Go RED!

Reduce Emissions from Diesels

Fall 2020
Applicant Guide

Go RED! Direct Line 501-682-0641
GoRED@ADEQ.state.ar.us

Division of Environmental Quality
Office of Air Quality

CONTENTS

I. PROGRAM SUMMARY

The Reduce Emissions from Diesels (Go RED!) Program is a competitive funding assistance opportunity administered by the Department of Energy and Environment (E&E), Division of Environmental Quality (DEQ). The program is funded by the U.S. Environmental Protection Agency (EPA) under the Diesel Emissions Reduction Act (DERA). The Go RED! Program provides funding assistance for projects that reduce diesel emissions from heavy-duty highway trucks (Gross Vehicle Weight Rating [GVWR] Classes 5–8), buses, marine engines, locomotives, and nonroad engines.

DEQ is soliciting proposals for eligible diesel emissions reduction projects from Arkansas-based public and private entities including nonprofit organizations. For this program year, the total available funding is $307,491 with a maximum award of $75,000 per applicant.

The amount of funding assistance for selected projects is dependent upon the type of project. Funding assistance is provided as a reimbursement of a percentage of eligible expenses after demonstrating to DEQ the successful completion of the approved project. A mandatory cost-share is required for most projects funded under the GoRED! Program. Section III of this Applicant Guide outlines eligibility and allowable reimbursement percentages for each project type. DEQ retains the right to partially fund projects.

DEQ will not award funds for projects completed prior to signature of a Memorandum of Agreement (MOA) between DEQ and the applicant. The MOA specifies the conditions required for reimbursement of the applicable percentage of eligible costs. Projects selected for funding assistance must be completed by August 30, 2021. Final reports and all documentation related to reimbursement must be received by DEQ by September 5, 2021.

The Go RED! Program has a monthly rolling deadline for application submissions until all funds are awarded. The first deadline is December 31, 2020, at 4:30 p.m. Central Standard Time (CST). Subsequent deadlines occur on 4:30 p.m. CST, on the last business day of each month until available funds are awarded, or until April 30, 2021.

II. DEFINITIONS

CARB means the California Air Resources Board.

Early attrition means that a vehicle/engine proposed for repower or replacement is not otherwise scheduled for replacement or retirement by September 30, 2024, under the fleet owner's operating plan or fleet retirement schedule.

Electrified Parking Spaces System means a system that operates independent of a truck's engine and allows the truck engine to be turned off while the system supplies heating, cooling, and/or electrical power. This type of system is also referred to as "truck stop electrification."

Engine upgrade means removal of parts on an engine during a rebuild and replacement with parts that cause the engine to represent an engine configuration which is cleaner than the original engine.

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

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

National Ambient Air Quality Standards (NAAQS) means ambient air quality standards promulgated by EPA under 40 C.F.R. Part 50 to provide public health protection and protect the public welfare from risks associated with elevated concentrations of carbon monoxide, lead, particulate matter, nitrogen dioxide, ozone, and sulfur dioxide.

Hybrid means a vehicle that combines an internal combustion engine with a battery and electric motor.

Memorandum of Agreement (MOA) means the formal contract between DEQ and the applicant that outlines the eligible expenses, allowable reimbursement amounts, reporting requirements, photographic evidence obligations, records retention requirements, and additional documentation required for reimbursement of project costs.

Nonprofit organization means an organization that is registered as a 501(c)(3), (4) or (6) under the Internal Revenue Service tax code and aptly described therein.

Public Entity means the state and units of state government, a political subdivision of the state, including a municipality and its subdivisions; a school district; or an organization composed of political subdivisions of the state.

Private Entity means any entity that is not a unit of government, including without limitation a corporation, partnership, company, or other legal entity.

School Bus means a Class 4–8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or school-related events. School buses may be Type A–D.

Scrap Value means income from selling salvaged vehicle components.

III. BACKGROUND

Diesel engines are often seen as workhorses in the American economy. However, all diesels, and in particular older diesels, emit harmful substances into Arkansas's air. Diesel emissions result in increased amounts of nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), and hydrocarbons (HC) in the air. Additionally, constituents of diesel emissions may react to form ground-level ozone and fine particulate matter. These reactions are dependent upon both ambient concentrations of precursor pollutants and weather.

These pollutants can cause serious health concerns, especially for children, the elderly, and people with respiratory problems. Nationally, these pollutants are linked to thousands of premature deaths, hundreds of thousands of asthma attacks, millions of lost work days, and numerous other health impacts every year. Diesel exhaust is also a likely human carcinogen.

In addition to health impacts, air pollutants emitted by diesels can cause or contribute to smog and haze. Reduced visibility from these air pollutants is not just a problem where emissions occur. Because ozone and fine particulate matter can travel long distances, emissions of precursors for these pollutants can cause or contribute to haze even in remote locations.

All areas of Arkansas are in attainment with the national ambient air quality standards (NAAQS), including those emitted by or formed from precursor pollutants emitted by diesel vehicles. However, areas that are heavily-trafficked by older medium- and heavy-duty diesel vehicles and places where these vehicles idle, such as truck stops or schools, may have short-term localized impacts from diesel emissions. Localized impacts can also occur near ports and rail yards. In addition, Arkansas has two types of areas requiring special attention under the Clean Air Act (CAA): counties where ozone and fine particulate matter concentrations are close to the NAAQS and within designated Federal Class I wilderness areas, where visibility conditions must be protected.

Both Crittenden County and Pulaski County have ambient concentrations of ozone that are close to the level of the current ozone NAAQS. Pulaski County has concentrations of fine particulate matter close to the level of the current annual fine particulate matter NAAQS. Crittenden County is also designated as a maintenance area due to past exceedances of a previous ozone NAAQS. Therefore, special attention is needed to ensure that these areas continue to experience emission reductions to reduce the risk of NAAQS exceedances.

Arkansas has two designated Class I areas where DEQ must address haze caused by man-made pollutants pursuant to EPA's Regional Haze Rule. Arkansas's designated Class I areas are the Upper Buffalo Wilderness in Northwest Arkansas and the Caney Creek Wilderness in Southwest Arkansas. Reducing emissions that contribute to haze, both near the Class I areas and throughout the state, helps make progress toward the ultimate goal of restoring natural visibility conditions in these areas.

