



Diesel Mitigation Trust Fund (DMTF)

Request for Proposals June 4, 2018

The State of Ohio Environmental Protection Agency (Ohio EPA) invites owners of eligible medium and heavy duty diesel fleets in 26 Ohio priority counties to apply for grants to repower or replace diesel vehicles and equipment with new clean diesel, alternative fuel (CNG, LNG, propane, diesel electric hybrid) or all-electric vehicles and equipment. This program is supported with funds from Ohio's allocation under the Volkswagen Mitigation Trust Fund.

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SECTION 1: REQUEST FOR PROPOSALS (RFP) OVERVIEW

1.1 RFP Time Table

- Release of RFP: June 4, 2018
- Ohio School Boards Association webinar for school districts June 6, 2018, 10:00 a.m.
Log in to <http://osba.adobeconnect.com/epavw> (No preregistration required)
- Ohio EPA webinars for applicants (registration required) June 20, 2018, 10:00 a.m.
June 26, 2018, 1:00 p.m.
Register at <https://ohioepa.webex.com/mw3300/mywebex/default.do?siteurl=ohioepa&service=6>
- Ohio EPA Information/Question and Answer Session July 10, 2018, 10:00 a.m.
at the Ohio Department of Transportation, 1980 West Broad Street, Columbus, OH 43223
(No pre-registration required)
- Applications must be submitted online by **August 3, 2018, 3:00 p.m.**
- Grant Awards announced October, 2018

Ohio EPA reserves the right to adjust the dates listed above, for whatever reasons it deems appropriate.

1.2 Program Background

The Ohio Environmental Protection Agency (Ohio EPA) Diesel Mitigation Trust Fund (DMTF) program provides grants to remove older more polluting diesel engines from use in priority Ohio counties, and replace or repower them with clean diesel, alternative fuel, or electric engines. Grants are funded with dollars allocated to Ohio from the Volkswagen Mitigation Trust Fund, as part of a court-ordered settlement to offset the excess air pollution emitted by some **VW** vehicles that violated the Clean Air Act.

Anyone interested in applying for a grant should first read the **Grant Application Guidelines** posted on the [Ohio EPA DMTF Program webpage](#) to understand project eligibility, public record and competitive purchasing requirements, and how proposals will be reviewed and ranked.

The online application form is intended for grant requests for funding in amounts between \$50,000 and \$2,000,000, to replace or repower diesel engines in certain eligible types of on-road vehicles such as trucks and buses, and certain eligible types of off-road equipment such as locomotive and marine engines and cargo handling equipment. All funded vehicles and equipment must meet US EPA emissions standards.

The total funding available for this competitive funding cycle is \$15,000,000 in funds allocated to Ohio under the VW settlement. Approximately one third of those funds (\$5,000,000) will be allocated for school bus projects in keeping with the need to protect children as one of the populations most vulnerable to the pollutants in diesel exhaust. Another approximately \$5,000,000 will be allocated for to public transit projects in keeping with the recommendations and needs identified by ODOT in the Ohio Statewide Transit Study of 2015.

Applicants interested in repowering traditional vehicle engines should pay particular attention to the application guidelines to ensure that proposed conversions to alternative fuels do not violate [federal anti-tampering laws under the Clean Air Act](#).

Ohio EPA reserves the right to award the full amount requested, award a partial amount requested, or decline to fund any application. Ohio EPA also reserves the right to request additional information to assist

in the review process; to reject any and all applications and make no awards under this program or make fewer and smaller awards than anticipated; or to fund partial projects.

SECTION 2: PROGRAM REQUIREMENTS

2.1 Fund Reimbursement Policy

This is a reimbursement program and applicants must provide their own funding to cover expenses as they are incurred. Grant applications must include a demonstration that the applicant can cover the full cost of the project prior to approval of the reimbursement if the grant is awarded. Projects selected for funding will then be reimbursed up to the amount authorized for that project after the awardee submits acceptable documentation to show that eligible expenses have already been paid by the awardee, and that old vehicles and equipment have been properly decommissioned.

DMTF funds may not be used to reimburse grant recipients for any grant expenses, including equipment purchased, prior to execution of the grant agreement and obtaining Ohio EPA authorization to proceed with the scope of work, as explained in Section 2.3 below. Applicants should plan accordingly for scheduling equipment purchases and installations.

2.2 Local Match Requirement

A local match of at least 25% is required for all projects, and higher matches are required from non-government applicants in some project categories, as indicated in Section 4 below. Grants will be awarded based on the cost-effectiveness of emission benefits Ohio EPA estimates will be achieved by the project. Applicants are strongly encouraged to provide a match greater than the minimum required, to improve the competitiveness of their applications.

2.3 Advertising and Bid Procedures

Ohio EPA must certify to the Trustee of the Volkswagen Mitigation Trust that all vendors were or will be selected in accordance with state public contracting laws. Grant applicants should understand that the vendor who provided a price quote to accompany the grant application may not be the vendor ultimately selected in the competitive purchasing process. Once the grant agreement is executed, the grant recipient must develop a bid package in consultation with Ohio EPA. The bid package includes all items needed to demonstrate compliance with applicable state standards and requirements, and to obtain Ohio EPA authorization to advertise for bids:

- Documentation of Ohio EPA approval to specify any proprietary products or sole source waivers;
- Any plans, or standards and/or specifications, as appropriate to the project;
- Itemized estimate of costs for the project, certified by the grant recipient to be a true and accurate estimate of anticipated costs; and
- A bid proposal document to guide procurement and establish requirements applicable to the contract. The bid proposal document must properly incorporate any applicable state contract provisions as provided by Ohio EPA.

Once the bid package is approved, Ohio EPA will authorize the grant recipient to begin advertisement. Projects must be advertised at least 21 days, and advertisement of the bidding opportunity must be published in a newspaper of general circulation in the county where the activity for which bids are submitted will be conducted. The grant recipient will determine the low and best bidder in accordance with the requirements established in the bid proposal document. The rejection of any or all bids, or award of the contract to a bidder that was not the apparent low and best bid, must first be approved by Ohio EPA. The reason for selecting a bidder must be documented to ensure all pre-award requirements of the contract have been fulfilled.

Local governments may use a state term contract, or other competitive purchasing agreement, with prior approval from Ohio EPA.

NO advertisement for bids may be allowed and no project-related expenditures may be incurred prior to obtaining this authorization. If the project is advertised or work were to begin before the authorization is received, the project will become ineligible for reimbursement.

2.4 Record Maintenance

DMTF grant awardees will be required to maintain all financial and other project related documentation for a period of five years, consistent with the executed Grant Agreement. Applicants should therefore include in the project narrative an explanation of the technology and/or procedures they will use to track and verify the use and movements of fleet vehicles. Additionally, records regarding the utilization and maintenance must be kept for the useful life of the vehicle.

Public financing requires transparency and documentation. Private sector applicants in particular should understand that their applications and documentation regarding reimbursed expenses and purchases made with public funds become public records. These records will be provided to the **VW** Mitigation Trust Fund trustee, and are subject to public record requests and compliance review by Ohio EPA as the oversight agency. This information is not eligible for trade secret protection under Ohio law. Documentation regarding funded projects, including invoices submitted and approved for reimbursement, will reside in paper and electronic files at Ohio EPA that may be the subject of a public records request or audits.

2.5 Non-Performance

Applicants should not apply for a DMTF grant until they have firm project scopes, firm project schedules, and firm project fiscal commitments. Ohio EPA will not consider or approve more than one scope change from what was included in the submitted DMTF application.

If Ohio EPA determines that an awardee is not making satisfactory progress implementing the project, Ohio EPA may notify the grant awardee that the grant is being revoked, and reallocate the funds to another eligible project applicant. Progress will be measured against the following milestones:

- Submittal of documentation that competitive purchasing requirements have been completed, and the vehicle repower has been scheduled, or the new vehicle has been ordered, within **90** days of execution by Ohio EPA of a grant award agreement;
- Submittal of final invoices for reimbursement of allowed expenses no later than the project period ending date in the executed grant agreement.

SECTION 3: PROJECT APPLICATION

3.1 Electronic Application

Grant applications must be submitted electronically to the Ohio Environmental Protection Agency no later than 3:00 p.m. August 3 in the electronic form posted in [Ohio EPA's Customer Support Center](#). No faxed, e-mailed or hand-delivered submittals will be accepted. Late submittals will not be considered. Applicants who do not receive email confirmation of receipt of their application within one business day should call 614-644-2873 or email derg@epa.ohio.gov.

