

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).
See attached

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary State of Ohio, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: 1/25/19

Laurie A. Stevenson Laurie A. Stevenson, Director

[NAME]
[TITLE]

Ohio Environmental Protection Agency
[LEAD AGENCY]

for

State of Ohio
[BENEFICIARY]

**Beneficiary Eligible Mitigation Action Certification
Supplemental Information (Attachments A, B, C and D)
Beneficiary: State of Ohio
Lead Agency: Ohio Environmental Protection Agency
In support of Funding Request No. 1**

**ATTACHMENT A
Funding Request and Direction**

Eligible Mitigation Action Type **Appendix D-2 item (specify): 2**
Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)

Explanation of how funding request fits into Beneficiary’s Mitigation Plan (5.2.1):

In public comments received during development of Ohio’s plan, the two most requested uses of the VW Mitigation funds were school bus replacements, followed by transit bus replacements. Ohio’s BMP filed May 31, 2018 allocates \$40 million to the replacement or repower of on-road diesel fleets, including specifically \$15,000,000 for school buses and \$15,000,000 for transit buses. Ohio’s BMP anticipated awarding competitive grants of \$5 million for school and \$5 million for transit buses in each of the first three years of the program (2018-2020), based on cost effectiveness of NOx emission reductions. The first cycle has just been completed with \$5 million awarded for school bus replacements and \$5 million for transit bus replacements. These projects will replace buses operating in counties identified in Ohio’s BMP as first priority for receiving funding. These counties have all been designated by U.S. EPA as in nonattainment of the national air quality standard for ozone, and two are also in nonattainment of the standard for fine particulates (PM_{2.5}). Improving air quality in these nonattainment counties to meet federal air quality standards under the Clean Air Act is the overriding concern of Ohio EPA in prioritizing where funded Mitigation Actions should be located.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

Ohio continues to emphasize the replacement of aging diesel school buses as a major focus for expenditure. School-age children are among the most vulnerable populations to the harmful pollutants in diesel exhaust, because children breathe at a faster rate than adults, and their lungs are still developing. Public transit systems support Ohio’s most vulnerable individuals by increasing access to health care, human services, job training and education, employment and quality of life. The transit systems in Ohio’s first-priority counties serve densely populated urban areas that have been disproportionately affected by the pollutants in diesel exhaust, including Cleveland, Columbus, and the Cincinnati-Dayton corridor.

In the competitive grant application cycle that closed August 3, 2018, Ohio EPA received 38 applications for **school bus replacement projects**, requesting \$15,861,708. Ohio EPA used US EPA’s [Diesel Emission Quantifier](#) (DEQ) tool to select the six most cost effective projects at reducing emissions from school buses in Ohio’s first priority counties. These awards total \$5 million, to permanently remove from service 179 model year 1991-2008 diesel school buses and replace them with 19 propane and 160 diesel school buses of model years 2018-2020. The total lifetime emission reductions (in short tons) estimated

for these projects are: NO_x, 41.486; PM_{2.5}, 2.989; HC, 5.881; and CO, 16.466. DEQ estimates for annual and lifetime emission reductions for each selected project are listed on the attached spreadsheets.

All new school bus models proposed by Ohio grant applicants as replacements must have a Certificate of Conformity issued by U.S. EPA, or the equivalent Executive Order issued by the California Air Resources Board, certifying that the new engine meets federal emission standards for the applicable model year. To be eligible for funding, new school buses must also meet the Ohio Department of Education's [Pupil Transportation Operation and Safety Rules](#), and the Ohio State Highway Patrol's [Ohio School Bus Construction Standards](#), verified through annual inspections by the Patrol.