Emissions from diesel-powered vehicles and equipment can be reduced by installing exhaust controls, reducing the amount of time spent idling, upgrading or replacing the engine, or replacing an older diesel vehicle with a new vehicle with inherently lower emissions. These emissions reductions result in improvements in air quality and reduced health risks related to the exposure to diesel exhaust and other air pollutants emitted by diesel vehicles. Therefore, DEQ

seeks to incentivize these diesel emissions reduction projects by providing funding assistance under the Go RED! Program. Applicants are encouraged to describe, in their proposals, any special air quality concerns in their areas of operation and how their proposed projects would benefit air quality.

IV. ELIGIBILITY

A. Eligible Applicants

Any public, private, or nonprofit entity that meets the following criteria is eligible to apply for funding assistance under the Go RED! Program:

- The applicant is based in Arkansas has been in existence for at least three consecutive years;
- The applicant proposes an eligible project (see the "Eligible Equipment" and "Eligible Projects" sections);
- The applicant owns the equipment involved in the proposed project; and
- The applicant could not complete the proposed project without the funding assistance provided by the Go RED! Program.

Private and nonprofit entities may be required to prove their existence and period of time in existence before funds are awarded.

Individuals are not eligible to receive funds unless they are applying on behalf of a public or private entity, which includes a nonprofit organization as described above.

B. Eligible Diesel Vehicles, Engines and Equipment

Projects eligible for funding under the Go RED! Program may include without limitation diesel emissions reduction solutions from the following heavy-duty diesel emission source types:

1. School Buses (Type A, B, C, and D);
2. Transit Buses;
3. Medium-duty or heavy-duty trucks (minimum gross vehicle weight rating must be greater than or equal to 16,001 pounds);
4. Locomotives; or
5. Nonroad engines, equipment, or vehicles used in:
    a. Construction;
    b. Handling of cargo (including at a port or airport);
    c. Agriculture;
    d. Mining; or
    e. Energy production.

Diesel vehicles and equipment involved in the project must be registered in the State of Arkansas if registration is required for the type of vehicle and/or equipment under Arkansas state law.

C. Eligible Project Types

Projects eligible for funding under the Go RED! Program include exhaust controls, engine upgrades, idling reduction technologies, engine replacements, and vehicle/equipment replacements. DEQ will not fund any project that is not eligible under the FY 2019–2020 State Clean Diesel Grant Program Information Guide: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100ZK19.pdf.

1. Verified Exhaust Controls

Exhaust controls include pollution control devices installed in the exhaust system (such as oxidation catalysts and particulate matter filters) or systems that include crankcase emissions controls (like a closed crankcase filtration system) that achieve emissions reductions beyond that required by EPA regulation at the time of the engine's certification.

DEQ will fund up to 100% of the cost (labor and equipment) for select verified exhaust control projects on eligible diesel vehicles/equipment. EPA-verified and California Air Resources Board (CARB)-verified exhaust control technologies are eligible for funding assistance under the Go RED! Program. Please note that technologies on the "Formerly Verified" lists are not eligible for funding.

A list of eligible, EPA-verified exhaust controls is available at http://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel.

A list of eligible, CARB-verified exhaust controls is available at http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm.

See Section V of this Applicant Guide for additional information on the eligibility of verified exhaust controls.

2. Verified/Certified Engine Upgrade

Some engines can be upgraded to reduce their emissions by applying manufacturer recommended upgrades (or kits) to certified or verified configurations. Engine upgrades may not be available for all engines, and not all upgrades may achieve an emissions benefit.

DEQ will fund up to 40% of the cost (labor and equipment) for EPA-verified engine upgrades, CARB-verified upgrades, and certified remanufacture systems for eligible nonroad, locomotive, and marine engines. Proposals for engine upgrades must include a demonstration that the engine upgrade will result in an emissions benefit, including pre- and post-project emissions standards level of the engine.

Please note that this funding cannot be applied to the entire cost of an engine rebuild but only to the emissions-reducing upgrade kit and associated labor costs for installation. For example, funding is not available for work on the transmission, radiator, differential, or tandem drives. Washing of the equipment and polishing the crankshaft are not reimbursable expenses. In addition, work that is performed in areas that are not directly related to the engine upgrade is not considered a funding contribution/match and is not eligible for funding assistance.

A list of eligible, EPA-verified engine upgrade technologies is available at https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel.

A list of eligible, CARB-verified exhaust controls is available at http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm.

Lists of certified remanufacture systems for locomotives and marine engines are available at:
http://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data
https://www.epa.gov/sites/production/files/2016-10/marine-reman20140909.xls

See Section V of this Applicant Guide for additional information on the eligibility of verified engine upgrades and remanufacture systems.

3. Verified Idling Reduction Technologies

Idling reduction technologies reduce emissions by providing services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary and reduces unnecessary idling of such vehicles or equipment. Reducing idling conserves diesel fuel and lowers emissions.

Lists of eligible, EPA-verified idling reduction technologies are available at: www.epa.gov/verified-diesel-tech/smartway-technology. The funding assistance available and specific eligibility requirements for each category of Idling Reduction Technologies is specified below.

a. Locomotive Idling Reduction Technologies

DEQ will fund up to 40% of the cost (labor and equipment) of eligible EPA-verified idling reduction technologies for eligible locomotives.

b. Electrified Parking Spaces (Truck Stop Electrification)

DEQ will fund up to 30% of the cost (labor and equipment) of eligible electrified parking space technologies, including the cost of modifications, attachments, accessories or auxiliary apparatus necessary to make the equipment functional.

The following are not eligible for funding:

- On-board auxiliary power units and other equipment installed on trucks;
- Equipment and services unrelated to heating and cooling (such as a telephone, internet, television, etc.);
- Transport refrigeration units;
- Electricity costs; and
- Operation and maintenance costs.

For proposals submitted for electrified parking spaces, the following must be addressed in the proposal narrative or in an attachment to the proposal narrative:

- Proposed installation location;
- Number of spaces;
- Estimated occupancy rates;
- Estimated emissions reduction;

- Description of the electrified parking spaces system, including without limitation the manufacturer of the system.