An Ohio EPA Customer Support Center Account is required. If you do not remember whether you have an account with the Ohio EPA Customer Support Center, please check to see if you have an account by clicking [here](#), and enter your email address to request your user name on the screen.

If you have a user name in the system and don't remember your password, use your user name to request a password reset on the same screen.

If you do not have an account, click "Sign Up" to create your Ohio EPA Customer Support Center account.

- [Create an Account and Password in Ohio EPA's Customer Support Center](#)

Please Note: If you are an applicant sponsor or a consultant, please log in using **your** account. Please do not create more than one account per email address, as this will make it difficult for you and for Ohio EPA to manage and process your submittals. Thank you.

All applicants will be required to provide the following **attachments** for each application:

- Completed Fleet data spreadsheet (downloaded from within the on-line application)
- Signed Applicant Certification statement (downloaded from within the on-line application)
- Purchase quotes for new engines and new vehicles
- New engine certifications
- Salvage (scrap) quotes for the value of the old engines and vehicles
- For business and non-profit applicants: proof of creditworthiness

Applicants may upload other attachments as may be needed to be directly responsive to questions and information requested in the application. Ohio EPA discourages submitting attachments that are not directly responsive to questions and information requested in the application.

The online application form may not be used for the following types of projects:

- Projects involving infrastructure to support light duty Zero Emissions Vehicles, such as electric vehicle charging stations. A separate Request for Proposals will be issued for those projects at a later date.
- Projects where multiple smaller vehicles are being replaced or repowered with a single larger vehicle.
- Projects that are not eligible under the nine allowable uses of the VW Mitigation Trust Fund, but eligible under US EPA's Diesel Emission Reduction Act (DERA) under the DERA Option.

Those who are awarded a grant under this program may submit a new proposal during a subsequent grant cycle. Each new proposal will be reviewed based upon the criteria set forth in these guidelines, and in relation to the quality of other proposals received during the same grant cycle.

3.2 Communication and Inquiries

Prior to the deadline for submission, two webinars and an information session have been scheduled for questions from prospective applicants, on the dates indicated in section 1.1 of this RFP. Call information and notes will be posted on [Ohio EPA's DMTF Website](#).

For questions regarding the online application, please contact:

Alan Harness at alan.harness@epa.ohio.gov or 614-644-4838 for fleet data spreadsheet, engine technology, vehicle quote and emissions estimate questions, or

Carolyn Watkins at carolyn.watkins@epa.ohio.gov or 614-644-3768 for other questions.

SECTION 4: PROJECT TYPES AND REIMBURSEMENT RATES

4.1 DMTF Ohio Priority Counties

To be eligible for repower or replacement with grant funds, vehicles and equipment must be operating within designated Ohio priority counties. Owners of on-road vehicles must certify that during the most recent two years, 75% or more of the miles travelled by the vehicles were in one or more of these counties. Owners of off-road equipment must certify that during the most recent two years, 75% or more of the engine operating hours were in one or more of these counties. Grant recipients will be required to

demonstrate that the new engines or vehicles also meet this percentage requirement. Written records must be maintained with the owner/operator of the approved project for a minimum 5 years.

A map of DMTF Ohio priority counties is included in Appendix C of this RFP.

First Priority Counties		Second Priority Counties	
Butler	Lake	Ashtabula	Stark
Clermont	Licking	Erie	Trumbull
Cuyahoga	Lorain	Greene	
Delaware	Madison	Lucas	
Fairfield	Medina	Mahoning	
Franklin	Portage	Montgomery	
Geauga	Summit	Ottawa	
Hamilton	Warren	Sandusky	

4.2 Class 4-8 School Bus, Shuttle Bus, or Public Transit Bus

Eligible buses include 2009 engine model year or older class 4-8 school buses, shuttle buses, or public transit buses with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 pounds, used for transporting people.

Eligible buses in this category must be scrapped.

Eligible buses may be repowered with any new diesel or alternative fueled (e.g. CNG, propane, hybrid) or all-electric engine, or may be replaced with any new diesel or alternative fueled or all-electric vehicle, with the engine model year in which the repower or replacement occurs or one engine model year prior. Grant funds may not be used to pay for fuel, or any fueling or charging infrastructure.

Non-government owners of eligible buses in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$110,000 for a school bus or \$100,000 for a shuttle bus.

- Up to 40% of the cost of a repower with a new diesel or alternative fueled (e.g. CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 25% of the cost of a new diesel or alternative fueled (e.g. CNG, propane, hybrid) vehicle.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric vehicle.

Government owners of eligible buses in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$110,000 for a school bus, \$100,000 for a shuttle bus, or \$525,000 for a public transit bus.

- Up to 75% of the cost of a repower with a new diesel or alternative fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) vehicle.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric vehicle.

4.3 Class 8 Local Freight Trucks and Port Drayage Trucks

Eligible Heavy Heavy Duty trucks include 1992-2009 engine model year Class 8 with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 pounds, used for port drayage and/or freight/cargo delivery,

including waste haulers, dump/plow trucks and concrete mixers. Owners of eligible drayage trucks in this category must provide documentation showing they are hauling cargo to and from Ohio ports and intermodal rail yards.

Eligible trucks in this category must be scrapped.

Eligible trucks in this category may be repowered with any new diesel or alternative fueled engine or all-electric engine, or may be replaced with any new diesel or alternative fueled or all-electric vehicle, with the engine model year in which the repower or replacement occurs or one engine model year prior. Grant funds may not be used to pay for fuel, or any fueling or charging infrastructure.

Non-government owners of eligible trucks in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$150,000:

- Up to 40% of the cost of a repower with a new diesel or alternative fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 25% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) local freight truck, or up to 50% of the cost of a new diesel or alternative fueled (e.g. CNG, propane, hybrid) port drayage truck.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric vehicle.

Government owners of eligible trucks in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$150,000:

- Up to 75% of the cost of a repower with a new diesel or alternative fueled (e.g. CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) vehicle.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric vehicle.

4.4 Class 4-7 Local Freight Trucks

Eligible Medium and Heavy Duty Trucks include 1992-2009 engine model year Class 4-7 with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 pounds, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump/plow trucks, bucket trucks, concrete mixers).

Eligible trucks in this category must be scrapped.

Eligible trucks in this category may be repowered with any new diesel or alternative fueled engine or all-electric engine, or may be replaced with any new diesel or alternative fueled or all-electric vehicle, with the engine model year in which the repower or replacement occurs or one engine model year prior. Grant funds may not be used to pay for fuel, or any fueling or charging infrastructure.

Non-government owners of eligible trucks in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$110,000:

- Up to 40% of the cost of a repower with a new diesel or alternative fueled (e.g., CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 25% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) local freight truck or up to 50% of the cost of a new diesel or alternative fueled port drayage truck.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.

- Up to 75% of the cost of a new all-electric vehicle.

Government owners of eligible trucks in this category may request reimbursement from grant funds in the following amounts, not to exceed a per-vehicle maximum amount of \$110,000:

- Up to 75% of the cost of a repower with a new diesel or alternative fueled (e.g. CNG, propane, hybrid) engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) vehicle.
- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric vehicle.

Class Four: 14,001 to 16,000 lbs.



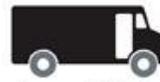
City Delivery



Conventional Van



Landscape Utility



Large Walk In

Class Five: 16,001 to 19,500 lbs.



Bucket



City Delivery

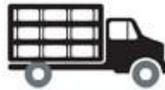


Large Walk In

Class Six: 19,501 to 26,000 lbs.



Beverage



Rack



School Bus



Single Axle Van



Stake Body

Class Seven: 26,001 to 33,000 lbs.



City Transit Bus



Furniture



High Profile Semi



Home Fuel



Medium Semi Tractor



Refuse



Tow

Class Eight: 33,001 lbs. & over



Cement Mixer



Dump



Fire Truck



Fuel



Heavy Semi Tractor



Refrigerated Van



Semi Sleeper



Tour Bus

4.5 Freight Switcher Locomotives

Eligible freight switchers include pre-Tier 4 switcher locomotives that operate 1000 or more hours per year and move rail cars around a rail yard, as compared to a line-haul engine that moves freight long distances.

