

**Texas Commission on Environmental Quality (TCEQ)
Texas Emissions Reduction Plan (TERP)**

**TEXAS NATURAL GAS VEHICLE GRANT PROGRAM (TNGVGP)
Request for Grant Applications (RFGA)
Fiscal Year Biennium 2016-2017**

**Grants for Projects to
Reduce Emissions of Nitrogen Oxides (NO_x)
Through Replacement or Repower of Diesel Vehicles or Engines with
heavy-duty or medium-duty Natural Gas Vehicles or Engines**

Solicitation No. 582-16-60761

Eligible Counties

Austin Area: Bastrop, Caldwell, Hays, Travis, and Williamson Counties.

Beaumont-Port Arthur Area: Hardin, Jefferson, and Orange Counties.

Corpus Christi Area: Nueces and San Patricio Counties.

Dallas-Fort Worth Area: Collin, Dallas, Denton, Ellis, Henderson, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties.

El Paso Area: El Paso County

Houston-Galveston-Brazoria Area: Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties.

San Antonio Area: Bexar, Comal, Guadalupe, and Wilson Counties.

Tyler-Longview Area: Gregg, Harrison, Rusk, Smith, and Upshur Counties.

Victoria Area: Victoria County.

Other Counties inside the Clean Transportation Triangle Area: Austin, Bell, Brazos, Burleson, Colorado, Falls, Fayette, Freestone, Gonzales, Grimes, Hill, Lee, Leon, Limestone, Madison, McLennan, Milam, Navarro, Robertson, Walker, and Washington Counties.

December 16, 2015

**Texas Commission on Environmental Quality (TCEQ)
Air Quality Division
Implementation Grants Section (TNGVGP), MC- 204
P.O. Box 13087
Austin, Texas 78711-3087
512-239-4950**

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The Participating Dealer must assist grant applicants in completing and submitting applications and documentation to the TCEQ. The Participating Dealer must have an active account and must be logged in the TERPonline system in order to submit the applications on behalf of the grant applicants. Applications will be accepted for this grant round on a first-come-first-served basis and must be received no later than 5:00 p.m., Central Time, May 26, 2017. Applications received after the required deadline are not guaranteed acceptance. The award of the grant is dependent upon the availability of funding and the TCEQ may suspend acceptance of application prior to this closing date.

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**Texas Commission on Environmental Quality (TCEQ)
Texas Emissions Reduction Plan (TERP)
Texas Natural Gas Vehicle Grant Program (TNGVGP)**

**Request for Grant Applications (RFGA)
Fiscal Biennium 2016-2017**

**Grants for Projects to
Reduce Emissions of Nitrogen Oxides (NO_x)
Through Replacement or Repower of Heavy-Duty and Medium-Duty
Diesel Vehicles or Engines with Natural Gas Vehicles or Engines**

1.0 INVITATION

The Texas Commission on Environmental Quality (TCEQ) invites applications from entities that currently operate heavy-duty or medium-duty motor vehicles in Texas to repower the vehicles with a natural gas engine or replace the vehicle with a natural gas vehicle. Incentive funding is available for activities that will reduce the emissions of nitrogen oxides (NO_x) in designated eligible counties in Texas. Eligibility is limited to entities that own, lease, or otherwise finance the vehicles to be replaced.

1.1 PURPOSE

- The TCEQ has adopted rules to implement a portion of the Texas Natural Gas Vehicle Grant Program (TNGVGP) as authorized under Texas Health and Safety Code (THSC), Chapter 394, as established by Senate Bill 385, 82nd Texas Legislature, 2011, Regular Session.

1.2 PARTICIPATING DEALERS

- The grant applicant must acquire the Grant Equipment from Participating Dealers.
- The Participating Dealers must assist grant applicants in completing and submitting the applications and documentation to the TCEQ. The Participating Dealer must be logged into the TERPonline system to submit the application to the TCEQ. Participating Dealers will review documentation and materials provided by the grant applicant to confirm eligibility for a grant, and will send the documentation to the TCEQ at the time of application. Participating Dealers will arrange for the inspection of the vehicle being replaced or repowered under the program. For eligible projects, Participating Dealers will also arrange for the disposition of the vehicle or engine being replaced or repowered.
- The list of Participating Dealers is available for viewing or download on the TERP Web site at www.terpgrants.org or by calling the toll free number at 800-919-TERP (8377).

1.3 ELIGIBLE APPLICANTS AND AREAS

a. Eligible Grant applicants

An entity operating a heavy-duty or medium-duty vehicle in the State of Texas may apply for a grant through a Participating Dealer.

Eligible grant applicants may include individuals, corporations, organizations, governments or governmental subdivisions or agencies, business trusts, partnerships, associations or any other legal entity. This may also include a corporation headquartered outside of the state of Texas, but which operates vehicles primarily in an eligible county in Texas.

Businesses or other entities in which a TCEQ employee, spouse, or family member of a TCEQ employee 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 TERP staff early in the application period process.

This RFGA does not apply to entities intending to serve as a third party for the funding, whereby the grant funding and/or cost savings resulting from the funding will be passed through to the owners or operators of the vehicles.

b. Eligible Areas of Operation for the Grant-Funded Vehicles

(Refer to Appendix C for a map of the eligible counties or Appendix F for a list of eligible counties for Agricultural Product Transportation).

For this program, as described by THSC, §394.005(c), not less than 75% of the annual use of the grant-funded vehicle must occur in one or more of the counties listed under the Clean Transportation Triangle (CTT) program to include nonattainment areas, affected counties, and other counties inside the triangle area.

Annual use is measured by miles of operation for the grant-funded vehicle over a twelve-month annual reporting period.

1.4 ELIGIBLE PROJECTS, VEHICLES, AND ENGINES

c. Eligible Projects

The TCEQ will provide grants for eligible medium-duty and heavy-duty motor vehicles, offsetting the incremental cost to the entity for repowering or replacing with an engine or vehicle powered by natural gas. To be eligible for funding, the cost of a replacement or repower project may not have been incurred and paid prior to the opening date of the grant round.

- 1) The replacement of an on-road medium-duty or heavy-duty vehicle that runs on diesel or gasoline with a new natural gas vehicle is an eligible project under the TNGVGP.
- 2) The repower of an on-road medium-duty or heavy-duty vehicle that runs on diesel or gasoline with a natural gas engine is an eligible project under the TNGVGP. A repower is defined as a complete engine replacement, or the remanufacturing of an engine in an existing vehicle. Conversions that occur after the purchase of a vehicle may be considered repowers under this RFGA.

d. Eligible Vehicles

Natural gas vehicles must:

- 1) be a new natural gas vehicle;
- 2) have a gross vehicle weight rating (GVWR) of more than 8,500 pounds;
- 3) be powered by an engine that receives not less than 75% of its power from compressed or liquefied natural gas (vehicles capable of operating independently on either natural gas or another fuel will not be eligible under this program);
- 4) be powered by an engine certified by the EPA to the applicable federal emissions standard; and
- 5) be powered by an engine certified to a NO_x emissions rate at least 25% lower than the engine of the vehicle being replaced.

e. Eligible Engines

Natural gas engines must:

- 1) receive not less than 75% of its power from compressed or liquefied natural gas (engines capable of operating independently on either natural gas or another fuel will not be eligible under this program);
- 2) be certified to the applicable federal emissions standard; and
- 3) be certified to a NO_x emissions rate at least 25% lower than the engine being repowered.

1.4.1 LIST OF ELIGIBLE NATURAL GAS VEHICLES AND ENGINES

A natural gas vehicle or engine must be certified by the EPA to the applicable federal emissions standard to be eligible for funding. The TCEQ will regularly update a list of new vehicles and engines. Inclusion on the list does not guarantee that the natural gas vehicle or engine will be eligible for funding under a replacement or repower project. Eligibility will depend on whether a particular activity meets all of the requirements outlined in this RFGA. If a natural gas vehicle or engine is not part of the list, the grant applicant must submit an EPA Certificate of Conformity for the vehicle or engine with the application. If the certificate shows that the vehicle or engine meets the applicable federal emissions standard as determined by the TCEQ, it will be added to the list and considered for funding.

List of Eligible Natural Gas Vehicles and Engines is available for viewing or download on the TERP Web site at www.terpgrants.org or by calling the toll free number at 800-919-TERP (8377).

A vehicle or engine must meet one of the following standards to be included on the list:

- a. Heavy-duty engine standard of 0.2 grams per brake-horsepower-hour (g/bhp-hr) of NO_x or lower.
- b. EPA's Bin 5, or lower standard for light-duty vehicles (0.07 grams per mile (g/mi) of NO_x).

- c. Complete heavy-duty vehicles with a GVWR of 8,501-14,000 pounds must be certified to meet or exceed the complete heavy-duty vehicle emissions standard (0.2 g/mi of NO_x for vehicles with a GVWR of 8,501-10,000 pounds; 0.4 g/mi of NO_x for 10,000-14,000 pounds GVWR).
- d. Incomplete heavy-duty vehicles with a GVWR of 8,501-14,000 pounds must be certified either to the heavy-duty engine standard of 0.2 g/bhp-hr of NO_x, or to the complete heavy-duty vehicle emissions standard (0.2 g/mi of NO_x for vehicles with a GVWR of 8,501-10,000 pounds; 0.4 g/mi of NO_x for 10,000-14,000 pounds GVWR).

1.4.2 ELIGIBLE COSTS

Grant awards will provide reimbursement up to 90% of the incremental cost for the replacement or repowering of an existing diesel or gasoline vehicle or engine with a natural gas vehicle or engine.

Grant applicants must list in the application all other financial incentives and tax credits received or for which they are eligible and expect to receive for the natural gas vehicle. The combined total of the TNGVGP grant and other financial incentives or assistance including tax credits received or expected to be received may not exceed the incremental costs to the grant applicant. A grant recipient must return the amount of a grant that when combined with any other grant, tax credit, or other governmental incentive received after the grant reimbursement exceeds the incremental cost of the vehicle or engine.

The grant recipients must certify in their annual reports that the entity has not received an additional incentive, or if an incentive has been received include information on the incremental cost and the incentive amount in the report. If, as a result of the grant recipient receiving the additional incentive, the entity must return a portion of the grant funds, an invoice will be sent to the grant recipient for payment of the amount that must be returned.

Costs that may be included are listed below:

- a. **Purchase:** The grant may be used to reimburse a portion of the cost to purchase the new vehicle or repower the old vehicle, including taxes. Those costs must be documented by the actual purchase invoice from the Participating Dealer.
- b. **Leases:** The vehicle may be leased and the lease costs may be covered by the grant. The grant may not be used to cover future obligations for payments under the lease. Transaction fees and finance charges under a finance lease will not be eligible under the grant.
 - **Capital/Finance Leases:** Must have a lease term of four years or a binding commitment to purchase at the end of the term.

