



**TEXAS COMMISSION ON ENVIRONMENTAL QUALITY**

P.O. Box 13087, MC 182  
Austin, Texas 78711-3087  
May 24, 2010

**ADDENDUM NUMBER 3  
TO  
SOLICITATION NO. 582-10-10577  
FOR  
Request For Grant Applications  
School Bus Retrofits to Reduce Emissions From Diesel School Buses in Texas**

**SOLICITATION DUE DATE: June 30, 2010 @ 5:00 p.m. CST**

ATTACHED ARE THE CHANGES/ADDITIONS TO THIS SOLICITATION.

ISSUED BY:

Wendy Cox, Contract Specialist

DATE 05/24/2010

**NOTE:** VENDORS ARE REQUESTED TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM BY SIGNING AND DATING BELOW AND **INCLUDING WITH SUBMITTED RESPONSE**. RESPONSE MAY BE CONSIDERED NON-RESPONSIVE IF THIS COVER PAGE IS NOT SIGNED AND RETURNED. TO VIEW SOLICITATION PACKAGE, VISIT THE TEXAS MARKETPLACE WEBSITE AT: <http://esbd.tbpc.state.tx.us>

SIGNATURE

DATE

ADDENDUM Nº 3

\*\*\*\* **Important Notice to Vendors** \*\*\*\*

SOLICITATION NO.: **582-10-10577**

FOR

**Request For Grant Applications**

**School Bus Retrofits to Reduce Emissions From Diesel School Buses in Texas**

SOLICITATION DUE DATE: **June 30, 2010 @ 5:00 p.m. CST**

This Addendum to the Request for Grant Applications – School Bus Retrofits to Reduce Emissions from Diesel School Buses in Texas is issued to provide corrections and clarifications.

The solicitation is changed as follows:

**Item A: Application Deadline**

Previous language: During this grant cycle, applications will be considered on a first-come-first-served basis. Applications must be received by the Texas Clean School Bus Grant Program Coordinator by 5:00 p.m., Central Time, on May 31, 2010. It is the responsibility of the applicant to ensure that applications are delivered to the Texas Clean School Bus Grant Program Coordinator by the required deadline.

**This section is changed to reflect a later deadline date. It now reads:**

During this grant cycle, applications will be considered on a first-come-first-served basis. Applications must be received by the Texas Clean School Bus Grant Program Coordinator by 5:00 p.m., Central Time, on June 30, 2010. It is the responsibility of the applicant to ensure that applications are delivered to the Texas Clean School Bus Grant Program Coordinator by the required deadline.

**Item B: Eligible Activities**

Previous language: 5.1 Eligible activities include the purchase and installation of eligible retrofit systems on eligible buses. Because many of the available retrofit systems have been verified only for certain engines, the applicant is responsible for researching and confirming that it is installing an appropriate technology for the proposed bus. Eligible systems include:

5.1.4 Partial Flow through Filters. Partial Flow through Filters (FTF) that are verified by EPA or CARB to reduce PM emissions may be considered for specific vehicle and engine uses.

**This section is changed to remove Partial Flow through Filters (FTFs) from the list of Eligible Activities. The section now reads:**

5.1 Eligible activities include the purchase and installation of eligible retrofit systems on eligible buses. Because many of the available retrofit systems have been verified only for certain engines, the applicant is responsible for researching and confirming that it is installing an appropriate technology for the proposed bus. Eligible systems include:

5.1.4 Reserved.

**Item C: Eligible Cost**

Previous language: 6.4 All purchase decisions must be based on sound business practices and arms length bargaining. In most cases, this requires a competitive procurement process. The maximum reimbursement amounts for equipment purchase and installation are:

- Diesel Particular Filters - \$8,250.00 per device/bus
- Diesel Oxidation Catalyst - \$1,500.00 per device/bus
- Closed Crankcase Filtration System - \$800.00 per device/bus; CCFS cannot be installed as a stand-alone device.

- Partial Flow Through Filters - \$6,000.00 per device/bus

The TCEQ may consider exceptions to the caps on a case-by-case basis with adequate justification from the applicant.

**This section is changed to remove Partial Flow through Filters (FTFs) from the list of Eligible Costs. The section now reads:**

6.4 All purchase decisions must be based on sound business practices and arm's length bargaining. In most cases, this requires a competitive procurement process. The maximum reimbursement amounts for equipment purchase and installation are:

- Diesel Particular Filters - \$8,250.00 per device/bus
- Diesel Oxidation Catalyst - \$1,500.00 per device/bus
- Closed Crankcase Filtration System - \$800.00 per device/bus; CCFS cannot be installed as a stand-alone device.

The TCEQ may consider exceptions to the caps on a case-by-case basis with adequate justification from the applicant.