

**City of Norman**



**FY 2017 – ROUND 1**

**ACOG CLEAN AIR Grants  
for  
Public Sector Fleets**

**ISSUED OCTOBER 2016**

**APPLICATION PACKET**

## APPLICANT INFORMATION

1. PROJECT TITLE (10 words or less): <b>Alternative Fuel Vehicle Replacement</b>		2. DATE RECEIVED BY ACOG: (to be completed by ACOG; leave this area blank)	
		3. AMOUNT OF GRANT REQUEST: <b>\$223,620</b>	
<b>4. APPLICANT INFORMATION</b>			
Legal Name of Entity: <b>CITY OF NORMAN</b>		Organizational Unit: <b>CITY OF NORMAN</b>	
		Department: <b>PUBLIC WORKS</b>	
Street Address: <b>1301 Da Vinci</b>		Division: <b>FLEET MANAGEMENT</b>	
Mailing Address (if different from Street Address):			
City: <b>Norman</b>		<b>Name and telephone number of person to be contacted on matters involving this application</b>	
State: <b>OK</b>	Zip: <b>73069</b>	Prefix: <b>Mr.</b>	
5. EMPLOYER IDENTIFICATION NUMBER (FEI): <b>73-600-5350</b>		First Name: <b>Mike</b>	Middle Initial:
6. PROPOSED PROJECT:		Last Name:	Suffix:
Start Date: (M/d/yyyy) <b>3/10/2017</b>	Ending Date: (M/d/yyyy) <b>9/20/2018</b>	<b>White</b>	
7. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: <b>ALTERNATIVE FUELS VEHICLE REPLACEMENT</b>		Email: <b>mike.white@normanok.gov</b>	
8. LOCATION OF PROJECT (if different from Street Address above)		Phone Number: (give Area Code) <b>(405) 292-9709</b>	
Physical Address:		FAX Number: (give Area Code) <b>(405) 292-9710</b>	
City:	State:	Zip:	
<b>9. PROJECT MANAGER CONTACT:</b>			
Prefix: <b>Mr.</b>	First Name: <b>Mike</b>	Middle Initial: <b>W.</b>	
Last Name: <b>White</b>	Suffix:	Email: <b>mike.white@normanok.gov</b>	
Phone: (give Area Code) <b>(405) 292-9709</b>		FAX : (give Area Code) <b>(405) 292-9710</b>	
<b>10. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES.</b>			
<b>Authorized Representative</b>			
Prefix: <b>Mr.</b>	First Name: <b>Steve</b>	Middle Name:	
Last Name: <b>Lewis</b>		Suffix:	
b. Title: <b>City Manager</b>		c. Phone Number: (give Area Code) <b>(405) 366-5402</b>	
d. Email: <b>steve.lewis@normanok.gov</b>		e. FAX Number: (give Area Code) <b>(405) 366-5418</b>	