The applicant must provide proof of property ownership or permission to complete the project from the property owner of the parcel where the electrified parking system will be installed.

c. Highway Idling Reduction Technologies

DEQ will fund up to 100% of the cost (labor and equipment) for verified idling reduction technologies installed on long-haul Class 8 trucks and school buses, if:

- Combined on the same vehicle with new installation of verified exhaust controls funded under this program; or
- Installed on long-haul Class 8 trucks and school buses with model year 2006 or older engines that have been previously retrofitted with verified exhaust controls that would be eligible for funding under this program.

DEQ will fund up to 25% of the cost (labor and equipment) for stand-alone verified idling reduction technologies on eligible long-haul Class 8 trucks and school buses.

Auxiliary power units (APUs) and generators are not eligible for vehicles with 2007 model year or newer certified engine configurations on long haul Class 8 vehicles.

See Section V of this Applicant Guide for additional information on the eligibility of idling reduction technologies.

4. Certified Engine Replacements

Engine replacement refers to the removal of an existing engine and its replacement with a newer or cleaner engine that is certified for use with diesel, an alternative fuel (such as gasoline, CNG, or propane), or diesel engine replacement with a zero tailpipe emissions power source or electric generator. Engine replacement projects are also called “repower” projects.

Funding assistance for certified engine replacements is dependent on the type of vehicle or equipment and the replacement technology. Eligible costs include the cost of modifications, attachments, accessories, or auxiliary apparatuses necessary to make the equipment functional, including related labor expenses. Examples of ineligible costs include without limitation electricity, operation, maintenance, and other typical vehicle or equipment maintenance or repair.

Engines replaced using Go RED! Program funds must be operational and in service at the time of application and rendered inoperative and scrapped as part of the project.

a. Locomotive, Marine, and Nonroad Diesel Vehicles and Equipment

DEQ will fund up to 40% of the cost (labor and equipment) of replacing an eligible diesel engine with a 2019 model year or newer engine certified to meet EPA emissions standards. Previous model year engines may be used if the engine is certified to meet the same emissions standards applicable to engine model year 2019. EPA emissions standards for locomotive, marine, and nonroad diesel vehicles and equipment are available at http://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles.

DEQ will fund up to 60% of the cost (labor and equipment) of replacing an eligible diesel engine with a zero tailpipe emissions power source.

b. Highway Diesel Vehicles

DEQ will fund up to 40% of the cost (labor and equipment) of replacing an eligible diesel engine with a 2016 model year or newer engine certified to meet EPA emissions standards. EPA emissions standards for highway engines are available at http://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles.

DEQ will fund up to 50% of the cost (labor and equipment) of replacing an eligible diesel engine with a 2016 model year or newer engine certified to meet CARB's Optional Low NOx standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx.

DEQ will fund up to 60% of the cost (labor and equipment) of replacing an eligible diesel engine with a zero tailpipe emissions power source.

See Section V of this Applicant Guide for additional information on the eligibility of certified engine replacements.

D. Vehicle/Equipment Replacement

Replacement of older nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels with newer, cleaner vehicles and equipment can reduce emissions. Replacement vehicles/equipment must use engines certified by EPA and, if applicable, certified by CARB, to meet a more stringent set of emission standards than the vehicle/equipment replaced. The replacement vehicle/equipment may be powered by diesel, zero tailpipe emissions systems (grid, battery, or fuel cell), hybrid or alternative fuel (such as gasoline, CNG, or propane). Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification.

Eligible costs of a vehicle/equipment replacement include the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the vehicle/equipment functional. Eligible costs also include purchase and installation of electrical infrastructure or equipment to enable use of a grid electric-powered vehicle/equipment replacement. Examples of ineligible costs include costs for additional optional components or add-ons that significantly increase the cost of the vehicle, electricity, operation, and maintenance.

Vehicles/equipment replaced using Go RED! Program funds must be operational and in service at the time of application and rendered inoperative and scrapped as part of the project.

1. Locomotive, Marine, and Nonroad Diesel Vehicles and Equipment

DEQ will fund up to 25% of the cost (labor and equipment) of replacing an eligible locomotive, marine vessel, or nonroad vehicle or piece of equipment with a vehicle/equipment with a 2019 model year or newer engine certified to meet EPA emissions standards. Previous model year engines may be used if the engine is certified to meet the same emissions standards applicable to engine model year 2019. EPA emissions standards for locomotive, marine, and nonroad diesel

vehicles and equipment are available at http://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles.

DEQ will fund up to 45% of the cost (labor and equipment) of replacing an eligible diesel-powered locomotive, marine vessel or nonroad vehicle or piece of equipment with a zero tailpipe emissions power source.

2. Highway Diesel Vehicles

DEQ will fund up to 25% of the cost (labor and equipment) of replacing an eligible diesel vehicle with a vehicle powered by a 2016 model year or newer engine certified to meet EPA emissions standards. EPA emissions standards for highway engines are available at http://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles.

DEQ will fund up to 35% of the cost (labor and equipment) of replacing an eligible diesel vehicle with a vehicle powered by a 2016 model year or newer engine certified to meet CARB's Optional Low NOx standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx.

DEQ will fund up to 45% of the cost (labor and equipment) of replacing an eligible diesel engine with a zero tailpipe emissions power source.

See Section V of this Applicant Guide for additional information on the eligibility of certified engine replacements.

E. Clean Alternative Fuel Conversions

Clean alternative fuel conversion projects reduce emissions by applying a certified or compliant alternative fuel conversion kit to an existing highway diesel engine.

DEQ will fund up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. The conversion system must be certified by EPA and/or CARB, or approved by EPA for Intermediate-Age Engines.

EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems.

CARB's list of "Approved Alternate Fuel Retrofit Systems" is available at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.

Clean alternative fuel conversion projects for engine model years 1995 – 2006 must achieve at least a 30% reduction in nitrogen oxides emissions and a ten percent reduction in particulate matter emissions from the applicable certified emissions standards of the original engine. For engine model years 2007 – 2009, the conversion must achieve at least a 20% reduction in nitrogen oxides emissions and no increase in particulate matter emissions from the applicable certified emissions standards of the original engine.