The portion of the costs reimbursed under the grant must be used for either payments made under the lease up to the date of the requested reimbursement or an upfront payment to buy down the future lease payment amounts.

- **Operating/Regular Leases:** Must extend for the activity life of four years.

The portion of the costs reimbursed under the grant must be used for either payments made under the lease up to the date of the requested reimbursement, or an upfront payment to buy down the future lease payment amounts.

- c. **Commercial Finance:** The vehicle purchase or repower may be financed. Transaction fees, finance charges, and other costs to obtain the financing will not be eligible under the grant. The grant may not be used to cover future, periodic payments under a finance agreement. The portion of the costs to be reimbursed under the grant must cover a down payment or other payment of principal for the purchase or repower of the vehicle.

In addition to the requirements outlined above, the costs for repowering the vehicle may only include those costs directly associated with replacing the existing engine with the natural gas engine or for converting the existing engine to run on natural gas. The purchase and installation of the natural gas fueling system and tanks may also be covered. The grant recipient may not use the grant to pay its own administrative expenses.

1.5 CERTIFIED EMISSIONS

- a. New Vehicle and Engines

The definition of “certified emissions” is the applicable federal emissions standard to which an engine or vehicle is certified by the EPA. The TCEQ will accept the NO_x federal emissions standard to which the natural gas models on the list of eligible vehicles and engines are certified. However, if the vehicle or engine is certified to a family emission limit (FEL) above or below the applicable NO_x federal emissions standard, the TCEQ will use the FEL.

- b. Vehicles and Engines Being Replaced or Repowered

The use of the natural gas vehicle and engine must be projected to result in a reduction of emission of at least 25% as compared to the engine of the vehicle being replaced or repowered, based on the:

- 1) baseline emission level for the engine of the vehicle being replaced or repowered; and
- 2) the NO_x emissions standard or the FEL to which the natural gas engine is certified.

The TCEQ has established baseline NO_x emissions levels for the vehicle and engines being replaced by using the emission certification standard for the engine or vehicle being replaced. The TCEQ will consider deterioration of the emission performance of the engine on the vehicle being replaced by using the EPA certification standard which already takes into account the deterioration rates for the engines over a period of time. The Participating Dealers will provide the emissions standard for the engine of the vehicle being replaced or repowered on the grant application forms.

For heavy-duty diesel vehicles manufactured after 2006, the emission standards were phased in from 2007 through 2010. Heavy-duty engines manufactured over this period may have been certified to a NO_x emissions rate between 2.375 g/bhp-hr and 0.2 g/bhp-hr. For these 2007 and later model year heavy-duty engines, the Participating Dealers will verify the NO_x emissions rate to which the engine of the vehicle being replaced or repowered was certified and list that NO_x emissions rate on the application forms.

Medium-duty vehicles with a model year of 2004 or later, and certified under the light-duty vehicle standards must be verified by the Participating Dealers. For these vehicles, the Participating Dealers will verify the emissions rate to which the old vehicle and engine were certified and must list that emissions rate on the application forms.

1.6 ADDITIONAL REQUIREMENTS

Additional criteria that apply to activities funded under this program are explained below.

- a. For at least the two years immediately preceding the submission of the grant application, the vehicle being replaced or repowered must have been owned, leased, or otherwise commercially financed by the grant applicant; continually registered in Texas; and continuously operated for at least 75% of the vehicle's average annual usage within the state of Texas by the grant applicant. To verify at least 75% of annual usage in Texas, applicants with apportioned vehicles must submit annual usage summaries for the previous two years that include accurate dates and miles driven in each registered state. Acceptable usage documentation may include Individual Vehicle Distance Records (IVDR) required under the International Registration Plan (IRP), and other similar travel records.
- b. The applicant must have the authority to dispose of the vehicle being replaced.
- c. The vehicle or engine being replaced or repowered must be in operating condition and must have at least two years of remaining useful life as determined by a certified mechanic.
- d. The vehicle or engine being replaced or repowered must currently operate using diesel or gasoline.
- e. The grant-funded vehicle must be of the same category, description, and weight range or classification as the one being replaced, unless otherwise accepted by the TCEQ. If the vehicle normally operates in combination with a trailer, such as a Class 8B tractor-trailer combination, the gross combined weight rating (GCWR) should be used for determining the weight range or category. However, if a trailer is attached occasionally, only the weight of the vehicle should be used.
- f. The grant applicant must certify the historical use over the previous two years of the vehicle being replaced or repowered.
- g. An entity may include up to twenty-five (25) activities of vehicles that are the same weight range, engine family or test group name/code, vehicle category, and vehicle description in a single application. Multiple activities included on a single application must be the same project type: either replacement or repower. Entities may submit more than one application during this grant round.

- h. Activities involved solely in the transportation of raw agricultural products (see appendix F) and operating less than the 75% operational requirement must be submitted on a separate application from those activities not involved in agricultural product transportation.
- i. Grant applicants must identify natural gas fueling stations available to fuel the qualifying vehicle in the area of its use.
- j. The grant applicant's name must have been listed on the vehicle title or lease agreement for a minimum of two years immediately preceding the grant application unless a waiver has been granted in accordance with Section 2.0 of this RFGA.
- k. Applications will not be accepted for an activity that was included in a project previously awarded a TERP grant and subsequently canceled by the grant recipient after the date of issuance of this RFGA.
- l. If applying as an individual or sole proprietor, a photocopy of a state or federal identification card (i.e. driver's license) must be included in the application.
- m. Grant applicants must agree to monitor the use of the grant-funded vehicles and to annually report to the TCEQ for the life of each grant-funded activity.
- n. Grant applicants must also agree to notify the TCEQ of any termination of use, change in use, sale, transfer, or accidental or intentional destruction of grant-funded vehicles during the life of each activity.
- o. An activity is not eligible if it is required by any state or federal law, rule, regulation, memorandum of agreement, or other legally binding document. However, this restriction does not apply to an otherwise qualified activity if on the date the grant is awarded the change is not required by any state or federal law, rule, regulation, memorandum of agreement, or other legally binding document; regardless of the fact that the state implementation plan assumes that the change in vehicles, or operations will occur. This restriction also does not apply to the purchase of vehicles that is required only by local law or regulation or by corporate or controlling board policy of a public or private entity. All applications for funding must be completed according to the application instructions and submitted within the required deadline. The complete instructions are included in this RFGA.
- p. Grant contracts will extend for the operational commitment period until the earlier of the fourth anniversary of the date of reimbursement of the grant-funded expenses or until the date the vehicle has been in operation for 400,000 miles after the date of reimbursement.
- q. All services or work carried out under a grant contract awarded as a result of the RFGA must be completed within the scope, time frames, and funding limitations specified in the grant contract.
- r. Administrative costs and other internal costs of the grant recipient, including but not limited to personnel expenses, internal salaries, indirect costs, and travel will not be eligible for reimbursement. This restriction also applies to situations where the grant recipient acts as the freight/delivery provider for delivery of the grant-funded vehicle before or after acceptance of the vehicle.

- s. Fees for a third-party consultant hired by the grant recipient to manage and administer the grant-funded activities, including coordination of the work and submission of reports and paperwork to the TCEQ for the grant recipient are considered administrative costs and are not eligible for reimbursement. This determination is not intended to limit the ability of the vehicle vendor or engine installer to include reasonable and necessary costs for overseeing the work to be performed in the price of the vehicle or engine, and/or installation services.
- t. Under section 231.006, Texas Family Code, a child support obligor who is more than 30 days delinquent in paying child support and a business entity in which the obligor is a sole proprietor, partner, shareholder, or owner with an ownership interest of at least 25% is not eligible to receive a state funded grant or loan. All business entities applying for a grant under this RFGA must include in the application the name and social security number of the individual or sole proprietor and each partner, shareholder, or owner with an ownership interest of at least 25% of the business entity submitting the application. The certifying official submitting the application must also certify in the application that the individual or business entity named in the application is not ineligible to receive that grant and acknowledges that the grant contract may be terminated and payment may be withheld if the certification is inaccurate.
- u. Grant applicants must submit a W-9 Form (Request for Taxpayer Identification Number and Certification Form) when submitting the application.

1.6.1 OTHER SELECTION CRITERIA

- a. The TCEQ may make selection for funding contingent upon agreement by the grant applicant with additional conditions or changes to the project pertaining to equipment, logistical considerations, expenses, and other program elements.
- b. The TCEQ may select parts of a proposal for funding and may offer to fund less than the eligible grant amounts and/or a smaller amount than requested in the application.
- c. Based on the number and types of applications received, the TCEQ may establish a cut-off level for grant selections that is less than the available funding, and projects may be offered a smaller amount of funding or may be held until a later date.
- d. The TCEQ is not obligated to fund a proposal from a grant applicant that has demonstrated marginal or unsatisfactory performance on current or previous grants and contracts with the TCEQ and other state agencies. A rating of marginal or unsatisfactory performance on current or past contracts may be used as a basis to lower or otherwise change the priority and ranking of an application.
- e. The TCEQ is not obligated to fund a proposal from a grant applicant who is currently not meeting their commitments under a TCEQ contract or who has been invoiced by the TCEQ for not meeting contract requirements.
- f. The TCEQ is not obligated to fund a proposal from a grant applicant or for a project based on a determination of the risks associated with the grant applicant and/or project, including the financial condition of the grant applicant, the extent to which application information is verified by supportable documentation, pre-award site visit evaluation, and other risk factors as may be determined by the TCEQ. The TCEQ may also include additional controls in a grant contract to address the risks that may be involved with providing a grant to a grant applicant considered to be high risk.

- g. The TCEQ is not obligated to fund a proposal from a grant applicant that is under federal, state, or local enforcement action for violation of environmental laws or permit conditions.
- h. The TCEQ is not obligated to fund a proposal from a grant applicant with an overall compliance history classification of Unsatisfactory (55.01 or greater) on the TCEQ's Compliance History Database, for grant applicants that are subject to the rating.

1.7 DISPOSITION REQUIREMENTS

The grant recipient will complete the disposition process within ninety days of reimbursement.

1.7.1 Standard Disposition Requirements

- a. Unless otherwise approved by the TCEQ, a grant applicant must agree to dispose of vehicles and engines replaced under this program by complete destruction or otherwise rendering permanently inoperable by crushing the vehicle and engine, or drilling a 3-inch or larger hole in the engine block on both sides and cutting both frame rails in half or other preapproved alternative.
- b. Destruction of the engine may also include sending the engine to a remanufacturing facility operated or authorized by the original engine manufacturer. The remanufacture of the engine must include removing all parts and using the old block to build a remanufactured engine with a new serial number.
- c. For destroyed vehicles, applicants must agree to submit a copy of a Texas Non-repairable Vehicle Title issued by the Texas Department of Motor Vehicles (TxDMV) for the vehicle(s) replaced under this RFGA. The Texas Non-repairable Vehicle Title must be submitted at the same time that the required disposition documentation is submitted to the TCEQ. This title is available by submitting a completed form VTR-441 along with the required fee to the TxDMV.

