

**North Central Texas
Council of Governments**

DIESEL IDLING REDUCTION PROGRAM

2010 Call for Projects

Revised September 27, 2010

September 2010
North Central Texas Council of Governments
Air Quality Policy and Program Development
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Centerpoint Two
Arlington, TX 76011
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www.nctcog.org/aqfunding

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INTRODUCTION

The Diesel Idling Reduction Program was established to provide financial assistance for the purchase and installation of technologies which reduce emissions due to the extended idling of heavy-duty diesel engines in the Dallas-Fort Worth (DFW) ozone nonattainment area. Grants may be awarded for on-board idle-reduction devices or on-site infrastructure projects. Funds for this Call for Projects (CFP) are made available through grants awarded by the U.S. Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program, as well as funds programmed by the Regional Transportation Council (RTC) out of Congestion Mitigation and Air Quality (CMAQ) program federal funding. The CFP is being administered by the North Central Texas Council of Governments (NCTCOG) and is consistent with requirements set forth by the Environmental Protection Agency and CMAQ program.

This document contains criteria for grants awarded through the Diesel Idling Reduction Program 2010 CFP.

PURPOSE

The objectives of this CFP are to increase the use, availability, and awareness of technologies which eliminate the need for heavy-duty diesel engines to idle; improve air quality and address climate change by reducing emissions; and reduce petroleum consumption in the counties designated as nonattainment for the pollutant ozone in the North Central Texas region. The initial cost of idle-reduction technologies can be prohibitive to fleets and/or individual owner-operators. The Diesel Idling Reduction Program CFP is intended to provide financial assistance is to ease the capital burden required to implement projects which demonstrate emissions reductions through the use of idle-reduction technologies.

Currently, nine counties in the North Central Texas region, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant County, are classified as a moderate nonattainment area under the National Ambient Air Quality Standard for ozone. This means that ground-level ozone concentrations in these counties exceed the federal health-based limit as set forth by EPA. Ozone is formed when nitrogen oxides (NO_x) and volatile organic compounds (VOC) react in the presence of sunlight and heat. The nine-county nonattainment area is currently facing reclassification to "serious" nonattainment status as the region was unable to demonstrate compliance with the ozone standard by a June 2010 deadline. Furthermore, EPA is considering lowering the ozone standard to a stricter level that will be more protective of human health. These circumstances demonstrate the continued need to invest in projects which reduce ozone-forming emissions in the DFW nonattainment area.

Numerous efforts are being implemented to reduce emissions that contribute to ozone formation. One strategy to address these emissions is to reduce or eliminate unnecessary idling of heavy-duty diesel engines. Heavy-duty diesel vehicles, including eighteen-wheelers, smaller delivery trucks, diesel transit buses, and diesel school buses, emit approximately 48.3 percent of all NO_x emissions attributable to on-road vehicles in the DFW ozone nonattainment area. These engines are sometimes left idling for long periods of time due to driver and/or passenger comfort, cargo loading/unloading, or a perception that the diesel engine performance is improved if left on. EPA estimates that approximately 3.4 percent of total emissions from

Class 8 heavy-duty trucks (18-wheelers) are due to “extended idling”¹. Thus, this sector alone contributes approximately 2.34 tons of NO_x per day simply from engine idling. This activity not only releases harmful emissions, but also can consume up to one gallon of fuel per hour for heavy-duty vehicles and cause unnecessary wear on the engine, resulting in higher maintenance costs.

EPA has verified many products to achieve emissions reductions by minimizing the need for idling of the primary engine; many can also provide necessary services such as cab heating or cooling and auxiliary power needs. Benefits of reduced engine idle time include not only lower emissions, but also reduced fuel and engine maintenance costs for the vehicle owner. The cost of unnecessary idling, as well as the return on investment for purchasing technological solutions, can be calculated with the EPA SmartWaySM Transport Program Savings Calculator, which is available online at www.epa.gov/smartway/transport/calculators/index.htm.

Projects implemented through this funding opportunity will support efforts to reduce ozone concentrations by achieving cost-effective reductions in NO_x emissions, and will further enhance air quality by also achieving reductions in particulate matter (PM_{2.5}), carbon dioxide (CO₂), and toxic diesel exhaust. Reductions in petroleum consumption are an additional benefit of the program.

CONTACT INFORMATION

Please submit any questions or comments to NCTCOG Project Staff:

Project Lead

Lori P. Clark, Senior Transportation Planner
(817) 695-9232, lclark@nctcog.org

Project Manager

Carrie Reese, Program Manager
(817) 608-2353, creese@nctcog.org

Documents and CFP information, including application forms, are available at www.nctcog.org/dirp.