Proposals for clean alternative fuel conversion projects must include a description of the available conversion systems and indicate the pre- and post-project emissions standards level to demonstrate that the conversions will result in the required emissions benefit.

See Section V of this Applicant Guide for additional information on the eligibility of clean alternative fuel conversions.

V. FUNDING RESTRICTIONS

A. Fleet Expansion

All projects involving replacement of vehicles, engines, or equipment must be early attrition projects. The vehicle, engine, or equipment must be fully operational and in current, regular service at the time of application. Vehicles, engines, or equipment scheduled for replacement or retirement on or before August 31, 2024, are not eligible for replacement under the Go RED! Program.

The replacement vehicle, engine, or equipment must:

- Perform a similar function and operation as the vehicle, engine, or equipment being replaced; and
- Be of a similar type and gross vehicle weight rating or horsepower as the vehicle, engine or equipment being replaced:
    - Nonroad: Horsepower increases of more than 25% must be approved by DEQ and EPA and the applicant may be required to pay the additional costs associated with the higher horsepower equipment.
    - Highway: The replacement vehicle must not be in a larger weight class than the existing vehicle.

The vehicle, equipment, and/or engine being replaced must be scrapped or rendered permanently disabled within 90 days of being replaced. DEQ's preferred method for scrapping is to cut a three-inch by three-inch hole in the engine block and to disable the chassis of the vehicle by completely cutting through the frame/frame rails on each side at a point located between the front and rear axles. Prior approval is required for any other scrapping method. If the scrapped vehicle/equipment is sold, the income must be deducted from the eligible costs. DEQ will not reimburse the applicable percentage of eligible costs unless the applicant provides photographic documentation and records of proof of the scrappage.

B. Replacement Technologies

Retrofit projects (including verified exhaust controls and idling reduction technologies) are not eligible for funding if similar technologies have previously been installed on the engine, vehicle, or equipment included in the proposal.

C. Highway Model Year Restrictions

Table 1 lists funding restrictions for projects involving retrofits, conversion, or replacement of medium and heavy-duty trucks, transit buses, and school buses.

Table 1: Eligibility of Medium and Heavy-Duty Trucks, Transit Buses, and School Buses for Diesel Emission Reduction Projects under the Go RED! Program, based on Current Engine Model Year

Current Engine Model Year (EMY)	Vehicle or Engine Retrofits			Vehicle or Engine Replacement: EMY 2016+ (2013+ for Drayage)	Vehicle or Engine Replacement: EMY 2016+ Zero Emission or Low-NO_x	Clean Alternative Fuel Conversion
	DOC, CCV, or DPF	SCR	Verified Idle Reduction			
older – 1995	No	No	No	No	No	No
1996 – 2006	Yes	Yes	Yes	Yes	Yes	Yes[+]
2007 – 2009	No	Yes	Yes[*]	Yes	Yes	Yes[++]
2010 – newer	No	No	Yes[*]	No	Yes	Yes[++]

*Auxiliary power units and generators are not eligible for vehicles with engine model year 2007 or newer.
+For engine model years 1996 through 2006, the conversion kit must be certified or approved to achieve at least a 30% reduction in nitrogen oxides and a 10% reduction in particulate matter from the applicable certified emission standard of the original engine
++For engine model years 2007 and newer, the conversion kit must be certified or approved to achieve at least a 20% reduction in nitrogen oxides and no increase in particulate matter from the applicable certified emission standard of the original engine

D. Nonroad Funding Restrictions

Agricultural pumps must operate at least 250 hours per year and all other nonroad engines must operate at least 500 hours per year to be eligible for funding assistance for retrofit, upgrade, or replacement under the Go RED! Program. Engine hours may be combined to reach these thresholds where two units will be scrapped and replaced with a single unit.

Table 2 lists additional funding restrictions for projects involving nonroad engines based on the horsepower, engine model year, and emissions tier of the current engine.

Table 2: Eligibility of Nonroad Engines for Diesel Emission Reduction Projects under the Go RED! Program, based on Current Engine Model Year

Current Engine Horse-power	Current Engine Model Year (EMY) and Tier	Vehicle/Equipment Replacement: EMY 2019+					Verified Retrofit
		Compression Ignition			Spark Ignition	Zero Emission	
		Tier 0 – 2	Tier 3 – 4	Tier 4	Tier 2		
0 – 50	2006 and Newer; unregulated, Tier 0, Tier 1, and Tier 2	No	No	Yes	Yes	Yes	Yes

Table 3, continued

Current Engine Horse-power	Current Engine Model Year (EMY) and Tier	Vehicle/Equipment Replacement: EMY 2019+					Verified Retrofit
		Compression Ignition			Spark Ignition	Zero Emission	
		Tier 0 – 2		Tier 3 – 4	Tier 4	Tier 2	
51 – 300	1996 and Newer; Tier 0, Tier 1, and Tier 2	No	Yes*	Yes	Yes	Yes	Yes
	1996 and Newer; Tier 3	No	No	Yes	Yes	Yes	Yes
301+	1986 and Newer; Tier 0, Tier 1, and Tier 2	No	Yes*	Yes	Yes	Yes	Yes
	1986 and Newer; Tier 03	No	No	Yes	Yes	Yes	Yes

Current Engine Horse-power	Current Engine Model Year (EMY) and Tier	Engine Replacement: EMY 2019+**			Verified Engine Upgrade
		Compression Ignition		Spark Ignition	Zero Emission
		Tier 0 – 3	Tier 4	Tier 2	
0 – 50	2006 and Newer; unregulated, Tier 0 – 2	No	Yes	Yes	Yes	Yes
51 – 300	1996 and Newer; Tier 0 – 2	No	Yes	Yes	Yes	Yes
301 – 750	1986 and Newer; Tier 0 – 3	No	Yes	Yes	Yes	Yes
751+	1986 and Newer; Tier 0 – 2	No	Yes	Yes	Yes	Yes

* Tier 3 and Tier 4 interim (4i) only eligible if Tier 4 final is not yet available from the original equipment manufacturer for 2019 model year vehicles/equipment.

