

TEXAS EMISSIONS REDUCTION PLAN OUTREACH FOR NORTH TEXAS



Executive Summary

In December 2007, the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA) Region 6 challenged local leaders to use the state's financial incentive to clean up approximately 4,500 heavy-duty diesel engines operating in the Dallas-Fort Worth air quality non-attainment area. The Texas Emissions Reduction Program (TERP) provided \$110 million in grants and \$30 million in rebates to offset the incremental costs associated with reducing emissions of nitrogen oxide (NO_x) from heavy-duty diesel engines. NO_x is one of the primary components of ground-level ozone, or smog. TERP provides an opportunity for both local governments and businesses to make a difference in local air quality by upgrading their fleet with newer, cleaner models.

A team of North Texas partners joined EPA and TCEQ in leading an aggressive outreach campaign to help local governments and businesses take part in the program. Team members included the North Central Texas Council of Governments, the cities of Dallas and Fort Worth, the Greater Dallas Chamber, the New Greater Dallas Chamber Committee, the Fort Worth Chamber, the North Texas Clean Air Coalition and the Texas Business for Clean Air.

Outreach efforts consisted of letter campaigns, traditional marketing, informational workshops, assistance sessions, and community help desks throughout North Texas. The community help desks operated weekly from February 4 to April 10, providing daily technical assistance to applicants. In addition, EPA operated a call center to respond to technical calls received through the TERP hotline, and provided a scheduling service to individuals requesting application assistance in the Dallas-Fort Worth area. Over 700 individuals received assistance from the North Texas Call Center, which operated from January 28 to April 11.

This unparalleled partnership culminated in the successful submittal of nearly 700 grant applications, more DFW applications received by TCEQ than in previous funding cycles. In addition, DFW businesses received over \$9.1 million dollars in first-come first-served rebates. TCEQ is currently in the process of evaluating and awarding more than 1,400 grants received statewide.

EPA's mission to improve air quality in non-attainment areas could not be carried out without the significant partnership of state and local stakeholders. The TERP outreach for North Texas created a new model of collaboration at all levels of government, private and public sectors. Future initiatives will benefit from the lessons learned and the partnerships developed through this effort.

Project Overview

The Dallas-Fort Worth region currently does not meet federal air quality standards. The Texas Emissions Reduction Plan (TERP) is a critical component of the State Implementation Plan (SIP) to achieve air quality compliance. As a result, the Texas Legislature authorized the Texas Commission on Environmental Quality (TCEQ) to continue administering the plan until at least 2013, and allocated \$140 million for the 2008 funding cycle. The 2008 call for projects ran from January 11 to April 11.

The EPA and TCEQ challenged local leaders to use the TERP financial incentive to clean up approximately 4,500 heavy-duty diesel engines operating in the Dallas-Fort Worth area, which could reduce ozone-forming pollution by 14 tons of NO_x per day. In addition to dump trucks, haul trucks, tractor trailers and cement trucks, pollution reductions from non-road equipment, such as large diesel-powered construction equipment, would also meet this goal. Those eligible to apply for TERP include local governments, non-profits, business, school districts and individuals who own or operate this type of diesel equipment or vehicles in eligible counties.

EPA and TCEQ led a Communication Team of North Texas local governments and business organizations to widely promote and encourage participation in TERP. Eligible counties in North Texas included Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant counties. Targeted were eligible owners or operators of on-road heavy duty diesel vehicles weighing 8,500 pounds or more and heavy duty diesel equipment with a horsepower of at least 25. The Team's outreach campaign ran from January 28 to April 11.

Available Data

Data sources used to locate and contact potential TERP applicants included: vehicle registration information from TxDOT, Standard Industrial Classification (SIC) database to locate eligible businesses in Denton County, NCTCOG's local government directory and committee databases, membership databases from both the Dallas and Fort Worth Chambers of Commerce, and databases supplied by TCEQ.

Outreach Framework and Activities Conducted

The Communication Team developed a framework to guide outreach in the DFW area. Four key sectors were identified including, local governments, small business, large business and vendors. Team members volunteered to lead and coordinate outreach efforts for each sector.

Primary outreach activities consisted of calling potential applicants, operating a North Texas call and reservation center, sending outreach letters, conducting workshops and assistance sessions, and staffing community help desks. The Texas Business for Clean Air operated a call bank specifically dedicated to contacting registered vehicle owners and encouraging them to apply. Hispanic outreach and assistance was also incorporated based on the needs identified by initial callers. An informational workshop was held with the Dallas Hispanic Chamber of Commerce, and bilingual assistance was also provided by NCTCOG in Arlington and by EPA staff through the call center and at the Denton help desk.

Other activities included posting TERP information and links in each Team member's Web site, and contacting their constituents to promote TERP. In total over 680 outreach phone

calls, 2,620 outreach emails and over 1,400 letters were sent to potential applicants in North Texas, including businesses and local governments.

Application Assistance

The Team dedicated a majority of their resources to provide immediate and direct assistance to each potential applicant. The TCEQ conducted seven informational workshops designed to provide an overview of the program and its benefits to local government, businesses, school districts and others. The City of Dallas, TCEQ and NCTCOG conducted a total of ten application assistance sessions designed to explain each step of the application process.

Building upon TCEQ’s proven outreach efforts, the team developed two new innovative strategies to assist individuals with the application process, including a North Texas TERP call center and four community help desks.

The North Texas call center was operated by EPA and staffed by six TERP outreach specialists trained by technical experts from TCEQ and NCTCOG. The call center provided assistance with application questions and handled the reservation system for the help desks. Nearly 100 reservations for the help desks were made through the call center, and over 740 callers received technical assistance including Spanish speakers.