Eligible freight switchers must be scrapped.

Eligible freight switchers may be repowered with any new diesel or alternative fueled or all-electric engine(s) (including generator sets), or may be replaced with any new diesel or alternative fueled or all-electric (including generator sets) freight switcher, that is certified to meet the applicable U.S. EPA emissions standards as published in the CFR for the engine model year in which the repower or replacement occurs.

Non-government owners of eligible freight switchers may request reimbursement from grant funds in the following amounts:

- Up to 40% of the cost of a repower with a new diesel or alternative fueled (e.g. CNG, propane, hybrid) engine(s) or generator sets, including the costs of installation of such engine(s).
- Up to 25% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) freight switcher.
- Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s).
- Up to 75% of the cost of a new all-electric freight switcher.

Government owners of eligible freight switchers may request reimbursement from grant funds in the following amounts:

- Up to 75% of the cost of a repower with a new diesel or alternative fueled (e.g., CNG, propane, hybrid) engine(s) or generator sets, including the costs of installation of such engine(s).
- Up to 75% of the cost of a new diesel or alternative fueled (e.g., CNG, propane, hybrid) freight switcher.
- Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s).
- Up to 75% of the cost of a new all-electric freight switcher.

4.6 Ferries/Tugs

Eligible ferries and/or tugs include unregulated, Tier 1, or Tier 2 marine engines. Tugs are dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

Eligible ferry and/or tug engines that are replaced must be scrapped.

Eligible ferries and/or tugs may be repowered with any new Tier 3 or Tier 4 diesel or alternative fueled engines, or with all-electric engines, or may be upgraded with a U.S. EPA Certified Remanufacture System or a U.S. EPA Verified Engine Upgrade.

Non-government owners of eligible ferries and/or tugs may request reimbursement from grant funds in the following amounts:

- Up to 40% of the cost of a repower with a new diesel or alternative fueled (e.g. CNG, propane, hybrid) engine(s), including the costs of installation of such engine(s).
- Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s).

Government owners of eligible ferries and/or tugs may request reimbursement from grant funds in the following amounts:

- Up to 75% of the cost of a repower with a new diesel or alternative fueled (e.g., CNG, propane, hybrid) engine(s), including the costs of installation of such engine(s).
- Up to 75% of the cost of a repower with a new all-electric engine(s), including the costs of installation of such engine(s).

4.7 Airport Ground Support Equipment

Eligible airport ground support equipment includes vehicles and equipment used at an airport to service aircraft between flights, such as aircraft tugs, baggage tugs, stair trucks, pushbacks, forklifts, man lifts and belt loaders. These include:

- Tier 0, Tier 1 or tier 2 diesel powered airport ground support equipment; and
- Uncertified, or certified to 3 g/bhp-hr or higher emissions, spark ignition engine powered airport ground support equipment.

(Note that runway snow removal trucks, fuel trucks and semi tractors should apply under one of the local freight truck categories, where more fueling options are available.)

Eligible airport ground support equipment must be scrapped.

Eligible airport ground support equipment may be repowered with an all-electric engine, or may be replaced with the same airport ground support equipment in an all-electric form.

Government and non-government owners of eligible airport ground support equipment may request reimbursement from grant funds in the following amounts:

- Up to 75% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine.
- Up to 75% of the cost of a new all-electric airport ground support equipment.

4.7 Forklifts and Port Cargo Handling Equipment

Eligible port cargo handling equipment includes rubber-tired gantry cranes, straddle carriers, shuttle carriers, forklifts and terminal tractors, including yard hostlers and yard tractors, that operate outdoors within Ohio ports and intermodal facilities. Eligible forklifts include forklifts with greater than 8000 pounds lift capacity.

Eligible forklifts and port cargo handling equipment must be scrapped.

Eligible forklifts and port cargo handling equipment may be repowered with an all-electric engine, or may be replaced with the same equipment in an all-electric form.

Government and non-government owners of forklifts and port cargo handling equipment may request reimbursement from grant funds in the following amounts:

- Up to 75% of the cost of a repower with and new all-electric engine, including costs of installation of such engine.
- Up to 75% of the cost of a new all-electric forklift or port cargo handling equipment.

SECTION 5: DEMONSTRATING ELIGIBILITY

5.1 Eligibility of New Bus and Truck Purchases

Used vehicle purchases are not eligible for funding under this program. A purchased vehicle must be a new vehicle purchased from an original equipment manufacturer (OEM) or automobile retailer. The purchased vehicle must have an odometer reading of 500 miles or less at the time of purchase, not

including mileage incurred in delivery from the manufacturer or in transporting the vehicle between dealers for sale.

To be eligible for Diesel Mitigation Trust Fund grants, new vehicle engines must be certified by US EPA or the California Air Resources Board as agreed to by US EPA if the vehicle is fueled by new clean diesel or alternative fuels like compressed natural gas, propane, or diesel-electric hybrids. (This certification requirement does *not* apply to all-electric vehicles powered exclusively by electricity provided by a battery, fuel cell, or the grid.)

A copy of the Certificate of Conformity for the type of new vehicle the applicant proposes to purchase must be submitted with the application. A copy should be available from the original equipment manufacturer or retailer who is providing a quote to support the grant application. Certificates of conformity are issued from US EPA to the engine manufacturer. The certificate of conformity lists the engine family name and the engine model year. The EPA engine family name is displayed on the emission control information label on the engine. By checking the engine family names and engine model year emission standards, one can confirm the applicable emission standard or tier level. Prospective grant applicants are encouraged to consult the following US EPA Website on How to Obtain a Certificate of Conformity for a Heavy-Duty or Nonroad engine:

<https://www.epa.gov/importing-vehicles-and-engines/how-obtain-copy-certificate-conformity-heavy-duty-or-nonroad-engine>

Information on certified engines may be found at:

<https://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data> (US EPA)

Ohio EPA will also accept new vehicle engine certifications (i.e., Executive Orders) issued by the California Air Resources Board (ARB) as agreed to by US EPA. Information on how to find ARB Executive Orders for the appropriate heavy duty engine or vehicle may be found at:

<https://www.arb.ca.gov/msprog/onroad/cert/cert.php> (ARB)

and

<https://www.arb.ca.gov/msprog/onroad/cert/mdehdehdv/2018/2018.php> (ARB)

On the "**Fleet Data Spreadsheet**," grant applicants should indicate which agency (US EPA or the California ARB) issued the engine certification for the vehicle proposed for purchase. Include a copy of the Certificate of Conformity (US EPA) or Executive Order (ARB) as an uploaded attachment to the grant application.

Include a **price quote** on letterhead from the Original Equipment Manufacturer or automobile retailer that the applicant proposes to purchase the new vehicle from. The quote must be dated within six months immediately preceding the date the application is submitted.

The **project scope description narrative** section of the application should explain:

- How, when and where the new vehicle(s) will be used and registered.
- Technology and/or procedures the applicant will use to ensure that at least 75% of the annual miles the new vehicle(s) will be driven will be within priority Ohio counties.
- Technology and/or procedures the applicant will use to track and ensure that the new vehicle(s) will be maintained in accordance with manufacturer specifications.
- For alternative-fueled and electric vehicles, the availability of the alternative fuel or electric charging in the areas where the vehicle will be most frequently driven. List the proposed primary fueling location for each vehicle.
- A demonstration that the applicant has the financial resources to cover the cost of the vehicle purchase(s), and explanation of the funding source that will cover the cost of project expenditures until

reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.

- An estimate of how much time will be needed to complete the project after the grant contract is executed.

If the grant applicant intends to lease the proposed new vehicle to a third party, include a letter from the proposed lessee documenting the lessee's understanding of, and intention to comply with, these requirements. If the identity of the lessee is not yet known at the time of grant application, this documentation will be required at the time when the grant awardee requests reimbursement for a vehicle purchase.

5.2 Eligibility of Repowering Bus and Truck Engines to run on Alternative Fuels

http://ohioepa.custhelp.com/app/answers/detail/a_id/2952/kw/vw/6/1/2018

For purposes of the Diesel Mitigation Trust Fund, repower means to replace an existing engine with a newer, cleaner engine or power source that is certified by US EPA and, if applicable, by the California Air Resources Board, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with a clean diesel or a clean alternative fuel (such as compressed natural gas, propane, or diesel-electric hybrid), diesel engine replacement with an electric power source (e.g., grid, battery), or diesel engine replacement with a fuel cell.

