AGENDA
NORTH TEXAS CLEAN SCHOOL BUS PROGRAM
2015 CALL FOR PROJECTS WORKSHOP

North Central Texas Council of Governments
Transportation Council Room
Friday, January 20, 2015

1. Welcome/Introductions ............................................. Lori Clark, NCTCOG
2. 2015 Call for Projects Overview ................................ Heather Davis, NCTCOG
3. Project/Implementation Requirements ........................ Emily Beckham, NCTCOG
4. Clean Fleet Vehicle Policy ........................................ Amy Hodges, NCTCOG
5. Application Overview ............................................. Heather Davis, NCTCOG
6. Questions
7. Adjourn

Applications Due “In-hand” Friday, March 13, 2015, at 5 p.m.
Clean School Bus 2015 Call for Projects
Overview

Clean School Bus Call for Projects Workshop
January 20, 2015

Heather Davis, Air Quality Planner
Air Quality Planning and Operations
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See Guidelines page 2
Ozone Formation

Point Sources

Area Sources

Non-Road Engines

Off-Road Engines

Biogenic Sources

On-Road Vehicles

Volatile Organic Compounds (VOC) + Nitrogen Oxides (NOx) = Ozone

See Guidelines page 1
Estimated 2012 Nitrogen Oxide (NO\textsubscript{x}) Emission Inventory

Source category Estimates = 370 tons per day (tpd)

- Area (Excluding Oil & Gas) 18 tpd (5%)
- Oil & Gas Production & Drilling 19 tpd (5%)
- On-Road Mobile (Cars and Trucks) 181 tpd (49%)
- Off-Road (Locomotives, Aircraft, etc.) 37 tpd (10%)
- Point Source 51 tpd (14%)
- Non-Road (Construction, Agriculture, etc.) 64 tpd (17%)

Source: Texas Commission on Environmental Quality, 2012 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan

See Guidelines page 1
2014 Ozone Season
8-Hour Ozone Historical Trends

1997 Standard < 85 ppb

2008 Revised Standard ≤ 75 ppb^ 

^Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*2014 data not certified by the Texas Commission on Environmental Quality

Source: NCTCOG TR Dept

See Guidelines page 2
Cleaning Up School Buses in Texas
Environmental Defense Fund Video
Children get an extra dose of pollution during their bus ride to school. The pollution inside the bus can be up to five times dirtier than the air outside. Even short exposures can have an adverse impact on children’s health.
We’ve come a long way towards truly clean diesel. EPA 2010 standards require engine emissions to meet a NO\textsubscript{X} level of 0.2g/bhp-hr.
Summary of Awarded Projects

<table>
<thead>
<tr>
<th>Call for Projects</th>
<th># Buses Funded</th>
<th>Total Funding Amount Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>24</td>
<td>$879,437</td>
</tr>
<tr>
<td>2009</td>
<td>21</td>
<td>$777,766</td>
</tr>
<tr>
<td>2010</td>
<td>8</td>
<td>$179,317</td>
</tr>
<tr>
<td>2011</td>
<td>12</td>
<td>$391,856</td>
</tr>
<tr>
<td>2012</td>
<td>11</td>
<td>$524,439</td>
</tr>
<tr>
<td>Total</td>
<td>76</td>
<td>$2,752,815</td>
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Available Funding

<table>
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<th>Source</th>
<th>Amount</th>
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<tr>
<td>Texas Commission on Environmental Quality (TCEQ)</td>
<td>$22,131</td>
</tr>
<tr>
<td>Supplemental Environmental Project (SEP)*</td>
<td></td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</td>
<td>$1,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,022,131</strong></td>
</tr>
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All projects are eligible to receive grants of up to 80 percent of the incremental cost of the activity.