The City of Dallas, TCEQ, NCTCOG and EPA operated four community help desks designed to provide a convenient location to assist applicants with the process. The help desks were available Monday thru Thursday either by appointment or as walk-in from February 4 to April 10. In total 142 individuals were assisted by the help desks.

The Communication Team’s combined efforts resulted in 142 possible opportunities to provide TERP assistance to the public. Workshops, assistance sessions and help desks were located in Collin, Dallas, Denton and Tarrant counties.

| Summary of Primary Activity | Lead(s) | Purpose | Total |
|------------------------------------|---------------------------|--|----------------------------|
| TERP training sessions | TCEQ and NCTCOG | Train staff to assist applicants | 2 sessions |
| Informational workshops | TCEQ | Explain the program incentives to the general public, local governments and Hispanic Chamber of Commerce | 7 workshops |
| Community Help Desks | Dallas, EPA, NCTCOG, TCEQ | Located in Arlington, Dallas, Denton and Fort Worth and open Mondays thru Thursdays from February 4 until April 10; provide weekly assistance via appointments made through the reservation service or walk-ins. | Open 69 days (4 locations) |
| Application | City of | Provide assistance to applicants throughout | 10 sessions |

| | | | |
|---|-------------------------|--|--|
| Assistance Sessions | Dallas, TCEQ and NCTCOG | the four main counties (Collin, Dallas, Denton and Tarrant) from February 8 to April 7. | |
| North Texas TERP call center | EPA | Operate call center from January 28 until April 11 specifically to assist DFW applicants with questions and to manage the reservation system | 54 days in operation; assisted 742 callers |
| Total number of opportunities that TERP assistance was available | | | 142 |

Marketing and Media Coverage

The TCEQ’s marketing program consisted of distributing brochures and posters, placing billboards in high-traffic corridors, and running paid spots in both English and Spanish in WBAP, KFLC and KRLD radio stations. Several callers, particularly truckers, indicated that the radio announcements prompted them to call the TERP hotline for additional information.

Other marketing efforts conducted included the City of Fort Worth’s paid TERP advertisement in the Star-Telegram, and the Greater Dallas Chamber’s TERP booth at their Public Sector Design & Construction Forum. EPA issued 15 press releases to promote local rebate recipients, which generated a flurry of media inquiries, interviews and articles. The TXBCA and NCTCOG arranged an interview with KTVT-11 highlighting the benefits of the program for small businesses.

Media coverage included editorials, articles or news stories in the following sources: Dallas Morning News, Denton Record Chronicle, Carrollton Leader, Waxahachie Daily Light, Cleburne Times-Review, KTVT-11, WFAA-8, Truckers Land Line Magazine, Diesel Direct, Community Dispatch.com, Business Legal Reports, Denton Topix.com, Reliable Plant Magazine, and GreenBank.com.

Lessons Learned and Recommendations

Achieving clean air is one of the most pressing issues for the Dallas-Fort Worth region, and the solutions require dedicated partnerships and innovative strategies from all levels of government, business and public sectors. Since 2001, the TCEQ has awarded \$506.2 million in TERP grants and rebates, covering 7,000 vehicles and pieces of equipment, for a total NOx reduction of over 125,000 tons statewide. TERP continues to provide a significant opportunity to improve air quality that is both environmentally and economically sensible.

The TERP Communication Team for North Texas created a new model of collaboration by bringing together all levels of government, private and public sectors dedicated to a common goal. Future initiatives will benefit from the lessons learned and the partnerships developed through this effort. Lessons learned and recommendations are summarized below.

1. Begin future outreach and marketing efforts several months in advance before the application period opens to allow applicants sufficient time to hear about TERP and complete and submit applications. This is especially important for local governments that have lengthy process to submit an application.

2. Continue letter writing campaigns, particularly targeting local businesses. Several callers and help desk visitors indicated the letters were effective.
3. Enhance promotional materials by including the basic information that an applicant is required to provide about their vehicles such as the title, model year, gross vehicle weight rating and annual miles.
4. Provide advanced training sessions for partners who elect to provide local assistance for future funding cycles, and include more examples of real-life applications.
5. Continue advertisements on the radio. Various callers reported this was very effective; however, consider beginning the radio campaign early in the process. Also consider weekly ads in local papers.
6. Consider using NCTCOG's modified version of the TERP calculator, which includes a table illustrating how cost-effectiveness works related to grant award eligibility. This table proved to be invaluable in explaining to applicants how to weigh the risk of asking for higher award amounts.
7. Continue using the grant comparison table outlining the key elements of the rebate and grant. It was very helpful in introducing new prospective applicants to their different options.
8. Incorporate the one-page data collection sheets consolidating all the information needed to complete the grant forms into more advance outreach efforts. This will help prospective applicants start the data-collection process early, which is often very time intensive particularly regarding emissions certification. Many applicants indicated that the vendors did not offer any assistance with engine family codes or emission standards.
9. Host a mini-workshop, either during or before one-on-one Application Assistance Sessions, to give applicants new to the program a better understanding of TERP and the grant application processes so they can be prepared for one-on-one sessions.
10. Identify more effective ways to conduct outreach to the Hispanic community and provide bilingual assistance as needed. For example, in addition to the brochure translate TERP materials including presentations and application documents.
11. Target specific outreach to vendors and dealers to clarify misconceptions about the program. For example, some callers reported that vendors stated they must purchase only a new vehicle to qualify for the program.
12. Allow applications to be postmarked on the final day of the grant deadline to maximize the number of applications received. Some applicants may have a hardship personally delivering applications on the final day.
13. Explore electronic submittal of applications and allow signature pages to be mailed separately to facilitate paper reduction and immediate transfer of applications, particularly for rebates.