**Previous engine model year engines are eligible for use in engine replacement projects if the engine is certified to the same emission standards applicable to engine model year 2019.

E. Locomotive Funding Restrictions

Locomotives must operate at least 1000 hours per year to be eligible for retrofit (including idling reduction technologies), replacement, or upgrade under the Go RED! Program. Engine hours

may be combined to reach this threshold where two engines will be scrapped and replaced with a single engine.

Locomotive shore connection system projects that are expected to be utilized less than 1000 hours per year are not eligible for funding under the Go RED! Program.

Table 3 lists additional funding restrictions for projects involving locomotives based on the emissions tier of the current locomotive.

Table 4: Eligibility of Locomotives for Diesel Emission Reduction Projects under the Go RED! Program, based on Emission Tier

Current Locomotive Tier	Locomotive or Engine Replacement EMY 2019+* or Zero Emission			Verified Retrofit	Idling-Reduction Technology	Certified Remanufacture System
	Tier 0+ – 3	Tier 4	Zero Emission			
Unregulated – Tier 2	No	Yes	Yes	Yes	Yes**	Yes
Tier 2+ switcher	No	Yes	Yes	Yes	Yes**	Yes
Tier 2+ line haul	No	No	No	Yes	Yes**	Yes
Tier 3 – 4	No	No	No	No	No	No

*Previous engine model year engines are eligible for use in engine replacement projects if the engine is certified to the same emission standards applicable to engine model year 2019

**Automatic Engine Start-Stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated

F. Marine Engine Funding Restrictions

Marine engines must operate at least 1000 hours per year to be eligible for retrofit (including idling reduction technologies), replacement, or upgrade under Go RED!. Engine hours may be combined to reach this threshold where two engines will be scrapped and replaced with a single engine. Table 4 lists additional restrictions for projects involving marine engines based on emission tier of the current marine engine.

Table 5: Eligibility of Marine Engines for Diesel Emission Reduction Projects under the Go RED! Program based on Emission Tier

Current Engine Tier	Vessel Engine Replacement: EMY 2019+*				Certified Remanufacture System	Verified Engine Upgrade
	Compression Ignition		Spark Ignition	Zero Emission		
	Tier 1 – 2	Tier 3 - 4				
Unregulated – Tier 2	No	Yes	Yes	Yes	Yes	Yes
Tier 3 – 4	No	No	No	Yes	No	No

*Previous engine model year engines are eligible for use in engine replacement projects if the engine is certified to the same emission standards applicable to engine model year 2019

G. Mandated Measures

Projects are not eligible for funding if the emission reductions are required under federal law for the vehicle, engine, or equipment included in the proposal.

H. Additional Funding Restrictions

Go RED! Program funding shall not be used for any of the following activities:

- Matching funds for other federal grants;
- Lobbying;
- Intervention in federal regulatory or adjudicatory proceedings;
- Suing the federal government or any other government entity;

Go RED! Program funding shall not be used for personal or recreational equipment.

Go RED! Program funding shall not be used for fueling infrastructure, such as that used for the production and/or distribution of biodiesel, compressed natural gas, liquefied natural gas, and/or other fuels.

Awardees who receive funding to retrofit or replace diesel equipment and/or vehicles must commit to retaining ownership and operating their diesel equipment in the state of Arkansas for at least five years.

VI. APPLICANT COST-SHARE REQUIREMENTS

Most projects funded under the Go RED! Program have a minimum mandatory cost-share for eligible project expenses that must be paid by the applicant. The applicant may propose to contribute additional funds above and beyond the minimum mandatory cost-share. The applicant may not use federal funds for the cost-share.

Table 5 lists maximum percentages of eligible costs that DEQ will reimburse based on the type of project and the required minimum mandatory cost-share. DEQ retains the right to partially fund proposals.

Table 6: Maximum Go RED! Program Funding Assistance and Mandatory Applicant Cost-Share

Eligible Project Types	**Maximum Go RED! Funding Assistance** (% of eligible costs)	**Minimum Mandatory Cost-Share from Applicant** (% of eligible costs)
Exhaust Control Retrofit	100%	0%
Engine Upgrade / Remanufacture	40%	60%
Highway Idle Reduction Bundled with Exhaust Control Retrofit	100%	0%
Stand-alone Highway Idle Reduction	25%	75%
Electrified Parking Space	30%	70%
Engine Replacement – Diesel or Alternative Fuel	40%	60%

Table 7, continued

Eligible Project Types	Maximum Go RED! Funding Assistance (% of eligible costs)	Minimum Mandatory Cost-Share from Applicant (% of eligible costs)
Engine Replacement – Low NOx	50%	50%
Engine Replacement – Zero Emission	60%	40%
Vehicle/Equipment Replacement – Diesel or Alternative Fuel	25%	75%
Vehicle/Equipment Replacement – Low NOx	35%	65%
Vehicle/Equipment Replacement – Zero Emission	45%	55%
Clean Alternative Fuel Conversion	40%	60%

Examples of eligible project costs, subject to approval by DEQ, include:

- Transportation costs
- Invoice cost of add-on devices, engine upgrade kit, and new engine, including sales tax and delivery charges
- Installation costs
- Associated supplies directly related to the installation of the devices or equipment
- Costs to remove and dispose of the old engine
    - The sale of engines and/or vehicle/equipment for scrap must be reported as program income and deducted from the total project cost before the amount to be reimbursed is calculated. Verification of the sale and amount(s) must be submitted to DEQ.
- Reengineering costs, if the vehicle or equipment must be modified for the retrofit, add-on devices, and/or new engine to be installed and used

VII. PROJECT SELECTION PROCESS

A. Proposal Submittal

Please direct all questions regarding the Go RED! Program to Deiona McKnight at 501-682-0641 or mcknight@adeq.state.ar.us.

Proposals are due to DEQ by 4:30 p.m. CST on the last business day of the month starting December 31, 2020, until available funds have been awarded, but no later than April 30, 2021.

Rolling Deadlines

December 31, 2020First application period closes; proposals and all documentation due to DEQ by 4:30 p.m. CST.