1.7.2 Alternative Disposition Requirements

- a. Alternative Destruction
 - 1) Applicants may include in the application forms a request to the TCEQ for approval of an alternative method for rendering the vehicle and engine permanently inoperable. Requests included in Form 6 of the application for approval of an alternative destruction method will be considered by TCEQ as part of the review of the application.
 - 2) If the alternative destruction method is not approved, the grant applicant will need to adhere to the standard destruction methods in completing the disposition of the vehicle and/or engine.
 - 3) If the alternative destruction method is approved, that approval will be included in the grant contract.
 - 4) Any request for an alternative destruction method submitted after a grant is awarded will need to be submitted to the TCEQ, and receive approval either through amendment to the grant contract or by other official means, as determined by the TCEQ.

b. Permanent Removal from Texas (replacement projects only)

Applicants may also request approval of an alternative disposition method that does not result in the vehicle and engine being rendered permanently inoperable. Depending upon fleet size, applicants may qualify for one of two predetermined methods of permanent removal of the vehicle and engine from the state of Texas. Available alternatives and instructions for submitting a written request for approval are included in Appendix B.

1.8 GRANT ADMINISTRATION AND REIMBURSEMENT OF EXPENSES

- a. Except as provided for in Section b below, payments will be made 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 goods and services have been received by the grant recipient. The grant recipient may submit a request for reimbursement as the purchases are completed. Grant recipients must provide documentation to show that equipment and services have been received and the expenses have been incurred and paid by the grant recipient, before reimbursement is provided by the TCEQ.
- b. Unless otherwise approved by the TCEQ, the grant recipient may only assign the payments due from the TCEQ directly to the Participating Dealer that submitted the application. The TCEQ will not split reimbursement payments among multiple entities. A properly completed Texas Application for Payee Identification Number and Notice of Assignment must be completed and submitted with the Request for Reimbursement form. Under this option, the goods and services, included under a cost must have been received and accepted by the grant recipient, and the grant recipient must have an obligation to pay the expense.
- c. A summary of all expenses and budget items must be submitted with the request for reimbursement. All reimbursement forms will be provided by the TCEQ. Forms are available on the TERP Web site at www.terpgrants.org or by calling the toll free TERP number at (800) 919-TERP (8377).
- d. Unless otherwise approved by the TCEQ, all project costs must have been incurred and grant funded vehicles received before the end of the Period of Funds Availability indicated in Article 4 of the contract. All final requests for reimbursement will need to be submitted within 45 days after this date.
- e. For any grant activity where the grant-funded vehicle will be acquired and used under a lease or lease-purchase agreement, the period of the lease agreement must extend for 4 years from the date of completion of the request for reimbursement for each Grant Activity or, if the lease terminates earlier, the lease agreement must contain a binding commitment for the grant recipient to pay any remaining costs and to take ownership of and title to the vehicle. An option to buy at the end of the lease term, without a binding commitment on the part of the grant recipient, will not be sufficient to satisfy this provision.

1.9 MONITORING AND REPORTING

The grant recipient must meet the following requirements:

- a. The Activity Life for Grant Activities performed under this agreement will be the earlier of the fourth anniversary of the date of reimbursement of each individual activity or until the date the activity has been in operation for 400,000 miles after the date of reimbursement for that vehicle.
- b. Annual reports on the use of the grant-funded vehicle or engine will be required, using forms to be provided by the TCEQ. If the grant recipient installs a global positioning system (GPS) from the TCEQ-authorized GPS contractor, the TCEQ may accept the reports available from the GPS service provider in lieu of the grant recipient submitting annual usage reports. In order to use this approach, the grant recipient must notify the TCEQ and agree to periodically verify the information being reported and to pay for the ongoing costs associated with obtaining the reports from the GPS provider.
- c. The TCEQ may provide the grant recipient with a label to place on grant-funded vehicles and engines to aid both the TCEQ and the grant recipient in tracking and identification of those vehicles. The grant recipient must agree to place the label on the grant-funded vehicles.
- d. The TCEQ has identified an approved vendor for a geographic positioning system (GPS) to electronically track the location and use of grant-funded vehicles. Initial installation of GPS is voluntary. However, during the activity life of the grant, the TCEQ may require installation of a GPS for grant recipients that are not meeting the grant requirements pertaining to usage or location of use, in lieu of requiring immediate return of grant funds. In those cases of non-compliance, the grant recipient must agree to install and use the approved GPS if required by the TCEQ, or the grant recipient may be required to return all or a portion of the grant funds.
- e. The TCEQ may require the return of all or a portion of the grant funds for noncompliance with the usage and percentage of usage requirements.

1.10 PERFORMANCE EVALUATION

The TCEQ will prepare written evaluations of the performance of the grant recipient upon completion of the life of the project or more frequently, as deemed necessary by the TCEQ.

1.11 FUNDING

- a. The total amount to be awarded under this program is approximately \$37.8 million for the 2016-2017 fiscal biennium.
- b. The TCEQ will award at least 60% of the total amount of the grants in the fiscal biennium to motor vehicles with a GVWR of at least 33,001 pounds, if sufficient applications are received.
- c. The TCEQ may suspend the first-come-first-served provisions and hold additional applications from a particular entity if that entity has been provisionally awarded a percentage of the funds to be determined by the TCEQ, to ensure a balanced mix of entities receiving funds.

- d. The TCEQ may suspend the first-come-first-served provisions and hold additional applications from a particular area if projects in that area have been provisionally awarded a percentage of the funds to be determined by the TCEQ, to ensure funding is provided across a balanced mix of areas.
- e. The TCEQ will not be obligated to select applications for funding, even if received within the application deadline.
- f. The TCEQ may select parts of a proposal for funding and may offer to fund less than the dollar amount requested in the proposal.

2.0 REQUEST TO WAIVE OWNERSHIP, REGISTRATION, AND USE REQUIREMENTS

(Refer to Appendix A for Request for Waiver of Ownership, Registration, and Use Instructions)

The grant applicant must submit a written request to the TCEQ for approval for waiver of ownership, registration, and use prior to submission of or with the grant application. The request must include an original signature of the authorized official of the grant applicant.

The TCEQ's determination of whether there is good cause to grant a waiver will be based on an evaluation of the factors explained in the appendices below. Grant applicants are required in a request for a waiver to explain how there is good cause to grant a waiver and justification for determining that, with the waiver, the requirement that a project will result in at least a 25% reduction in NO_x emissions will still be met.

3.0 APPLICATION PROCESS

The application form is to be used to apply for a TNGVGP grant for on-road heavy-duty or medium-duty replacement or repower projects under the TCEQ's TERP program.

3.1 APPLICATION SUBMISSION

- a. **Required Forms.** Application forms and criteria on the activities eligible for funding under this program area may be viewed and downloaded from the TERP Web site at www.terpgrants.org. Copies of the forms may also be obtained by calling the TERP toll free number at 800-919-TERP (8377).
- b. **Application Submission.** To apply for funding, Participating Dealers will complete and submit a grant application which includes the required information described in the instructions included in this RFGA on behalf of the grant applicant. Instructions for completing the grant application can be found in Appendix G.
- c. **Application Deadline.** Applications will be accepted and considered on a first-come-first-served basis during this grant period. The TCEQ may suspend acceptance and/or processing of applications at any time during the application period with no obligation to continue processing an otherwise eligible application received within the deadline. Unless the acceptance of applications is suspended by the TCEQ prior to the application deadline, applications must be received through the TERPonline system no later than 5:00 p.m., Central Time, May 26, 2017. Applications received after the required deadline are not guaranteed acceptance, so grant applicants are encouraged to plan their submission date accordingly.

- d. Additional Program Information. Individuals desiring further information are encouraged to call the TERP staff at 1-800-919-TERP (8377).
- e. Public Information. Upon submission, all proposals become the property of the State of Texas and as such become subject to the Texas Public Information Act, Texas Government Code Chapter 552.
- f. Personal Information Policy. Individuals are entitled to request and review their personal information the agency gathers on its forms. They may also have any errors in their information corrected. To review such information, contact the TCEQ TERP program at 1-800-919-TERP (8377).

3.2 APPLICATION REVIEW PROCESS AND CONTRACTING

- a. Application Review. The TCEQ will review the applications and required documentation and will contact the Participating Dealer for any needed changes or additional information. If the Participating Dealer is not responsive, then the TCEQ will contact the applicant for any needed changes. The TCEQ may, but is not obligated to, work with Participating Dealer or grant applicants to correct problems with applications and to obtain all necessary information and documentation in order to consider the application complete. The amount of time available for correction of applications will be limited, and the TCEQ is not obligated to hold the application's place in line pending receipt of all corrections.
- b. The TCEQ may also consider applications for selection pending receipt of all needed information or documentation and may include provisions in a grant contract making the issuance of a "Notice to Proceed" contingent upon receipt of the additional information.
- c. Grant Award and Contracting. An example contract shell will be made available on the TERP Web site. Upon approval of the application, a grant contract will be developed and provided to the grant applicant to sign and return to the TCEQ. Before signature, the grant applicant should review the contract for accuracy. Upon signature and execution of the contract by the TCEQ, a copy of the signed contract will be returned to the grant applicant, at which time the grant will be considered awarded.
- d. Notice to Proceed. The execution of a contract will not be the final commitment by TCEQ to provide the funds. A subsequent Notice to Proceed (NTP) will be issued to the grant recipient when sufficient funds become available, and any eligible expenses incurred prior to receipt of the notice will be at the grant recipients own risk. The NTP may also include authorization for a lesser reimbursement amount than originally approved in the contract, based on the amount of funds available.
- e. Reimbursement. The grant recipient may submit a request for reimbursement after the eligible expenses are incurred, but before the expiration of the Period of Funds Availability listed in the contract.

4.0 CONSIDERATION OF APPLICATION IN FUTURE GRANT ROUNDS

The TCEQ may, at its discretion, retain applications not selected for funding under this notice for consideration under a new notice issued for a future grant round. Grant applicants will be notified by the TCEQ if their application is retained for consideration under a future grant round and will be given the option of withdrawing their application from consideration.