ELIGIBLE APPLICANTS

This funding opportunity is available to all public and private entities who wish to install, own, and/or operate idle reduction devices which reduce idling of eligible vehicles/equipment.

Businesses or other entities in which an NCTCOG or EPA employee, spouse, or family member has a direct or indirect interest, financial or otherwise, may be prohibited from receiving a grant, depending upon the nature of the interest. Any questions regarding the eligibility of an entity to apply for a grant should be referred to the NCTCOG staff early in the application process.

On-Board Idle-Reduction Projects

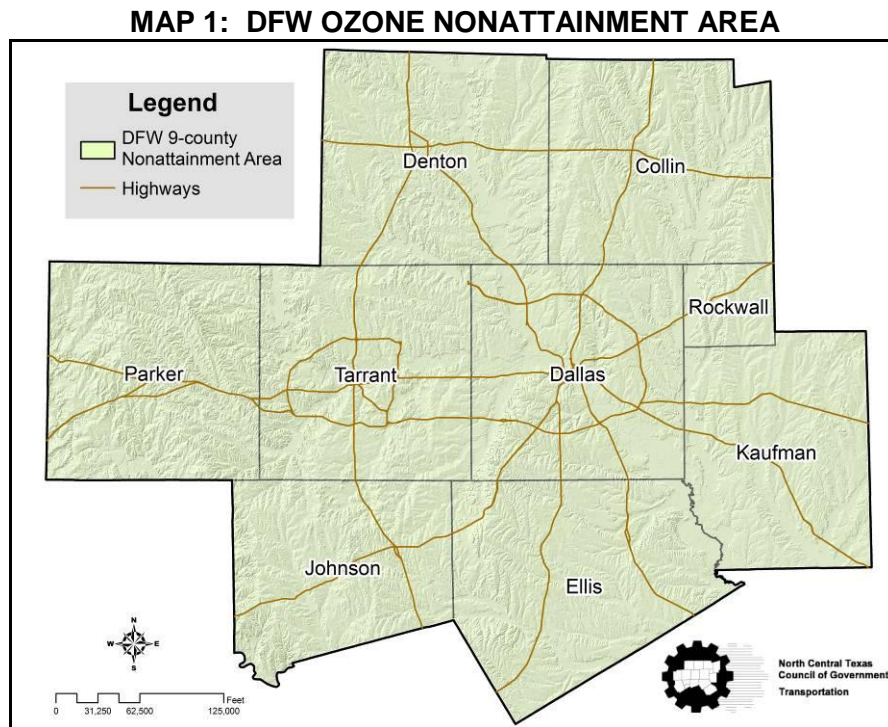
Eligible applicants include entities which will be the end-user of the idle-reduction technologies requested. Applicants should either own or lease the vehicle(s) on which idle-reduction technologies will be installed. Eligibility is open to owners or operators of both short-haul, regional trucks and long-haul trucks. However, primary emphasis will be placed on projects that achieve significant reductions in emissions within the nine-

¹ U.S. Environmental Protection Agency, *Guidance for Quantifying and Using Long Duration Truck Idling Emission Reductions in State Implementation Plans and Transportation Conformity*. January 2004.
<http://www.epa.gov/smartway/documents/420b04001.pdf>. 10/02/08.

county DFW ozone nonattainment area, outlined in Map 1. In order to be eligible, the project must achieve reductions with a cost per ton of NO_x reduced of \$20,000 or less. In general, this equates to **the following**:

- a reduction of approximately 600 hours idling per year (or approximately 2.5 hours per day, 20 days per month) in the DFW ozone nonattainment area, assuming a three-year Activity Life **and a zero-emissions idle-reduction technology, such as an all-electric APU, or**
- a reduction of approximately 800 hours idling per year (or approximately 3.5 hours per day, 20 days per month) in the DFW ozone nonattainment area, assuming a three-year Activity Life and use of an auxiliary power unit powered by a 12-horsepower engine.

A calculator is available online at www.nctcog.org/dirp to help evaluate cost per ton for specific projects based upon each applicant's specific activity levels.