January 29, 2021:

Second application period closes (if funding remains after first round); proposals and all documentation due to DEQ by 4:30 p.m. CST.

February 26, 2021:

Third application period closes (if funding remains after second round); proposals and all documentation due to DEQ by 4:30 p.m. CST.

March 31, 2021

Fourth application period closes (if funding remains after third round); proposals and all documentation due to DEQ by 4:30 p.m. CST.

April 30, 2021

Final application period closes (if funding remains after fourth round); proposals and all documentation due to DEQ by 4:30 p.m. CST.

You may submit your proposal by mail (see address below), email (mcknight@adeq.state.ar.us), or fax (501-682-0880). All emails must be smaller than 10 megabytes. DEQ is not responsible for server, fax, or other delivery delays.

Mail Address:

ATTN: Deiona McKnight, Go RED! Program Coordinator
Arkansas Division of Environmental Quality
5301 Northshore Drive
North Little Rock, AR 72118

B. Proposal Evaluation

DEQ will evaluate and score proposals received by the last business day of the previous month based on the quality of the proposal and the criteria described below. Requirements for proposal content are provided in Section X and a proposal template is provided in Appendix A of this Applicant Guide. **DEQ will not evaluate proposals that do not include all of the required information, signatures, certifications, and attachments.**

1. Air Quality

DEQ will evaluate this criterion based on project location. The applicant should describe in their proposal any special air quality concerns in the area where the vehicle, engine, or equipment involved in the proposed diesel emission reduction project is primarily used. DEQ will prioritize funding of projects in the following areas:

- Areas with historic ozone and fine particulate concentrations near to or exceeding the level of national ambient air quality standards;
- Federal Class I areas (Upper Buffalo Wilderness and Caney Creek Wilderness); and
- Areas with toxic air pollutant concerns.

2. Cost-Effectiveness

DEQ will calculate the cost-effectiveness of the proposed project in terms of dollars requested per pound of pollutant reduced using the applicant-provided parameters required in the proposal. The more cost-effective (lower $/pound) a project is, the more points it will receive under this criterion.

3. Public Health Benefits

DEQ will evaluate proposals on the degree to which the proposal demonstrates a public health benefit to the community in which the vehicle, engine, or equipment involved in the proposed diesel emission reduction project is primarily used. Such benefits may include the following:

- The project reduces environmental risks to the public;
- The project reduces environmental risks to sensitive populations, economically-disadvantaged populations, and other populations with disproportionately high and adverse human health or environmental impact risk;
- The project employs a community-based multi-stakeholder collaborative process to reduce toxic emissions.

4. Time Spent in Arkansas

DEQ will evaluate proposals based on the percentage of time that the vehicle, engine, or equipment involved in the proposed diesel emission reduction project operates in Arkansas. DEQ will prioritize funding of projects involving vehicles, engines, or equipment that spend a higher percentage of time operating in Arkansas and that will continue to operate in Arkansas beyond the minimum five-year period required by the Go RED! Program.

5. Programmatic Capability

DEQ's evaluation of each proposal will take into account the applicant's ability to complete and manage the proposed project. DEQ will consider the applicant's proposed work plan, budget, timeline, technology applicability, and equipment information. DEQ will also consider how the cumulative experience, knowledge, qualifications, and organizational resources of the applicant will assist in completion of the project.

6. Environmentally Aware

DEQ will evaluate proposals based on other environmentally beneficial measures that the applicant already practices and how the proposed project will conserve fuel and reduce emissions.

7. Additional Funding Contribution

Additional points are available if the applicant proposes to provide additional funding beyond the minimum mandatory cost-share requirements.

C. Project Selection

After each proposal deadline, DEQ will select the highest scoring proposals to recommend for funding. DEQ will notify applicants by email if their proposal has been selected for funding. The Agency will send the notification to the original signer of the proposal. **This initial notification, which advises that the applicant's proposed project has been recommended for award, is not an authorization to begin the project. The formal notification of award, which will be a MOA, is the only document that authorizes commencement of the project.** The formal notification will be delivered by the U.S. Postal Service and will require a signature from both the applicant and a DEQ or E&E official. The MOA will outline the following: eligible expenses, allowable reimbursement amounts, reporting requirements, photographic evidence

obligations, record retention requirements, and additional documentation required for reimbursement.

VIII. COMPETITIVE PROCUREMENT REQUIREMENTS

Once an MOA has been signed, the applicant must complete a sealed competitive bidding process prior to committing to the goods and/or services of a vendor, as outlined by state procurement law[1] and specified in the MOA unless the applicant will use a state contract[2] for purchasing the new equipment. If a state contract is utilized, the applicant must provide DEQ with the outline agreement numbers (OA #) and vendor numbers (Vendor #) on all purchase orders.

IX. REPORTING REQUIREMENTS

DEQ requires the project manager for selected projects to DEQ quarterly progress reports between the time of MOA signature and completion of the project and a detailed final report upon completion of the project. Report requirements will be specified in the MOA.

X. PROPOSAL CONTENT

Applicants should follow instructions carefully and submit all required documentation to DEQ to ensure that their application is complete. DEQ will not evaluate incomplete proposals. DEQ may contact you for clarification and/or supplemental information. Applicants have ten (10) calendar days to respond to any such request. Proposals are subject to the Arkansas Freedom of Information Act.

Each proposal must include a cover page, a proposal narrative, and all required attachments. Sections X.A–C specify the requirements for each section.

A. Cover Page

The cover page should include all of the information listed in X.A.1–3 below:

1. Applicant Information

The applicant information section of the cover page should include all of the following:

- Organization Name;
- Organization DUNS number;
- Mailing Address;
- Physical Address (if different from the mailing address);
- City;
- State;
- Zip Code;
- County;
- Congressional District; and
- Project Manager Name, Title, Email Address, and Phone Number.

[1] See Ark. Code Ann. § 19-11-229 for applicable state law for sealed competitive bidding.
[2] https://www.dfa.arkansas.gov/state-contracts

The applicant information section of the cover page should also provide an answer to each of the following questions:

- Did the organization receive 80% or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, sub grants, and/or cooperative agreements; and $25,000,000 (million) or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, sub grants, and/or cooperative agreements?
- Does the public have access to information about the compensation of the executives in the organization through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?