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APPENDIX A: WAIVER OF OWNERSHIP, REGISTRATION, AND USE REQUIREMENTS

1.0 PURPOSE

Section 1.6 of this RFGA lists the requirements that a vehicle to be replaced or repowered under the TNGVGP must have been owned, leased, or commercially financed and registered, and operated by the grant applicant in Texas for at least the two years immediately preceding the submission of the grant application. The TCEQ may consider a request to waive one or more of these requirements for Replacement projects based on a finding of good cause, which may include short lapses in registration or operation due to economic conditions, seasonal work, or other circumstances.

Accordingly, this appendix contains the procedures a grant applicant must use to request a waiver to one or more of the ownership, registration, and use requirements of Section 1.6 of this RFGA. The process that will be used by the TCEQ in considering a waiver request is also explained in this appendix.

2.0 BASIS OF DETERMINATION OF GOOD CAUSE

As stated in Section 1.4 of this RFGA, and as required under THSC, §394.005(b)(1), the use of the natural gas vehicle and engine funded under the TNGVGP must be projected to result in a reduction in NO_x emissions of at least 25%. The basis for the ownership, registration, and use requirements under the TNGVGP and other TERP grant programs is, in part, a way to validate that a project will result in reductions in NO_x emissions and other pollutants, when compared with what would have happened if the grant were not awarded.

In order for projections of emissions reductions attributable to a project to be valid, there must be reasonable assurance that, absent the grant, the grant applicant would have continued to use the vehicle being replaced or repowered for the same purposes and amount of use, and in the same area of use, for the period over which the emissions reductions are being considered.

Funding that only assists with regular fleet turnover or to replace vehicles that have already been taken out of service or put into limited service does not meet these criteria. Also, these requirements address the risk that a grant applicant could purchase an old vehicle or otherwise transfer a vehicle from out-of-state solely for the purpose of obtaining a grant.

The TCEQ's determination of whether there is good cause to grant a waiver will be based on an evaluation of the factors explained above. In a request for a waiver, grant applicants are required to explain how there is good cause to grant a waiver and justification for determining that, with the waiver, the requirement that a project will result in at least a 25% reduction in NO_x emissions will still be met.

3.0 STANDARD SITUATIONS

All waiver requests will be considered on a case-by-case basis, with no assurance that a waiver will be granted. However, there are several standard situations where a determination of good cause may be easier to make. Some of these situations are outlined below.

- a. The two-year ownership or lease requirement might be waived when the ownership of the company applying for a grant has changed, the assets of the company have been purchased by another company, or the company has changed names or incorporation status. In any case, the vehicle should have been owned or leased under either the current company name or the previous company name and registered and operated in Texas for the preceding two years.
- b. Regardless of the past ownership or lease, the grant applicant must currently have authority to destroy a vehicle being replaced or to repower an existing vehicle, which normally will require that the grant applicant be listed as the owner on the current title.
- c. For uses other than seasonal use, short lapses in registration and/or use of two months or less over a one year period, might constitute good cause as long as the ownership or lease holder of the vehicle did not change. The reasons provided in the waiver request for the lapse in registration and/or use should clearly show that the vehicle would continue to be used by the grant applicant and that the lapse in registration or use was not a permanent situation.
- d. For vehicles used in seasonal work, good cause might be considered for lapses in registration and/or use during the non-seasonal period. Under this situation, lapses in registration or use for longer than six months over a one year period would be more difficult to justify. An explanation of the type of use and the normal season(s) for that use will need to be provided.
- e. Other situations, including longer lapses in ownership, registration, or use, may also be considered on a case-by-case basis. The burden is on the grant applicant to fully explain why a waiver should be granted and to justify that there is good cause to grant the waiver request.

4.0 INSTRUCTIONS FOR COMPLETING AND SUBMITTING A WAIVER REQUEST

- a. Requests for a waiver to the ownership or lease, and registration and use requirements of Section 2.0 must be submitted in writing, with an original signature of the authorizing official of the grant applicant.
- b. Grant applicants should follow the example format provided in Attachment 1 to this appendix to prepare the written waiver request(s). As shown on the example format, the request should include a cover letter signed by the authorizing official and attesting to the accuracy of the information provided. Required waiver information should be completed for each vehicle included in the request and enclosed with the cover letter.
- c. Multiple vehicles that will be included on a single grant application may be included with one waiver request. However, in order to ensure that waiver requests and approvals can be associated with a particular application, separate waiver requests should be submitted for vehicles that will be included in separate applications.
- d. It is recommended, but not required, that any waiver requests be submitted prior to submission of the application, and that a grant applicant wait until it receives notification of the TCEQ's decision regarding the request before submitting the application.

e. However, if the written waiver request is not submitted prior to submission of the application, the request must be included with the application documents. The TCEQ may determine an application incomplete if the waiver request is not received either before the application or with the application materials, and the TCEQ may use the date and time that the late request is received to determine the application's place in line for consideration under the first-come-first-served process.

f. Waiver request not submitted with an application should be sent to:

Regular Mail:

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section (TNGVGP), MC-204
P.O. Box 13087
Austin, Texas 78711-3087

Express Mail:

Texas Commission on Environmental Quality
Air Quality Planning Division
Implementation Grants Section (TNGVGP), MC-204
12100 Park 35 Circle
Austin, Texas 78753

4.1 WAIVER REQUEST APPROVAL/ DISAPPROVAL PROCEDURES

a. Waiver Requests Submitted Prior to Submission of an Application

The TCEQ will review waiver requests submitted before an application in the order the request is received.

The TCEQ will attempt to notify grant applicants of the decision on a waiver request within ten working days of receipt of the request. However, the time needed to act on a request may vary depending on the complexity of the issues involved.

Notification may be provided by electronic mail, letter, or fax, or a combination of one or more methods. If the grant applicant is already working with a Participating Dealer, a copy of the notification of decision may also be sent to the dealer. Where feasible, preliminary notification may also be provided by phone call to the grant applicant's representative and/or the Participating Dealer with which the grant applicant is working.

If the waiver request is approved, grant applicants should reference the waiver approval where noted in the application and include a copy of the notification documents with the application forms.

b. Waiver Requests Submitted with An Application

Waiver requests submitted with an application will be considered, along with the application, in the order the application is received.

Grant applicants and Participating Dealers will be notified of the decision on the waiver request at the same time or before notification of a decision on approval or disapproval of the application.

c. Incorporation of Approvals into the Contract Conditions

If a waiver request is approved, the conditions under which the waivers were granted may be included in the grant contract and agreement documents.

By signing the contract, the grant applicant will be attesting to the validity of the conditions under which the waiver was granted.

d. Waiver Disapproval Appeal Procedures

A grant applicant that is not satisfied with a decision of the TCEQ to disapprove a waiver request either submitted prior to submission of an application or with the application, may file an appeal of that decision with the TCEQ.

An appeal must be submitted by mail, fax, or scanned document through electronic mail, to the Manager of the Implementation Grants Section, Air Quality Division, of the TCEQ within ten calendar days after the grant applicant received, or should have received, official notification by TCEQ that a waiver request was denied. If denial is sent by mail, the grant applicant is deemed to have received the denial within three business days after the mailing date. If denial is sent electronically, the grant applicant is deemed to have received the denial on the date sent.

The TCEQ has the discretion to allow an appeal filed after ten calendar days if the applicant shows good cause for the late filing or if the applicant raises an issue significant to the general policies or procedures of the waiver request process.

An appeal must be submitted by the applicant in writing and identified as an appeal of the TCEQ's decision on the specific waiver request in question, and must contain the following:

- 1) The issue(s) being disputed and the requested remedy;
- 2) The applicant's argument supporting the appeal, including a statement of relevant facts and applicable law or requirement, specifying the statutes, rules, grant requirements or other legal authority alleged to not have been followed and why good cause should be determined to grant the waiver request; and
- 3) The applicant's affirmation that facts set forth in the appeal are true.

Upon receipt of an appeal conforming to these requirements, the TCEQ may, at its discretion, hold the place for consideration under the first-come-first-served grant process of an application associated with the waiver request. A decision on whether to hold the place of the application in the process may be based on the impact of that decision on the ability of the program to successfully award the available funds in required time frames, as well as other factors associated with the needs of the program.

An application that does not otherwise meet the conditions and requirements for approval of a grant, regardless of the decision on a waiver request, will not be reconsidered just because an appeal is received regarding the waiver request decision.

The Executive Director of the TCEQ or an authorized designee will review the appeal and make a decision. The Executive Director or designee may solicit additional information from the protestant and other appropriate parties and may offer the protestant the opportunity to meet to discuss the waiver request and appeal.

The decision of the Executive Director or authorized designee on the appeal and the waiver request, as communicated in writing or other appropriate means, shall be final.

Attachment 1 to Appendix A

a. Format for Waiver Requests

- 1) Cover Letter
 - 2) Waiver Request Enclosure(s)
 - 3) Legal Name of Grant Applicant
 - 4) Project Representative Name
 - 5) Address
 - 6) Contact E-Mail
 - 7) Contact Phone Number
 - 8) Name of Participating Dealer (if applicable)
 - 9) Vehicle Information
 - 10) Vehicle identification number (VIN)
 - 11) Make/Model/Year
- b. List the requirement(s) for which waiver(s) is/are requested.
- c. For each requirement, explain in detail how the ownership or lease, registration, and/or use of the vehicle does not meet the requirement(s) and why.
- d. Provide a detailed explanation of why there is good cause to grant the waiver. Refer to the instructions for examples of situations where good cause may be determined.
- e. Attach documentation to support the waiver request, such as title documents, lease and sales agreements, registration receipts, ownership agreements, etc.
- f. For vehicles used in seasonal work, provide a detailed explanation of the type of work performed, the normal season for use of the vehicle, and why the vehicle is only registered and used over that seasonal period.
- g. As explained in the instructions, the justification provided for granting the waiver must clearly demonstrate that the situation in question was not permanent and that the vehicle could be expected to otherwise continue to be owned or leased and operated by the grant applicant in Texas for the next four years or 400,000 miles of operation, if the grant is not awarded.

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APPENDIX B: ALTERNATIVE DISPOSITION REQUEST PROCEDURES

1.0 PURPOSE

Section 1.7 of this RFGA lists the requirements that a vehicle replaced under the TNGVGP must be rendered permanently inoperable. Requests for approval of an alternative method to destroy the vehicle and/or engine may be included in the applicable section of the application forms.

This appendix explains the procedures a grant applicant must use to request approval of a plan to permanently remove the vehicle(s) from Texas.

1.1 PERMANENT REMOVAL OF VEHICLE(S) FROM TEXAS

Depending upon fleet size, applicants may qualify for one of the predetermined methods listed below. All methods of permanent removal require transfer of ownership of the vehicle(s).

