

# Ozarks Clean Air ALLIANCE

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## **Public Fleet Diesel Emission Reduction** **Request for Proposal (RFP) Document**

### **Summary:**

The Ozarks Clean Air Alliance (OCAA) has received a grant from the Missouri Department of Natural Resources and the Environmental Protection Agency (EPA). The grant will fund a Clean Diesel Public Fleet Program in Southwest Missouri. There is no cost share requirement for this grant. The target vehicles for this program include public owned vehicles, school buses, transit buses and garbage trucks. Private garbage hauling companies that have a contract with a city are also eligible. The program is for public fleets in the Springfield Metropolitan Statistical Area (MSA). This area includes the following counties: Green, Webster, Polk, Dallas and Christian.

Under this RFP, an applicant may apply for funding to cover 100% of the costs of any project that deals with reducing diesel emissions through emission control technology or idle reduction technology. Any funding awarded will be for a minimum of \$2,000 and a maximum of \$34,585. Emission control equipment that is eligible for funding under this cost share project includes Diesel Oxidation Catalysts (DOCs), Partial Flow-through Filters (PFFs), Diesel Particulate Filters (DPFs) and Closed Crankcase Ventilation Systems (CCVs). Idle reduction technology that is eligible for funding through this grant includes automatic shutdown devices.

This is a reimbursement program. Once an applicant is chosen for an award the applicant must fund the entire project. Once completion of the project has been verified, the applicant will receive a reimbursement for up to 100% of the incurred cost, not to exceed the requested amount.

### **Eligible Entities:**

Any city, county or state entity with diesel vehicles in Greene, Webster, Polk, Dallas and Christian counties may apply for this grant. The applicant will reply to Community Partnership of the Ozarks.

\*Note: No entity may submit multiple applications. If an entity applies on more than one application then neither application will be considered eligible for an award.

### **Eligible Equipment:**

There are two different categories of equipment that will be eligible for funding through this grant. They include emission control technology and idle reduction technology. Emission control technology reduces harmful pollutant emissions from diesel vehicles while the engines are running. They can be installed as replacement mufflers, or they can filter the crankcase emissions. The types of emission control equipment that will be eligible for partial funding through this grant will include DOCs, PFFs, DPFs, and CCVs. Only EPA approved or California Air Resources Board (CARB) verified technologies will be eligible for partial funding. A link to a website which lists all EPA verified emission control equipment is <http://www.epa.gov/otaq/retrofit/verif-list.htm>. A link to a website which lists all CARB verified emission control equipment is <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.

DOCs are generally replacement mufflers with a precious metal catalyst inside the muffler which oxidizes a portion of the harmful pollutants in diesel emissions, so that the exhaust gas is more environmentally friendly. DOCs usually fall in a price range of roughly \$1,000 to \$2,000 installed, depending on the model that is chosen.

PFFs are also generally replacement mufflers. They are called partial flow through filters, because the filters allow for air to pass through while still trapping some of the particles, however, the trapping of the particles will not clog the muffler because once the exhaust temperature reaches a certain level it will let the ash pass through. PFFs do not require maintenance, but exhaust flows and temperatures must be checked before this technology should be installed. PFFs generally reduce emissions by nearly double the amount of a DOC. PFFs usually fall in a price range of \$6,000 to \$8,000 installed, depending on the model that is chosen.

DPFs are filters which can replace mufflers or be placed behind mufflers. They trap particles in a filter and reduce emissions by nearly 90%. DPFs require exhaust flow and temperature tests to run before the technology should be installed, and also require maintenance roughly every 100,000 miles depending on the model chosen. DPFs can range in price from \$9,000 to \$11,000 installed, depending on the model that is chosen.

CCVs are filters for the crankcases of diesel engines. They take the crankcase emissions and run them through a filter and direct them back into the intake of the engine. They remove nearly 100% of crankcase emissions. However, they do not offer any treatment to the tailpipe emissions. Crankcase emissions are the main contributors to air quality issues inside the cabin of vehicles, so they generally clean the air that the operators and passengers of diesel vehicles are exposed to.

CCVs require maintenance roughly every 500 hours of use with a replace filter. They generally fall within a price range of \$500 to \$1,200 installed, depending on the model that is chosen.

Idle reduction technology does not reduce the pollutants from emissions while the diesel engines are running. By not operating the engine, pollutants are not emitted into the air, and fuel is saved. The only idle reduction technology eligible for this grant are automatic shutdown devices. Automatic shutdown devices eligible for funding through this grant must be EPA approved or CARB verified. A list of these verified technologies can be found at the following link: <http://epa.gov/smartway/transport/what-smartway/idling-reduction-available-tech.htm>.

Automatic shutdown/startup devices can be installed on vehicles which want to reduce their idle times. There are two different types, of technology that fall within this category. One type will only shut off the engine. This type of technology is called an automatic shutdown device. They can be programmed to shut off engines after a set amount of time that the engine has set at idle. The other type has a startup option, which can be used to restart the engine if the battery is running low or if the cab temperature reaches a certain level. This is called an automatic shutdown/startup device. The price range for the automatic shutdown devices is generally about \$400 to \$600 installed, depending on the model that is chosen. The price range for the automatic shutdown/startup device is generally about \$2,000 to \$3,500 installed, depending on the model that is chosen.

