



SOUTHEAST MISSOURI AREA STATE CLEAN DIESEL REQUEST FOR PROSALS (RFP) DOCUMENT FOR RETROFITS AND REPOWERS

Section 1 Summary

The Missouri Department of Natural Resources has received a grant from the Environmental Protection Agency (EPA). The grant will fund a Clean Diesel Program in Missouri. The Department has awarded a subgrant to the Southeast Missouri Regional Planning and Economic Development Commissions (SEMoRPC) to fund Clean Diesel Grant Projects in the Southeast Missouri area through the use of a RFP. This RFP solicits projects to purchase and install diesel emission control equipment, idle reduction equipment, SmartWay technology, fuel conversion kits, and engine repowers. Owners and operators of diesel vehicles or equipment, who are stationed or conduct business in the following counties, will be eligible to apply for the funding: St. Francois, Ste. Genevieve, Perry, Cape Girardeau, Bollinger, Madison, and Iron.

This RFP is open to both public and private fleets. **The deadline for applications to be received by SEMoRPC is December 16, 2011. To be eligible for reimbursement for a project through this program the project must be started and completed (all costs incurred) during the project period which begins January 13, 2012 and ends June 31, 2012.** An equal amount of funding is dedicated to public and private fleets. Information about eligibility requirements is outlined in *Section 2 Eligible Entities*. All of the eligible equipment and technology is described in *Section 3 Eligible Equipment and Technology*. The matching requirements of this grant are detailed in *Section 4 Matching Requirements*. More information about the RFP award amounts is provided in *Section 6 RFP amounts*.

This is a reimbursement program. Once an applicant is chosen for an award under this RFP, then the applicant must initially fund the entire project. Once completion of the project has been verified, the applicant will receive reimbursement for up to the requested amount as specified in the subgrant agreement for selected projects. The minimum amount of funding that may be requested through this grant is \$3,500 and the maximum amount that may be requested is \$17,000.

Section 2 Eligible Entities

Any diesel fleet owner or operator with on-road or off-road heavy or medium duty diesel vehicles or equipment that are stationed or operate in the counties of St. Francois, Ste. Genevieve, Perry, Cape Girardeau, Bollinger, Madison, and Iron may apply for this grant. A diesel fleet owner or operator is defined as any commercial, public or institutional entity that owns and utilizes diesel vehicles or equipment to conduct business or perform public or institutional work.

Both public and private fleets are eligible for funding under this solicitation. For the purposes of this RFP, Missouri public fleets include port authorities, publicly accessible airports, school districts, and all federal, state, county, city and tribal government fleets. Other fleets that qualify as public fleets include transit buses, school buses, refuse haulers, municipal trucks, snowplows, fire trucks, emergency vehicles or passenger trains. All other fleets are considered to be private fleets. When submitting an application it must clearly state whether the applicant is a private or public fleet owner or operator. Questions about eligibility may be addressed in writing via mail or e-mail to SEMoRPC.

Applicants must ensure that they have the necessary processes and systems in place to comply with the subaward and executive total compensation reporting requirements established under OMB guidance at [2 CFR Part 170](#) unless they qualify for an exception from the requirements, should they be selected for funding.

Unless exempt from these requirements under OMB guidance at [2 CFR Part 25](#) (e.g., individuals), applicants must:

1. Be registered in the CCR prior to submitting an application or proposal under this announcement. CCR information can be found at <https://www.bpn.gov/ccr/>
2. Maintain an active CCR registration with current information at all times during which it has an active Federal award or an application or proposal under consideration by an agency, and
3. Provide its DUNS number in each application or proposal it submits to the agency. Applicants can receive a DUNS number, at no cost, by calling the dedicated toll-free DUNS Number request line at 1-866-705-5711, or visiting the D&B website at: <http://www.dnb.com>.

If an applicant fails to comply with these requirements, it will, should it be selected for award, affect their ability to receive the award.

Section 3 Eligible Equipment and Technology

Examples of eligible project vehicles/equipment under this RFP include, but are not limited to, school buses, transit buses, medium and heavy duty trucks, marine engines, locomotives, construction equipment, cargo handling equipment, agriculture equipment, mining equipment, and energy production equipment. For on-road vehicles the gross vehicle weight rating (GVWR) of the vehicle must be at least 16,000 pounds to be eligible to apply for funding through this program. Any vehicle or equipment retrofitted or repowered through this program must have an expected remaining life of not less than 5 years.