To be eligible for DMTF grant funding, and to ensure that proposed conversions of traditional diesel engines to alternative fuels do not violate federal anti-tampering laws under the Clean Air Act, the grant application must demonstrate that the proposed conversion uses a system that has been certified by either US EPA or the California Air Resources Board or has met the US EPA compliance demonstration requirements for intermediate use vehicles.

If the repower is to an all-electric engine or fuel cell with zero emissions, it is not necessary to document the conversion process.

Conversion systems modify vehicles and engines so that they can run on different fuels than the ones for which they were originally designed. Any change to the manufacturer's original vehicle or engine design is a potential violation of the Clean Air Act. US EPA has established protocols through which conversion manufacturers can demonstrate that emission controls in the converted vehicle or engine will continue to function properly, and emissions will not increase as a result of conversion. Conversion systems must be compliant with the Environmental Protection Agency's Final Rule 40 CFR 85 and 86, "Clean Alternative Fuel Vehicle and Engine Conversions" promulgated April 8, 2011:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-clean-alternative-fuel-vehicle-and-engine>.

See US EPA's Information for Consumers about Alternative Fuel Conversions:

<https://www.epa.gov/vehicle-and-engine-certification/information-consumers-about-alternative-fuel-conversions>

and

<https://www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems>

Ohio EPA also highly recommends that prospective grant applicants interested in vehicle conversions consult the US Department of Energy's Alternative Fuel Data Center pages on CNG and propane conversions, at

https://www.afdc.energy.gov/vehicles/natural_gas_conversions.html

and

<https://www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems>

Note that this grant program will only fund conversion systems for new or intermediate-age vehicles or engines. Conversion systems will not be considered for outside useful age vehicles and engines. Eligible trucks must be of model year 2002-2009, and eligible school, shuttle and transit buses must be of model year 2009 or older.

For conversions of new vehicle engines, select the "Certified conversion systems for vehicles or engines" Excel Spreadsheet. On the "Heavy Duty Engines" tab, find the appropriate "Conversion Exhaust Certificate Number" and enter this into the grant application's Fleet Data Reporting Spreadsheet.

For conversions of used (intermediate-age) vehicle engines, select the "Conversion systems for intermediate-age vehicles or engines" Excel Spreadsheet. On the "Light-Duty and HD IAV" tab, find the appropriate "Conversion Test Group" number, and enter this into the grant application's Fleet Data Reporting Spreadsheet.

For alternative fuel retrofit (conversion) systems approved by the California Air Resources Board, see the following website:

<https://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm>

Select the PDF file for "Conversion Systems for 1994 and newer model year vehicles," and find the appropriate Executive Order (EO) number. Enter this into the grant application's "Fleet Data Reporting Spreadsheet for Proposed Engine Conversions."

Conversion systems that may have been submitted to US EPA or the California Air Resources Board but not yet approved are not eligible for funding from this grant program.

Alternative fuel conversions of traditional vehicles must be performed by an after-market conversion facility or someone appropriately trained to ensure the conversion meets the terms of the US EPA or California Air Resources Board certification. Grant applicants should consult with the prospective vendor for conversion projects to ensure that they are selecting the appropriate conversion certification to enter into the grant application spreadsheet. Ohio EPA is not able to provide information about certifications that were awarded by either US EPA or the California Air Resources Board.

Include a **price quote** on letterhead from the aftermarket conversion facility, Original Equipment Manufacturer or automobile retailer that the applicant has selected to perform the conversion. The quote must be dated within six months immediately preceding the date the application is submitted. List the selected aftermarket conversion facility, OEM or retailer as the Vendor in the application form. Ask the vendor to clearly indicate on the quote the cost of the conversion parts and equipment, separate from labor/installation costs.

The **project scope description narrative** section of the Diesel Mitigation Trust Fund application should explain:

- How, when and where the converted vehicle(s) will be used and registered.
- How the applicant will ensure that the selected vendor is qualified to perform the proposed conversion in keeping with US EPA or California ARB certification.

- Technology and/or procedures the applicant will use to ensure at least 75% of the annual miles the converted vehicle(s) will be driven will be within priority Ohio counties.
- Technology and/or procedures the applicant will use to ensure that the converted vehicle(s) will be maintained in accordance with manufacturer and conversion specifications.
- The availability of the alternative fuel in the areas where the converted vehicle(s) will be most frequently driven. List the proposed primary fueling location for each vehicle in the application form.
- In the case of a diesel-electric hybrid vehicle with a motor that can run on both diesel fuel and an electric power source, explain the likely percentage of time the vehicle will be driven using diesel fuel and using electricity under normal operating conditions. Explain how the vehicle shifts between fuels. What instructions will be given to drivers of the vehicle about how to operate the diesel-electric hybrid function.
- A demonstration that the applicant has the financial resources to cover the cost of the vehicle conversion(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants are encouraged to provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contact is executed.

5.3 Eligibility of Repowering Bus and Truck Engines to New Clean Diesel Technology

http://ohioepa.custhelp.com/app/answers/detail/a_id/2959/kw/vw 6/1/2018

For purposes of the Diesel Mitigation Trust Fund, repower means to replace an existing engine with a newer, cleaner engine or power source that is certified by US EPA and, if applicable, by the California Air Resources Board, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with a clean diesel or a clean alternative fuel (such as compressed natural gas, propane, or diesel-electric hybrid), diesel engine replacement with an electric power source (e.g., grid, battery), or diesel engine replacement with a fuel cell.

To be eligible for Diesel Mitigation Trust Fund grants, new engines must be certified by US EPA or the California Air Resources Board as agreed to by US EPA if the vehicle is fueled by new clean diesel or diesel-electric hybrids. (This certification requirement does not apply to all-electric vehicles powered exclusively by electricity provided by a battery, fuel cell, or the grid. Certification requirements differ for conversions to other alternative fuels - see "[Documenting the Eligibility of Repowering Bus and Truck Engines to Run on Alternative Fuels.](#)")

A copy of the Certificate of Conformity for the type of repowered diesel engine the applicant proposes to purchase must be submitted with the grant application and should be available from the original equipment manufacturer or retailer who is providing a quote to support the grant application. Certificates of Conformity are issued from US EPA to the engine manufacturer. The certificate of conformity lists the engine family name and the engine model year. The EPA engine family name is displayed on the emission control information label on the engine. By checking the engine family names and engine model year emission standards, one can confirm the applicable emission standard or tier level. Prospective grant applicants are encouraged to consult the following US EPA Website on How to Obtain a Certificate of Conformity for a Heavy-Duty or Nonroad engine:

<https://www.epa.gov/importing-vehicles-and-engines/how-obtain-copy-certificate-conformity-heavy-duty-or-nonroad-engine>

Information on certified engines may be found at:

<https://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data> (US EPA)

Ohio EPA will also accept repowered vehicle engine certifications (i.e., Executive Orders) issued by the California Air Resources Board (ARB) as agreed to by US EPA. Information on how to find ARB Executive Orders for the appropriate heavy duty engine may be found at:

<https://www.arb.ca.gov/msprog/onroad/cert/cert.php> (ARB)

and

<https://www.arb.ca.gov/msprog/onroad/cert/mdehdehdv/2018/2018.php> (ARB)

On the **Fleet Data Spreadsheet**, grant applicants should indicate which agency (US EPA or the California ARB) issued the engine certification for the repowered engine that is being proposed. Include a copy of the Certificate of Conformity (US EPA) or Executive Order (ARB) as an uploaded attachment to the grant application.

Include a price quote on letterhead from the Original Equipment Manufacturer or automobile retailer that the applicant proposes to purchase the repowered engine from. The quote must be dated within six months immediately preceding the date the application is submitted. Note that this grant program will only fund repowers for new or intermediate-age vehicles or engines. Repowers will not be considered for outside useful age vehicles and engines. Eligible trucks must be of model year 2002-2009, and eligible school, shuttle and transit buses must be of model year 2009 or older.

The **project scope description narrative** section of the application should explain:

- How, when and where the repowered vehicle(s) will be used and registered.
- Technology and/or procedures the applicant will use to and ensure that at least 75% of the annual miles the new vehicle(s) will be driven will be within priority Ohio counties.
- Technology and/or procedures the applicant will use to ensure that the repowered vehicle(s) will be maintained in accordance with manufacturer specifications.
- For diesel-electric hybrid vehicle repowers, the availability of electric charging in the areas where the vehicle will be most frequently driven.
- A demonstration that the applicant has the financial resources to cover the cost of the vehicle repower(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contact is executed.