*Clean School Bus is a TCEQ pre-approved SEP project*
Applicant Eligibility

- Public and Private Schools, School Districts, and Bus Operators in 10-County Ozone Nonattainment Area

- Eligible entities must adopt the newly approved Clean Fleet Policy prior to the application deadline

See Guidelines page 3
Project Type Eligibility

• Vehicle Replacement
  • Replacement bus must remain operational for at least five years
  • Replacement bus must be 2014 EPA/CARB certified or later
  • Replacement bus must reduce NO\textsubscript{X} emissions
  • Replacement bus must perform the same function and have a similar gross vehicle weight rating as the bus being replaced.
  • Replaced bus and engine must be scrapped and the new engine must be of comparable horsepower.
  • Replacement funds may not be used to fund projects that would have occurred through normal attrition
    • Eligible: scheduled to stay in service for at least five years.
    • Not Eligible: scheduled to be replaced within five years.

See Guidelines page 4
Project Type Eligibility

- Engine Repower
  - Engine repower must remain operational for at least five years
  - Replacement engine must be 2014 EPA/CARB certified or later
  - Replacement engine must reduce NOX emissions
  - Replaced engine must be scrapped and the new engine must be of comparable horsepower.
  - Repower funds may not be used to fund replacement or repower projects that would have occurred through normal attrition

- Engine Conversion
  - Converted engine must remain operational for at least five years.
  - Conversion kit must be EPA or CARB certified for the specific engine on which installation is planned.
  - Conversion kit must reduce NO\textsubscript{X} emissions

See Guidelines page 4
Project Type Eligibility

• Engine Retrofit
  • Retrofit technology must remain operational for at least five years.
  • Retrofit technology must be EPA or CARB certified.
  • Retrofit technology must reduce NO\textsubscript{X} emissions

• Idle Reduction
  • Idle reduction technology must remain operational for at least three years.
  • Idle reduction technology must be EPA or CARB certified.
  • Idle reduction technology must reduce NO\textsubscript{X} emissions

See Guidelines page 5
Application Documents & General Requirements

Required Documentation
- Clean Fleet Policy Document
- Cost Estimate Document
- EPA/CARB Certification or Verification Documentation
- Expedited Fleet Turnover

General Requirements
- DUNS Number
- Financial Disclosure
- Local Match
- Voluntary Reductions

See Guidelines page 5
Evaluation Criteria

Quantitative Assessment
*Cost Per Ton NOX Emissions Reduced

Qualitative Assessment
Partnership
Feasibility/Risk
Multi-Pollutant Emission Reductions
*Cost Per Ton Volatile Organic Compounds Emissions Reduced
*Cost Per Ton Particulate Matter Emissions Reduced
*Cost Per Ton Carbon Dioxide Emissions Reduced
*Cost Per Gallon Petroleum Reduced

Innovative Project Type(s)

* Note: cost per ton based on federal funds requested.
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See Guidelines page 2
Implementation/Project Requirements

Emily Beckham, Grants and Contracts Supervisor
Grants and Contract Administration

Lori Clark, Principal Air Quality Planner
Air Quality Planning and Operations
Agreement

Draft Interlocal Cooperative Agreement  www.nctcog.org/cleanschoolbus

Agreement Provisions

• Article 1: Parties
• Article 2: Scope of Work
• Article 3: Amendments
• Article 4: Procurement and Property Management
• Articles 5 & 6: Award Amount and Payments
• Articles 7 – 11: Insurance, Notice, Audit, Records Retention, Liability
• Article 12: Reporting
• Article 13: Federally Required Assurances (EEO, Non-Discrimination, Debarment, Lobbying, Buy America, etc.)
• Article 14: Fleet Attrition

• Appendicies:
  • Appendix A: Scope of Work
  • Appendix B: Debarment Certification
  • Appendix C: Lobbying Certification
  • Appendix D: NCTCOG Third Party Procurement Procedures
Procurement

• Must Comply with 49 CFR 18.36 (FHWA Procurement Requirements)
  • Agreement Section 4.1 Requires Certification of Compliance Prior to Purchase

• Open and Fair Competition

• Written Procurement Policies

• Method of Procurement
  • < $100,000: small purchase procedures
  • > $100,000: sealed bids or competitive proposals
  • Sole Source- may require NCTCOG approval in advance
  • Governmental Cooperative Purchasing Program (Buy Board)