There are five different categories of technology that will be eligible to receive funding through this grant. They include emission control technology, idle reduction/SmartWay technology, fuel conversion kits, and engine repowers. Certain eligible technologies can be found on verified technology lists that are referred to in the paragraphs below utilizing Internet Web addresses. If an applicant does not have access to the Internet, information on verified technology lists may be

requested from SEMoRPC. Only equipment purchases and installations may be funded through this grant. No administrative costs will be eligible for reimbursement through this program.

Section 3.1 Emission Control Technology

Emission control technology reduces harmful pollutant emissions from diesel vehicles while the engines are running. They can be installed as after-treatment (exhaust) controls or they can filter the crankcase emissions. Emission reducing engine upgrade kits are also included in this category. The types of emission control equipment that will be eligible for funding through this grant include diesel oxidation catalysts (DOCs), partial flow-through filters (PFFs), diesel particulate filters (DPFs), closed crankcase ventilation systems (CCVs) and emission reducing engine upgrade kits. Only EPA or CARB verified technologies will be eligible for funding. All EPA verified emission control equipment is listed at: <http://www.epa.gov/otaq/retrofit/verif-list.htm>. All CARB verified emission control equipment is listed at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>. For all verified retrofit equipment on these lists, the retrofit equipment must be installed on the type of vehicle or equipment for which it is verified.

DOCs are generally replacement mufflers with a precious metal catalyst inside the muffler that oxidizes a portion of the harmful pollutants in diesel emissions so that the exhaust gas is more environmentally friendly.

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. Exhaust flows and temperatures must be checked before this technology is installed. PFFs generally reduce emissions of particulate matter by nearly double the amount of a DOC.

DPFs are filters which can replace mufflers or be placed behind mufflers. They trap particles in a filter and reduce emissions by nearly 90 percent. DPFs require exhaust flow and temperature tests to be run before the technology is installed, and also require routine maintenance roughly every 100,000 miles depending on the model 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 percent 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 in which the operators and passengers of diesel vehicles are exposed. CCVs require routine maintenance roughly every 500 hours of use with a replacement filter.

Emission reducing engine upgrade kits usually include computer software that reduces the amount of nitrogen oxide (NO_x) emissions by improving the consistency of the fuel injector. Upgrade kits can also include after-treatment technology such as a DOC.

Section 3.2 Idle Reduction/SmartWay Technology

Idle reduction technologies do not reduce diesel emissions while the engines are running. However, they do allow for cabin comfort to drivers and passengers while the vehicle is parked

without operating the main engine. By not operating the engine, pollutants are not emitted into the air and fuel is saved. There are several different types of idle reduction technologies including Auxiliary Power Units (APUs), generator sets, thermal storage units, battery operated air conditioners, fuel operated heaters, and automatic shutdown/startup devices. Idle reduction technologies and SmartWay technologies that are eligible for funding through this grant must be EPA or CARB verified. However, EPA confers approval of other company products not evaluated but considered part of a particular technology category if the product is similar in design. If a particular technology or manufacturer is desired by an applicant that is not found on the verified technology list, approval of the technology must be obtained from SEMoRPC before the lottery for the project to be considered eligible for the RFP program. Please allow at least two weeks for SEMoRPC to determine eligibility of equipment not found on the EPA verified list. The list of EPA verified idle reduction and SmartWay technologies can be found at the following link: <http://epa.gov/smartway/transport/what-smartway/verified-technologies.htm>. Truck Stop Electrification is included on this verified technology list; however, it is not eligible to be applied for under this RFP.

APUs and generator sets are small horsepower, non-road diesel engines placed on the truck that provide air conditioning, heat, and electrical power for hotel loads such as refrigerators and TVs. They can power a block heater for engine and fuel warmth. APUs can operate air conditioners and other accessories mechanically. They have their own alternators and air conditioning compressors. Generators use a small engine that convert mechanical energy to electricity which is then used to operate resistance heaters, heat pumps, air conditioners, battery chargers, and other loads.

Thermal storage systems store energy, as the truck is driven, in cold storage and then provide air conditioning during the driver's rest period. A fuel operated heater can be combined with this technology to provide heat. This system does not consume any direct fuel, emits no noise, and weighs about 330 lbs.