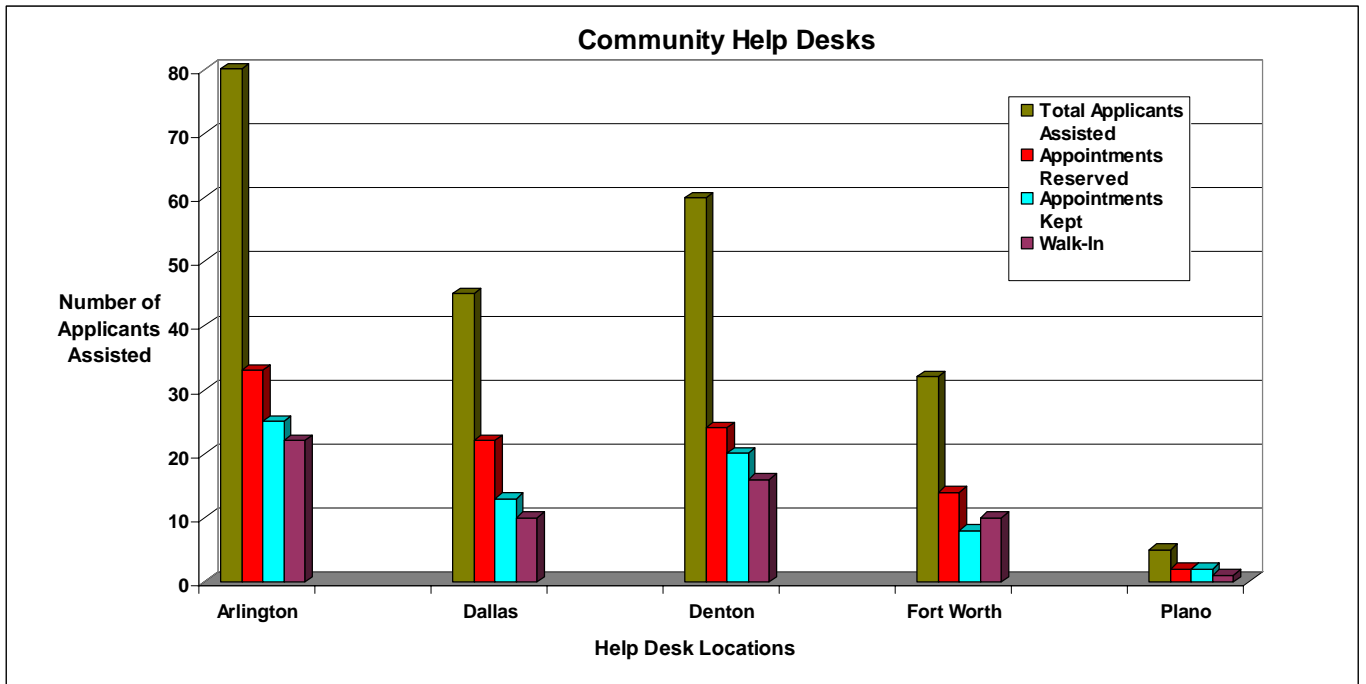
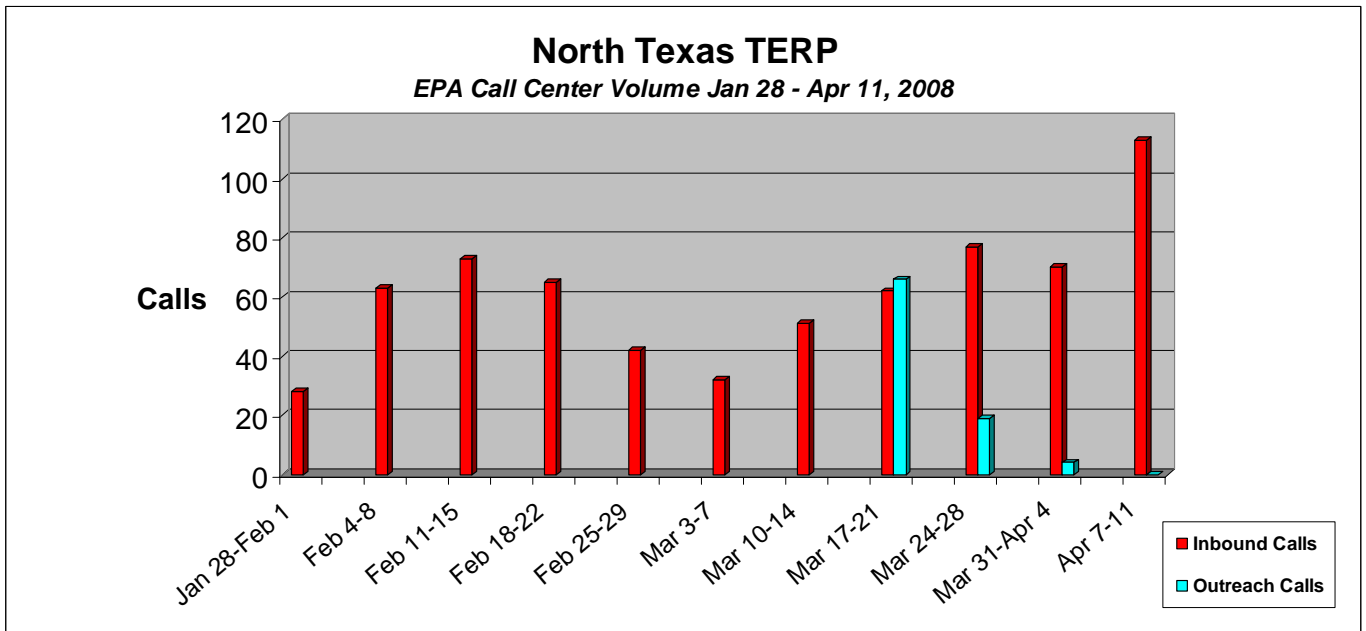
14. Continue exploring ways to reach out to municipalities early in the process, such as working with Public Works and the Texas Public Purchasing associations.
15. Post frequently asked questions to the TERP website as another information tool.