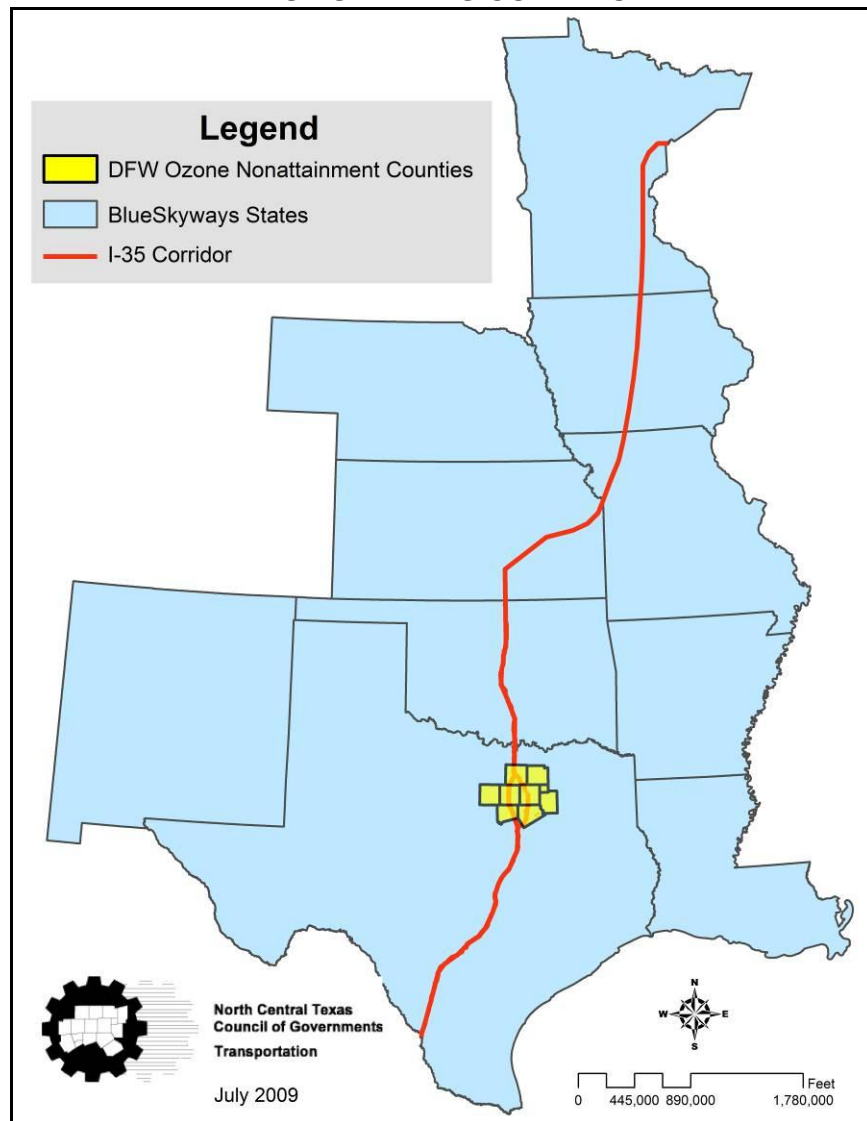


Secondary emphasis for on-board technologies will be placed upon projects which achieve significant emission reductions within the EPA Blue Skyways Collaborative. The collaborative currently includes Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, New Mexico, Oklahoma, and Texas and the areas along the Mexican and Canadian borders. For the purposes of this grant, the corridor of focus will be the area along Interstate 35. This area is illustrated by Map 2.

In addition, public sector entities which wish to apply for funds to install on-board idle-reduction projects must have adopted the Clean Fleet Vehicle Policy by the application deadline of October 22, 2010. This policy sets guidelines regarding best practices in vehicle acquisition, maintenance, and operations to help minimize emissions from

public-sector fleets; it also includes restrictions on vehicle idling and requirements for driver training. Adoption must occur prior to the closing of this call for projects and a signed copy of the policy must be submitted to NCTCOG. Entities that have adopted the policy must be in compliance with all policy requirements, including annual reporting, in order to be eligible for funding. For more information on the Clean Fleet Vehicle Policy, or to check your organization's status, please visit www.nctcog.org/fleetpolicy. Private sector applicants are encouraged to consider a similar policy for their own fleets.

MAP 2: EPA BLUE SKYWAYS COLLABORATIVE AREA



On-Site Idle-Reduction Projects

Eligible applicants include entities which will either own or maintain on-site idle-reduction technology. To be eligible, the site must be located within the nine-county DFW ozone nonattainment area outlined in Map 1.

Adoption of the Clean Fleet Vehicle Policy is not required for on-site idle reduction project applications. However, adoption of the policy may positively impact project

evaluation. Private sector applicants are encouraged to consider a similar policy for their own fleets.

ELIGIBLE PROJECTS AND COSTS

All eligible projects must reduce idling from heavy-duty vehicles or equipment powered by a diesel engine. Heavy-duty vehicles and equipment are defined as follows:

- On-Road Vehicles: Gross vehicle weight rating (GVWR) of at least 16,001 pounds (Class 5-Class 8b)
- Non-Road Equipment: Engine horsepower of 25 or greater

Both on-board and on-site idle-reduction projects are eligible and are detailed below.