Fuel operated heaters (FOH) provide heat only. The devices are lightweight, consume a small amount of fuel, emit some emissions, and are relatively inexpensive. They draw diesel fuel from the vehicle's tanks, finely atomize it, and burn it with a continuous flame in a furnace-like combustion chamber. The chamber is surrounded by air blown through the furnace or by engine coolant pumped by the heater's integral cooling pump. Because the burn is continuous, emissions are extremely low. Fuel-fired heaters warm the engine and use heat exchangers and cab fans for winter comfort. They are often combined with battery air conditioning systems to provide the heat.

Battery operated air conditioning systems use absorbed glass mat designs or gel type electrolytes to power electrical driven air conditioning systems. Heat is usually provided by a separate fuel operated heater. These units do not consume any fuel directly, do not emit noise or emissions, and are heavy (300-500 lbs). Some units allow for shore-power hook ups. When batteries are the sole power source, inverters change the 12-volt direct current to a 110-volt or 120-volt alternating current.

Automatic shutdown/startup devices (AESSD) can be installed on diesel vehicles or equipment for which the operators want to reduce their idle times. An AESSD can shut down the main engine of a diesel vehicle or piece of equipment. It has a startup option, which can be used to restart the engine without the use of an operator if the battery is running low or if the cab, engine or ambient temperature reaches a certain level. At this time, the only verified AESSD are for locomotive diesel engines.

SmartWay technologies are typically used for on highway trucks. These technologies reduce resistance and improve fuel economy, thus reducing the amount of emissions produced. Aerodynamic technologies such as side skirts or fairings make trucks more aerodynamic reducing turbulence. Fairings can also be placed between the tractor and the trailer which can reduce turbulence. These types of devices improve fuel economy resulting in fuel savings and fewer emissions. Low rolling resistance tires reduce resistance to truck movement. They typically show an improvement in fuel economy of around 3 percent. The improved fuel economy conserves fuel and reduces diesel emissions.

Section 3.3 Fuel Conversion Kits

Fuel Conversion Kits can be used to convert diesel vehicles/equipment to run on an alternative fuel such as natural gas or propane. Depending on the price of diesel fuel this can save the owner or operator on fuel costs.

Fuel Conversion kits must be EPA or CARB certified kits. Check with the kit manufacturer to ensure that the kit is certified or it will not be eligible for funding under this program. All entities requesting funding for fuel conversion kits must also acquire the approval of SEMoRPC before it will be deemed eligible for an award. Please allow at least two weeks after requesting approval for a fuel conversion kit to receive approval for the project. Approval must be acquired before the lottery is held or the project will not go into the lottery for a chance at receiving funding.

Section 3.4 Engine Repowers

An engine repower is the act of replacing an older engine with a brand new engine to meet more stringent EPA emission standards. This program requires that the old engine be scrapped. A hole must be drilled through the engine block and manifold. Other scrapping methods may be considered, but will require SEMoRPC's approval before they are allowed. Engine repowers dramatically reduce emissions, can improve fuel economy, and can reduce maintenance costs.

Only EPA certified engine configurations will be eligible for funding. Check with the engine manufacturer to ensure that the engine configuration is certified to meet a lower emission standard than the engine it is replacing or it will not be eligible for funding under this program. All entities requesting funding for engine repowers must also acquire the approval of SEMoRPC before it will be deemed eligible for an award. To gain the approval for an engine repower, an applicant must provide SEMoRPC with the EPA engine family name of the engine that is being replaced as well as the EPA engine family name of the new engine that will be installed. Please allow at least two weeks after requesting approval for engine repowers to receive a response from SEMoRPC. Approval must be acquired before the lottery is held or the project will not go into the lottery for a chance at receiving funding. Any income received through the sale of a

disabled engine for scrap metal, or other purpose, must be reported as program income. See Section 10 for more detail about program income requirements.

Section 4 Matching Requirements

The matching requirements for this RFP are different for public fleets and private fleets. The matching requirements are also different depending on the type of project that will be performed. The matching requirements for this RFP are detailed in Table 1.

