

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY  
2011 OKLAHOMA CLEAN DIESEL PROGRAM  
GRANT ANNOUNCEMENT**

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**I. FUNDING OPPORTUNITY DESCRIPTION**

**A. Summary**

The Oklahoma Department of Environmental Quality (DEQ) is soliciting proposals for projects that reduce emissions from and improve fuel efficiency of diesel engines. Potential projects may include, but are not limited to: idle reduction technologies, cleaner fuel use, aerodynamic technologies and the repower, retrofit, or replacement of heavy-duty diesel vehicles and equipment throughout the state. Eligible vehicles may include school buses and municipal fleets (city buses, refuse vehicles, etc). The grant funds will be for the purchase and installation of EPA- or CARB- verified diesel particulate filters, diesel oxidation catalysts, and/or crankcase ventilation systems, engine repowers or vehicle replacements and other certified/verified clean diesel, anti-idling or fuel efficiency technologies. Applicants seeking retrofit technology may incorporate the cost of one replacement filter per retrofit into their proposal.

**B. Funding**

The total funding for this competitive opportunity is approximately \$187,000. The Oklahoma Department of Environmental Quality will award the assistance agreements for projects resulting from this announcement. The anticipated number of awards is variable due to applications received and available funding, but based on past experience Oklahoma DEQ expects to grant between 3 and 5 awards. Funding will be in the form of cooperative agreements; each successful applicant must enter into a memorandum of agreement (MOA) with the DEQ.

**C. Funding Closing Date**

Applications will be accepted until October 31, 2011; all monies must be spent by June 2012. If funds are not fully awarded after the October 31, 2011, deadline, DEQ may elect to extend the application deadline.

**II. ELIGIBILITY INFORMATION**

**A. Eligible Entities**

The Fiscal Year 2011 grant program will be open to school districts and municipalities.

**B. Eligible Projects**

Any application proposing emission reductions through control technology or fuel efficiency technology will be considered. Potential projects are described below.

Eligible diesel vehicles<sup>1</sup>, engines and equipment may include buses, medium-duty or heavy-duty trucks, non-road engines, equipment or vehicles used in construction, or energy production (including stationary generators and pumps).

### **1. Installation of EPA- or CARB-verified retrofit technologies**

Eligible exhaust retrofit technologies include diesel oxidation catalysts, diesel partial flow filters, diesel particulate filters, and crankcase ventilation filters. Lists of verified technologies may be found at:

<http://www.epa.gov/cleandiesel/verification/verif-list.htm>

<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

Applicants seeking retrofit technology may incorporate the cost of one replacement filter per retrofit into their proposal.

### **2. Installation of verified idle reduction technologies**

Eligible categories of idle reduction technologies are limited to those verified under EPA's National Clean Diesel Campaign. They include these five categories:

- i. Electrified Parking Spaces (Truck Stop Electrification)
- ii. Auxiliary Power Units and Generator Sets
- iii. Fuel Operated Heaters
- iv. Battery Air Conditioning Systems
- v. Thermal Storage Systems

More information on these eligible idle reduction technologies is on EPA's website:

<http://www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm>

### **3. Installation of verified aerodynamic technologies**

Verified aerodynamic technologies include trailer skirts and trailer end fairings. A complete list may be found at: <http://www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#advanced>

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<sup>1</sup> For highway vehicles, only medium heavy-duty and heavy heavy-duty vehicles are eligible (Classes 5-8): Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 - 26,000 lbs GVWR); Class 7 (26,001 - 33,000 lbs GVWR); Class 8a (33,001 - 60,000 lbs GVWR); Class 8b (60,001 lbs GVWR and over). For a further definition of vehicles and weight classes, please see the Diesel Emissions Quantifier Default Values document available at <http://epa.gov/otaq/diesel/documents/deq-default-values.pdf>.

#### **4. Installation of low rolling resistance tires**

A list of verified double-wide and single-wide low-rolling resistance tires can be found at <http://www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#tires>

#### **5. Certified engine repowers**

A current engine may be rebuilt and upgraded using certified engine configurations in order to meet 2010 federal emission standards.

#### **6. Certified vehicle/equipment replacement**

Vehicles and equipment may be replaced with 2010 emission standard vehicles of like kind. The vehicle or equipment being replaced must be scrapped and proof of scrappage provided to DEQ. The replacement vehicle or equipment must perform the same function and be of the same type and similar gross vehicle weight rating or horsepower as the vehicle or equipment that is being replaced.