1.1.1 For applicants operating a fleet of 75 or more vehicles in Texas, proposals for permanent removal of vehicle(s) from Texas in lieu of destruction will only be accepted for export of the vehicle(s) to a destination outside of North America (United States, Canada, and Mexico). A detailed plan for export and the transfer of ownership and of the vehicle(s) may be submitted in writing to TCEQ either prior to, or at the time of application submission.

1.1.2 For applicants operating a fleet of fewer than 75 vehicles in Texas, proposals for permanent removal of vehicle(s) from Texas in lieu of destruction may be accepted for the sale or export of the vehicle(s) to a destination outside of the state of Texas, the United States, or North America. A detailed plan for the transfer of ownership and removal from Texas may be submitted in writing to TCEQ either prior to, or at the time of application submission. See below for step by step procedures.

1.2 INSTRUCTIONS FOR SUBMITTING A REQUEST

- a. Requests for approval of a plan to permanently remove the vehicle(s) from Texas must be submitted in writing, with an original signature of the person authorized to sign for the applicant.
- b. The request should list identifying information regarding the vehicle and engine, including:
- c. Vehicle Make and Model;
- d. Vehicle Identification Number;
- e. Engine Make and Model; and
- f. Engine Serial Number

- g. The request must explain the applicant's detailed plan for the transfer of ownership of the vehicle(s), including any available information about the final destination of the export, the receiving entity's identity and contact information, the method by which the requestor will transfer ownership, and any additional details explaining what will happen to the vehicle and engine. The requestor will be expected to include in that plan proposed contractual language for any transfer agreement stating that the transferee is prohibited from operating the vehicle(s) in Texas and that the transferee will return an amount sufficient to cover any return of funds required by the TERP program.
- h. Multiple vehicles that will be included on a single grant application may be included with one request. However, in order to ensure that requests and approvals can be associated with a particular application separate requests should be submitted for vehicles that will be included in separate applications.
- i. Applicants may submit a request for preliminary review prior to submission of the application. Regardless of whether the request was submitted for preliminary review, a copy of the request must be included with the application forms.
- j. Requests submitted for preliminary review prior to submission of an application should be sent to:

Regular Mail:

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section (TNGVGP), MC-204
P.O. Box 13087
Austin, Texas 78711-3087

Express Mail:

Texas Commission on Environmental Quality
Air Quality Planning Division
Implementation Grants Section (TNGVGP), MC-204
12100 Park 35 Circle
Austin, Texas 78753

2.0 REVIEW AND APPROVAL PROCEDURES

- a. Requests Submitted for Preliminary Review Prior to Submission of An Application

The TCEQ will review requests submitted for preliminary review before an application in the order the request is received.

The TCEQ will attempt to notify grant applicants of the TCEQ's assessment of the request within ten calendar days of receipt of the request. However, the time needed to act on a request may vary depending on the complexity of the issues involved.

Notification may be provided by electronic mail, letter, or fax, or a combination of one or more methods. If the grant applicant is already working with a Participating Dealer, a copy of the notification may also be sent to the dealer. Where feasible, preliminary notification may also be provided by phone call to the grant applicant's representative and/or the Participating Dealer with which the grant applicant is working.

Grant applicants should still include the request and plan with the application, and include a copy of the notification documents from the TCEQ with the application forms.

b. Requests Submitted with an Application

Requests submitted with an application will be considered, along with the application, in the order the application is received.

Grant applicants and Participating Dealers will be notified of the decision on the request at the same time or before notification of a decision on approval or disapproval of the application.

c. Incorporation of Approvals into the Contract Conditions

If a request is approved, the conditions of the alternative disposition plan will be included in the grant contract and agreement documents.

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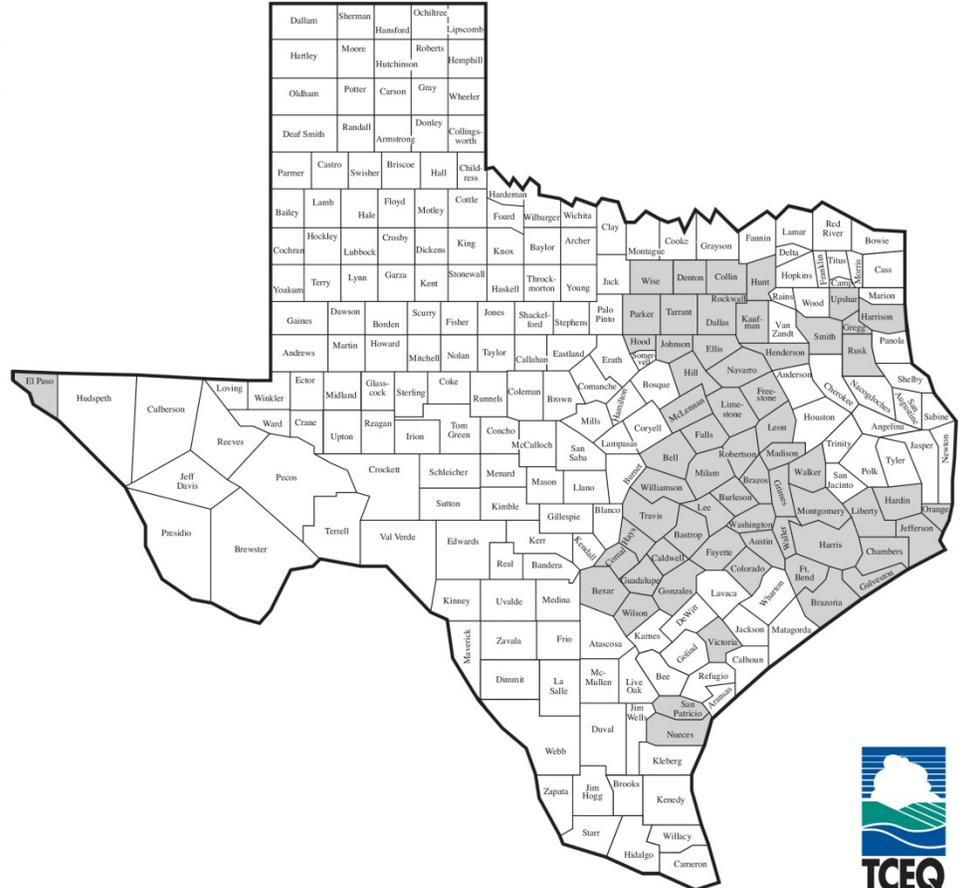
APPENDIX C: MAP OF ELIGIBLE COUNTIES



Texas Natural Gas Vehicle Grant Program

revised (7/13)

Texas Natural Gas Vehicle Grant Program	
Eligible Counties	
<i>(highlighted)</i>	
Austin	Hunt
Bastrop	Jefferson
Bell	Johnson
Bexar	Kaufman
Brazoria	Lee
Brazos	Leon
Burleson	Liberty
Caldwell	Limestone
Chambers	Madison
Collin	McLennan
Colorado	Milam
Comal	Montgomery
Dallas	Navarro
Denton	Nueces
El Paso	Orange
Ellis	Parker
Falls	Robertson
Fayette	Rockwall
Fort Bend	Rusk
Freestone	San Patricio
Galveston	Smith
Gonzales	Tarrant
Gregg	Travis
Grimes	Upshur
Guadalupe	Victoria
Hardin	Walker
Harris	Waller
Harrison	Washington
Hays	Williamson
Henderson	Wilson
Hill	Wise
Hood	



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APPENDIX D: DEFAULT USAGE RANGES

For the grant table, the default usage ranges will be based on the GVWR or service class of the vehicle being replaced or repowered. The grant recipient must select the mileage or fuel use range (high, medium, or low) that is supported by the documentation showing the historical use over the previous two years of the vehicle being replaced or repowered.

Medium-Duty and Heavy-Duty Vehicles (not including buses)

GVWR*	Range	Default Mileage	Default Fuel Use
8,501-10,000 lbs.	HIGH	> 18,000 miles	> 1,000 gallons
	MEDIUM	> 12,000 to 18,000	> 1,000 to 1,500
	LOW	<= 12,000	<= 1,000
10,001-14,000 lbs.	HIGH	> 18,000 miles	> 1,000 gallons
	MEDIUM	> 12,000 to 18,000	> 1,000 to 1,500
	LOW	<= 12,000	<= 1,000
14,001-16,000 lbs.	HIGH	> 24,000	> 2,700
	MEDIUM	> 16,000 to 24,000	> 1,800 to 2,700
	LOW	<= 16,000	<= 1,800
16,001-19,500 lbs.	HIGH	> 24,000	> 2,700
	MEDIUM	> 16,000 to 24,000	> 1,800 to 2,700
	LOW	<= 16,000	<= 1,800
19,501-26,000 lbs.	HIGH	> 24,000	> 2,700
	MEDIUM	> 16,000 to 24,000	> 1,800 to 2,700
	LOW	<= 16,000	<= 1,800
26,001-33,000 lbs.	HIGH	> 24,000	> 2,700
	MEDIUM	> 16,000 to 24,000	> 1,800 to 2,700
	LOW	<= 16,000	<= 1,800
33,001-60,000 lbs.	HIGH	> 45,500	> 7,600
	MEDIUM	> 30,500 to 45,500	> 5,100 to 7,600
	LOW	<= 30,500	<= 5,100
greater than 60,000 lbs.	HIGH	> 71,000	> 11,800
	MEDIUM	> 47,000 to 71,000	> 7,800 to 11,800
	LOW	<= 47,000	<= 7,800

*If the vehicle being replaced or repowered normally operates in combination with a trailer, such as a Class 8B tractor-trailer combination, the gross combined weight rating (GCWR) should be used for determining the usage range. However, if a trailer is attached occasionally, only the weight of the vehicle should be used.

Heavy-Duty Buses (Continued Default Usage Ranges)

Service Class	Range	Default Mileage	Default Fuel Use
Heavy-Duty Bus (School)	HIGH	> 12,000	> 2,000
	MEDIUM	> 8,000 to 12,000	> 1,300 to 2,000
	LOW	<= 8,000	<= 1,300
Heavy-Duty Bus (Transit)	HIGH	> 42,000	> 10,500
	MEDIUM	> 28,000 to 42,000	> 7,000 to 10,500
	LOW	<= 28,000	<= 7,000

APPENDIX E: STANDARDIZED GRANT AWARD TABLES

Follow the instructions below on how to use the grant tables to determine the Maximum Grant Amount you are eligible for. You must determine the eligible amount in order to complete Form 7 of the application. Note that you may not replace a vehicle from one weight category with a vehicle from another weight category. The GVWR category must match the GVWR listed on application Form 5.

d. Pre-Determined Grant Amounts- Grant applicants and Participating Dealers will use a three-step process to determine the final grant amount for each activity.