Table 1. Matching Requirements

Type of Equipment	Public Fleets	Private Fleets
Emission Control Equipment	100% funded	25% match required
Idle Reduction and SmartWay Technology	100% funded	25% match required
Fuel Conversion Kits	100% funded	25% match required
Engine Repowers	25% match required	25% match required

Note: If match is required for a certain type of equipment, the percentage of match required will be applied to the cost of the entire project including installation. If applicants elect to perform installations using their own mechanics, the costs associated with the installation can be documented to include in the total project cost. For the cost of using internal mechanics to be documented, mechanic time spent on the project and the pay rate of the mechanics must be submitted to SEMoRPC. Since the project will be initially funded in whole by the applicant, when the reimbursement is made by SEMoRPC, the required match for the project will not be reimbursed to the fleet owner or operator.

Example: A private fleet owner is selected for an award to purchase an APU. An APU project for private fleets has a 25 percent match requirement. The total cost of the APU and installation is \$10,000. The fleet owner will purchase and install the APU, and then the SEMoRPC will verify that the equipment has been installed and reimburse the applicant \$7,500.

Section 5 Project Period

The project start period for applications that are funded through this RFP will begin January 13, 2012. No costs incurred before this date will be reimbursable to applicants under this RFP. Bids for the project must be received by the applicant no later than March 1, 2012. The project must be completed with all equipment purchased and installed by June 31, 2012.

Section 6 RFP Amounts

The minimum amount that may be applied for is \$3,500, and the maximum that may be applied for by an eligible entity is \$17,000. Applications requesting less than \$3,500 or more than \$17,000 will not be eligible for funding. Only one application per entity will be allowed for the lottery. However, an entity may submit a clearly marked second application to be considered outside of the initial lottery selection process. This second application will only be considered if there are not enough eligible applications in the initial lottery to utilize all of the available

funding. This second application may request funding for up to \$50,000. The SEMoRPC reserves the right to fund only a portion of the asking price if deemed necessary due to partial application eligibility or lack of funds.

Section 7 Restrictions

This funding may only be used to reduce the diesel emissions from medium or heavy duty diesel vehicles or equipment. For on-road vehicles the gross vehicle weight rating of the vehicle must be at least 16,000 pounds to be eligible to apply for funding through this program. Federal funds, such as federal grants awarded under previous or present Diesel Emission Reduction Act funding, may not be used to satisfy the matching requirements of this RFP.

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

- 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.
- Infrastructure for alternative fuels, including but not limited to, blending, storage and dispensing facilities.
- Truck Stop Electrification Sites.
- Administrative costs.

Section 8 Application Process

The deadline for applications to be submitted will be **December 16, 2011 at 5:00 p.m.** Central Standard Time. Clarification may be requested of applicants by the SEMoRPC. The deadline for clarification requests is January 3, 2012. No applications or clarification requests received after their respective deadlines will be reviewed. All applications deemed to meet the requirements of this RFP will then be assigned a lottery number. On January 6, 2012, the lottery will be held. Applications drawn first will be funded. Additional applications will be drawn until the funding has been depleted.

Note: No entity may submit multiple applications for the initial lottery; however, entities are allowed to submit a clearly marked second application to be considered outside of the initial lottery selection process. This second application will only be considered if there are not enough eligible applications in the initial lottery to utilize all of the available funding. This second application may request funding for up to \$50,000. If there are multiple second applications then a second lottery will be held to determine the recipient of the funds that were not obligated in the initial drawing. SEMoRPC reserves the right to partially fund applications if deemed necessary due to partial application eligibility or lack of funds.

Section 9 Application Submission Information

The application should be accompanied by the budget, the Applicant Fleet Description Sheet, and proof of location, and mailed to the following address:

Mr. David Grimes
SEMoRPC
PO Box 366
Perryville, MO 63775.

Applications may also be e-mailed to the following e-mail address: dgrimes@semorpc.org. Include all of the required forms as attachments in the e-mail. If submitting an application by e-mail, use the following language in the subject line of the e-mail: 2011 Clean Diesel Application Submission. The deadline for applications to be submitted will be December 16, 2011 at 5:00 p.m. Central Standard Time.

SEMoRPC is not responsible for any applications that were delayed or lost in the mail or applications that were delayed or failed to be delivered via e-mail. It is the applicant's responsibility to ensure that their application was received by SEMoRPC by the respective deadline.

Applicants must fill out the attached application. All information must be included in the application to be considered eligible. The application must include a project budget with information entered into all required fields. The Applicant Fleet Description Sheet must also be filled out with information entered into all required fields for each vehicle or piece of equipment included in the project. In addition, proof of location, such as a vehicle or equipment title or registration that states the location of the vehicle, must be provided along with the application that proves that the project vehicles are stationed or operate in one of the eligible counties in the project. Other forms of proof of location may be accepted. Questions regarding proof of location may be directed to SEMoRPC.