5.4 Eligibility of Switcher Locomotive Replacements

For purposes of the Diesel Mitigation Trust Fund, a freight switcher is defined as a locomotive that moves rail cars around a rail yard, as compared to a line-haul engine that moves freight long distances. Eligible freight switchers include pre-Tier 4 switcher locomotives that operate 1000 or more hours per year. Eligible freight switchers may be replaced with any new diesel or alternative fueled or all-electric (including Generator Sets) freight switcher that is certified to meet the applicable EPA emissions standards as published in the CFR for the engine model year in which the replacement occurs.

Applicants for freight switcher replacements other than all-electric locomotives must upload a copy of the Certificate of Conformity from US EPA demonstrating that the new locomotive engine meets the applicable standards. To obtain this document, request it from your vendor or email US EPA at Imports@epa.gov and supply the following information:

- Model year of engine
- Type of engine (nonroad diesel or alternative fuel such as CNG, propane, or diesel-electric hybrid)
- Engine Family number (11 characters using both numbers and letters - printed on the emission label, which is located on the engine or in the engine compartment)
- Name of switcher locomotive owner

- Contact information (address, email address, or fax number where you want US EPA to send the Certificate of Conformity).
- Electric rail car movers other than locomotives are regarded by US EPA as off-road equipment, and are not eligible for funding under the switcher locomotive category.

5.5 Eligibility of Switcher Locomotive Repowers

For purposes of the Diesel Mitigation Trust Fund, repower means to replace an existing switcher locomotive engine with a newer, cleaner engine or power source that is certified by US EPA to meet a more stringent set of engine emission standards. For purposes of the Diesel Mitigation Trust Fund, a freight switcher is defined as a locomotive that moves rail cars around a rail yard, as compared to a line-haul engine that moves freight long distances.

Eligible freight switchers include pre-Tier 4 switcher locomotives that operate 1000 or more hours per year. Eligible diesel freight switchers may be repowered with an engine certified for use with new diesel or a clean alternative fuel (such as CNG or propane), diesel engine replacement with an electric power source (e.g. grid, battery), diesel engine replacement with a fuel cell, or diesel engine replacement with an electric generator(s) (genset).

Any new diesel or alternative fueled freight switcher must be certified to meet the applicable EPA emissions standards as published in the CFR for the engine model year in which the repower occurs. All-electric and fuel cell repowers do not require EPA certification. (Electric rail car movers other than locomotives are regarded by US EPA as off-road equipment. These are not eligible for funding under the switcher locomotive category.)

Applicants for freight switcher repowers other than to all-electric locomotive engines must upload a copy of the Certificate of Conformity from US EPA demonstrating that the new locomotive engine meets the applicable standards. To obtain this document, email US EPA at Imports@epa.gov and supply the following information:

- Model year of engine
- Type of engine (nonroad diesel or alternative fuel such as CNG, propane, or diesel-electric hybrid)
- Engine Family number (11 characters using both numbers and letters - printed on the emission label, which is located on the engine or in the engine compartment)
- Name of switcher locomotive owner
- Contact information (address, email address, or fax number where you want US EPA to send the Certificate of Conformity).

Include a **price quote** on letterhead from the Original Equipment Manufacturer that the applicant proposes to purchase the new engine from. The quote must be dated within six months immediately preceding the date the application is submitted.

The **project scope description narrative** section of the application should explain:

- How, when and where the repowered engine(s) will be used.
- Technology and/or procedures the applicant will use to ensure that the repowered locomotive(s) will be operated within Ohio.
- Technology and/or procedures the applicant will use to track and ensure that the repowered locomotive(s) will be maintained in accordance with manufacturer specifications.
- For alternative-fueled and electric locomotives, the availability of the alternative fuel or electric charging in the areas where the locomotive will most frequently operate.
- A demonstration that the applicant has the financial resources to cover the cost of the locomotive repower(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contract is executed.

Note for locomotive repowers: Depending on the availability of certified engine rebuild kits, regulations may require that locomotive engines be upgraded to a lower emission level at the time of rebuild. Consequently, a locomotive repower project may overlap with an operator's requirement to install a certified engine upgrade kit at the time of rebuild. In this case, the project would be considered a mandated measure, and would not be fundable under the DMTF program. Before applying for the grant, the applicant should confirm that locomotive engine replacement project is not simply going to achieve the same benefit already required with a certified engine upgrade kit. Identify when the original locomotive was rebuilt last, when it is due for rebuild next, and if a certified rebuild kit is available.

5.6 Eligibility of Ferry and Tug Repowers

For purposes of the Diesel Mitigation Trust Fund, repower means to replace or rebuild an existing ferry or tug engine with a newer, cleaner engine or power source that is certified by US EPA to meet a more stringent set of engine emission standards. Tugs are defined as dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

Eligible ferries and tugs include unregulated, Tier 1 or Tier 2 marine engines. These may be repowered with any new Tier 3 or Tier 4 diesel or alternative fueled engines (e.g., CNG, propane, diesel-electric hybrid) or with all-electric engines, or may be upgraded with an EPA Certified Remanufacture System or an EPA Verified Engine Upgrade. The new or rebuilt engine must be certified to meet the applicable EPA emissions standards as published in the CFR for the engine model year in which the repower occurs.

Applicants for ferry and tug repowers other than to all-electric engines must upload a copy of the Certificate of Conformity from US EPA demonstrating that the new engine meets the applicable standards, or documentation that the rebuilt engine was upgraded with an EPA Certified Remanufacture System or an EPA Verified Engine Upgrade. To obtain this documentation, request it from your vendor or email US EPA at Imports@epa.gov and supply the following information:

- Model year of engine
- Type of engine (nonroad diesel or alternative fuel such as CNG, propane, or diesel-electric hybrid)
- Engine Family number (11 characters using both numbers and letters - printed on the emission label, which is located on the engine or in the engine compartment)
- Name of ferry or tug owner
- Contact information (address, email address, or fax number where you want US EPA to send the Certificate of Conformity).

US EPA maintains a list of remanufacture systems, or "kits", certified for use with Category 1 and 2 marine diesel engines according to the provisions of 40 CFR Part 1042, Subpart 1.

<https://www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines>

Include a **price quote** on letterhead from the Original Equipment Manufacturer that the applicant proposes to purchase the new engine from, or the Remanufacturer who can provide the EPA Certified or EPA Verified Engine Upgrade. The quote must be dated within six months immediately preceding the date the application is submitted.

The **project scope description narrative** section of the application should explain:

- How, when and where the repowered engine(s) will be used.
- Technology and/or procedures the applicant will use to ensure that the repowered vessels(s) will be operated within Ohio.
- Technology and/or procedures the applicant will use to track and ensure that the repowered vessel(s) will be maintained in accordance with manufacturer specifications.
- For alternative-fueled and electric engines, the availability of the alternative fuel or electric charging in the areas where the vessel will most frequently operate.

- A demonstration that the applicant has the financial resources to cover the cost of the ferry or tug repower(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contact is executed.

Note for marine repowers: Depending on the availability of certified engine rebuild kits, regulations may require that marine engines at or above 600 kW be upgraded to a lower emission level at the time of rebuild. Consequently, a repower project in a marine application may overlap with an operator's requirement to install a certified engine upgrade kit at the time of rebuild. In this case, the project would be considered a mandated measure, and would not be fundable under the DMTF program. Before applying for the grant, the applicant should confirm that a marine or locomotive engine replacement project is not simply going to achieve the same benefit already required with a certified engine upgrade kit. Identify when the original marine engine was rebuilt last, when it is due for rebuild next, and if a certified rebuild kit is available.

5.8 Airport Ground Support Equipment

Include a **price quote** on letterhead from the Original Equipment Manufacturer or retailer that the applicant proposes to purchase the new equipment from. The quote must be dated within six months immediately preceding the date the application is submitted.