**TEXAS EMISSIONS REDUCTION PLAN
OUTREACH FOR NORTH TEXAS**



APPENDIX A-E

APPENDIX A – Assistance Graphs



APPENDIX B – Call Bank Script

Texas Emissions Reduction Plan (TERP) Grant Programs Dallas-Fort Worth Call Initiative Proposed Script and Directions January 15, 2008

Procedures and Script

1. Answering Machine

If the caller reaches an answering system, a message can be left similar to the message below.

Good morning/afternoon. I am calling on behalf of local, state, and federal leaders working to help clear the air in the Dallas-Fort Worth Area. We want you to know about an important program called the Texas Emissions Reduction Plan, or TERP. This program can provide money to help you upgrade or replace your older model heavy-duty truck or equipment with a newer, cleaner model. To find out more about this program, please visit the TERP web site at www.terpgrants.org, that's w w w . t e r p g r a n t s . o r g (spell out) or call the TERP hotline at 800-919-TERP (8377).

2. General Script

If the caller reaches the person being called, the following opening script could be used.

Good morning/afternoon. I am calling on behalf of local, state, and federal leaders working to clear the air in the Dallas-Fort Worth Area. They want you to know about an important program called the Texas Emissions Reduction Plan, or TERP. This program can provide money to help you upgrade or replace your older model heavy-duty truck or equipment with a newer, cleaner model.

We understand from the Texas Department of Transportation records that you own an older model heavy-duty truck, is that correct? [confirm the ownership with the person being called]

As an example, if you travel at least 75% of your annual miles in the DFW area and you replace your old truck with a new, 2008 model, you could be eligible for a grant that would cover up to 80% of the cost of the new vehicle or \$xxxxxx (look up on the rebate table), whichever is lower. If you travel a lesser percentage of your miles in the DFW area, or if you purchase a slightly used truck, your eligible grant amount would be less.

If you are interested, you can find out more by visiting the TERP web site at www.terpgrants.org, or by calling the toll-free TERP hotline at 800-919-TERP (8377). Copies of the application forms are available at this web site or by calling the TERP hotline.

You also may be interested in attending an informational workshop on the grant application process. Workshops will be held in Fort Worth on January 29, Dallas on February 5, and Denton on February 6. If you are interested, I can give you more information regarding one or more of these workshops. (refer to the workshop schedule if they want more information.)

Individual assistance with the grant applications is also available. Once you have obtained a copy of the application forms and worked to complete the necessary items, you may call the TERP hotline at 800-919-TERP (8377) with questions or to schedule a time to meet with an application assistance advisor in your area. Application assistance advisors will also be available at certain locations to hold regularly scheduled application assistance events in the DFW area. The schedule of these events as well as the workshop schedule is available on the TERP web site

Thank you for your time and please consider finding out more about the TERP grants program.

APPENDIX C – NCTCOG’s Modified Calculator

From TCEQ Technical Supplement No. 1

Worksheet OR-1 Annual Miles of Operation

[Summary Page](#)
[Activity Life Look-up Table](#)
[Emission Standards Look-up Table](#)
[Conversion Factors Look-up Table](#)

Please fill in the following information. This information will help you with your calculations.

Activity Information

| | |
|---|--|
| Type of Activity <input type="checkbox"/> New Purchase/Lease <input type="checkbox"/> Repair <input type="checkbox"/> Replacement <input type="checkbox"/> Retrofit/Add-on | Cost-Effectiveness \$6,000.00 |
| What is the activity life, in years? (See table 1.3) | 7 |
| How many miles will the vehicle travel annually? | 50,000 |
| What is the requested grant amount for the activity? | \$70,105.50 |

Range of Grant Eligibility

| Cost-Effectiveness | Eligible Grant Amount |
|--------------------|-----------------------|
| \$1,000.00 | \$11,684.25 |
| \$2,000.00 | \$23,368.50 |
| \$3,000.00 | \$35,052.75 |
| \$4,000.00 | \$46,737.00 |
| \$5,000.00 | \$58,421.25 |
| \$6,000.00 | \$70,105.50 |
| \$7,000.00 | \$81,789.75 |
| \$8,000.00 | \$93,474.00 |
| \$9,000.00 | \$105,158.25 |
| \$10,000.00 | \$116,842.50 |

Annual Usage Information

| | | |
|--|---------|---------|
| (a) What is the percent of time the vehicle will travel in the eligible counties? | | 100.00% |
| (b) What is the percent of time will the vehicle will spend on highways between the eligible counties? | 0.00% | |
| What is the total percent of time? (a+b) | 100.00% | |
| What is the percent of time the vehicle will travel in the eligible counties? (a) | | 100.00% |

Baseline Engine Information

| | |
|---------------------------------------|--------|
| Model Year | 1980 |
| Fuel Type | Diesel |
| Gross Vehicle Weight Rating (GVWR) | 62000 |
| Baseline Emission Standard (g/bhp-hr) | 10.7 |
| Conversion Factor (bhp-hr/mi) | 3.33 |