On-Board Idle Reduction

An on-board idle-reduction project involves the installation of a verified idle-reduction device on an eligible on-road vehicle which reduces the need for operation of the primary engine during time that the vehicle must remain on, but is stationary and/or is not actively performing work. The purchase of a vehicle with integrated idle-reduction technologies may also be considered an eligible project. EPA has verified a variety of technologies that fall into this category, including auxiliary power units/generator sets, fuel-operated heaters, battery air conditioners, and thermal storage systems.

Model year 2008 and newer engines which are certified for operation in California have stricter emissions controls when at idle than older model year engines or those not certified for use in California. While projects on these vehicles are eligible, applicants are advised that they may be less cost-effective and may not fare as well under competitive evaluation.

Eligibility

- Limited to on-road vehicle projects.
- Idle-reduction devices must be listed on the EPA verified SmartWay technologies website at www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#idle. Appendix 1 includes a list of all products included on this website as of September 1, 2010, for reference. Applicants are encouraged to review the EPA site prior to making purchases to get the most up-to-date information available. Please note that NCTCOG does not endorse nor promote any individual product.
- Must achieve a cost per ton NO_x reduced of \$20,000 or lower within the nine-county ozone nonattainment area.
- If the vehicle is leased rather than owned, additional conditions apply:
 - Lease term must **either exceed the Activity Life or vest ownership of the truck with the applicant at the end of the lease term (i.e. a lease-to-own agreement)**.
 - Applicant must include a statement from the owner of the vehicle (the lessor) indicating knowledge of and support for the proposed idle-reduction activity.
- Projects which reduce idling of vehicles used primarily for competition or recreation are not eligible.

Funding Level

- Up to 50 percent of the purchase and installation cost, not to exceed \$5,000 per activity

On-Site Idle Reduction

An on-site idle-reduction infrastructure project may include the purchase and installation of systems designed to dispense electricity to heavy-duty vehicles or equipment. The electricity should replace the power normally supplied by the primary vehicle or equipment engine. Emphasis will be placed upon projects which serve on-road vehicles at truck stops, but installations which serve other heavy-duty equipment, particularly freight-related equipment, are also eligible.

Eligibility

- Must be located within the DFW nine-county ozone nonattainment area.
- Must have location identified and/or letter of support from site owner.
- Idle-reduction devices must be listed on the EPA verified SmartWay technologies website at www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#idle, or be otherwise approved by NCTCOG. Appendix 1 includes a list of all products included on the EPA website as of September 1, 2010, for reference. Applicants are encouraged to review the EPA site prior to making purchases to get the most up-to-date information available. Please note that NCTCOG does not endorse nor promote any individual product.
- Projects which supply power or electricity to vehicles or equipment used primarily for competition or recreation, or supply electricity used to recharge the battery of a vehicle or piece of equipment which operates solely on electricity rather than an internal combustion engine, are not eligible.

Funding Level

- Up to 80 percent of the incremental cost

INELIGIBLE COSTS

Ineligible Costs may include:

- Ongoing operations and maintenance costs for idle-reduction technologies.
- Fees associated with Buy Boards and financing.
- Administrative costs and other internal costs of the grant recipient—including but not limited to personnel expenses, internal salaries, indirect costs, and travel.
- Fees for a third-party consultant or dealer hired by the grant recipient to coordinate the application or manage and administer the grant-funded activities, including coordination of the work and submission of reports and paperwork to NCTCOG for the grant recipient. This restriction is not intended to limit the ability of the equipment supplier or installer to include reasonable and necessary costs for managing the work to be performed in the price of the vehicle, equipment, or installation services. The costs for professional services, including engineering and technical work, required for completion of the activity may be included, subject to the restrictions pertaining to that type of project. Per the Uniform Grant Management Standards (UGMS), the cost plus a percentage of cost method of contracting for professional services shall not be used.

REQUIREMENTS

Projects must comply with the following elements to be considered for funding.