- 1) **Step 1** - A natural gas engine or vehicle will be selected from the list of eligible natural gas vehicles and engines, which will fall under one of the grant award tables:
 - Grant Award Table 1: Vehicles 8,501 to 14,000 lbs GVWR
 - Grant Award Table 2: Vehicles 14,001 lbs GVWR or greater
 - Grant Award Table 3: Heavy-Duty Bi-Fuel Natural Gas Engines (compression ignition). Bi-fuel engines are defined as engines capable of operating on compressed or liquefied natural gas (CNG or LNG) and one or more other fuel types. To qualify under the TNGVGP, bi-fuel engines must operate on a simultaneous mixture of CNG or LNG and another fuel type at all times. Engines configured to operate independently on either natural gas or another fuel are not eligible under the TNGVGP.

The grant applicant must use the correct grant award table to determine the final grant amount.

- 2) **Step 2** - The grant applicant will select a usage range (high, medium, or low) based on the historical use and the GVWR or service class of the vehicle being replaced or repowered. The default usage ranges are presented in the table in Appendix D above. The grant applicant will submit a certification form to the dealer to verify the historical use of the vehicle being replaced or repowered, and use that as the basis for the usage range selection. The usage ranges are presented in terms of default annual mileage and default annual fuel use, and the grant applicant will select a high, medium, or low usage range for either mileage or fuel use. The high, medium, and low usage ranges correspond to a percentage (60%, 75%, and 90%, respectively) that is applied to the applicable baseline incremental cost in Step 3 below.
- 3) **Step 3** - The grant applicant will verify the size of the fuel system of the new or repowered natural gas vehicle, which is measured in diesel gallons equivalent (DGE). The grant applicant will select the grant amount that corresponds with the size of the fuel system of the new or repowered natural gas vehicle and the usage range selected in Step 2.

Standardized Grant Award Tables

Grant Award Table 1

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers*
Vehicles 8,501 to 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$9,000	\$10,350
		MEDIUM	\$7,500	\$8,625
		LOW	\$6,000	\$6,900
	20 – 30 DGE	HIGH	\$13,500	\$15,525
		MEDIUM	\$11,250	\$12,950
		LOW	\$9,000	\$10,350
	More than 30 DGE	HIGH	\$18,000	\$20,700
		MEDIUM	\$15,000	\$17,250
		LOW	\$12,000	\$13,800

*The higher grant amount for engine repowers reflects the higher incremental cost associated with removing the old engine and making other configuration changes to the vehicle to accommodate the natural gas engine and fueling system.

Grant Award Table 2

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers*
Vehicles greater than 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$18,000	\$20,700
		MEDIUM	\$15,000	\$17,250
		LOW	\$12,000	\$13,800
	20 – 30 DGE	HIGH	\$27,000	\$31,050
		MEDIUM	\$22,500	\$25,870
		LOW	\$18,000	\$20,700
	31 – 50 DGE	HIGH	\$36,000	\$41,400
		MEDIUM	\$30,000	\$34,500
		LOW	\$24,000	\$27,600
	51 – 100 DGE	HIGH	\$45,000	\$51,750
		MEDIUM	\$37,500	\$43,125
		LOW	\$30,000	\$34,500
	More than 100 DGE	HIGH	\$54,000	\$62,100
		MEDIUM	\$45,000	\$51,750
		LOW	\$36,000	\$41,400

*The higher grant amount for engine repowers reflects the higher incremental cost associated with removing the old engine and making other configuration changes to the vehicle to accommodate the natural gas engine and fueling system.

Grant Award Table 3 (Continued Standardized Grant Award Tables)

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount
			Replacements
Heavy-Duty Bi-Fuel Natural Gas Engines (compression ignition)	Single Tank	HIGH	\$72,000
		MEDIUM	\$60,000
		LOW	\$48,000
	Dual Tanks	HIGH	\$90,000
		MEDIUM	\$75,000
		LOW	\$60,000

Use of Overall Emissions Reductions- Potential emission reductions will not affect the grant amounts, and therefore are not required to be calculated in the grant applications. However, a calculator is available on the TERP Web site at www.terpgrants.org, which may be used to determine the potential emission reductions of NO_x and other pollutants for projects funded under the TNGVGP.

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APPENDIX F: AGRICULTURAL PRODUCT TRANSPORTATION

Under THSC, Chapter 386, Subchapter (B), §386.0515, projects involving the transport of raw agricultural products may be exempt from the requirements that grant-funded vehicles operate at least 75% of annual mileage in the eligible counties.

A raw agricultural product is any agricultural commodity or product in its raw or natural form, including a commodity or product derived from livestock, fruits in their unpeeled natural form, and other commodity or product marketed in the United States for human or livestock consumption.

To qualify under this provision, the transport of a raw agricultural product must be from the place of production to a final destination in an eligible county or a county adjacent to an eligible county.

The adjacent counties include: Anderson, Aransas, Atascosa, Bandera, Bee, Blanco, Bosque, Burnet, Calhoun, Camp, Cherokee, Cooke, Coryell, Delta, DeWitt, Erath, Fannin, Goliad, Grayson, Hopkins, Houston, Hudspeth, Jack, Jackson, Jasper, Jim Wells, Karnes, Kendall, Kleberg, Lampasas, Lavaca, Live Oak, Marion, Matagorda, Medina, Montague, Morris, Nacogdoches, Newton, Palo Pinto, Panola, Polk, Rains, Refugio, San Jacinto, Shelby, Somervell, Trinity, Tyler, Van Zandt, Wharton, and Wood County.

For example, a truck dedicated to transporting raw milk from a dairy to a milk processing facility in an eligible county or an adjacent county might qualify under this provision. However, a truck that does not pick up the product from the place of production or that only passes through an eligible county or adjacent county in order to deliver the product to a facility in another county would not qualify.

Projects that qualify under this provision are not required to travel at least 75% of annual mileage in the eligible counties, but must operate a minimum 10% in the eligible area for each activity to be eligible for funding. The standard grant amount is reduced for projects that will travel less than 75% of annual mileage in the eligible counties. Mileage in the counties adjacent to the eligible counties does not count towards the usage percentage in determining the grant amount.

Instructions for determining the reduced grant amount are included in the tables listed below. Applicants wishing to qualify under the Agricultural Product Transportation provision must use a separate application from those activities not involved in the transport of raw agricultural products.

Tables have been provided by usage ranges as follows:

10% - 24% in area,

25% - 49% in area; and

50% - 74% in area

Follow the instructions below on how to use the grant tables to determine the Maximum Grant Amount for a project used solely for agricultural product transportation. You must determine the eligible amount in order to complete Form 7 of the application. Note that you may not replace a vehicle from one weight category with a vehicle from another weight category. The GVWR category must match the GVWR listed on application Form 5.

a. **Step 1- Determine the Gross-Vehicle Weight Rating (GVWR) of the Vehicle**

The GVWR is the total allowable or recommended vehicle weight, including the loaded weight of the vehicle, driver, passengers, and cargo. The rated weight is usually found on a label affixed to the inside of the door or other area of the vehicle and may also be listed on the vehicle title and registration documents.

If the vehicle is normally operated in combination with a trailer, such as an 18-wheel semi-tractor and trailer rig, then use the Gross Combined Weight Rating (GCWR) of both the vehicle and the trailer. However, if a trailer is only attached occasionally, use the GVWR for the vehicle only. Check with TCEQ staff if you are unsure as to what GVWR to use.

b. **Step 2- Find the Grant Table for the GVWR and Percent of Annual Usage Range**

Tables are provided showing the maximum funding amounts for use in the eligible areas. The applicant must use the table applicable to the weight category (vehicle/engine grouping) and percent of annual usage range of the vehicle. Note that you may not replace a vehicle from one weight category with a vehicle from another weight category.

c. **Step 3- Determine the Maximum Grant Amount**

Once you have selected the table applicable to the weight category and percent of annual usage range in the eligible area of your vehicle find the column and row that applies to the vehicle and/or engine being purchased.

Note the maximum grant amount listed for that vehicle and/or engine.

The grant applicant must use the correct grant award table to determine the final grant amount.

Agricultural vehicles operating 10% - 24% usage in the eligible area

Grant Table 1a GVWR 8,501 to 14, 000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles 8,501 to 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$2,040	\$2,346
		MEDIUM	\$1,700	\$1,955
		LOW	\$1,360	\$1,564
	20 – 30 DGE	HIGH	\$3,060	\$3,519
		MEDIUM	\$2,550	\$2,935
		LOW	\$2,040	\$2,346
	More than 30 DGE	HIGH	\$4,080	\$4,692
		MEDIUM	\$3,400	\$3,910
		LOW	\$2,720	\$3,128

Agricultural vehicles operating 10% - 24% usage in the eligible area

Grant Table 1b

GVWR greater than 14,000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles greater than 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$4,080	\$4,692
		MEDIUM	\$3,400	\$3,910
		LOW	\$2,720	\$3,128
	20 – 30 DGE	HIGH	\$6,120	\$7,038
		MEDIUM	\$5,100	\$5,864
		LOW	\$4,080	\$4,692
	31 – 50 DGE	HIGH	\$8,160	\$9,384
		MEDIUM	\$6,800	\$7,820
		LOW	\$5,440	\$6,256
	51 – 100 DGE	HIGH	\$10,200	\$11,730
		MEDIUM	\$8,500	\$9,775
		LOW	\$6,800	\$7,820
	More than 100 DGE	HIGH	\$12,240	\$14,076
		MEDIUM	\$10,200	\$11,730
		LOW	\$8,160	\$9,384

Grant Table 1c

Heavy-Duty Bi-Fuel Natural Gas Engines

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount
			Replacements
Agriculture Heavy-Duty Bi-Fuel Natural Gas Engines (compression ignition)	Single Tank	HIGH	\$16,320
		MEDIUM	\$13,600
		LOW	\$10,880
	Dual Tanks	HIGH	\$20,400
		MEDIUM	\$17,000
		LOW	\$13,600

Agricultural Vehicles operating 25% - 49% usage in the eligible area

Grant Table 2a

GVWR 8,501 to 14,000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles 8,501 to 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$4,440	\$5,106
		MEDIUM	\$3,700	\$4,255
		LOW	\$2,960	\$3,404
	20 – 30 DGE	HIGH	\$6,660	\$7,659
		MEDIUM	\$5,550	\$6,389
		LOW	\$4,440	\$5,106
	More than 30 DGE	HIGH	\$8,880	\$10,212
		MEDIUM	\$7,400	\$8,510
		LOW	\$5,920	\$6,808