## PROJECT INFORMATION

A.	Category in which you are applying (check one by double clicking the appropriate box and selecting "checked" under Default Value) <input type="checkbox"/> Alternative Fuel Infrastructure <input checked="" type="checkbox"/> <b>Alternative Fuel/Hybrid Vehicles</b> <input type="checkbox"/> Both Fueling Infrastructure and Alternative Fuel/Hybrid Vehicles	
B.	Amount of Grant Request: <b>\$223,620</b>	C. Total project cost including planning, engineering, design and construction: <b>\$1,311,952</b>
<b>Project Description (be brief but complete)</b>		
C.	<p>Provide a brief description of your project including what it is, where it will be located, number of vehicles to be purchased, number of fueling posts, dispensers, charging points to be installed, fuel types involved, etc.</p> <p><b>The City of Norman has proposed the purchase of (2) Compressed Natural Gas (CNG) Commercial Front Loading refuse trucks for the Utilities Commercial Sanitation Division and (2) Compressed Natural Gas (CNG) Residential Side Loading refuse trucks for the Utilities Residential Sanitation Division.</b></p> <p><b>The City of Norman will be fulfilling the commitment of the Alternative Fuel Policy, which was adopted by City Council in February 2009, by replacing four (4) existing vehicles that utilize diesel. Since initializing the Alternative Fuel Policy, 518,319 gas gallon equivalents have been displaced and reduced NOx emissions by 134,815 ton/yr.</b></p> <p><b>If the purchases are approved, the City of Norman Commercial Sanitation Division (by replacing the last two diesel powered front loading refuse trucks) will be using 100% dedicated CNG powered vehicles by having all ten Commercial Front Loading refuse trucks using CNG by the end of FYE 2017 and the Residential Sanitation Division will be using 66% dedicated CNG powered vehicles by having (8) out of (12) refuse trucks using CNG and will be on track to be 100% dedicated CNG powered vehicles by the end of FYE 2019.</b></p> <p><b>The use of CNG powered units will allow for extended service intervals from 250 hours to 500 hours; and reduce the number of used oil filters by fourteen and oil waste by 375 quarts for a 50% annual total reduction.</b></p> <p><b>The City of Norman will require in its new vehicle specifications that truck vendors must set a five (5) minute maximum idle time in an effort to reduce emissions, save fuel, and prolong the life of the new trucks.</b></p> <p><b>All units will be purchased with US Fleet (GPS) Tracking Devices.</b></p>	
D.	<p>What is the project timeline? Include anticipated start date, term of construction or implementation and proposed completion date. Keep in mind the completion deadlines outlined in the solicitation.</p> <p><b>Compressed Natural Gas (CNG) Refuse trucks will be delivered 190 days from receipt of the Purchase Order.</b></p>	

## PROJECT IMPACT AND VIABILITY

A.	For the following questions, <u>do not</u> include vehicles such as golf carts that may be driven on-road but are not manufactured primarily for on-road use. <u>Do</u> include heavy-duty equipment such as refuse haulers, and street sweepers.			
A.1.	What is the total number of on-road vehicles currently in applicant fleet? <b>484</b>			
A.2.	What is the total number of on-road alternative fuel vehicles currently in application fleet? <b>91 (CNG)</b>			
A.3.	What is the total number of on-road hybrid-electric vehicles currently in applicant fleet? <b>2</b>			
A.4.	How many gasoline gallon equivalents of fuel by alternative fuel type were used during the past fiscal year?			
	<b>CNG: 111,997.28</b>	<b>LPG:</b>	<b>E85:</b>	<b>B20:</b>
B.	If the proposed project is for the purchase of alternative fuel vehicles, is there onsite refueling for those vehicle? <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> No			
B.1.	If no onsite fueling, where will the vehicles be refueled?			
B.2.	If no onsite fueling, how far from the fleet (in tenths of miles, i.e. 1.7 miles) is the refueling/recharging station that will be used?			
C.	If the proposed project is alternative fuel infrastructure related, does it include a public-access component or multi-fleet component? Please describe and explain			
D.	If the proposed project includes alternative fuel infrastructure and involves a public/private partnership agreement, attach a copy of that agreement to this application signed by all appropriate parties. <b>Label as Public/Private Partnership Agreement. Attach to application.</b>			
E.	If the project is alternative fuel infrastructure related, how much use will this facility get? How many vehicles will it serve, and what is the anticipated annual alternative fuel throughput (fuel purchased/loaded and sold/used) at proposed infrastructure.			
F.	Do you have state certified alternative fuel vehicle technicians on staff? <input checked="" type="checkbox"/> <b>Yes 11 Techs</b> <input type="checkbox"/> No Do you have state certified CNG compressor technicians on staff? <input checked="" type="checkbox"/> <b>Yes 3 Techs</b> <input type="checkbox"/> No			
F.1.	In the absence of state certified technicians, how will your alternative fuel vehicles and or alternative fuel infrastructure be serviced? <b>Currently, the City hires Arrow Engine Co. and Pressure Solutions to service our CNG Infrastructure.</b>			
G.	In the absence of future grant funding, how will the applicant entity sustain its commitment to continued incorporation of clean fuel technologies in its fleet? Please explain and describe. <b>If funding is not available, the City of Norman will continue the commitment of our Alternative Fuel Policy, approved by council in 2009, by implementing cleaner, greener fuels and technology into our current fleet and the fueling infrastructure as the City's budget will allow.</b>			
H.	Does your entity have a written Alternative Fuel/Hybrid Vehicle Replacement Plan that has been approved the city council, board of commissioners, or appropriate governing body?  <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> No If yes, attach to this application and <b>Label as AFV Replacement Plan. Attach to application.</b>			