- **Project Type:** Applicant must propose to reduce idling of eligible heavy-duty, diesel-powered vehicles or equipment through use of an EPA-verified idle-reduction technology.
- **Bids/Quotes Included:** Applicant must include at least one bid identifying estimated purchase and installation costs of the proposal. For proposals to purchase a vehicle with integrated idle-reduction technologies, the bid should clearly indicate the additional cost of the vehicle with the idle-reduction technologies installed as compared to the same vehicle without the integrated system.
- **EPA Verification:** Idle reduction technology units must be on the EPA verified technology list, which can be found at www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#idle. **NCTCOG may approve use of certain on-site idle reduction technologies which are not EPA-verified on a case-by-case basis.**
- **Clean Fleet Vehicle Policy:** Applicants must have adopted the Clean Fleet Vehicle Policy prior to the application deadline and be in compliance with annual reporting requirements (only applicable for public sector entities applying for on-board idle-reduction projects).
 - Note: Adoption of the Clean Fleet Vehicle Policy is not a requirement for on-site infrastructure or private sector proposals. However, applications which demonstrate adoption of this policy, or adoption of a policy consistent with the principles in the Clean Fleet Vehicle Policy, will be evaluated favorably during project selection.
- **Activity Life:** Applicant must continue to own and operate grant-funded technology in a manner consistent with the terms of the Diesel Idling Reduction Program and grant Agreement for a minimum of the following project-specific Activity Life:
 - On-Board Idle-Reduction Projects: **minimum of 3 years** ~~3-5 years~~
 - On-Site Idle-Reduction Projects: 7 years
- **Voluntary Reductions:** Projects must be voluntary in nature and not required by any State or federal law, rule, regulation, memorandum of agreement, or other legally binding document.
- **Project Dates:** Applicant must not incur grant-related expenses or proceed with grant activities prior to issuance of a Notice to Proceed by NCTCOG. All projects must be implemented, and final requests for reimbursement submitted, by the following dates:
 - On-Board Idle-Reduction Projects: must be completed by November 30, 2011.
 - On-Site Idle-Reduction Projects: must be completed by February 29, 2012.
- **Reporting Requirements:** Applicant must commit to complete semi-annual usage reporting on project use for the full Activity Life of the project.
- **Emissions Credit:** Applicant must surrender emissions reductions to NCTCOG to meet air quality requirements and goals. The recipient may not utilize emissions reductions to satisfy other air quality commitments.

- **Local Match:** Applicant must identify source(s) of local match during the application process. Diesel Idling Reduction Program funds cannot be combined with other federal funds or Texas Emissions Reduction Plan (TERP) funds. Matching funds must not already be tied to emission reduction commitments.
- **Financial Disclosure:** Applicant must notify NCTCOG of the value of any existing financial incentive that directly reduces the cost of the proposed activity, including tax credits or deductions, other grants, or any other public financial assistance, to allow for accurate calculation of incremental cost.
- **Notification:** Applicant must agree to notify the NCTCOG of any changes in the following during the Activity Life: termination of use; change in use, sale, transfer, or accidental or intentional destruction of grant-funded equipment or infrastructure.
- **Written Certification of Disposition:** At the end of the Activity Life, subgrantee must provide to NCTCOG a written certification of the disposition of grant-funded vehicles/equipment. The certification shall describe the continued use and condition of the vehicles/equipment, fair market value, remaining useful life, and any actual or anticipated improvements that may increase the value of the vehicles/equipment.
- **Planning and Purchasing (on-site idle-reduction infrastructure):** Subgrantee shall purchase facility components and materials in accordance with all federal, State, and local laws concerning purchase of goods and services. The subgrantee shall oversee the implementation plan and schedules including finalizing permits with building and safety, fire departments; site preparation with concrete, piping and electrical; installation; and facility start-up, training and operation.

SCHEDULE

Task	Estimated Timeframe
Call for Projects Opens	September 13, 2010
Call for Projects Deadline	Friday, October 22, 2010 – 5 p.m. Central Time
Finalize Staff Recommendations	November 2010
Announce Awarded Projects	December 2011
Mail Subgrantee Agreements/ Notice to Proceed	December/January 2011
Project Implementation Deadline/ Final Invoice Due Complete	On-Board Idle-Reduction Projects: November 30, 2011 On-Site Idle-Reduction Projects: February 29, 2012

SELECTION CRITERIA

Properly completed applications will be evaluated and ranked by NCTCOG staff based on the following criteria:

Quantitative Assessment

NCTCOG will quantify potential emissions reductions associated with all idle-reduction projects submitted and will estimate cost per ton of various emissions reduced in the nine-county ozone nonattainment area. Cost per ton is calculated based upon the amount of

grant funds awarded. Therefore, it should be noted that applicants who offer more than the minimum required local match may achieve a more favorable cost per ton and rank higher in the quantitative assessment.

- On-Board Idle-Reduction Projects
 - Primary Evaluation: Results achieved in the DFW ozone nonattainment area
 - Cost per Ton NO_x Reduced
 - Cost per Ton PM Reduced
 - Cost per Ton CO₂ Reduced
 - Cost per Gallon Diesel Reduced
 - Secondary Evaluation: Results achieved in the EPA Blue Skyways Collaborative
 - Cost per Ton NO_x Reduced
 - Cost per Ton PM Reduced
 - Cost per Ton CO₂ Reduced
 - Cost per Gallon Diesel Reduced
- On-Site Idle-Reduction Projects – Results achieved in the DFW ozone nonattainment area
 - Cost per Ton NO_x Reduced
 - Cost per Ton PM Reduced
 - Cost per Ton CO₂ Reduced
 - Cost per Gallon Diesel Reduced

Qualitative Assessment

NCTCOG will also conduct a qualitative assessment on all projects submitted. Elements considered in this evaluation include:

- Partnership
 - Participation in the EPA SmartWay Transport Partnership or Blue Skyways Collaborative
 - Participation in other air quality initiatives
 - Previous participation in NCTCOG-administered funding programs
- Additional Local Match Offered (for example, an on-site idle-reduction project requests only 60 percent of the total project cost, rather than the maximum 80% grant award allowed)
 - Also impacts quantitative assessment
- Adoption of Clean Fleet Vehicle Policy
 - Public Sector Applicants: Required for on-board idle-reduction projects, encouraged for all applicants
 - Private Sector Applicants: adoption of similar clean fleet policy encouraged
 - On-Site Idle-Reduction Projects: will prioritize projects located within adopting jurisdiction (a current list of adopting entities is available at www.nctcog.org/fleetpolicy)
- Adoption of Locally Enforced Idling Restrictions
 - Public Sector Applicants: encouraged for all applicants
 - Private Sector Applicants: adoption of fleet anti-idling policy encouraged
 - On-Site Idle-Reduction Projects: will prioritize projects located within adopting jurisdiction (a current list of adopting entities is available at www.nctcog.org/trans/air/programs/idling/engineoffnorthtexas/drivers.asp#Adoptees)

- Feasibility/Risk
 - Timely implementation schedule
 - Clearly identified project costs, implementation procedures, financial need, and source(s) of applicant match
 - On-Site Infrastructure proposals with location identified and/or agreements in place to secure property for installation
- RTC Strategic Goals
 - Environmental Justice
 - Located in a community of concern
 - Note: NCTCOG defines a community of concern as an area having a high density of the following protected populations: minority, age 65 and older, disabled, female head of household, and/or below poverty line
 - Applicant qualifies as a disadvantaged business enterprise (DBE)
 - Note: The definition of DBE for this program includes minority-owned and woman-owned business enterprises
 - On-Board Idle-Reduction Projects which reduce emissions from engines older than model year 2008 or which do not have advanced idling emissions controls
 - On-Site Idle-Reduction Projects which are
 - Located at a truck stop
 - Located in an area without existing facilities

NCTCOG is not obligated to fund a proposal from an applicant that has demonstrated marginal or unsatisfactory performance on previous grants or contracts with the NCTCOG and/or other State agencies. NCTCOG is not obligated to fund a proposal from an applicant based on a determination of the risks associated with the applicant, including the financial condition of the applicant and other risk factors as may be determined by the NCTCOG.

Regardless of the scores and ranking assigned, the NCTCOG may base funding decisions on other factors associated with best achieving the goals of the program, and the NCTCOG is not obligated to select a project for funding. Additionally, the NCTCOG may select parts of a proposal for funding and may offer to fund less than the dollar amount requested in a proposal.

APPLICATION PROCESS

Applications for the Diesel Idling Reduction Program 2010 Call for Projects should be submitted by one of the following methods:

Submit Via E-mail:

Applicants may submit proposals by e-mailing the completed application form and supporting documentation in Microsoft Excel format. The application form **MUST** be in Excel format; pdf or scanned copies are not acceptable. Supporting documentation, such as bids/quotes or site plans, must accompany the application and may be in any electronic format. Applicants are advised that e-mail submissions are limited to five (5) megabytes in size, per e-mail. Applications may be e-mailed to lclark@nctcog.org. In order for an e-mail submission to be accepted, the application file must be attached to a transmittal e-mail which includes the certification statement in Item #36 on Page 3 of the application. The applicant must copy and paste the paragraph as it appears in Item #36 into the body of the transmittal e-mail to constitute an electronic signature. If the

application package exceeds five (5) megabytes and requires multiple e-mails, this certification statement must be included in each transmittal e-mail.

Submit Hard Copy:

Applicants may submit a hard copy application either in-person or by mail. Hard copy applications must include original signatures from the applicant's Authorized Official on the certification statements on Page 3 of the application. Applications should be submitted to the following address:

North Central Texas Council of Governments
Transportation Department
Diesel Idling Reduction Program
ATTN: Lori Clark
616 Six Flags Drive
Arlington, TX 76011

Faxed copies of the application packet will not be accepted.

Applications must be received "in-hand" by 5 p.m. Central Time on Friday, October 22, 2010. Mailed applications which are postmarked by this time but have not yet been received are not considered "in-hand" and will be deemed late. Applications and/or supplemental information which are received after this time and date will be considered late and will not be accepted. Applicants are encouraged to submit applications far enough in advance of the submission deadline to allow NCTCOG staff to review for completeness.