Grant Table 2b

GVWR greater than 14,000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles greater than 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$8,880	\$10,212
		MEDIUM	\$7,400	\$8,510
		LOW	\$5,920	\$6,808
	20 – 30 DGE	HIGH	\$13,320	\$15,318
		MEDIUM	\$11,100	\$12,763
		LOW	\$8,880	\$10,212
	31 – 50 DGE	HIGH	\$17,760	\$20,424
		MEDIUM	\$14,800	\$17,020
		LOW	\$11,840	\$13,616
	51 – 100 DGE	HIGH	\$22,200	\$25,530
		MEDIUM	\$18,500	\$21,275
		LOW	\$14,800	\$17,020
	More than 100 DGE	HIGH	\$26,640	\$30,636
		MEDIUM	\$22,200	\$25,530
		LOW	\$17,760	\$20,424

Agricultural Vehicles operating 25% - 49% usage in the eligible area

Grant Table 2c

Heavy-Duty Bi-Fuel natural Gas Engines

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Heavy-Duty Bi-Fuel Natural Gas Engines (compression ignition) (25%-49% in area)	Single Tank	HIGH	\$35,520	
		MEDIUM	\$29,600	
		LOW	\$23,680	
	Dual Tanks	HIGH	\$44,400	
		MEDIUM	\$37,000	
		LOW	\$29,600	

Agricultural Vehicles operating 50% - 74% usage in the eligible area

Grant Table 3a

GVWR 8,501 – 14,000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles 8,501 to 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$7,440	\$8,556
		MEDIUM	\$6,200	\$7,130
		LOW	\$4,960	\$5,704
	20 – 30 DGE	HIGH	\$11,160	\$12,834
		MEDIUM	\$9,300	\$10,705
		LOW	\$7,440	\$8,556
	More than 30 DGE	HIGH	\$14,880	\$17,112
		MEDIUM	\$12,400	\$14,260
		LOW	\$9,920	\$11,408

Agricultural Vehicles operating 50% -74% usage in the eligible area

Grant Table 3b

GVWR greater than 14,000

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount	
			Replacements	Repowers
Agriculture Vehicles greater than 14,000 lbs GVWR	Less than 20 DGE	HIGH	\$14,880	\$17,112
		MEDIUM	\$12,400	\$14,260
		LOW	\$9,920	\$11,408
	20 – 30 DGE	HIGH	\$22,320	\$25,668
		MEDIUM	\$18,600	\$21,386
		LOW	\$14,880	\$17,112
	31 – 50 DGE	HIGH	\$29,760	\$34,224
		MEDIUM	\$24,800	\$28,520
		LOW	\$19,840	\$22,816
	51 – 100 DGE	HIGH	\$37,200	\$42,780
		MEDIUM	\$31,000	\$35,650
		LOW	\$24,800	\$28,520
	More than 100 DGE	HIGH	\$44,640	\$51,336
		MEDIUM	\$37,200	\$42,780
		LOW	\$29,760	\$34,224

Grant Table 3c

Heavy-Duty Bi-Fuel Natural Gas Engines

Vehicle/Engine Grouping	Fuel Capacity Range (DGE)	Historical Usage Range	Eligible Grant Amount
			Replacements
Agriculture Heavy-Duty Bi-Fuel Natural Gas Engines (compression ignition)	Single Tank	HIGH	\$59,520
		MEDIUM	\$49,600
		LOW	\$39,680
	Dual Tanks	HIGH	\$74,400
		MEDIUM	\$62,000
		LOW	\$49,600

APPENDIX G: PARTICIPATING DEALER INSTRUCTIONS

Participating Dealers will use the TCEQ-20625 application forms when submitting a Texas Natural Gas Vehicle Grant application. Before completing the application forms, you should read this RFGA and the Participating Dealer Terms and Conditions. The authorized official from the grant applicant and the Participating Dealer must sign the application forms in the appropriate places. The forms submitted must contain original signatures.

1.0 HOW TO APPLY

- a. A Texas Natural Gas Vehicle Grant application must:
 - 1) be completed and submitted by a Participating Dealer using the TERPonline system;
 - 2) be typed and should be signed in BLUE ink;
 - 3) be legible and unaltered;
 - 4) only include one eligible project type, either replacement or repower;
 - 5) only propose one new make, model, and engine family or test group name/code for all replacement or repower activities listed; and
 - 6) only propose replacement vehicles that are the same category, description, and weight range as the old vehicle unless otherwise approved by TCEQ (for repower projects the vehicle make, model, year, VIN, and GVWR will match the old vehicle).
- b. An entity may apply to replace or repower up to 25 vehicles in one application. If an entity has more than 25 activities, separate grant applications may be submitted.
- c. If applying as an individual or sole proprietor, you must provide a photocopy of a state or federal identification card (i.e. driver's license).
- d. Grant applicants must complete the W-9 Forms and submit with the application. Forms can be downloaded on the Internal Revenue Service (IRS) Web site at www.irs.gov. We believe this to be a taxable grant. Please consult with your tax advisor.
- e. The grant applicant must provide the following attachments for each vehicle to the Participating Dealer:
 - 1) a copy of the vehicle title or lease agreement;
 - 2) current vehicle registration; and
 - 3) three color photographs of the vehicle showing (1) the entire vehicle including the tires, (2) the engine, and (3) proof of registration.

PLEASE NOTE:

Grant applicants may not apply simultaneously for the same project under other TERP Grant Programs.

Applications will not be accepted for an activity that was previously awarded a TERP grant and that was subsequently canceled by the grant recipient after the date of issuance of this RFGA.

2.0 HOW TO SUBMIT AN APPLICATION

Participating Dealers must assist Grant Applicants in submitting grant applications to the TCEQ. Participating Dealers must use the TERPonline grant application submission system required by TCEQ, including completing and certifying on forms to be provided by TCEQ that all grant application forms and eligibility documentation has been reviewed and, to best of Participating Dealer's knowledge, are true and correct.

- **EXCEL INSTRUCTIONS:**

Each of the forms is on an individual Excel worksheet within a Workbook. Use the tabs located at the bottom of the worksheet to access each form.

- **PRINTING FROM EXCEL:**

In order to print all the pages located in the workbook, please follow these directions: (1) Click on "File" (2) Click on "Print" (3) Under the "Print What" section, select "Entire Workbook"

3.0 PARTICIPATING DEALER INSTRUCTIONS FOR THE GRANT APPLICATION FORMS

The Participating Dealer will assist the grant applicant with the completion of the grant application forms.

a. **Form 1** (Signature Page)

Complete all the information on Form 1. Ensure that the legal name of the grant applicant (business entity or person) is correct and matches the name on Form 3 – Payee Identification Form.

The Authorized Official of the grant applicant will sign this form.

b. **Form 2** (Contact Information)

Complete Sections 1, 2, and 3. In section 1 (Signatory Authority), provide the contact information of the person who will sign the grant contract. The Designated Project Representative is the person who serves as the grant contact and is responsible for receiving and submitting grant documents. If the Signatory Authority and Designated Project Representative of the grant applicant is the same person, you do not have to repeat the information and instead you may mark an "X" in the designated box.

c. **Form 3** (Payee Identification Form)

Complete Sections 1 thru 6.

- 1) **Section 1-** Grant Applicant/Company Legal Name
 - Enter the name as registered with the United States Social Security Administration if applying as an individual or the name as it is registered under the applicant's Federal Employer's Identification (FEI) Number if applying as a company or other entity.
- 2) **Section 2-** Payee Identification Number
 - Provide the applicant's Social Security Number if applying as an individual. Provide the applicant's Federal Employer's Identification (FEI) Number if applying as a company or other entity.
- 3) **Section 3-** Texas Taxpayer Number
 - Mark the box with an "X" if the applicant currently reports any Texas tax to the Comptroller's Office.
 - Enter the assigned Texas taxpayer number.
- 4) **Section 4-** Assigning Grant Payments
 - Mark the box with an "X" if the applicant plans to assign your grant payments to a third party. Payments can be assigned to the Participating Dealer only.
- 5) **Section 5-** Ownership Codes
 - Mark the ownership type that applies to this application (only mark one).
- 6) **Section 6-** Business Type
 - Describe the business type in the field provided (i.e., Gravel Hauling, Delivery, Cement, etc.).

d. **Form 4, 4a, 4b, 4c, and 4d** (Old Vehicle Information)

A grant application must only include one activity type (Replacement or Repower). Indicate the activity type at the top of these forms and ensure that no more than 25 vehicles are included on the same grant application for replacement or repower. The vehicles being replaced or repowered on one grant application must be the same category, description, and weight range. Use the drop down options where applicable. Ensure that the activity numbers are labeled correctly and consistently throughout the grant application.

Table 1 shows the weight ranges for the various service classes.

Table 1: Weight Ranges

Service Class*	Weight Range (pounds)
Class 2B or Medium-Duty Passenger Vehicle (MDPV) or Heavy-Duty Vehicle 1 (HDV1)	8,501 – 10,000
Class 3 or Heavy-Duty Vehicle 2 (HDV2)	10,001 – 14,000
Class 4	14,001 – 16,000
Class 5	16,001 – 19,500
Class 6	19,501 – 26,000
Class 7	26,001 – 33,000
Class 8A	33,001 – 60,000
Class 8B	60,001 and greater

*If the vehicle normally operates in combination with a trailer, such as a Class 8B tractor-trailer combination, the gross combined weight rating (GCWR) should be used for determining the weight range or category. However, if a trailer is attached occasionally, only the weight of the vehicle should be used.

Ensure that the correct information is provided for each old vehicle proposed for replacement or repower in the grant application.

If the engine family or test group name/code cannot be read or located, you may leave that cell blank in this form, however the correct Certified NO_x Emissions must be provided.

If the vehicle being replaced or repowered is a medium-duty passenger vehicle or was otherwise certified to the EPA “bins” (i.e. g/mi) and is a pre-2004 vehicle/engine model year, use the emission standard corresponding to the model year. If a 2004 or later model, you must verify the test group name/code and the emissions standard to which it was certified, or contact the TCEQ for assistance.

If the vehicle being replaced or repowered is a heavy-duty diesel vehicle or is otherwise certified to heavy-duty engine standards (i.e. g/bhp-hr) and is a pre-2007 engine model year, use the emission standard corresponding to the model year. If a 2007 or later model, you must verify the engine family name/code and the emissions standard to which it was certified, or contact the TCEQ for assistance.

If the vehicle being replaced or repowered is a heavy-duty gasoline vehicle or is otherwise certified to heavy-duty engine standards (i.e. g/bhp-hr) and is a pre-2008 engine model year, use the emission standard corresponding to the model year. If a 2008 or later model, you must verify the engine family name/code and the emissions standard to which it was certified, or contact the TCEQ for assistance.

See Appendix D for instructions on determining the usage range based on the historical usage (annual gallons or annual miles) of the vehicle being replaced or repowered.

e. **Form 5** (New Vehicle Information)

Complete Sections 1, 2, 3, and 4. Ensure that the natural gas vehicle or engine model is the same for all activities in the same grant application. The natural gas vehicle must be the same category, description, and weight range as the old vehicle. The TCEQ in its discretion may allow the natural gas vehicle to be in a higher weight range than the old vehicle. However, you must contact the TCEQ for these cases.