Questions regarding this RFP may be directed to David Grimes in writing at the address above or by e-mail to the following address: dgrimes@semorpc.org. In the subject line of the e-mail use the following language: 2011 Clean Diesel RFP Question. Please allow at least 1-2 weeks for an e-mail response and at least 2-3 weeks for a written mailed response to questions regarding this RFP.

Section 10 Terms and Conditions

Once applicants are selected, they will receive a subgrant agreement from SEMoRPC. The subgrant agreement will outline all of the terms and conditions associated with the acceptance of funds. Subjects included in the terms and conditions include, but are not limited to, competitive bidding, invoice and payment documentation, reporting, coordination responsibilities, onsite inspections, photographic requirements, and equipment use.

SEMoRPC 2011 State Clean Diesel Project Application



Please fill out this application and return it to the Southeast Missouri Regional Planning and Economic Development Commission by December 16, 2011 at 5:00 p.m. Central Standard Time. Include with your application the completed applicant fleet description sheet, the completed budget, and proof of vehicle or equipment location.

A. APPLICANT INFORMATION

COMPANY OR ENTITY THAT IS APPLYING FOR FUNDING

DUNS NUMBER

FEDERAL EMPLOYER IDENTIFICATION NUMBER

CONTACT PERSON

TITLE

ADDRESS

CITY

STATE

ZIPCODE

TELEPHONE NUMBER

E-MAIL ADDRESS

REQUESTED FUNDING (MUST BE WITHIN \$3,500 - \$17,000 FUNDING RANGE)

MATCH PROVIDED (CERTAIN MATCHING REQUIREMENTS APPLY, SEE RFP FOR DETAILS.)

\$

\$

TOTAL PROJECT COST

\$

B. PROJECT INFORMATION

PROJECT TITLE

PROJECT PERIOD

JANUARY 13, 2012 – JUNE 31, 2012 (NOTE: ALL PROJECTS MUST FALL WITHIN THIS TIMEFRAME.)

FIRST OR SECOND APPLICATION

FIRST SECOND

COMPANY ENTITY DESCRIPTION

FLEET TYPE

PUBLIC PRIVATE

ADDRESS WHERE THE PROJECT FLEET IS STATIONED

COUNTY WHERE THE PROJECT FLEET IS LOCATED

PROJECT SUMMARY

C. PROJECT DETAILS			
Please enter details in the categories that apply to your project. If a category is not applicable to your project, indicate by listing N/A.			
1. EMISSION CONTROL EQUIPMENT	PROJECT VEHICLE DESCRIPTION (TRACTOR TRAILER, SCHOOL BUS, ETC.)		
	TYPE OF TECHNOLOGY		MANUFACTURER
	NUMBER OF VEHICLES THE TECHNOLOGY WILL BE INSTALLED UPON		
2. IDLE REDUCTION EQUIPMENT	PROJECT VEHICLE DESCRIPTION (TRACTOR TRAILER, SCHOOL BUS, ETC.)		
	TYPE OF TECHNOLOGY		MANUFACTURER
	NUMBER OF VEHICLES THE TECHNOLOGY WILL BE INSTALLED UPON		
3. SMARTWAY TECHNOLOGY	PROJECT VEHICLE DESCRIPTION (TRACTOR TRAILER, SCHOOL BUS, ETC.)		
	TYPE OF TECHNOLOGY		MANUFACTURER
	NUMBER OF VEHICLES THE TECHNOLOGY WILL BE INSTALLED UPON		
4. FUEL CONVERSION KITS	PROJECT VEHICLE DESCRIPTION (TRACTOR TRAILER, SCHOOL BUS, ETC.)		
	TYPE OF TECHNOLOGY		MANUFACTURER
	NUMBER OF VEHICLES THE TECHNOLOGY WILL BE INSTALLED UPON		
5-1. ENGINE REPLACEMENTS	PROJECT VEHICLE DESCRIPTION AND SUMMARY		
VEHICLE INFORMATION	VEHICLE/EQUIPMENT MAKE	VEHICLE/EQUIPMENT MODEL	VEHICLE/EQUIPMENT HORSEPOWER
OLD ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
REPLACEMENT ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		