Reduced Emission Engine Information

| | |
|--|--------|
| Model Year | 2007 |
| Fuel Type | Diesel |
| Gross Vehicle Weight Rating (GVWR) | 62000 |
| Reduced Emission Standard (g/bhp-hr) | 1.16 |
| Conversion Factor (bhp-hr/mi) | 3.03 |
| If the activity is a retrofit/add-on, is there a verified percentage NOx emission reduction? | 0.00% |

| | |
|---|---------------|
| Estimated annual Nox emission reduction (tons/yr) | 1.669 |
| Total NOx emissions reductions (tons) | 11.684 |

APPENDIX D – Summary of Outreach Activities

| Activities by Partnering Organization | | | | | | | | | | | |
|--|---|-----------------------|----------------------------|------------------------------|------------------------------|--------------------------|--------------------------|----------------------|---------------------------------|-----------------------|--|
| Lead Organization | Primary Activities | Calls Received | Outreach Calls Made | Outreach E-mails Sent | Outreach Letters Sent | Appointments Made | Appointments Seen | Walk-Ins Seen | Assistance Sessions Held | Workshops Held | Total Days a Help Desk was open |
| City of Dallas | Operated Dallas Desk; conducted sessions in Dallas & Plano | | | | 276 | | 15 | 17 | 5 | NA | 19 |
| City of Fort Worth | Conducted internal and community outreach | | 36 | 52 | | NA | NA | NA | NA | NA | NA |
| Dallas Chamber of Commerce | Business outreach | | | | 300 | NA | NA | NA | NA | NA | NA |
| EPA | Operate call center & staffed Denton Desk | 742 | 88 | 438 | 451 | 95 | 20 | 16 | NA | NA | 20 |
| NCTCOG | Staffed Arlington Desk and conducted sessions | 30 | 65 | 2130 | 225 | 1 | 21 | 37 | 3 | NA | 20 |
| TCEQ | Operated TERP hotline; staffed Fort Worth Desk and conducted sessions and workshops | | | | 193 | | 7 | 9 | 2 | 7 | 10 |
| TXBCA | Operated call bank to contact vehicles registered with TXDOT | | 500 | | | NA | NA | NA | NA | NA | NA |
| NA = not applicable | TOTALS | 772 | 689 | 2620 | 1445 | 96 | 63 | 79 | 10 | 7 | 69 |

APPENDIX E – Frequently Asked Questions Received Through the Call Center

| 1 | Questions | Answers |
|---|--|--|
| 2 | <p>What proof of ownership does TCEQ need for tractor type equipment? Since it is off road it is not titled like an automobile or truck. Caller has an old bill of sale that does not look like much.</p> | <p>We have not asked for a lot of info. for off-road equipment regarding past ownership, because folks do not have much. Caller just needs to sign the application and certify that she has owned it for at least the previous two years.</p> |
| 3 | <p>On equipment with a PTO do you use the horsepower of the engine only or do you include the PTO?</p> | <p>The horsepower on the engine</p> |
| 4 | <p>Questions about the salvage value of equipment after the engine is destroyed:</p> <p>1. Some equipment might have up to a \$30,000 salvage value. Does this information need to be taken into consideration on the grant or is the \$1000 scrapage value defaulted for all applications? If the \$30k can be used where should this information be recorded on the application?</p> <p>2. What are the sources of bids allowed? She proposed on-line bids, trader.com, auctions. Since this is a dealer asking, she is concerned about promoting the program only to send her customers to the competition.</p> <p>Another person had a question about the photos of vehicles. Can they send only one set of photos per complete application or do they have to send 3 sets along with each paper copy?</p> | <p>Yes, they need to submit 3 pictures per vehicle and a set of photos per copy submitted. So they would need three sets of 3 photos. Regarding the quotes, they can come from any source however, the quotes should include the TOTAL cost of the equipment including taxes, fees and title.</p> <p>If they don't get a quote reflecting those numbers, they may end up getting less money so it is in their best interest to bring quotes that show all final costs. How they get the quote (on-line, paper, etc.) is up to them. As far as her concerns of sending business to competitors unfortunately we cannot help make that decision for her. Caller needs to decide what's best for her.</p> |

| | | |
|---|--|--|
| 5 | <p>Applicant has 4 diesel fork-lifts that he wants to replace. He will be doing a Rebate Grant. He has gotten to Form 4 of the Rebate Grant that deals with Disposition. He wants to know if he is awarded a Rebate Grant, what are his options if the vehicle engine identification number cannot be located on fork-lifts he wants to replace to show final disposition of the vehicle/engine?</p> <p>Caller said that all the fork-lifts have metal plates on the engines but there is no vehicle engine identification number on metal plates.</p> | <p>He needs to try to find something; a serial number, unit number, etc. If it does not have a serial number on it, he should use the company's internal equipment/unit tracking number as a second option.</p> <p>We need to be sure that we can match the pictures and what he puts in the application to the unit itself, particularly if we come out to look at it before it is destroyed and then when he gets documentation of the destruction. If he has absolutely nothing to put down, he should state that in the application and provide a note stating that he has no serial number and no company internal ID number. We will consider what he says when we review the application.</p> |
| 6 | <p>If a company doesn't get a rebate before Apr 11 because all the rebate funding was gone can they apply under ERIG?</p> | <p>The answer is yes, if a company hears back that they didn't get a rebate because money ran out they can turn around and prepare the ERIG application. They should not submit both applications at once. They need to first hear back that the rebate was not accepted and then send in the ERIG.</p> |
| 7 | <p>Applicant has 12 Dump Trucks and 4 off-road pieces of equipment they are looking at. For their dump trucks they are looking at retrofit and add-on emission reduction technology. The process they are looking at is a combination of NOX reduction, muffler clean-out where the equipment traps particulates and the computer is changed so the engine runs hotter and cleaner.</p> <p>The oldest dump truck is 1997. Their trucks have a 52,000 lb Gross Vehicle Weight. Because of the nature of the truck usage they will need to use the fuel consumed. They are not certain if the equipment modifications have been certified. They have been talking with Southwest International Trucks Inc. about using this emission reduction technology.</p> | <p>The system they are talking about is the International Green Diesel system. International will modify the engine controls and timing, which reduces NOx, and will install a PM filter or DOC to reduce the increase in PM that is caused by changing the engine control. The system is verified for use on certain engines. To date, they have only installed it on school buses.</p> <p>I called the applicant to discuss the International Green Diesel System. It does not sound like their trucks have the right engine and the right model years for this system. I have attached the verification letter from EPA for the system. It is verified for the T444E engines, model years 1999 through 2003. The applicant's dump trucks are 553 engines, 1993 through 1999 model year.</p> |