Use the drop down options where applicable.

- 1) for Replacement Projects, complete Section 1, boxes A through L
- 2) for Repower Projects, complete Section 1, boxes E through L

Refer to Section 1.4.1 in the RFGA for instructions on how to submit a grant application for a vehicle or engine that is not included on the list of natural gas vehicles and engines that meet applicable federal emission standards.

You must identify the fueling stations which the applicant intends to use if awarded the grant. List the name and address of each station. If the station is not in existence or known, provide an explanation in the field provided.

f. **Form 5a and 5b** (New Vehicle Usage Information)

You must identify the percentage of use in the eligible areas that apply to each activity.

The applicant is not required to operate the vehicles for the percentages listed, but the total annual usage may not be less than 75% in the eligible areas, unless the activity is used solely for transporting raw agricultural products.

Usage description: Provide a brief travel description of the typical route the vehicle operates.

g. **Form 6** (Disposition Information)

- 1) **Section 1-** Indicate which method of disposition the applicant intends to complete. Mark **Standard Disposition** and proceed to Form 7 if the applicant is proposing a method of destroying the old vehicle/engine outlined in section 1.7 of this RFGA. If the applicant is proposing a method of destroying the old vehicle/engine that is not outlined in section 1.7 of this RFGA, mark **Alternative Destruction** and explain in **section 2** of this form what alternate means of destruction are being proposed. Mark **Permanent Removal from Texas** if the applicant is proposing to remove the old vehicle from the State of Texas in lieu of destruction, and proceed to **section 3** of this form.
- 2) **Section 2-** This section is to be filled out only if the applicant is proposing a method of destroying the old vehicle/engine that is different from that outlined in section 1.7 of this RFGA. The applicant must provide a detailed explanation of the alternative method of destruction in the space provided in this section.
- 3) **Section 3-** If the applicant is proposing to permanently remove the old vehicle from the State of Texas, in lieu of destruction, the applicant must request approval and provide a written explanation in accordance with the instructions listed in Appendix B of this RFGA, and indicate which method of permanent removal the applicant is proposing by marking either **section 3a** or **section 3b** of this form.

- a. **Section 3a-** Mark this section if the applicant operates a fleet of 75 or more vehicles in Texas and is proposing permanent removal of the vehicle(s) from Texas, in lieu of destruction. To qualify for permanent removal, applicants with a fleet size of 75 or more must propose to export the vehicles to a destination outside of North America (this includes the United States, Mexico, and Canada), and ownership must be transferred to a separate individual or entity.
 - b. **Section 3b-** Mark this section if the applicant operates a fleet of fewer than 75 vehicles in Texas and is proposing permanent removal of the vehicle(s) from Texas. To qualify for permanent removal, applicants with a fleet size of fewer than 75 vehicles may propose to sell the vehicle(s) to any destination outside of the state of Texas, provided that ownership is transferred to a separate individual or entity.
- 4) **Sections 4-** If the applicant is proposing to remove the old vehicle from the State of Texas, in lieu of destruction, indicate whether the written request outlining the proposal was submitted prior to the application submission or is being submitted with the application by marking the appropriate box in **Section 4a**. If the request was submitted prior to submission of the application, the applicant may have received a Disposition Reference Number. If available, this number should be supplied in section **4b**.
 - 5) **Section 5-** If the applicant is proposing any alternative to the disposition requirements outlined in section 1.7 of this RFGA, indicate if this proposal applies to all of the activities listed in the application. If not, list the activity numbers to which the proposal applies.
- h. **Form 7-** (Budget Information)

1) **Section 1-** New Vehicle Budget Information

- **Grant Table Amount.** Complete the Grant Table Amount for each activity. You must use the Grant Tables for the pre-determine grant amount of the project. Grant award tables can be found in Appendix E of this RFGA, or Appendix F if the vehicles will be used solely for transportation of agricultural product less than 75% in the eligible areas.
- **Other Financial Incentives or Tax Credits.** If the grant applicant is receiving or expects to receive other financial incentives or tax credits for a particular activity, mark 'Yes' in Column B (Other Financial Incentives or Tax Credits) and fill out Form 7a – Other Incentives to verify the eligible grant amount for that activity. Ensure that the lower amount is selected which will either be the calculated activity grant amount or the activity grant award table amount.
- **Agricultural Product Transportation.** If the vehicle(s) will be used solely for the transport of raw agricultural products less than 75% of the annual mileage in the eligible area, mark 'Yes' in Column C and complete Form 7b.
- **Activity Grant Amount Requested.** Enter the amount from Form 7a, Step 4, if the grant applicant has any other financial incentives or tax credits. If not, enter the pre-determined grant amount you selected from the grant award tables.

2) **Section 2-** Project Grant Amount

- Enter the total of the Activity Grant Amount Requested for all activities.

i. **Form 7a** (Other Financial Incentives)

You must complete all the information on Form 7a only if the applicant has received or plans to receive any other financial incentives or tax credits. Submit a separate Form 7a for each activity that has a unique amount of other financial incentives or tax credits, incremental costs, and/or grant table amounts.

- 1) **Step 1:** Incremental Cost/Cost to Applicant - Assist the grant applicant to determine the incremental cost for each activity where the grant applicant is receiving or plans to receive other financial incentives or tax credits. The cost of the natural gas vehicle or engine must be supported by documentation to be kept as official records as specified under the Participating Dealer agreement.

1.a. Cost of Natural Gas Vehicle or Engine - Refer to the price quote or the invoice of the new vehicle to obtain the capital cost of the activity.

1.b. Cost of Baseline Diesel/Gas Vehicle or Engine - Ensure that the cost of the baseline gasoline or diesel vehicle or engine is an equivalent comparison to the natural gas vehicle or engine. For instance, if the activity is a replacement the baseline cost should be that of a new gasoline or diesel vehicle which differs from the natural gas vehicle only in the type of fuel system utilized. Similarly, if the activity is a repower involving either complete engine replacement or engine conversion the baseline cost should be that of an equivalent engine replacement with a new diesel or gasoline engine or conversion or upgrade to new diesel or gasoline standards. The cost of the baseline gasoline or diesel vehicle or engine must be supported by documentation to be kept as official records as specified under the Participating Dealer agreement.

1.c. Incremental Cost/Cost to Applicant – Subtract the cost of the baseline vehicle or engine from the cost of the natural gas vehicle or engine to obtain the Incremental Cost of the activity.

- 2) **Step 2:** Calculated Activity Grant Amount

2.a. Other Financial Incentives/Tax Credits – Enter the dollar amount of any other financial incentives or tax credits that the applicant has received or expects to receive.

2.b. Calculated Activity Grant Amount - Subtract the other financial incentives or tax credits from the incremental cost that is calculated in Step 1, box 1.c and inserts this value in box 2.b.

- 3) **Step 3:** Activity Grant Award Table Amount - Determines and lists the grant table amount for the activity or activities in box 3.a.

- 4) **Step 4:** Activity Grant Amount Requested - Select the lesser of box 2.b and box 3.a, and lists this amount in box 4.a. The Participating Dealer ensures that the amount in box 4.a is also listed in Form 7, Column C for all activities that a Form 7a was filled out.

j. **Form 7b** (Agricultural Product Transportation operating less than 75% in eligible areas)

You must complete all the information on Form 7b, only if the vehicle(s) will operate less than 75% of the annual mileage in the eligible areas. A separate application form 7b must be submitted if projects operate a different percentage in the eligible areas and transporting agricultural product from the place of production to a final destination.

k. **Form 8** (Dealer Certification)

You must complete and sign this form. The signature must be original, electronically reproduced signatures will not be accepted.

1) **Section 1-** Ownership and Use Requirements - Review and certify the copies of the vehicle title or lease agreement, and the current registration documents.. You must certify that the ownership and use requirements have been met for all activities included in the application. Where the requirements have not been met, you must indicate if a waiver to these requirements is being or has been submitted. All Vehicle Certification and Owner and Use Certification Documents must be submitted to TCEQ at the time of application.

2) **Section 2-** Waivers to Ownership and Use Requirements

- If any of the Ownership and Use requirements listed in section 1 have not been met, indicate if a waiver to those requirements is being or has been requested.
- If a waiver request is being or has been submitted, indicate for which activities the request applies.
- If a waiver has been requested prior to the submission of the application and the applicant has received a Waiver Reference Number, include this number in the application.
- If a waiver request applies to some but not all of the activities listed in the application, you must certify that those activities not included in the waiver request meet the Ownership and Use requirements.

3) **Section 3-** Other Requirements – You must certify that the requirements under this section have been met.

CERTIFICATION FORMS

l. **Form 9** (Vehicle Certification)

Must be completed and signed by a certified mechanic.

m. **Form 10** (Ownership and Condition Certification)

The grant applicant must state historical usage either in miles or fuel use, and must sign this form. Signatures must be original.

SUPPLEMENTAL FORMS

The supplemental forms must be completed and submitted with the application.

n. **Form 11** (Program-Specific Certifications)

The authorized official of the grant applicant must sign and date this form.

o. **Form 12** (General Certifications)

The authorized official of the grant applicant must sign and date this form.

p. **Form 13** (Certification of Eligibility to receive a State-Funded Grant)

All individuals or business entities, including sole proprietors must complete this form, regardless of whether child support obligations apply to the grant applicant.

Below is a checklist of the forms which should be completed.

APPLICATION FORMS

_____ FORM 1 (Signature Page)

_____ FORM 2 (Contact Page)

_____ FORM 3 (Payee Identification Form)

_____ FORM 4 (Old Vehicle Information) (To add additional activities, Click on FORM 4a, 4b, 4c and 4d)

_____ FORM 5 (New Vehicle Information)

_____ FORM 5a (New Vehicle Usage) (To add additional activities, Click on FORM 5b and 5c)

_____ FORM 6 (Disposition)

_____ FORM 7 (Budget)

_____ FORM 7a (Other Incentive Grants) (complete only if any tax incentives or other incentive grants have been received or plan to receive)

_____ FORM 7b (Agricultural Products Transportation) (complete only if activities will operate less than 75% in the eligible areas transporting raw agricultural products)

_____ FORM 8 (Dealer Certification)

CERTIFICATION FORMS

_____ FORM 9 (Vehicle Certification)

_____ FORM 10 (Ownership and Condition Certification)

SUPPLEMENTAL FORMS

_____ FORM 11 (Program-Specific Certifications)

_____ FORM 12 (General Certifications)

_____ FORM 13 (Certification of Eligibility to receive a State-Funded Grant)

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