The **project scope description narrative** section of the application should explain:

- How, when and where the new equipment will be used.
- Technology and/or procedures the applicant will use to ensure that at least 75% of the new equipment's annual operating hours will be within priority Ohio counties.
- Technology and/or procedures the applicant will use to track and ensure that the new equipment will be maintained in accordance with manufacturer specifications.
- The availability of electric charging in the areas where the equipment will be most frequently operated. List the proposed primary charging location for each piece of equipment. If charging infrastructure is not yet available, provide an explanation of who will provide the infrastructure and when it is expected to become available.
- A demonstration that the applicant has the financial resources to cover the cost of the equipment purchase(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contact is executed.

If the grant applicant intends to lease the proposed new equipment to a third party, include a letter from the proposed lessee documenting the lessee's understanding of, and intention to comply with, these requirements. If the identity of the lessee is not yet known at the time of grant application, this documentation will be required at the time when the grant awardee requests reimbursement for the equipment purchase.

5.9 Forklifts and Port Cargo Handling Equipment

Include a **price quote** on letterhead from the Original Equipment Manufacturer or retailer that the applicant proposes to purchase the new equipment from. The quote must be dated within six months immediately preceding the date the application is submitted.

The **project scope description narrative** section of the application should explain:

- How, when and where the new equipment will be used, including identification of the ports and intermodal yards where the equipment will operate.

- Technology and/or procedures the applicant will use to ensure that at least 75% of the new equipment's annual operating hours will be within priority Ohio counties.
- Technology and/or procedures the applicant will use to track and ensure that the new equipment will be maintained in accordance with manufacturer specifications.
- The availability of electric charging in the areas where the equipment will be most frequently operated. List the proposed primary charging location for each piece of equipment. If charging infrastructure is not yet available, provide an explanation of who will provide the infrastructure and when it is expected to become available.
- A demonstration that the applicant has the financial resources to cover the cost of the equipment purchase(s), and explanation of the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved. Private sector applicants must provide documentation such as a credit rating or letter of credit to make this demonstration.
- An estimate of how much time will be needed to complete the project after the grant contract is executed.

If the grant applicant intends to lease the proposed new equipment to a third party, include a letter from the proposed lessee documenting the lessee's understanding of, and intention to comply with, these requirements. If the identity of the lessee is not yet known at the time of grant application, this documentation will be required at the time when the grant awardee requests reimbursement for the equipment purchase.

SECTION 6: GENERAL REQUIREMENTS

The following are general requirements that applicants will be expected to certify, describe in the narrative or upload additional documentation as attachments to the online application form.

Existing on-road vehicles must be registered in Ohio for operation on public highways. This includes vehicles registered in Ohio under the Bureau of Motor Vehicles' [International Registration Plan \(IRP\)](#). Eligible tugs and ferries must be registered with the U.S. Coast Guard.

All engines removed from vehicles during repower activities and all existing vehicles replaced with new vehicles *must be salvaged* within 90 days of taking delivery of the repowered or new vehicle. A quote that includes the salvage value of each engine or replaced vehicle must be attached to the application. The salvage value of the engines and replaced vehicles will be deducted from the grant monies if the grant is awarded.

Applications must demonstrate that the applicant has the financial resources to cover the cost of the vehicle purchases and engine repowers included in the application, and explain the funding source that will cover the cost of project expenditures until reimbursement from the grant is approved.

Current Use: Applications must describe how, when and where the vehicles or engines are currently used in normal duty service, including any seasonal changes in operation or periods when not in use. If operated on routes that regularly take the vehicles into counties that are not listed as priority counties for this program, explain the percentage of use that occurs outside the priority counties. If the project includes drayage trucks, identify the ports and intermodal facilities the drayage trucks haul cargo to and from.

New Use: Applications must describe any differences between how the replacement or repowered vehicles will be used, compared to how the current vehicles are used.

Travel Limitation: Applications must describe the technology or procedure the applicant will use to track and ensure that the new vehicles or repowered engines will be operated the required percentage within Ohio priority counties.

Maintenance: Applications must describe the technology or procedures the applicant will use to track and ensure that the new vehicles or repowered engines will be fueled and maintained in accordance with manufacturer specifications.

Alternative Fuel Availability: Applications must explain the availability of electric charging stations or the alternative fuel in the areas where the vehicle will be most frequently driven or operated. If the applicant does not own a charging or fueling station on site, give the location of the publicly available charging or fueling station most likely to be used, or document that the fleet has been granted access to some other charging or fueling station.

The costs of preparing and submitting proposals in response to this RFP are solely the responsibility of the applicant. The program shall not reimburse or contribute, in any way, to the cost of the preparation and submittal of the proposal.

Ineligible costs include but may not be limited to:

- Operating expenses and fuel costs, including incremental costs of fuel.
- Any project required by any law or other legally binding agreement.
- Work done or purchases made prior to official notice of Ohio EPA project authorization.
- Costs incurred for work or purchases not included in the approved project scope.
- Installation costs incurred from in-kind services or by an unauthorized vendor.
- Administrative costs.

SECTION 7: PROJECT SELECTION CRITERIA

Due to the competitiveness of the program, not all eligible projects will be approved for funding.

DMTF project applications will be evaluated and ranked consistent with the scoring parameters below. Project selection for the DMTF Program will be accomplished by a committee comprised of staff from Ohio EPA and ODOT, with final project selections approved by the Ohio EPA Director. Decisions of the Director are final. Selected projects must also be submitted to the Trustee for the Volkswagen Mitigation Trust Fund.

The primary evaluation of eligible applications will be based on the following parameters:

- (a) Projected emission reductions of oxides of nitrogen (NO_x), reported in tons per year; and
- (b) Cost-effectiveness of the emission reductions: The DMTF funded share of the total project cost described in the application will be divided by the estimated total emission reduction of NO_x to determine the cost-effectiveness of the project, in dollars per ton of reduced emissions.

Applicants are encouraged to provide a stronger local match than the minimum 25% required, for the project to score better in terms of cost-effectiveness. Note that some categories of projects require a greater local match than 25%.

Secondary criteria considered by Ohio EPA in making grant awards will include:

1. The cost-effectiveness of projected emission reductions of particulate matter (PM_{2.5}), carbon monoxide, hydrocarbons and other air pollutants;
2. promoting project and fleet diversity, by supporting the most cost-effective projects in all eligible categories; and
3. promoting geographic funding diversity, by supporting the most cost-effective projects within the identified priority counties in all targeted regions of the state.

The committee may also consider an applicant's past performance on previous DERG- or DERA-funded projects awarded by Ohio EPA, and the amount of DMTF funding an applicant has already received. Proposals from previous DMTF, DERG or Ohio DERA recipients who did not make satisfactory progress implementing their projects, will not receive consideration.

SECTION 8: APPENDICES

Appendix A: Applicant Certification Statement

Appendix B: DMTF Fleet Data Spreadsheet

Appendix C: Map of DMTF Ohio Priority Counties

Appendix D: Proof of Creditworthiness for Non-Government Applicants

Appendix E: Certificate of Vehicle/Engine Scrappage

Appendix F: Definitions

Appendix A:
Applicant Certification Statement

Diesel Mitigation Trust Fund Applicant Certification Statement

Certification Questions

1. Does the applicant and/or company have any outstanding financial liabilities with state or local governments in Ohio? Does the applicant and/or company owe: a.) Any delinquent taxes to the State of Ohio (the "State"), a state agency or a political subdivision of the State such as a city or county? b.) Any monies to the State or a state agency for the administration or enforcement of the environmental laws of the State? c.) Any other monies to the State, a state agency or a political subdivision of the State that are past due? d.) Is the company the subject of any existing tax lien? e.) Is the company subject to any unresolved finding for recovery issued by the Ohio Auditor of State?
 Yes No
2. Has the applicant, related companies, or any officers: a.) been convicted of a felony b.) Been convicted of or enjoined from any violation of state or federal securities law? c.) been a party to any consent order or entry with respect to an alleged state or federal securities law violation? d.) been a defendant in a civil or criminal action?
 Yes No

If you have answered yes to any of the above, please provide a detailed explanation including, but not limited to, the location, amounts, and case identification numbers (if applicable) on a separate sheet.

Certification Statement

*Instructions: Please have the Authorizing Agent read the Statement of Certification below, **check every applicable box**, and sign the certification statement in Table 1, row a. Upload the signed Certification Statement as an Attachment in the online DMTF Application form. If the project is selected for funding, this statement will become a legally binding exhibit in the grant agreement.*

I certify that to the best of my knowledge the information contained in this application and in the supplemental material is correct and complete. I certify that the funding requested satisfies the eligibility requirements for this Program as represented in the Request for Proposals and related materials. I certify that I understand that the funding under this Program is subject to restrictions and other conditions listed in the Program Request for Proposals, including (inter alia):

- The applicant will use the funding under this Program for the specific purposes defined in the Program Request for Proposals.