| | | |
|----|---|--|
| 8 | Applicant wanted to know, if you are leasing an on-road vehicle who gets the grant dollars? Leasing/financing company or applicant? | It depends on how the leasing agreement is set up. If they want the payments to go directly to the company they have to set up a third-party assignment authorizing TCEQ to send the payments directly to the company. If they want to make the payments themselves, that's up to them. |
| 9 | If the CARB FEL NOx emission is 1.16 on these newer engines do we round up? | Yes, it would round up to 1.2 |
| 10 | Applicant had with him a sales magazine of hundreds of trucks that were for sale in the area to compare the price of the truck only without the dump part, to a complete truck that included the dump part. The price was approximately \$78,000 full truck to \$34,000 truck only. He said he could buy the dump part for about \$7000 elsewhere. What is your advice? | He could get the grant for the truck only and add the dump bed separately (outside of the grant), or he can apply to purchase a complete dump truck. Or he can apply for the truck only and put his old dump bed on the replacement truck. However, he cannot apply for a grant to purchase the truck and the dump bed as separate items under the grant. |
| 11 | We had a person call who couldn't understand why their rebate application was returned to him. Generally do you provide a written explanation telling the applicant why the application is being returned (incomplete, not signed, etc.?). | Yes. We send them a letter with an explanation. |
| 12 | Applicant has a "basic water truck". The company is a landscaper. The truck is registered to drive on-road AND it has another engine to power the water spraying. Does he do both form 10430a for on-road and 10430b for non-road since there are 2 engines? | We will call him to discuss. We do these situations on a case-by-case basis. |
| 13 | The individual had paid off the old truck but the title company has gone out of business. He has a title that says duplicate. Is this sufficient for the grant application? | I am not sure what he means by "the title company has gone out of business." Vehicle titles are issued by the Tax Assessor/Collector, not a title company. Regarding duplicate titles, yes it can be a duplicate. It needs to show that he has owned it for the previous two years. |
| 14 | Can applicant apply just for an APU for a truck? | Yes. They can apply for just the APU to go on the truck. |
| 15 | Caller is interested in the repower option. Please confirm that we | That is correct. The rebate tables are based on the engine emissions |

| | | |
|-----------|--|---|
| | use the same rebate tables for a replacement purchase and the repower. In other words they are eligible for the same amount of money whether they replace the vehicle or repower it? | rates, so it applies for both replacements and repowers. |
| 16 | Applicant is applying for an ERIG grant. He has a 25,900 lb flat bed single axel truck. He would like to buy a 46,000 double axel flat bed truck. Since this is not like for like is this possible? | For the rebate grants, they must be the same use and the same weight category. For the ERIG program, we have a little more leeway on a case-by-case basis. We will allow them to cross weight categories if the truck is being used for the same thing. In this case, a replacement of a flatbed for a flatbed, may be acceptable. The question we may have when we review the application is how much does going to a higher weight category change what he is doing with the truck. But you can tell him to go ahead and apply if he wants. |
| 17 | South Carolina Company has a fleet of 400 trucks with 18 terminals in TX. One of his questions is can he apply for a grant to pay for 2006 year trucks (already purchased & never used) and replace 1995 trucks which are currently operating. | The answer is no. He had already purchased the new trucks before our grant round opened, so those would not be eligible. |
| 18 | Applicant has a crane he wants to replace. He operates the crane at his company 2640 hours annual & doesn't move it around. | If it is truly a stationary (fixed in place and does not move) crane, then he must apply for it under the stationary forms, and what he buys must also be a stationary crane. Alternatively, if it is a wheeled (rubber or rail) or tracked crane that is mobile, and it is just the fact that he does not move it around much, then we could consider it non-road and he can use those forms. Applicant was contacted & the crane is tracked, so the non-road application form is correct. |
| 19 | Applicant has a 89 hauler, weight is 36000, with 100 percent in Tarrant and Parker counties. They travel only 8,000 to 12,000 miles a year, which entails loading and unloading tractor and taking from site to site. They are applying for the rebate grant and have been told they will not qualify because of the limited mileage yearly. Does the low mileage impact their qualification for a rebate grant? | Using the TCEQ's fact sheet, since she is applying for a rebate there is no minimum number of miles required. If it was a grant then that's a different story. |