5-2. ENGINE REPLACEMENTS	PROJECT VEHICLE DESCRIPTION AND SUMMARY		
VEHICLE INFORMATION	VEHICLE/EQUIPMENT MAKE	VEHICLE/EQUIPMENT MODEL	VEHICLE/EQUIPMENT HORSEPOWER
OLD ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
REPLACEMENT ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
5-3. ENGINE REPLACEMENTS	PROJECT VEHICLE DESCRIPTION AND SUMMARY		
VEHICLE INFORMATION	VEHICLE/EQUIPMENT MAKE	VEHICLE/EQUIPMENT MODEL	VEHICLE/EQUIPMENT HORSEPOWER
OLD ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
REPLACEMENT ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
5-4. ENGINE REPLACEMENTS	PROJECT VEHICLE DESCRIPTION AND SUMMARY		
VEHICLE INFORMATION	VEHICLE/EQUIPMENT MAKE	VEHICLE/EQUIPMENT MODEL	VEHICLE/EQUIPMENT HORSEPOWER
OLD ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
REPLACEMENT ENGINE INFORMATION	ENGINE MAKE	ENGINE MODEL	ENGINE MODEL YEAR
	EPA ENGINE FAMILY NAME		
Note: If more than four engine replacements are planned and additional space is needed, use another application, fill out the applicable portion and attach.			

D. APPLICANT FLEET DESCRIPTION

An Applicant Fleet Description Spreadsheet must be filled out by all applicants requesting funding through this RFP. All project vehicles that will be included in the project must be included in the spreadsheet. The spreadsheet may be found at the end of this application.

E. INSTALLATION METHODS

DO YOU INTEND TO HIRE/CONTRACT A MECHANIC TO INSTALL THE EQUIPMENT?

YES NO

IF YES, HAVE YOU RECEIVED AN ESTIMATE FOR THE COST OF LABOR FOR THE PROJECT?

IF YOU HAVE RECEIVED AN ESTIMATE, WHAT IS THE NAME OF THE COMPANY WHO PROVIDED THE ESTIMATE FOR THE LABOR?

Note: If installing internally, the mechanic installing the equipment must document their time and it must be reported for this project along with the hourly wage for the mechanic. Labor for this project must be selected through fair competition in compliance with U.S. EPA requirements and regulations.

F. PROJECT SCHEDULE

Projects must have received bids by March 1, 2012 and must be completed by June 31, 2012.

IN WHAT MONTH(S) WILL THE EQUIPMENT BE PURCHASED?

IN WHAT MONTH WILL THE PROJECT BE COMPLETED?

APPLICANT AGREEMENT

I understand that I have not yet been awarded funding for this project. If this application is selected for an award then I must sign a subgrant agreement detailing the terms and conditions of the project and submit paid receipts for all equipment and labor purchased including the documented time for my internal mechanic, and photographic evidence that the equipment has been installed on the project vehicles before I will be entitled to any reimbursement. The photographic evidence will include before installation and after installation pictures of each vehicle included in the project. I agree not to sell any equipment that was purchased through this program, and I will not remove (uninstall) any equipment that was purchased through this program without first receiving written permission from SEMoRPC. I also recognize that I will not be eligible for any projects, in which costs were incurred before the project period began and after the project period ends.

I agree to provide the SEMoRPC with updates as requested pertaining to the status of the project. I further agree not to purchase any goods or services with this funding without procurement with fair competition in compliance with the Environmental Protection Agency Regulations. I accept all terms and conditions of the RFP. I certify to the best of my knowledge that the information in this application is true and correct. I am a legally authorized signatory or designee for the submittal of this information, and any other required information on the behalf of the participant. By signing below the applicant agrees to all terms and conditions listed in and attached to this RFP.

SIGNATURE

DATE

G. BUDGET EXAMPLE

The budget must be filled out with all of the information included in the example below. Do not include administrative costs for the project as they will not be reimbursable and can not be counted as match in the project. A blank budget sheet is available at the end of this application and must be completed as part of the application.

