

**Oregon Department of Transportation  
Compressed Natural Gas Infrastructure  
2014 Call for Projects**

*The Oregon Department of Transportation (ODOT) will award \$4,000,000 in federal Congestion Mitigation Air Quality Funds for clean technology in Oregon. The primary purpose of this funding is to reduce transportation-related emission reductions and to encourage the use of natural gas as a transportation fuel by supporting the installation of natural gas fueling stations. ODOT is accepting proposals from public and private entities for funds available in Federal Fiscal Years 2014-2015. This is a one-time call for projects, specifically for the installation of natural gas fueling stations. The Director of ODOT will approve all expenditure of funds for the awarded projects.*

<b>Available Funds</b>	\$4 million total for FY 2014 and 2015
<b>When Available</b>	July 31, 2014 (after executed agreement)
<b>Who May Apply</b>	Public agency, federally-recognized tribes located in Oregon, or private entity
<b>Matching Funds</b>	<b>Private:</b> 50% minimum <b>Public:</b> 40% minimum
<b>Payment Method</b>	Reimbursement for qualified expenditures
<b>Due Dates</b>	Application due April 18, 2014 at 4:30 pm

**Background**

Three primary Oregon transportation policies encourage the use of alternative transportation fuels and efforts to reduce transportation emissions. Each relies on or provides some emphasis on Compressed Natural Gas (CNG) to meet emissions reduction goals.

1. The 2012 Governor’s 10 Year Energy Action Plan calls for converting 20 percent of Oregon’s large fleets to alternative fuels in the next 10 years.
2. In the Statewide Transportation Strategy, the Oregon Transportation Commission envisions a 60 percent reduction in transportation greenhouse gas (GHG) emissions by 2050. That strategy includes more effective, efficient and cleaner transportation systems and vehicles or fuel technologies, as well as continued management and optimization of urban land use.
3. The Oregon Clean Fuels Program calls for a 10 percent reduction in roadway fuel CO2 emissions by 2022.

Achieving the emissions reduction goals in all three of these policies will require multiple technologies, with specific strategies for each aspect of the transportation sector.

### **CMAQ Funding**

The CMAQ program provides funds for transportation projects or programs that will contribute to attainment or maintenance of national ambient air quality standards. CMAQ is jointly administered by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). ODOT allocates CMAQ funds in Oregon on behalf of FHWA and FTA. FHWA guidelines show alternative fuel projects as an eligible activity, and specifically include “refueling facilities.” Federal “MAP-21” legislation placed a special emphasis on natural gas infrastructure as a mitigation measure for air quality emissions.

CMAQ does not provide direct grants. It is a federal-aid reimbursement program. Applicants must expend funds first and then be reimbursed after submitting proof of qualified expenditures. CMAQ is a federal-aid program, subject to all federal rules concerning procurement, contracting, environmental review, inspection and documentation. There is no minimum or maximum award amount.

The project scope and existing site conditions will affect the level of environmental investigation and documentation. These factors, as well as the type and capacity of each applicant, will also affect the contracting method and the level of ODOT oversight. For further details on project delivery options and requirements see Section 6, “Other Legal Requirements” or contact assigned ODOT staff.

### **Who May Apply**

All public and private entities and federally-recognized Tribal governments may apply. Public entities include state, metropolitan organizations, county, city, school districts, quasi-public entities (i.e., ports). Private entities include all types of private organizations and corporations, including those private entities that provide a service to the public (i.e., waste haulers.)

### **Eligibility and Scoring**

All projects must meet the four basic eligibility requirements for CMAQ, shown in the chart below. The basic eligibility requirements will be reviewed on a “pass/fail” basis. If the eligibility requirements of CMAQ are not met, then the application will not be scored.

Eligible projects will be assessed and scored on how well they meet the Project Requirements and Project Benefits, as reflected in the Scoring Criteria. An evaluation committee comprising four state agencies—ODOT, Oregon Department of Energy (ODOE), Oregon Department of Environmental Quality (DEQ) and Business Oregon—will score each application based on the Scoring Criteria on a scale of 1 - 100. The committee will make a recommendation to ODOT Director Matt Garrett for final approval of projects.

Project awards will be announced on June 13, 2014. Only one project will be awarded per successful applicant.

### Basic Eligibility Requirements Under CMAQ

1	<b>Transportation Purpose</b>	The completed project must provide fuel for on-road transportation, or for on-road or off-road construction equipment used for transportation projects.
2	<b>Location</b>	The project must be located within the boundaries of the State of Oregon for the purpose of fueling or re-fueling in Oregon.
3	<b>Reduction in Air Emissions</b>	The project must lead to a reduction in “criteria pollutant emissions” under the Clean Air Act, including NOx, CO, VOCs and/or PM.
4	<b>Infrastructure for Public Benefit</b>	The project must provide infrastructure to store and dispense compressed natural gas for a public benefit. Qualifying infrastructure includes tanks, dispensers, signage, hoses and related equipment for refueling and recharging vehicles. <i>Mobile fueling infrastructure is not eligible.</i>

### Project Requirements

#### 1. Matching Funds

Private applicants must provide a minimum 50% cost-share match and public applicants must provide a minimum 40% match on proposed projects. Public applicants are state, local and tribal governments—including MPOs, counties and cities, and other tax-funded public agencies.

Cost-share funds must be non-federal dollars that cover a portion of the current project cost (not prior or separate investment). Vehicle purchase or upgrades are not eligible for this funding and do not count towards the cost-share contribution. Applicants must clearly state their cost-share contribution and will be awarded a specific, not-to-exceed amount of CMAQ funding based on their proposal and cost-share contribution. Any expenses exceeding the proposed project costs will be the applicant’s responsibility.