| | | |
|----|--|--|
| 20 | Applicant has a 1988 truck. He received two letters from TCEQ because of reports about his truck emissions. He bought the truck in July 2006 so he hasn't owned it as of now for 2 years. Are there exceptions or is there some other program? | No, but he can probably apply under our next round. |
| 21 | Applicant looked into truck replacement but that doesn't look too feasible. They will consider repower. But they also asked if they can just apply for the generator? | Yes. They can apply for just the APU to go on the truck. |
| 22 | Applicant has customers who have equipment that could qualify for the grant funds, but the customers do not have clear title it seems they have liens on them. | Note that we do not require that they have clear title, only that they have title to the vehicle. There could currently be a lien on the vehicle or equipment. Resolving any liens on the old vehicle or equipment are the responsibility of the grant recipient. |
| 23 | Applicant says she bought the truck from an employee and never changed the title to her name. She has the title and a bill of sale. Is this acceptable? | Do you know if the bill of sale has a date that will prove she has owned the truck for the 2 yr. minimum requirement? That's what TCEQ is looking for - proof that they own it for that time frame. |
| 24 | Company has a winch truck. The truck is registered on-road as a semi-tractor. (80,000) However, it very seldom is on road - only to move the winch from place to place (not far at all) Do they apply as on- road or non-road for the rebate application? | They should use the on-road form. If it is certified as an on-road engine, we normally consider it on-road, even if it does not usually drive on the highway. They need to explain how it is used in the application. I recommend that they include a note to the application explaining the use. |
| 25 | Applicant would like to know if electric fork-lifts qualify for either grant? | They do not qualify under the rebates, but can be funded under the ERIG program |
| 26 | <p>An ISD called about replacing some school buses. They are looking at replacing the oldest buses that have very low mileage because they are only used for the coaches to take field trips. The new buses once acquired will be integrated into the fleet, thus increasing the bus mileage significantly.</p> <p>One example is replacing a 1990 school bus that is only driven 3026 miles per year with a newer model that would be moved into the daily fleet where it will be used for approx 15,000 annual miles. They would then use the next oldest bus for the coaches to drive for</p> | It is based on the lesser of the historic mileage and the projected mileage. In this case it would be the 3026 miles/year. Since this bus has only run 3000/year in the past two years, those are the only emissions being offset by the cleaner engine. This is the problem school buses always face and, unfortunately, is the exact reason they do not qualified for much funding under TERP. |

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| | <p>the limited field trips. What numbers should we be using in the calculations? If his older bus is driven 3026 miles, do we use that number in the spreadsheet or the projected 15,000 miles that the newer bus is expected to run? He does not yet have the engine family codes for the new buses and using the default values show him eligible for around \$1500 ERIG dollars for the 1990 school bus.</p> | |
| 27 | <p>Applicant currently leases his vehicle. He wants to know does he qualify for the program. The vehicle will be his in one year? He plans to install a APU Unit on the vehicle once it becomes his and the vehicle will be committed for 7 years.</p> | <p>If he is leasing the vehicle, then he does not qualify for a grant. For an APU or to do a repower, he must own the vehicle. For a replacement, he must have owned the vehicle for two years.</p> |
| 28 | <p>Applicant wants to know if a grant is awarded in his friend's name and she sells her equipment to him before the 7 years commitment ends what would happen? He has been buying the equipment from his friend for about 3 years and he has approximately 1-1/2 years before the purchase is complete. He says he does not want his friend to be liable for the 7 years commitment since the equipment will eventually be his.</p> | <p>Whoever owns the equipment must be the applicant, and the applicant must commit to maintaining ownership and using it for the 7 years. We can not agree up front that if they change ownership before the end of the 7 years we would not ask for some of the money back. In some cases, we have accepted a secondary agreement from a new owner, but that is decided at the time and is intended to allow for unanticipated situations. If someone goes into the grant knowing that they will sell the equipment in several years, then they should not apply.</p> |
| 29 | <p>Caller made an application through his tractor dealer for a new tractor. He has continued to look at tractors and found that instead of buying a Case tractor he would like to buy a John Deere. The cost is almost identical. Can he change his mind on which tractor to buy? The dealer had him assign payment to the dealership. He found that the John Deere has a hydrolic "wet" clutch and he has problems with tractor clutches. The dealer put in the application for over \$9800 cost per ton. I explained that this is a competitive grant application and that cost would not likely be looked at favorably. Now that he has that information if he wanted to amend his application how would he go about it?</p> | <p>If you are talking about an application under the current ERIG application round, he should cancel that application and submit a new one with the new information. He should include a note with the application stating that the new application is intended to replace the one he submitted earlier and that the old application should be canceled.</p> |

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| 30 | <p>Applicant inquired about a crane and several fork-lifts. Because the technology has changed from his 1983 material handler crane to the 2008 it takes more horsepower to perform the same work. They changed from a mechanical to hydrologic mechanism which requires more horsepower to get the same results. This puts him going from approx 120 horsepower to 204. From what he says it would not make sense for him to reduce the horsepower and go to a smaller unit. It would take him longer to accomplish the work.</p> | <p>Yes, for the ERIG applications. No, for rebates. Note that going to a higher horsepower under the ERIG emissions reduction calculations will result in less emissions reductions than if he buys the same or lower horsepower. This is because the calculation includes horsepower as one of the factors. Therefore, it would pay for him to run the calculations to see if he will be able to qualify for enough money under the grant to make it worthwhile.</p> |
| 31 | <p>A company has a crane on order but they cannot get it until November. Can they apply for an ERIG grant in this situation? What's the time period for completing the purchase?</p> | <p>Yes, they can get the equipment in Nov. They have 18 months from the time of award to complete the project (including new purchase), provided of course they have owned whatever they are replacing for the past 2 years at least.</p> |
| 32 | <p>Follow up question - For the company buying the crane which won't arrive until November..how long do they have to scrap the old crane? 10430b.2 states "The applicant agrees to destroy and render permanently inoperable within 90 days of receiving financial reimbursement." Do they wait to file for reimbursement until they actually get the crane? How will this work out in this scenario?</p> | <p>The process works generally like this:</p> <ol style="list-style-type: none"> 1. The application is approved and they are sent a contract to review and sign. 2. Once we get the contract back from them, we sign it and return it to them. We will also send them a Notice to Proceed. At that point, the grant is awarded. 3. When they buy and receive the unit, they submit the reimbursement request forms. 4. Once the reimbursement is received from the state, either directly to them or as an assignment to the dealer or financing entity, they have 90 days from that date to destroy the old unit. They must then submit forms and pictures to us to document the destruction. |
| 33 | <p>TCEQ Form 10430h ask for the Engine Family Code on the vehicle she plans to install the APU unit on. She cannot locate the Engine Family Code. What are her options? She has a 2001 Freightliner, Detroit Diesel Engine.</p> | <p>The engine family code is a 12 digit number located on the emissions label that should be affixed to the engine, normally on the valve cover or a similar location that can be seen. If the label is missing or she just cannot find it, tell her to be sure to put down the make, model, etc. of the vehicle engine, and we will try to confirm the emissions rate of the engine.</p> |