# VEHICLE PROJECT BUDGET 2017 RI NORMAN

## Dedicated Alternative Fuel Vehicles and Hybrid Vehicles<sup>1, 2</sup>

Note: Use this table as a vehicle budget summary. Vehicle budget support documentation also required in Section 9 of this application must support project costs listed in this table.

Column A		Column B	Column C	Column D (Sum Columns A & B)	Column E
Vehicle Description: (Year, Make, and Model, Fuel Type)		Base Price	Alternative fuel system or advanced technology propulsion system incremental cost	Total vehicle cost	Pricing Source
#	Ex.: 2013 Ford F250 4WD Crew Cab; dedicated CNG	\$32,000.00	\$12,800.00	\$44,800.00	State Contract – relevant pages included in Vehicle Budget Support file
1.	(Unit 237) 2017 Peterbilt Commercial 320 Front Loading Refuse, CNG	\$264,386.00	\$56,010.00	\$320,396.00	State Contract – relevant pages included in Vehicle Budget Support file
2.	(Unit 228) 2017 Peterbilt Commercial 320 Front Loading Refuse, CNG	\$264,386.00	\$56,010.00	\$320,396.00	State Contract – relevant pages included in Vehicle Budget Support file
3.	(Unit 265) 2017 Peterbilt Residential 320 Side Loading Refuse, CNG	\$279,780.00	\$55,800.00	\$335,580.00	State Contract – relevant pages included in Vehicle Budget Support file
4.	(Unit 269) 2017 Peterbilt Residential 320 Side Loading Refuse, CNG	\$279,780.00	\$55,800.00	\$335,580.00	State Contract – relevant pages included in Vehicle Budget Support file
	% Local (leave blank - to be filled out by ACOG)				
	% Federal (leave blank - to be filled out by ACOG)				


Note:

1 Public sector fleet projects are eligible for up to 100 percent funding for the incremental cost only of qualified dedicated natural gas vehicles, qualified dedicated propane vehicles, electric vehicles, plug-in hybrid vehicles and hybrid vehicles, hydraulic hybrid vehicles, and dedicated natural gas or dedicated propane commercial mowers.

2 In no case can the incremental cost exceed 80 percent of the base price of the vehicle(s).

**ASSURANCES & RESOLUTIONS**

**RESOLUTION #R-1617-54**

<b>Please affirm your understanding of the following project conditions by initialing in the spaces provided:</b>	
<b>Initial each shaded block below ↓</b>	
LM	Private organizations proposing projects must be contracted to a public entity for public services and must have a public sponsor (a local government unit or transit operator).
LM	In the case of alternative fuel infrastructure projects, the project sponsor or private partner must provide matching dollar funding of a minimum of 50% cost share for eligible expenses.
LM	This is a reimbursement program. The applicant organization must finance the project until Federal reimbursement funds are available.
<b>I hereby certify that the statements contained within the foregoing Application for ACOG Public Fleet Conversion grant are true and complete to the best of the applicant's knowledge and understanding.</b>	
Name of Applicant Organization	
<b>City of Norman, Oklahoma</b>	
Name of Authorized Official	Title
<b>Lynne Miller</b>	<b>Mayor</b>
Signature	Date
	<i>November 14, 2016</i>

Subscribed and sworn to before me this 14<sup>th</sup> day of November, 2016.

(Seal)

  
 \_\_\_\_\_  
 NOTARY PUBLIC

My Commission expires \_\_\_\_\_  
 My Commission number \_\_\_\_\_