- The applicant certifies that the vehicles and equipment to be purchased, repowered, or retrofitted with pollution control or anti-idle equipment under this Program conform to the Program requirements defined in the Program Request for Proposals.
- The applicant certifies that the vehicles and equipment to be replaced or repowered under this program are currently in good working order.
- The applicant certifies that the vehicles and equipment to be replaced or repowered under this program have operated the required percent of miles or hours as indicated in the application in one or more Ohio Priority Counties. The applicant also certifies that the new or repowered vehicles will be operated in Ohio Priority Counties for at least five years from the date of delivery or repower.
- The applicant will maintain the new vehicle, engine or pollution control equipment for a minimum period of five years from the date of delivery or installation.** As needed, the applicant will avail itself of the warranty in order to ensure that the equipment funded under this Program remains in good working order for at least five years following installation.
- The applicant will not use funding under this Program to purchase hardware or services for which the applicant has received, or will receive, full payment from another source or under another program.
- The applicant will submit a closing activity and fiscal report to Ohio EPA upon completion of the project, an interim progress report every six months for the duration of the project if required by the terms of the grant contract, and for non-government fleets, an annual report for five years after completion of the project confirming that DMTF-funded vehicles or equipment are being operated in eligible Ohio counties in accordance with the requirements defined in the Program Request for Proposals.
- The applicant will provide the Ohio EPA access to vehicles and equipment being funded by this Program, facilities where the vehicles and equipment are located, and documentation related to funding received from this Program, based on reasonable notice of a request for such access.
- The applicant will use only fuel that is compatible with the equipment purchased or installed with funding from the Program, per the manufacturer's specifications.
- The applicant has received approval from the organization's governing body, to apply and make use of the funding under this program.
- The applicant will follow applicable state and federal guidelines to competitively procure the products and services funded under this project.

- At the time of fund disbursement, the applicant will have in place an emission reduction program, such as an anti-idling program, to reduce air pollution emissions.
- Where applicable under ORC 3517.13(I) or ORC 3517.13(J), the applicant's Authorizing Agent or spouse has not made, within the two previous years, one or more contributions totaling in excess of \$1,000 to the Governor or his campaign committees.
- Where applicable, the applicant is in compliance with the Federal Drug-Free Workplace Act of 1988 (41 USC Section 701, et seq.); state ethics laws and conflict of interest laws; and state regulations covering non-discrimination in hiring and affirmative action (ORC 125.111).
- I authorize Ohio EPA to make any necessary inquiries to verify the information that I have presented. I acknowledge that the information in this application is not confidential and may be released as required by the Program.
- As an authorized agent of the Applicant, I hereby submit this Application to the State of Ohio, Environmental Protection Agency. I understand that any false statement in this record may subject the Applicant and Signer to criminal prosecution. I understand that additional information may be requested. I also understand that this document in no way constitutes a commitment of funds by the State of Ohio for any of its programs.
- I hereby represent and certify that the foregoing and attached information, to the best of my knowledge and belief, is true, complete and accurately describes the proposed activity/project for which the financial assistance is being sought. I am aware of Ohio Revised Code Sections 9.66(C) and 2921.13(D)(1) which outline penalties for falsification which could result in the return of all monies received and the forfeiture of all current and future financial assistance benefits as well as a fine of not more than \$1,000 and/or a term of imprisonment of not more than one hundred and eighty (180) days. I further agree to inform the Ohio Environmental Protection Agency of any changes in the foregoing information, which may occur prior to the time the Applicant, and the Ohio Environmental Protection Agency execute an Agreement.
- The undersigned warrants, certifies and represents that certain information in their application may be subject to the Open Public Records Act.

Table 1. Applicant Certification Signature

a. Signature of Applicant Authorizing Agent:	
b. Date:	
c. Name (<i>typed</i>):	

d. Title or relationship to applicant organization:	
e. Contact Information <i>(If different than the person identified in Table 1-1 of the Application)</i> :	

Appendix B:

DMTF Fleet Data Spreadsheet

Download the fillable Excel spreadsheet within the online grant application form, or from the Diesel Mitigation Trust Fund program website:

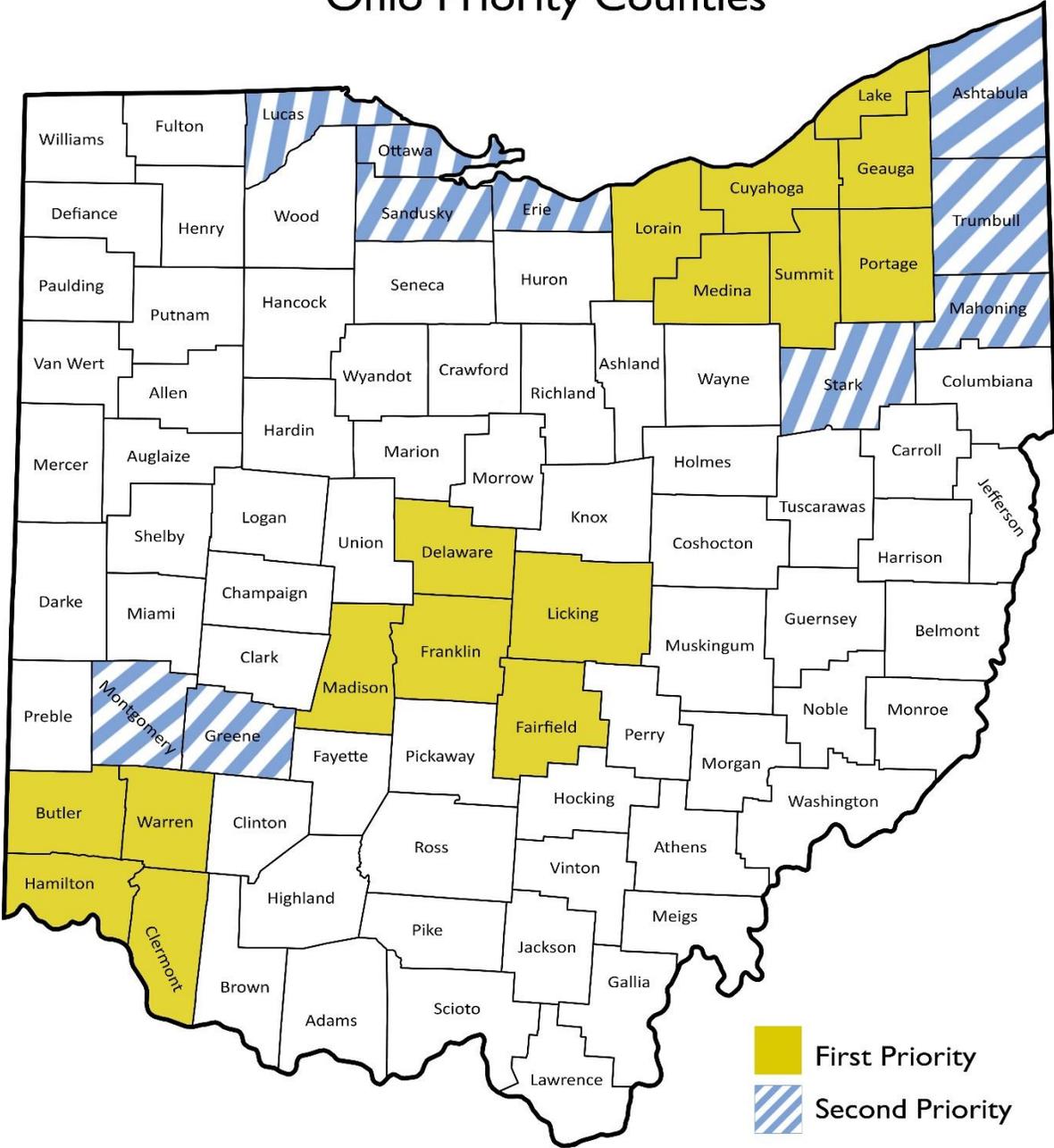
<http://epa.ohio.gov/oe/#131365122-vw-mitigation-grants>

Appendix C:

Map of DMTF Ohio Priority Counties

<http://epa.ohio.gov/Portals/42/documents/VW/DMTF%20priority%20counties%20final.jpg>

Diesel Mitigation Trust Fund Ohio Priority Counties



Appendix D:
Financial Requirements for Non-Government Applicants

Ohio Diesel Mitigation Trust Fund

Financial Requirements for Non-Government Applicants

Grant funding will be paid out as reimbursement of payments made by the recipients to cover actual costs incurred. Therefore, private sector and non-profit applicants must demonstrate the ability to provide sufficient funding to cover the upfront cost of the project in their application. This can be done by providing current documentation of any one of the following credit ratings:

Credit Agency	Rating
Standard & Poor's	AAA, AA, A or BBB
Dun & Bradstreet Viability	1, 2, 3, 4, or 5
Moody's	Aaa, Aa, A, or Baa
Fitch	AAA, AA, A, or BBB

If this demonstration cannot be made, a non-government applicant must submit a letter from a financial institution documenting they have time deposits (e.g. certificates of deposit), and/or funding available from a line of credit or loan, in an amount at least equal to the cost of the project. The financial institution shall be an entity whose operations are regulated and examined by a U.S. federal or state agency.