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| 34 | <p>A school district is working on applications for 30 buses, the following two questions could make or stop the application process. On form 10430a.2 page 4 of 5 it states "This form is to be completed and signed by an independent service agent unless otherwise approved by the TCEQ." Applicant said they have qualified people at the district who can sign form, can we get an approval from TCEQ. On the submittal of April 11, is that postmarked on this date or does application have to be there on that date?</p> | <p>We have let school districts use their mechanics to sign the form if needed, so tell him yes. The application has to be in our hands at 5 pm on April 11, so he needs to plan accordingly.</p> |
| 35 | <p>What's the turn around time on reimbursement?</p> | <p>We try to turn them around in 30 days. Factors that can affect that include: problems with the forms and the documentation provided, and the number of reimbursement requests received at the same time.</p> |
| 36 | <p>A Railroad Contractor wants to know if his on-rail equipment (Tampers) qualifies for the TERP Program. It is diesel.</p> | <p>Yes, the equipment can qualify. We consider these types of equipment under the "non-road category."</p> |
| 37 | <p>City wants to know if their fleet manager who services their fleet can certify as an independent service agent in accordance with TCEQ-10430a.2, page 4 of 5</p> | <p>They must have an independent mechanic verify the condition. They can submit the application forms without those forms signed yet, but they need to get those in as soon as possible.</p> |

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| 38 | Please explain which application forms to use (on road or off road) for a vehicle that is being used for other purposes than it is certified for. | Our standard is that if the engine is certified to the on-road emissions standards then use the on-road forms, even if the vehicle is used for off-road purposes. If the engine is certified to the non-road standards, then use the non-road forms. Also, we are calling the folks at Fort Worth and Arlington who received a letter from us earlier, so see if they need any help with the applications. |
| 39 | The company changed names in the last two years so the title doesn't match. In light of the language on form 10430a.2 questions 7 A and 7E - - - what documentation is needed? | They can write a note to explain the change and include it with the application. If they have the Secretary of State document formalizing the name change, that would help. |
| 40 | Company has a winch truck. The truck is registered on-road as a semi-tractor. (80,000) However, it very seldom is on road - only to move the winch from place to place (not far at all) Do they apply as on- road or non-road? It's a rebate application & they want to finish today. | They should use the on-road form. If it is certified as an on-road engine, we normally consider it on-road, even if it does not usually drive on the highway. They need to explain how it is used in the application. I recommend that they include a note to the application explaining the use. |
| 41 | We still have some question about whether it is feasible to repower some 2001 school buses with the same 2001 engine but then add retrofit equipment. Applicants explained they would also have the cost of some pm control equipment too. He has 19 bus of this model that they could repower. So, if it's possible to get the 25% NOx reduction in this kind of repower/retrofit combo, what kind of application do they do? therepower or the retrofit? | We have had this type of question come up several times. If you at talking about repowering with the same model year of engine and including as part of the repower the retrofit system, we would only be able to pay for the retrofit. The repower and the retrofit would need to be considered two different activities and both would need to achieve reductions in NOx independent of the other activity. However, per our guidelines and criteria, the two activities by themselves would not need to reduce emissions by 25%, as long as the combination of the two meets the 25% criteria. But both activities would need to result in some reductions in NOx. Note that the retrofit system must be verified by EPA or CARB to achieve the NOx reductions. I know that some of the International dealers may be trying to sell their green diesel technology system for engines for which the system is not yet verified. I have told them that we can not accept those activities. The Green Diesel reflash and PM filter/DOC system is currently only verified on the T444E engines of certain model years. |

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| 42 | <p>Regarding Child Support certification. Many years ago applicant got behind on his child support. His wages are being garnished. His children are grown and child support if paid on time would have stopped 9 years ago. He is making payments through the wage garnishment process. Is he considered delinquent in child support payments and thus ineligible for the grant?</p> | <p>Our legal staff's opinion is that as long as he is in compliance now with any court order and the requirements imposed for his wages to go to the child support, he should be okay.</p> |
| 43 | <p>Applicant needs help in understanding what weight to put on the application for the tow truck. She has a 1978 tow truck. It has a PTO. The GVWR is 40,000 but the truck tows 18 wheelers. I think she is saying the 2008 replacement truck is weighing 60,000. Is this going to be eligible? I wasn't sure whether to use HDDV8a or HDDV8b in the ECF .</p> | <p>I talked to the applicant she said that she was set on the GVWR for the vehicles. In discussing this with staff, we have told other folks with wreckers to use just the GVWR for the vehicle itself, and not to add the GVWR of the vehicle that might be towed. Even though this is a bigger wrecker for hauling semi tractors, we would use the GVWR of the vehicle itself.</p> |