### **RFP Amounts**

The minimum amount that may be applied for is \$2,000, and the maximum that may be applied for by an eligible entity is \$34,585. Applications requesting less than \$2,000 or more than \$34,585 will not be eligible for funding. Only one application per entity will be allowed. The Community Partnership of the Ozarks reserves the right to fund a portion of the asking price if deemed necessary.

### **Restrictions**

This grant may not be used to fund any portion of the following costs:

- The cost of shipping emission control equipment or an idling reduction unit from the manufacturer to the facility where the emission control equipment or idling reduction unit will be installed on the vehicle
- The cost of operating emission control equipment or an idle reduction unit
- The cost of maintaining emission control equipment or an idle reduction unit
- Any luxury options for emission control equipment or an idle reduction unit including but not limited to chrome plating

### **Application Process:**

The deadline for application to be submitted will be March 27, 2008. Clarification may be requested by the Community Partnership of the Ozarks. No applications or clarification requests received after their respective deadlines will be reviewed. The deadline for clarification requests is

March 31, 2008. All applications deemed to meet the requirements of this RFP will then be assigned a lottery number. On April 7, 2009, the lottery will be held. Applications drawn first will be funded. Additional applications will be drawn until the funding has been depleted.

**Application Information:**

Applications may be sent to the following address:

Community Partnership of the Ozarks  
Attn: Michelle Garand  
330 North Jefferson Ave.  
Springfield, MO 65806

Applications will be restricted to no more than 6 pages. Pages in excess of 6 pages will not be reviewed. All applications will need to include two documents including a narrative proposal and a budget/vehicle identification page.

**Narrative Proposal:**

The narrative proposal should contain the following sections: summary page, summary/approach, and methods of verifying compliance.

The summary page should include the following:

- Project title
- Public entity that is applying
- Contact person, including name and job title
- Contact information:
  - Office phone number
  - Cell phone number
  - Mailing address
  - Email address
- Requested funding
- Brief paragraph describing the project

The summary/approach section should include all of the following information:

- A description of the company/entity that is applying for the grant.
- The area in which the project vehicle(s) is located.
  - The location for the vehicle must fall within one of the following areas: Greene, Webster, Polk, Dallas and Christian. The type of equipment that will be installed on the vehicles.
- The vendor or mechanic that will be used for the equipment and installation.

- Goods and services funded through this grant must be competed, and the method of choosing must be in accordance with OMB 40 CFR Part 30 or 31. A link to CFR documents is <http://www.epa.gov/lawsregs/search/40cfr.html>
- The expected remaining life of the project vehicle(s).
  - The expected remaining life of project vehicles must be at least 5 years in order to maximize the useful life of the equipment that will be installed.
- The method of installation
  - Will it be done by an internal mechanic or a hired mechanic?
- An approximate schedule for the purchase and installation of the equipment.
  - The deadline for the equipment to be installed will be September 30, 2009. If proper paid receivers and photographic evidence of the installed equipment is not received by this time your award will be terminated.

The Community Partnership of the Ozarks will reimburse the partner up to the agreed amount through the grant when a paid receiver and a photograph of the installed equipment are received and verified. The methods of verifying compliance section should include the following information:

- Clearly state that you understand that you must provide invoice documentation for any labor and equipment purchased for the project.
- If an internal mechanic is intended to perform the installation state your methods of documenting their time spent on the installation. Include the total cost for the installation and number of hours to install with the total project cost for reimbursement.
- State your method of verifying that the equipment has been installed.
  - This could be pictures with license plates and the equipment installed. Other methods can be considered.
- Indicate that you will not purchase any goods or services with the award money unless it has been competed in compliance with EPA regulations.

**Budget/Vehicle Identification Page:**

This portion of the application must be filled out with all of the information included in the attached example.

Budget Example For Public Fleet Request for Proposal							
Public Entity Name:							
<u>Detail Budget Breakdown</u>							
Category	Vehicle Information (year, on-road/off-road, horsepower, engine make, engine model)	Vehicle Identification Number	Installation Details	Vehicle Annual Mileage	Vehicle Annual Idling Hours	Total Purchase or Installation Cost	Amount To Be Reimbursed
<b>Type of Equipment &amp; Manufacturer</b>							
Diesel Oxidation Catalyst - Donaldson	1996, on-road, 300hp, International, 360 Engine	FLEK123456789		50,000	100	\$1,300	\$1,300
Closed Crankcase Ventilation System - Donaldson	1996, on-road, 300hp, International, 360 Engine	KJHG12345678		70,000	200	\$1,000	\$1,000
<b>Total Equipment Cost</b>						<b>\$2,300</b>	<b>\$2,300</b>
<b>Installation</b>							
Company's Mechanic	1996, on-road, 300hp, International, 360 Engine	FLEK123456789	2 hrs @ \$100.00/hr			\$200	\$200
Installation contracted out to Green's Auto Shop	1996, on-road, 300hp, International, 360 Engine	KJHG12345678	5 hrs @ \$110.00/hr			\$550	\$550
<b>Total Installation Cost</b>						<b>\$750</b>	<b>\$750</b>
<b>Total Project Cost</b>						<b>\$3,050</b>	<b>\$3,050</b>