CONSULTANTS

Private consultants may be available to assist in completing and submitting an application. These consultants do not represent NCTCOG, and NCTCOG neither encourages nor discourages the use of a consultant to assist with the application process. NCTCOG has no agreement with any consultant and applications submitted by a particular consultant will not receive any more favorable treatment than other applications. Any fees charged by a consultant are the responsibility of the applicant and may not be charged to the grant, either directly or as an addition to the cost basis of the grant-funded equipment. Also, all purchase decisions must be based on sound business practices and arm's length bargaining. It is generally considered acceptable for an applicant to allow assistance from a dealer or an agent of a dealer in preparing an application, as long as any decision by the applicant to purchase the grant-funded equipment from that dealer is made independently and meets the other reasonableness provisions in the grant contract. Applicants are advised that NCTCOG staff is available to assist with any questions regarding the program or application.

GRANT ADMINISTRATION AND REIMBURSEMENT OF EXPENSES

Successful applicants will be notified of their selection and the amount of grant funding that may be awarded. Entities selected to receive grant funding will be required to execute an Agreement with the NCTCOG. All services or work carried out under an Agreement awarded as a result of this CFP must be completed within the specific Scope, time frames, and funding limitations. Upon signature and execution of the Agreement by NCTCOG, a copy of the executed Agreement will be returned to the applicant. NCTCOG will issue a Notice to Proceed indicating that the applicant may begin implementation of grant-funded activities.

Grant funds will be paid out on a reimbursement basis for eligible expenses incurred and paid by the grant recipient. A cost may not be considered incurred until the grant-funded vehicles/equipment have been received and accepted by the grant recipient. Requests for reimbursement shall include documentation to show that the vehicles/equipment have been received and/or installed, and that the expenses have been incurred and paid by the grant recipient. For voluntary replacement, disposition of the old vehicle or engine must take place before the submission of the request for reimbursement. Recipients will also have the option to assign their grant payments directly to a dealer or service provider. NCTCOG will supply reimbursement request forms for use by the recipient. ***Under no circumstances will reimbursement be made for costs incurred prior to the date of the Notice to Proceed.***

Upon completion of all grant-funded purchases, the grant recipient will need to submit a final request for reimbursement of all remaining unreimbursed expenses.

To further enhance partnership among all entities as well as market vehicle and technology funded through this program, the grant recipient must also agree to place a label or sticker on the grant-funded vehicles and equipment, upon request by NCTCOG.

Applicants that are successfully awarded funding through this CFP will be obligated to fulfill the requirements of the Agreement for the duration of the Activity Life, including but not limited to achievement of annual usage requirements, surrender of emissions credits, and completion of reporting requirements to the NCTCOG. Failure to comply with these commitments and/or reporting requirements may result in the return of all or a pro rata share of the grant funds to the NCTCOG.

Grant recipients are responsible for complying with all U.S. Internal Revenue Service (IRS) laws and rules regarding the taxable status of grants. The grant payments are Form 1099 reportable.

REPORTING REQUIREMENTS

Award recipients must commit to submitting reports regarding project status for the duration of the Activity Life. Failure to submit these reports pertaining to grant-funded activities may be grounds for termination of Agreement.

Semi-Annual Usage Report

A Semi-Annual Usage Report must be submitted by January 15 and July 15 for the duration of the approved Activity Life. Required reporting will include information similar to the following, for each activity:

- Hours Logged on the Idle-Reduction Device for the Six-Month Reporting Period
- Cumulative Hours Logged on the Idle-Reduction Device
- Percent of Time Operating in Dallas-Fort Worth Ozone Nonattainment Area for the Six-Month Reporting Period
- Percent of Time Operating in the Blue Skyways Collaborative for the Six-Month Reporting Period (for on-board idle-reduction projects only)
- Operational Issues or Changes (if any, such as significant maintenance concerns, repair needs, etc.)

Usage reporting will be completed online through the NCTCOG Web site (www.nctcog.org/trans/air/programs/reporting/index.asp). A user name and password will

be provided prior to the end of the first reporting period.

Written Certification of Disposition

At the end of the Activity Life, or upon transfer of ownership, a written certification must be submitted documenting the continued use and condition of the vehicles/equipment, fair market value, remaining useful life, and any actual or anticipated improvements that may increase the value of the vehicles/equipment.