See Guidelines page 10
Buy America

• Domestic Content (FHWA Requirement, 23 USC 313, 23 CFR 635.410)
  • Requires all steel, iron, and manufactured products to be produced in the US
• Manufacturer Certification
  • Need certification that manufacturer can meet Buy America requirements or will need a waiver (certification obtained through procurement process)
  • Certification form can be found at: http://www.nctcog.org/trans/air/vehicles/investments/funding/Forms.asp
• Waiver Process
  • Public Interest
  • If materials and products are not available in sufficient quantities/satisfactory quality
  • Inclusion of domestic material will increase cost by more than 25%
  • FHWA routinely issues partial Buy America waivers for vehicles (may require US assembly)
  • NCTCOG may assist in requesting waiver, if necessary

See Guidelines page 9
Reimbursement and Program Income

- Request for Reimbursement form
  - Checklist for all required reimbursement documentation

- Activity Information Form
  - Vehicle specific details
  - Photo checklist

- Vehicle/Equipment and Engine Disposition Form: Old Bus/Engine
  - Vehicle specific details
    - Drill Hole in Engine Block
    - Cut Frame Rails
  - Photo checklist
Activity Life and Reporting Requirements

Activity Life
   Maintain Operation
   Submit Reporting

Reporting
   Quarterly Progress Report
   Semi-Annual Usage Report
      Miles/Hours/Fuel
   GPS Installation Required
   Written Certification of Disposition
• Property Management Requirements (49 CFR 18.32-33)
  Use Requirements
  Use vehicle/equipment through at least activity life (per agreement)

• Management Requirements
  Provide NCTCOG information concerning the vehicle/equipment upon request (e.g., description, serial number, location, condition, etc.)

• Disposition (If no longer needed):
  Must obtain NCTCOG approval to dispose of vehicle/equipment
  Return if needed by NCTCOG (not likely)
  If not needed by NCTCOG and Fair Market Value (FMV):
    Less than $5K: Sell or dispose with no further obligation
    More than $5K: Return a portion (federal share x FMV)
Clean Fleet Policy

Amy Hodges, Air Quality Planner
Air Quality Planning and Operations
Clean Fleet Policy

A Policy to be Adopted by Fleet Operators in the 10-County Ozone Nonattainment Area.

Goals:

• Reduce Emissions from Fleet Activities

• Reduce Overall Fuel Consumption, Particularly Use of Conventional Petroleum Fuels

• Partner with NCTCOG and DFW Clean Cities

• Ensure Drivers/Operators and Fleet Personnel are Familiar With Air Quality and Petroleum Reduction Goals
New Concepts in Revised Policy

1. Implement Separate Idle-Reduction Policy/Standard Operation Procedure (SOP)
   Goal: Ensure idle reduction is part of emissions reduction strategy

2. Support Peer Fleets’ Efforts by Sharing and Maximizing Resources
   Goal: Promote innovative collaborations

3. Encourage Activities to Minimize Water, Solid Waste, or Other Environmental Impacts
   Goal: Address indirect air quality impacts and ensure air quality improvement are not at expense of other environmental issues
Clean Fleet Policy Implications

RTC Funding Eligibility

- Policy Adoption (Requires Idle Reduction Policy/SOP)
- Annual Reporting

= Funding Eligibility

- DFW Clean Cities Recognition Program
Implications: CSB 2015 Call for Projects

So, what do I have to do if I adopt?

**Must adopt revised Clean Fleet Policy by March 13, 2015**
Submit your policy to NCTCOG → ahodges@nctcog.org

**Implement an Idle Reduction Policy/Standard Operating Policy**
Submit your policy to NCTCOG → ahodges@nctcog.org

**Become a Dallas-Fort Worth Clean Cities (DFWCC) Coalition Stakeholder**
www.dfwcleancities.org/about/stakeholders/join.asp

**Report Annually**
End of calendar year

www.nctcog.org/fleetpolicy
For More Information

Heather Davis
Air Quality Planner
(817) 704-5602
hdavis@nctcog.org