### **C. Special Requirements for Eligibility**

1. Successful applicants will be encouraged to implement a fleet-wide idle reduction policy. Unnecessary vehicle idling pollutes the air, wastes fuel, and causes excess engine wear. Reducing idling saves money for fleets. For example, if a fleet has 30 vehicles that reduce idling time by 30 minutes per vehicle per day, using a half gallon of diesel fuel per hour of idling at \$3.75 per gallon of diesel fuel saves 1,350 gallons of diesel and \$5,062 over 180 days. Idling should be limited to the engine manufacturer's recommendation (generally no more than five minutes). Applicants should specify the policy to be implemented including (but not limited to) idling time limits, idling exceptions, expected fuel savings, etc. For applicants with an idle reduction policy already in place, please thoroughly describe the specifics of the policy. Failure to instate an idle reduction policy may be cause for disqualification. An idle reduction policy is required for all bus and trucking fleets.

2. Some applicants will be required to provide matching funds according to guidelines listed below. For all projects, applications which offer higher matching funds will be more likely to receive awards than those offering lesser matches.

a) All projects must provide matching funds consistent with past Oklahoma DEQ grant programs. These are:

(1) Funding for pre-2000 diesel school bus replacements will be reimbursed up to 50% for 2010 emission standard buses.

(2) Funding for purchase and installation of EPA or CARB verified DOCs, CCVs, and/or DPFs to retrofit heavy duty diesel engines and diesel school buses will be reimbursed at 100%. To be eligible for a retrofit, a bus must include an engine with a model year in the 1998-2006 range.

(3) Funding for purchase and installation of auxiliary heaters and low rolling resistance tires and aerodynamics will be reimbursed at 100%. To be eligible for a retrofit, a heavy

duty diesel engine or a diesel school bus must include an engine with a model year in the 1998-2010 range. The use of auxiliary heaters to reduce bus idling is discussed here: <http://www.epa.gov/cleanschoolbus/antiidling.htm>.

3. Successful applicants must use a competitive process for obtaining contracts for products and services and conduct cost and price analyses to the extent required in 40 CFR Parts 30 or 31, as applicable, as well as any regulations covered by state, local, or internal procurement requirements. All contracts and the purchase of equipment must be conducted in a manner providing free and open competition, to the maximum extent practicable. As such, applicants should refrain from mentioning specific technology producers in their applications unless they are sole source providers. Applicants are not required to identify contractors or consultants in the application. If applicants have named a specific contractor or consultant in the application DEQ approves, it does not relieve the applicant of obligations to comply with competitive procurement requirements as well as any regulations covered by federal, state, local, or internal procurement requirements. Applicants should describe their competitive bid process in the application.
4. Replacement and/or modified vehicle or equipment must operate primarily in the state of Oklahoma for five years following project completion.
5. Grant recipients will be required to keep the replacement and/or modified vehicle or equipment in good working order for a minimum of **five** years and report annually of such. Notification will be required if the vehicle is replaced, sold or transferred.
6. Funding can only be used for retrofit or replacement of HEAVY DUTY DIESEL vehicles.
7. Upon awarding the grants, the recipient must enter into a grant agreement or Memorandum of Agreement (MOA) committing to the terms of the award. This agreement will establish project timelines, the reimbursement process, reporting requirements (minimum of quarterly reports) and ensure the grant recipient will adhere to the competitive bid/procurement process and other applicable information.
8. All grant recipients must have registered with the Central Contractor Registration (CCR), <http://www.ccr.gov>, and have a registered Data Universal Numbering System (DUNS), <http://fedgov.dnb.com/webform>.

#### **D. Evaluation Criteria**

Applications must demonstrate eligibility as indicated in this announcement. Additionally, a successful application must satisfy all of the requirements in items 1-7 below and each application will be ranked according to the evaluation criteria in item 8 below.

##### Application Requirements

1. Applications must support Goal 1 of EPA's 2006-2011 Strategic Plan, Clean Air and Global Climate Change. Because this funding originated from EPA, projects funded with this grant money must support Goal 1 of EPA's 2006-2011 Strategic Plan, Clean Air and Global Climate Change; Objective 1.1: Healthier Outdoor Air, which states, "Through 2011...EPA will...protect human health and the environment by attaining and maintaining health-based air-quality standards and reducing the risk from

toxic air pollutants.” Specifically, the grant projects funded under this program must reduce emissions from diesel fleets, thereby reducing local and regional air pollution.

EPA’s Strategic 2006-2011 Strategic Plan may be found at:

[www.epa.gov/ocfo/plan/2006/entire\\_report.pdf](http://www.epa.gov/ocfo/plan/2006/entire_report.pdf).