APPENDIX 1

Eligible Idle-Reduction Technologies (as of September 1, 2010)

The following tables outline verified idle-reduction devices listed on EPA's verified SmartWay technologies website as of September 1, 2010. Applicants are encouraged to review the EPA site at www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#idle prior to making purchases to get the most up-to-date information available. **Please note that NCTCOG does not endorse nor promote any individual product and is providing this list only as a reference.**

Table 1: Verified On-Board Idle-Reduction Technologies

(Note: Includes devices certified for use on Class 8 trucks only; additional devices are verified for use on school buses, locomotives, and/or marine vessels)

Auxiliary Power Units (APUs) and Generator Sets	
Manufacturer	Product/Model
Aux Generators Inc.	Idle Hawk
Big Rig Products	Nite Hawk
Carrier Transcold	ComfortPro
Centramatic	Centramatic
Comfort Master	Comfort Master
Cummins	ComfortGuard
Cummins Onan	Quiet Diesel
Diamond Power Systems, LLC	Diamond Power System
Double Eagle Industries	Gen-Pac
Dunamis Power Systems	Promax
Flying J Inc	Cab Comfort System
Frigette Truck Climate Systems	APU, Gen Set 1, Gen Set 2
Gates Corporation	Cab Runner
Hodyon LP	Dynasys APU
Idle Solutions	Idle Solution
Idlebuster	Idlebuster
Kohler	3APU, 7 APU
Life Force	Life Force
Kool-Gen	KG-1000
Mantis Metalworks, LLC	Model 175
McMillan Electric Company	IdleTime 4500-300, IdleTime 4500-400
Midwest Power Generators	MPG702
Navistar	Fleetrite APU, MaxxPower APU w/ HVAC
Navistar Fleetrite by Mobile Thermo Systems Inc.	INTAPU146 and INTAPUT46
Parks Industries, LLC	Hp 2000
Pony Pack, Inc.	Pony Pack
Power Technology Southeast	PowerPac
RigMaster Power by Mobile Thermo Systems Inc.	Model: MTS T4-6
Star Class	GEN-STAR 4500, GEN-STAR 6000
Stark Mfg.,LLC/Parks Industries,LLC	HP2000
Thermo King Corp.	TriPac
TRIDAKO Energy Systems	Power Cube
Truck Gen	UCT 2-5.5, UCT-APU

Volvo	971-003/4 (optional 82A-B1X)
Willis Power Systems	Willis APU
Fuel-Operated Heaters	
Manufacturer	Product/Model
Automotive Climate Control	FFHD 2
Espar Heater Systems	D1LC, D3LC, Airtronic D2/D4, Hydronic 5/8/10/12
Teleflex	A2, A4, X45
Volvo	41-11
Webasto	Air Top 2000, Air Top 3500, Thermo 90S Air Top 2000 ST (new version of Air Top 2000) Air Top Evo 3900 (new version of Air Top 3500) Thermo 90 ST (new version of Thermo 90S) Air Top Evo 5500 (new version of Air Top 5000) TSL 17 (Thermo Top C/Z) DBW 2010
Battery Air Conditioners	
Manufacturer	Product/Model
All Around Contracting LLC	Kool Rig System
AuraGen	Inverter/Charger System
Bergstrom, Inc	NITE
Cool Moves	Bycool Mochila and Bycool Revolution Minicool Compact and Minicool Dinamic
Cool Moves - Rencool	RDK4 and RTK5
DC Power Solutions	APU/AC System
Diamond Power Systems LLC	DPS 10K-DC and DPS 15KB
Dometic Corp.	Sleeper AC
Driver Comfort System	Driver Comfort System
EnergyXtreme	PPEX60, PPEX80
Freightliner Cascadia	Park Smart System
Glacier Bay	ClimaCab
Hammond Air Conditioning, LTD	Artic Breeze
Idle Free Systems	Reefer Link System I
Indel B Sleeping Wel	Arctic 1000, Arctic 2000, Oblo
NAS, LLC / Comfort Cab	100 M (Battery HVAC)
Navistar/Bergstrom	12V Aux No-Idle HVAC
Paddock Solar	Paddock Solar
Peterbilt	Comfort Class System
Safer Corporation	VIESA
Sobo Inc./ Kingtec Technologies (Heyuan) Co. Ltd.	Sleeper AC 12K10F3-1
Sun Power Technologies	Sleeper AC
Thermo King	TriPak - e
Volvo	971-001/2
Thermal Storage Systems	
Manufacturer	Product/Model
Autotherm Division Enthal Systems, Inc.	T-2500 Energy Recovery System
Webasto	BlueCool Truck

Table 2: Verified On-Site Idle Reduction Technologies

(Note: Includes devices certified for use for trucks and locomotives only; additional devices are verified for use on marine vessels)

Electrified Parking Spaces	
Manufacturers	
CabAire	
Craufurd Manufacturing	
EnviroDock	
IdleAire Technologies Corporation	
Philips and Temro Industries	
Shorepower™ Technologies	
Teleflex, Inc.	
Xantrex Technology & Cab Comfort	
Shore Connection Systems for Locomotives	
Manufacturer	Product/Model
Kim Hotstart Manufacturing Company (Electric Driven Heating Systems)	(Electric Driven Heating Systems)
Power Drives, Inc.	DWS-120 (fuel operated heater)