and/or a combination of.
  - Loading and offloading of wood materials not included in the timber sale appraisal or agreement.
  - Costs associated with woodyards, loading facilities, scales, custom chipping and other items related to timber transport.
  - Debarking for the purpose of preventing spread of bark-dwelling insects to quarantined areas or other areas where responsible officials provide rationale and maps explaining their concerns.
  - Modification of equipment to facilitate efficient transport of wood products.
  - Mobile equipment leasing specifically tied to transportation (not "lease to own").

13) Can I use the grant to pay for the purchase of stumpage or costs associated with logging activities?

- a. No, costs such as stumpage, the purchase of timber, and costs associated with logging activities including cutting, skidding and decking are ineligible for the grant.

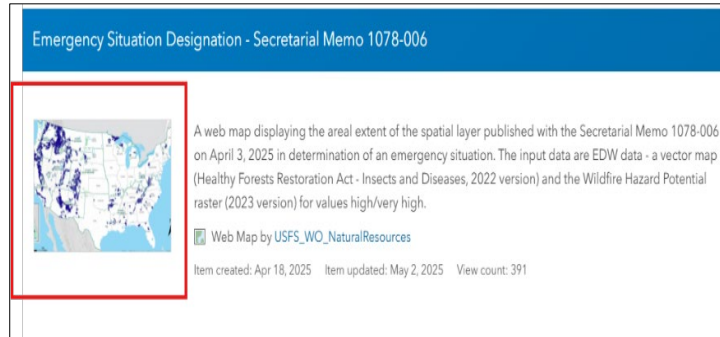
14) If I am hauling to the same mill appraised for in my timber sale, but the transportation costs have increased substantially due to inflation, are those transportation costs eligible expenses?

- a. No, inflation and increasing transportation costs without a significant deviation factor are not eligible expenses. A significant deviation example is the closure of a mill appraised to deliver to, thereby, requiring haul to a facility significantly further away.

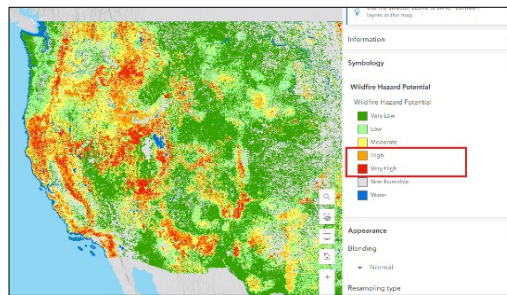
## Wildfire Hazard Potential, Hazardous Fuels, State Forest Action Plans

15) How do I determine the Wildfire Hazard Potential for my project?

- The Emergency Situation Designation Map will determine the Wildfire Hazard Potential.
- Navigate to the map by clicking the link here - [Emergency Situation Designation map](#)
- Click on the map of the US and select “Open in Map Viewer”.



- Navigate to the Wildfire Hazard Potential Layer.
- Using the left side bar buttons click on “Layers” and select “Wildfire Hazard Potential”
  - “Very High” areas are displayed as red, and “High” areas are displayed as orange.



- Navigate to your project area to determine its wildfire hazard potential.
- List the value(s) in your project application.

16) I know that treatment of priority hazardous fuels is one of the evaluation factors. If I have a project that is not located on Forest Service lands but is located in a “High” Wildfire Hazard Potential Area, could it be an eligible project? [Emergency Situation Designation Map](#)

- Yes, it could, however, projects located on Forest Service lands would receive more evaluation points than projects off Forest Service lands.
- Project areas identified as priority in State Forest Action Plans are also High priority from a hazardous fuels treatment standpoint. State Forest Action Plans can be obtained at <https://www.stateforesters.org/forest-action-plans/>

17) Can I submit projects on or adjacent to Forest Service lands that are not rated as Very High or High Wildfire Hazard Potential Area?

- Yes, however, projects rated as Very High or High Wildfire Hazard Potential would receive a higher score for that specific rating factor.
- If your project is within a State Forest Action Plan priority area include that information in your application. State Forest Action Plans can be obtained at

<https://www.stateforesters.org/forest-action-plans/>

18) What is the definition of “hazardous fuels”?

- a. For the purpose of this Notice of Funding Opportunity hazardous fuels on National Forest System lands are typically identified as part of project planning and the NEPA process. Hazardous fuels are flammable vegetation (living and dead) that present a threat of ignition and resistance to control. They increase the severity and risk of wildfire.

## Grant Selection, Administration, and Implementation

19) Who will administer the recipient/awardee project(s) and provide oversight?

- a. The primary administrator will be the Forest Service, but in some cases a 3<sup>rd</sup> party partner Administrator may be utilized in order to expedite implementation.

20) When and how will applicants be notified if their project is selected?

- a. We anticipate that it will take approximately eight weeks after the grant application period closes for final project selection decisions. All selected applicants will be notified via email.

21) How do I get paid?

- a. Invoices must be submitted to the Forest Service or Administrator and document all eligible expenses, including eligible match. The invoices and supporting documentation will be reviewed prior to reimbursement. Each project will also be required to provide signed TSA contracts, agreements or wood supply agreements for invoice verification.

22) Can I use the Hazardous Fuels Transportation Assistance grant to make a profit?

- a. No, 2 CFR 200.400 (g) states: The non-federal entity may not earn or keep any profit resulting from Federal financial assistance, unless explicitly authorized by the terms and conditions of the Federal award. The Forest Service will *NOT* explicitly authorize profit for any HFTA funds awarded. For example, if a trucking contract to transport material as part of an approved grant is \$10,000 and \$12,000 of reimbursement is requested for that expense in order to make a \$2,000 profit, the additional \$2,000 is not allowable.

23) What are the reporting/documentation requirements?

- a. Quarterly performance and financial reporting are required.
- b. Documentation of all eligible expenses, including match.
- c. Quarterly performance reports will include project maps, acres treated/benefitted, green tons, MBF hauled, product type hauled, and location(s) material was hauled to.

24) What are the audit requirements?

- a. In accordance with 2 CFR 200 part F. Any grant recipient that expends \$1,000,000 or more of Federal funding within a fiscal year must have a single or program-specific audit conducted for that year. [2 CFR 200 Part F](#).