2. Applications must be received on or before the closing date and time. If any funds remain available after the closing date and initial selection process, an extension may be granted to additional applicants.
3. Applications must be complete.
4. Applications must include a complete Fleet Information Table (Appendix A).
5. Projects must be located within the state of Oklahoma.
6. Applications must describe applicant’s capability to complete the project in a timely manner.
7. School bus retrofits will receive first priority over all other projects during the evaluation process to ensure that all districts have a chance to participate in the Oklahoma Clean Diesel School Bus campaign.
8. Final selection will be based primarily upon which projects will achieve the greatest emissions reductions for the greatest population at the least cost in award monies. In general, the following selection criteria apply. Selection criteria are listed in no particular order.
  - a) Applications with sufficient amounts of detail and completeness will have advantages over other applications.
  - b) Projects achieving higher cost-effectiveness (more emissions reduced per amount awarded) will receive priority over projects with lower cost-effectiveness. This selection criteria will likely favor projects retrofitting older engines with the most effective control technologies.
  - c) DEQ encourages the use of leveraged funds to enhance and expand proposed projects. Proposals with higher percentages of match funds will generally receive higher rankings during the evaluation process.
  - d) Projects affecting areas of greater population density will receive priority over projects of lesser population density.
  - e) Projects affecting sensitive populations (such as children, the elderly, and people with cardiopulmonary disorders) will receive priority over projects affecting the general populace.
  - f) Projects affecting counties that are non-attainment or potential non-attainment for the NAAQS will have priority over projects affecting other counties. These counties include: Adair, Caddo, Canadian, Carter, Cherokee, Cleveland, Comanche, Cotton, Creek, Dewey, Grady, Jefferson, Johnston, Kay, Lincoln, Logan, Marshall, Mayes, McClain, Muskogee, Oklahoma, Okmulgee, Osage, Ottawa, Pawnee, Pittsburgh, Pottawatomie, Rogers, Sequoyah, Tulsa, and Wagoner.
  - g) Projects affecting areas that have proportionately higher than average traffic from diesel engines, such as the I-40 and I-35 corridors, will have priority over other areas.

- h) Projects affecting vehicles or equipment that will have longer working life expectancies will have priority over vehicles or equipment with shorter life expectancies.
- i) Projects with shorter timelines will receive priority over projects with longer timelines.
- j) Larger projects will receive priority over smaller projects.

### **III. AWARD INFORMATION**

#### **A. Amount of Funding Available**

DEQ has approximately **\$187,000** available under this announcement for grants.

#### **B. Funding Type**

Funding will be in the form of reimbursement upon receipt of invoice(s) from the subgrantee. Subgrantees must have a prior executed agreement with DEQ to receive reimbursements.

All grant recipients must have registered with the Central Contractor Registration (CCR), <http://www.ccr.gov>, and have a registered Data Universal Numbering System (DUNS), <http://fedgov.dnb.com/webform>.

#### **C. Start Date/Project Duration/Timeline**

All projects should be started as soon as possible. Equipment should be installed within 120 days of signing the final agreement with DEQ; extensions of this 120 day requirement must be based on a demonstrated need and approved in writing by DEQ. All projects must be completed and all invoices paid by June 30, 2012. The retrofit equipment must be maintained on the vehicle for 5 years. Quarterly reporting will be required from the project start date through 5 years after the installation of the technology and/or the delivery of the new vehicle or equipment.

#### **D. Partial Funding**

Partial funding may be offered to applicants as deemed applicable and necessary when making the awards.

### **IV. APPLICATION AND SUBMISSION INFORMATION**

#### **A. How to Apply**

Applicants may submit their application by either hardcopy submission or electronically via email.

Oklahoma DEQ – Air Quality Division  
Attn: DERA Grant  
707 N. Robinson  
P.O. Box 1677  
Oklahoma City, OK 73101-1677

or

[DERAGrant@deq.ok.gov](mailto:DERAGrant@deq.ok.gov)

Applications can be found at the following website addresses:

Word format – <http://www.deq.state.ok.us/AQDNew/cleandiesel/DERA60Application.doc>

PDF format – <http://www.deq.state.ok.us/AQDNew/cleandiesel/DERA60Application.pdf>

Submitting an application package does not guarantee that funding will be awarded.

The applicant must have been awarded the funding via an executed agreement with DEQ in order to receive reimbursement. The applicant is responsible for expending its own monies first, and then is reimbursed for the award amount specified in the signed agreement with the DEQ. Without a fully executed agreement in place, the applicant assumes all costs for the purchases and installation.

Recipient must execute the MOA with the Oklahoma DEQ and receive a work commencement notification before any work on the project is started. Any funds spent by the recipient before official notification **will not** be reimbursed.