Appendix E:

Instructions and Certificate for Vehicle/Engine Scrappage



John R. Kasich, Governor
Mary Taylor, Lt. Governor
Craig W. Butler, Director

To: Recipients of Ohio Diesel Mitigation Trust Fund Grants for Vehicle/Engine Replacement Projects

From: Carolyn Watkins, Administrator, Ohio Diesel Environmental Mitigation Trust Fund

Date: June 4, 2018

Subject: Certificate of Vehicle/Engine Scrappage required for each replaced vehicle/engine

The [Environmental Mitigation Trust Agreement for State Beneficiaries](#) of the Volkswagen settlement requires the scrapping of all engines being repowered or replaced with grant funds:

“Scrapped” shall mean to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any Eligible Vehicle will be replaced as part of an Eligible project, “scrapped” shall also include the disabling of the chassis by cutting the vehicle’s frame rails completely in half.

Ohio EPA requires that no later than 90 days after replacement, the old engine and chassis (where applicable) have been permanently scrapped. Scrapping the engine consists of cutting or punching a three inch by three inch (3” x 3”) hole in the engine block. Scrapping the chassis consists of cutting completely through the frame/frame rails on each side of the vehicle at a point located between the front and rear axles. Photos of the scrapped engine/chassis are required pursuant to the terms and conditions of the grant agreement. Any other scrappage method or alternative disposition must be pre-approved by Ohio EPA in writing, and documentation of that scrappage method must be supplied with this form. Photo documentation must include JPEG images of the following, with corresponding file names:

1. Side profile of vehicle, vessel or equipment
2. VIN or HIN number
3. Engine Label with serial number
4. Chassis rail cut in half (for on-road vehicles)
5. Engine block, prior to hole
6. Engine block, after hole
7. Others, as needed

Please note that the form requires an original signature from the dismantler and from the grant Project Director or authorized representative of your company/agency as the owner of the vehicle, vessel or equipment. New vehicle or equipment purchases will not be reimbursed from Ohio’s Mitigation Trust funds until complete documentation of the scrappage of the corresponding replaced vehicle or equipment is submitted. This form is available on [Ohio EPA’s DMTF program Website](#). If you have questions about this form or requirement, or to request that Ohio EPA staff observe and assist in properly documenting the engine scrapping, please contact carolyn.watkins@epa.ohio.gov or 614-644-3768.

Ohio Diesel Mitigation Trust Fund Grant Program Certificate of Vehicle/Engine Scrappage

Grantee Name: _____

Grant Number: _____

Vehicle/Equipment Owner Name: _____

Vehicle/Equipment Owner Address: _____

Old Vehicle/Chassis Information

Make:		Vehicle ID Number:	
Model:		Odometer Reading:	Miles
Year:			

Old Engine Information

Make:		Horsepower:	
Model:		ID or Serial No.:	
Year:		Hour Meter Reading:	hours

Name of Dismantler: _____

Address of Dismantler: _____

Date Vehicle Accepted by Dismantler: _____

Signature of Dismantler: _____

Grantee/Authorized Representative:

Date engine/chassis scrapped: _____

Statement: I certify that no later than 90 days after replacement, the old engine and chassis (where applicable) have been permanently scrapped. Scrapping the engine consists of cutting or punching a three inch by three inch (3" x 3") hole in the engine block. Scrapping the chassis consists of cutting completely through the frame/frame rails on each side of the vehicle/equipment at a point located between the front and rear axles. If other, pre-approved scrappage methods were used, details and documentation are attached. Photos of the scrapped engine/chassis that are required pursuant to the Terms and Conditions of the Mitigation Trust Fund award agreement are attached to this Certificate of Vehicle/Engine Scrappage.

Authorized Name: _____

Print Name

Authorized Signature: _____ Date: _____

Note: Documentation must include JPEG images of the following, with corresponding file names:

- | | | | |
|-----------------|-----------------------------|--------------------------------|----------------------|
| 1) Side profile | 3) Engine label | 5) Engine block, prior to hole | 7) Others, as needed |
| 2) VIN or HIN | 4) Chassis rail cut in half | 6) Engine block, after hole | |

Appendix F:

Definitions

Adapted from Appendix D-2, Eligible Mitigation Actions and Expenditures, VW State Beneficiary Trust Agreement

<https://www.epa.gov/enforcement/environmental-mitigation-trust-agreements>

DEFINITIONS

"Airport Ground Support Equipment" shall mean vehicles and equipment used at an airport to service aircraft between flights.

"All-Electric " shall mean powered exclusively by electricity provided by a battery, fuel cell, or the grid.

"Alternative Fueled" shall mean an engine, or a vehicle or piece of equipment that is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid).

"Certified Remanufacture System or Verified Engine Upgrade" shall mean engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.

"Class 4-7 Local Freight Trucks (Medium Trucks)" shall mean trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

"Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)" shall mean vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. See definition for School Bus below.

"Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)" shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

"CNG" shall mean Compressed Natural Gas.

"Drayage Trucks " shall mean trucks hauling cargo to and from ports and intermodal rail yards.

"Forklift" shall mean nonroad equipment used to lift and move materials short distances; generally includes tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders.

"Freight Switcher" shall mean a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances.

"Generator Set" shall mean a switcher locomotive equipped with multiple engines that can turn off one or more engines to reduce emissions and save fuel depending on the load it is moving.

"Government" shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term "State" means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

"Gross Vehicle Weight Rating (GVWR)" shall mean the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 1: < 6000 lb.
Class 2: 6001-10,000 lb.
Class 3: 10,001-14,000 lb.
Class 4: 14,001-16,000 lb.
Class 5: 16,001-19,500 lb.
Class 6: 19,501-26,000 lb.
Class 7: 26,001-33,000 lb.
Class 8: > 33,001 lb.

"Hybrid" shall mean a vehicle that combines an internal combustion engine with a battery and electric motor.

"Infrastructure" shall mean the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

"Intermodal Rail Yard" shall mean a rail facility in which cargo is transferred from drayage truck to train or vice-versa.

"Port Cargo Handling Equipment" shall mean rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports.

"Plug-in Hybrid Electric Vehicle (PHEV)" shall mean a vehicle that is similar to a Hybrid but is equipped with a larger, more advanced battery that allows the vehicle to be plugged in and recharged in addition to refueling with gasoline. This larger battery allows the car to be driven on a combination of electric and gasoline fuels.

Repower" shall mean to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, CARB, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel, diesel engine replacement with an electric power source (e.g., grid, battery), diesel engine replacement with a fuel cell, diesel engine replacement with an electric generator(s) (genset), diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System, and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification.

"School Bus" shall mean a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. May be Type A-D.

"Scrapped" shall mean to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any Eligible Vehicle will be replaced as part of an Eligible project, Scrapped shall also include the disabling of the chassis by cutting the vehicle's frame rails completely in half.

"Tier 0, 1, 2, 3, 4" shall refer to corresponding EPA engine emission classifications for nonroad, locomotive, and marine engines.

"Tugs" shall mean dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

"Zero Emission Vehicle (ZEV)" shall mean a vehicle that produces no emissions from the on-board source of power (e.g., All-Electric or hydrogen fuel cell vehicles).