2. Project Summary

On the cover page, provide the funding amount requested from DEQ, project type, and number of vehicles, engines, and/or equipment involved in your project.

3. Certification Statement and Signature

The cover page should include the following statements and a signature from the project manager listed under applicant information above:

> I certify that the proposed project would not occur without funding assistance from the Go RED! Program, and that the vehicle(s), engine(s), and/or equipment included in this proposal is not scheduled for retirement or replacement prior to September 30, 2024.
>
> I certify that I am an authorized representative of the applicant with authority to sign this application on the applicant's behalf. I further certify that there are no false statements in this application or other materials submitted to DEQ as a part of this application.

B. Proposal Narrative

The proposal narrative must not be longer than ten (10) pages, single-space. The proposal narrative must be written using 10 – 12 point font. Proposal narrative pages must be numbered in the lower center of the page. The proposal narrative should include all of the required elements listed below.

1. Description of Applicant's Organization

The proposal should include details about your organization's size, type of work usually performed, and any energy or environmental conservation measures the organization already practices. Describe any past performance in successfully completing and managing projects similar in size, scope, and relevance to the proposed project. Include the number of years your organization has been in existence in Arkansas.

2. Description of the Proposed Diesel Emission Reduction Project

The proposal should describe the type of diesel emission reduction project proposed and why the project would not have occurred without funding assistance from the Go RED! Program.

The proposal should include the following details about the vehicle(s), engine(s), and/or equipment that will be involved in the proposed project:

- How, when, and where the existing vehicle(s), engine(s), and/or equipment involved in this project are used;
- The percentage of time the existing vehicle(s), engine(s), and/or equipment that will be involved in this project have been operated in Arkansas prior to the application and annual hours of operation or miles traveled;
- The percentage of time and number of years that Go-Red!-funded retrofitted, remanufactured, upgraded, or replacement vehicle(s), engine(s), and/or equipment is expected to be operated in Arkansas. Include the anticipated annual hours operated or miles traveled; and
- Engine model year, horsepower, emission tier, and any other information necessary to determine eligibility consistent with Sections IV and V of this Applicant Guide.

The proposal should describe how the proposed project will conserve diesel fuel and reduce diesel emissions.

3. Description of Air Quality and Public Health Benefits

The proposal should include a description any special air quality concerns in the area where the vehicle(s), engine(s), or equipment involved in the proposed diesel emission reduction project is primarily used. Examples of special air quality concerns in the area where the involved vehicle(s), engine(s), or equipment is primarily used include:

- Historic ozone and fine particulate concentrations near to or exceeding the level of national ambient air quality standards;
- Visibility-protected environments (Upper Buffalo Wilderness and Caney Creek Wilderness);
- Toxic air pollutant concerns; and
- Localized impacts from diesel vehicle(s), engine(s), or equipment (e.g., truck stops, railroad yards, distribution centers, interstates, etc.)

The proposal should include a demonstration of the public health benefits anticipated from the proposed project. Examples of public health benefits include:

- Reducing environmental risks to the public; and
- Reducing environmental risks to sensitive populations, economically-disadvantaged populations, and other populations with disproportionately high and adverse human health or environmental impact risks.

4. Work Plan

The proposal should include a description of each step necessary to complete the project and milestones for completing each step. Please include a work plan timeline similar to the example provided in Table 6 below.

Table 8: Example Project Timeline

Project Step	**Estimated Completion Date**
Solicit bids in newspaper of statewide circulation	March 2021
Bids awarded	May 2021
Equipment delivered and installed	July 2021
Replaced equipment scrapped (if applicable); project complete	August 2021
Final report and reimbursement request submitted to DEQ	September 5, 2021

5. Budget

The proposal should include project cost estimates. Only eligible expenses should be included. See Sections IV, V, and VI of this Applicant Guide for information on eligible expenses. Include detailed description of each eligible cost in the budget item column. If the proposed project involves more than one vehicle, engine, or piece of equipment; the proposal should provide an estimate for the cost of each vehicle, engine, or piece of equipment and the total cost for all vehicles, engines, and equipment included in the proposed project. Provide the estimates in a table using formatting similar to the example below.

Table 9: Example Budget

Budget Item	**Cost per vehicle, engine, equipment**	**Total Cost**
Invoice cost of retrofit technology; upgrade; or replacement vehicle, engine, or equipment	$	$
Delivery and/or transportation charges	$	$
Associated supplies directly related to the installation of the devices or equipment *(please describe)*	$	$
Installation costs *(Labor)*	$	$
Costs to remove and dispose of the old engine/old equipment	$	$
Reengineering costs, if the vehicle or equipment must be modified for the engine upgrade, idling reduction technology and/or new engine to be installed and used (please describe)	$	$
Other costs directly related to the project (please specify)	$	$
SUBTOTAL	$	$
Sales Tax	$	$
Total	$	$
Scrap value	$	$
TOTAL PROJECT COST *equals "Subtotal plus tax" minus "scrap value"*	$	$
APPLICANT COST-SHARE *Must be greater than or equal to the minimum mandatory cost-share (See Section VI of the Applicant Guide)*	$	$
FUNDING REQUESTED FROM DEQ *equals "Total Project Cost" minus "Cost-Share" (Must be less than or equal to the maximum funding assistance for the project type (See Section VI of the Applicant Guide)*	$	$

C. Required Attachments

The applicant must complete and submit the "Fleet Description" Excel spreadsheet with the proposal for all project types, with the exception of electrified parking space (truck stop electrification) projects. Instructions for the "Fleet Description" spreadsheet can be found in the first column of the document. Enter only information applicable to the proposed project. The "Fleet Description" spreadsheet template is available at: https://www.adeq.state.ar.us/air/planning/gored/pdfs/2019-fleet-sheet.xlsx.

The applicant must submit proof of registration of vehicles and/or equipment involved in the project with their proposal if Arkansas state law requires that the vehicle and/or equipment be registered with the State.