#### 2. Readiness

In addition to cost-share, all applicants must demonstrate a readiness to dispense and use CNG as a transportation fuel, as evidenced by such factors as:

- Necessary agreements in place (e.g. easements, leases)
- Ability to maintain CNG infrastructure;
- Ownership, purchase, conversion or retrofitting a fleet for CNG use (applicant’s fleet or a confirmed partner’s);
- Ability to complete the project on the proposed timeline; and
- Organizational and/or community support for deployment of CNG.

The timeline for project completion will vary, but work activities should conform to the timeline submitted in the project proposal. The Project Agreement with ODOT will contain project milestones and require that all funds be expended within 36 months of the assigned program year.

### 3. Land Ownership and Permits

Applicants must demonstrate that they own the land on which the project will be located, or control it through a long-term lease, easement or other legal arrangement. The applicant will be responsible for any permits that are required by federal law for the project installation.

### 4. Emissions Reduction

Projects must result in emission reductions for one or more criteria pollutants under the Clean Air Act. Applicants should provide, at a minimum, a basic quantitative analysis of the expected reduction in criteria pollutants. Factors to consider (based on available information):

- Life of the fueling station;
- Estimated number and frequency of users or vehicles per fueling station;
- Year, make and model of vehicles to be replaced and/or converted to operate on CNG;
- Estimated vehicle miles travelled by vehicles using CNG.

### 5. Buy America

Because the funds are from federal sources, all CMAQ projects are subject to the “Buy America” requirements for steel and iron products, as interpreted by FHWA. Buy America requirements can be found at: [www.fhwa.dot.gov/construction/cqit/buyam.cfm](http://www.fhwa.dot.gov/construction/cqit/buyam.cfm) .

FHWA considers manufactured products consisting of at least 90% steel or iron content to be “manufactured predominantly of steel or iron.” Such products manufactured predominantly of steel or iron are subject to the requirement that the steel or iron comes entirely from domestic (U.S.) sources. Applicants will be required to verify that all products incorporated into the project meet Buy America requirements, or must explain why their project is not subject to Buy America. Applicants will be required to attest to their understanding of these requirements and that failure to comply may result in revocation of any awarded funding.

Products subject to Buy America coverage include, but are not limited to, the following:

- steel or iron products used in pavements, bridges, tunnels or other structures (fabricated structural steel, reinforcing steel, piling, high strength bolts, anchor bolts, dowel bars, permanently incorporated sheet piling, and other equipment for moveable structures)
- steel fencing material and fence posts
- steel or iron pipe, conduit, grates
- mast arms, poles, standards, trusses, or supporting structural members for signs

Miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above components (or manufactured products that are not predominantly steel or iron) are not subject to Buy America coverage.

## 6. Other Legal Requirements

The successful applicants will be required to secure qualified staff, consultants and contractors to design the project, obtain all required permits, manufacture or procure equipment, construct or install facilities, conduct all required tests and inspections, and provide any required training to personnel on the CNG fueling station. Applicants must also comply with all applicable laws and local ordinances including local, state, tribal and federal requirements in the implementation of the project. Federal requirements may include environmental permits.

Approval for agency or company staff to perform installation, construction or project administration will depend on the type of project. Projects with little or no ground disturbance may qualify as procurement rather than construction projects. Those with excavation, grading and other ground disturbance must be treated as construction subject to full environmental review. Construction projects will require design and administration by ODOT's pre-qualified consultants or a Certified Local Agency.

### **Project Benefits**

#### 1. Public Use Benefits

The project must provide a public benefit. The public benefit will be assessed and scored according to the following order of significance:

- a. Available for public use
- b. Available for publically-owned fleet(s)
- c. Serves multiple fleets
- d. Scope and extent of the anticipated use of the fueling station
- e. Location relative to state highways and public roadways

#### 2. Environmental and Energy Benefits

Projects must support the statewide emission reduction goals and policies cited on page 1. In addition to meeting the basic requirement under the Clean Air Act projects will be scored on the scope and extent to which they will reduce criteria pollutants. Applicants should provide a quantitative explanation of the expected reduction of greenhouse gas emissions and criteria pollutants, which takes into account all available information. See Section 4, "Emissions Reduction."

Applicants must demonstrate how the project will help increase the distribution and use of alternative fuels in Oregon. Factors to consider include whether the project will:

- Enhance clean energy infrastructure in the region where the project is located;
- Accelerate the market transition in Oregon to more efficient, lower-cost and clear transportation system; and
- Reduce reliance on foreign-oil.

### **Application Material and Instructions**

The application form and instructions are available from the [CMAQ](#) websites below.

[Application Form](#)  
[Instructions](#)

Applicants must identify the location of the proposed fueling station as well as whether and how it will be accessible to the public (i.e., access card). Applicants must also submit a timeline for project competition and will be held to that timeline.

Applications must be **received by ODOT** on or before **April 18, 2014 by 4:30pm.**

Questions about this current request for projects may be directed to Oregon Department of Transportation: Carol Olsen, [Carol.A.Olsen@odot.state.or.us](mailto:Carol.A.Olsen@odot.state.or.us); Margi Bradway, [Marjorie.c.bradway@odot.state.or.us](mailto:Marjorie.c.bradway@odot.state.or.us); or Pat Fisher, [Patricia.r.fisher@odot.state.or.us](mailto:Patricia.r.fisher@odot.state.or.us).