Public Fleet Example

Project Budget for Request for Proposal 2010 State Clean Diesel Project					
Company or Entity Name: Missouri Transportation Organization					
Fleet Type (Public or Private): Public					
Detailed Budget Break Down					
Category	Equipment or Fuel Quantity	Cost per Unit *	Total Purchase Cost **	Total Applicant Match ***	Amount to be Reimbursed
TYPE OF EQUIPMENT					
Biodiesel	20,000 gallons	\$0.15/gallon	\$3,000	\$0	\$3,000
Diesel Oxidation Catalysts (DOCs)	4 DOCs	\$1,000/DOC	\$4,000	\$0	\$4,000
Engine Repower	1 Engine	\$5,000/Engine	\$5,000	\$1,250	\$3,750
Totals (Equipment Costs)			\$12,000	\$1,250	\$10,750
INSTALLATION (Contracted or Internal)	Installation Cost Details		Total Installation Cost *	Total Applicant Match *	Amount to be Reimbursed
Biodiesel (NA)	NA		NA	NA	NA
Contracted (DOCs)	4 @ \$100 each		\$400	\$0	\$400
Internal Mechanic (Engine Repower)	1 @ \$2,500 each		\$2,500	\$625	\$1,875
Totals (Installation Costs)			\$2,900	\$625	\$2,275
Totals Entire Project Costs			\$14,900	\$1,875	\$13,025
<ul style="list-style-type: none"> * Note: For Alternative Fuels put the cost difference between the alternative fuel and conventional diesel in the cost per unit column. ** Note: Do Not Include Operation, Maintenance or Administrative Costs. *** Note: Certain Matching Requirements Apply for Private Fleets, Please See RFP for Details. Note: If additional space is needed, use another application, fill out the applicable portion and attach. 					

Private Fleet Example

Project Budget for Request for Proposal 2010 State Clean Diesel Project					
Company or Entity Name: ABC Trucking					
Fleet Type (Public or Private): Private					
Detailed Budget Break Down					
Category	Equipment or Fuel Quantity	Cost per Unit *	Total Purchase Cost **	Total Applicant Match ***	Amount to be Reimbursed
TYPE OF EQUIPMENT					
Biodiesel	20,000 gallons	\$0.15/gallon	\$3,000	\$0	\$3,000
Auxiliary Power Unit (APU)	2 APUs	\$6,500/APU	\$13,000	\$3,250	\$9,750
Closed Crankcase Ventilation System (CCV)	2 CCVs	\$500/CCV	\$1,000	\$250	\$750
Totals (Equipment Costs)			\$17,000	\$3,500	\$13,500
INSTALLATION (Contracted or Internal)	Installation Cost Details		Total Installation Cost *	Total Applicant Match **	Amount to be Reimbursed
Biodiesel	NA		NA	NA	NA
Contracted (APUs)	2 @ \$1,000 each		\$2,000	\$500	\$1,500
Internal Mechanic (CCVs)	2 @ \$300 each		\$600	\$150	\$450
Totals (Installation Costs)			\$2,600	\$650	\$1,950
Totals Entire Project Costs			\$19,600	\$4,150	\$15,450
<ul style="list-style-type: none"> * Note: For Alternative Fuels put the cost difference between the alternative fuel and conventional diesel in the cost per unit column. ** Note: Do Not Include Operation, Maintenance or Administrative Costs. *** Note: Certain Matching Requirements Apply for Private Fleets, Please See RFP for Details. Note: If additional space is needed, use another application, fill out the applicable portion and attach. 					

Project Budget for Request for Proposal 2011 State Clean Diesel Project

Company or Entity Name:

Fleet Type (Public or Private):

Detailed Budget Break Down

Equipment

Category	Equipment	Cost per Unit	Total Purchase Cost *	Total Applicant Match **	Amount to be Reimbursed
TYPE OF EQUIPMENT					
		\$ /	\$	\$	\$
		\$ /	\$	\$	\$
		\$ /	\$	\$	\$
		\$ /	\$	\$	\$
		\$ /	\$	\$	\$
		\$ /	\$	\$	\$
Totals (Equipment Costs)			\$	\$	\$

INSTALLATION (Contracted or Internal)	Installation Cost Details	Total Installation Cost *	Total Applicant Match **	Amount to be Reimbursed
		\$	\$	\$
		\$	\$	\$
		\$	\$	\$
		\$	\$	\$
		\$	\$	\$
		\$	\$	\$
Totals (Installation Costs)		\$	\$	\$

TOTAL PROJECT COST		\$	\$	\$
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* **Note:** Do not include operation, maintenance or administrative costs.

** **Note:** Certain matching requirements apply, please see RFP for details.

Note: If additional space is needed, use another application, fill out the applicable portion and attach.