For proposals submitted for electrified parking spaces, the following must be addressed in the proposal narrative or in an attachment to the proposal narrative:

- Proposed installation location;
- Number of spaces;
- Estimated occupancy rates;
- Estimated emissions reduction;
- Description of the electrified parking spaces system, including without limitation the manufacturer of the system.

The applicant must provide proof of property ownership or permission to complete the project from the property owner of the parcel where the electrified parking system will be installed.

Appendix A: Proposal Template

Reduce Emissions from Diesels
Go RED! Application Cover Page

Organization Name Click to enter text.		
Mailing Address Click to enter text.		
City Click to enter text.	State Click to enter text.	Zip Code Click to enter text.
County Click to enter text.	Congressional District Click to enter text.	
Organization DUNS number Click to enter text.		

Did the organization receive 80% or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, sub grants, and/or cooperative agreements; and $25,000,000 (million) or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, sub grants, and/or cooperative agreements?

☐ Yes ☐ No

Does the public have access to information about the compensation of the executives in the organization through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?

☐ Yes ☐ No

Project Contact Name and Title Click to enter text.				
Project Contact Email Address Click to enter text.				
Project Contact Phone Number Click to enter text.				
Project Type *(Check applicable box)*	Exhaust Control	☐	Engine Replacement	☐
	Engine Upgrade	☐	Vehicle/Equipment Replacement	☐
	Idling Reduction	☐	Clean Alternative Fuel Conversions	☐
Number of vehicles/engines/equipment in the proposal Click to enter text.			Funding Amount Requested ($75,000 max) $ Click to enter text.	

Required Certifications

☐ I certify that the proposed project would not occur without funding assistance from the Go RED! Program, and that the vehicle(s), engine(s), and/or equipment included in this proposal is not scheduled for retirement or replacement prior to September 30, 2024.

☐ I certify that I am an authorized representative of the applicant with authority to sign this application on the applicant's behalf. I further certify that there are no false statements in this application or other materials submitted to DEQ as a part of this application.

Signature

X _____Click here to enter a date.

Go RED! Proposal Narrative

Description of Applicant's Organization

Describe the organization's size, type of work usually performed, and any energy or environmental conservation measures that the organization already practices. Include the number of years your organization has been in existence in Arkansas:

Describe any past performance in successfully completing and managing projects similar in size, scope, and relevance to the proposed project:

Description of the Proposed Diesel Emission Reduction Project

Describe the type of diesel emissions reduction project proposed and why the project would not occur without funding assistance from the Go RED! Program. Include how the proposed project will conserve diesel fuel and/or reduce diesel emissions:

Describe how, when, and where the **existing** vehicle(s), engine(s), and/or equipment involved in this project are used, including without limitation:

- Typical function;
- Frequency of operation and typical time of day;
- Percentage of time operated in Arkansas;
- Number of hours operated or miles driven per year:

Describe how, when, and where the **retrofitted, upgraded, or replacement** vehicle(s), engine(s), and/or equipment involved in this project will be used, including without limitation:

- Typical function;
- Frequency of operation and typical time of day;
- Percentage of time operated in Arkansas;
- Number of hours operated or miles driven per year

Provide the engine model year, horsepower, emission tier, and any other information necessary about the existing and the proposed retrofitted, upgraded, or replaced vehicle(s), engine(s), and/or equipment involved in this project (See Sections IV and V of the Applicant Guide):

Description of Air Quality and Public Health Benefits

Describe any special air quality concerns in the area where the vehicle(s), engine(s), or equipment involved in the proposed diesel emission reduction project is primarily used:

Describe the public health benefits anticipated from the project, including how the proposed project will reduce environmental risks to the public, to sensitive populations, to economically-disadvantaged populations, and/or to other populations with disproportionately high and adverse human health or environmental impact risks.

Work Plan

Describe each step necessary to complete the proposed project if your project is selected, beginning after receipt of a signed MOA (the MOA serves as your authorization to begin work on the project in addition to outlining requirements for reimbursement)and ending with your submission of the final report and reimbursement request to DEQ.

Use the table below to create a timeline for completing each step necessary to complete the project. See Table 6 of the Applicant Guide for an example.

Project Step	**Estimated Completion Date**

Budget

In the table below, provide an estimate for the project costs associated with each vehicle, engine, or piece of equipment and the total cost for all vehicles, engines, and equipment included in the proposed project. If the cost per vehicle, engine, or equipment differs, add a column for each in the table. Include detailed description of each eligible cost in the budget item column. See Table 7 in the Applicant Guide for an example budget and see Sections IV, V, and VI of the Applicant Guide for information on eligible expenses.

Budget Item (Eligible Expenses Only)	**Cost per vehicle, engine, equipment**	**Total Cost**
	$	$
	$	$
	$	$
	$	$
	$	$
	$	$
	$	$
	$	$
	$	$
SUBTOTAL	**$**	**$**
Sales Tax	$	$
Total	$	$
Scrap value	$	$
TOTAL PROJECT COST *equals "Subtotal plus tax" minus "scrap value"*	**$**	**$**
APPLICANT COST-SHARE *Must be greater than or equal to the minimum mandatory cost-share (See Section VI of the Applicant Guide)*	**$**	**$**
FUNDING REQUESTED FROM DEQ *equals "Total Project Cost" minus "Cost-Share" (Must be less than or equal to the maximum funding assistance for the project type (See Section VI of the Applicant Guide)*	**$**	**$**

Required Attachments
All projects (except electrified parking space projects)
☐ I have filled in all of the required applicable information associated with my proposed project in the "Fleet Description" Excel spreadsheet. The completed spreadsheet is included with this proposal submission. ☐ I have included with this proposal submission proof of registration with the State of Arkansas (if applicable) for each existing vehicle and equipment involved in the project for which registration is required under Arkansas State law.
Electrified Parking Space (Truck Stop Electrification) Projects
☐ I have addressed the following items in the proposal narrative or in an attachment to the proposal narrative: • Proposed installation location; • Number of spaces; • Estimated occupancy rates; • Estimated emissions reduction; • Description of the electrified parking spaces system, including without limitation the manufacturer of the system. ☐ I have included with this proposal submission proof of property ownership or permission to complete the project from the property owner of the parcel where the electrified parking system will be installed.