In the same 2018 grant application cycle, Ohio EPA received ten applications for **transit bus replacement projects**, requesting \$11,715,860. Ohio EPA used the DEQ to select the four most cost-effective projects at reducing emissions from transit buses in Ohio's first priority counties. These awards total \$5 million, to permanently remove from service 21 model year 2002-2008 diesel transit buses and replace them with four diesel, five electric and 12 CNG transit buses of model years 2018-2022. The total lifetime emission reductions (in short tons) estimated for these projects are: NO_x, 38.874; PM_{2.5}, 0.983; HC, 2.847; CO, 12.598; and CO₂, 3,754.700. DEQ estimates for annual and lifetime emission reductions for each selected project are provided on the attached spreadsheets.

All new transit bus models proposed by Ohio grant applicants as replacements must have a Certificate of Conformity issued by U.S. EPA, or the equivalent Executive Order issued by the California Air Resources Board, certifying that the new engine meets federal emission standards for the applicable model year. To be eligible for funding, new transit buses must also meet the [Federal Transit Administration's rules](#) for safety, reliability, fuel economy and emissions ("Altoona Testing").

Contracts have now been executed with most of these grant recipients, and Ohio EPA is issuing authorizations to initiate purchasing once recipients provide acceptable documentation that they are using a competitive procurement process. The earliest projects expect to take delivery of new buses and decommission the old buses beginning in the second quarter of calendar year 2019. Ohio EPA expects to receive reimbursement requests from these grant recipients throughout 2019 and the first quarter of 2020. A few public sector and private sector fleets requested to spread their purchases across two or three calendar years, for budgetary reasons. Ohio EPA issues grant contracts for 24-month or 36-month project periods, to accommodate these requests and anticipated time needed to complete competitive procurement and take delivery of new vehicles from bus manufacturers. Ohio EPA's administrative costs related to school and transit bus projects began in the first half of calendar 2018, as we developed, tested and deployed Ohio's grant application software for the first cycle that opened in June, 2018. We have logged many hours of personnel time assisting grant applicants in this EMA category, reviewing applications, preparing contracts, and reviewing bid packages for competitive procurement. We expect to begin site visits to funded projects in April, 2019, and we are already preparing updates to the grant application software in order to open the 2019 grant cycle on June 3, 2019.

Ohio's BMP designates a total of \$30 million (approximately 40% of its allocation) for school and transit bus replacements. The Agency expects to award another \$10 million for projects in this category in the 2019 and again in the 2020 Ohio grant cycles. The Projected Trust Allocations Table in Attachment B

includes these anticipated additional funding requests for school and transit buses. Ohio's Beneficiary Mitigation Plan estimates our administrative costs at \$5.05 million, or 7% of the state's total allocation. This request includes \$700,000 (7% of \$10 million) for administrative costs, which will be itemized in the required semi-annual reports to the Trustee in terms of staff hours, equipment and travel costs incurred in reviewing applications for school and transit bus replacement projects and overseeing implementation of the selected school and transit bus projects.

Ohio EPA is preparing to submit separate funding requests to the Trustee for truck and airport ground support equipment projects that successfully applied in Ohio's 2018 grant cycle, and for a tug boat replacement project that has been approved by US EPA under the DERA option.

Estimate of Anticipated NOx Reductions (5.2.3)

It is estimated that these combined school bus and transit bus replacements will mitigate 80.34 short tons of NOx. Ohio EPA's Diesel Emission Quantifier estimates for each project are included in the attached supporting documentation, for NOx and other pollutants.

Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditure of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1)

The Ohio Environmental Protection Agency.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2)

The Ohio Environmental Protection Agency, as the lead agency for the State of Ohio implementing the Beneficiary Mitigation Plan, is committed to maintaining and making publicly available all documentation submitted in support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information. Ohio EPA is subject to Ohio public records requirements in [chapter 149 of the Ohio Revised Code](#), and also to requirements in [Ohio Revised Code Section 125.112](#) that state agencies post all grant awards above \$25,000 on a public-facing website.

Ohio EPA has established a webpage on the VW Settlement and mitigation actions, <https://epa.ohio.gov/oee/#131365122-vw-mitigation-grants>. This site includes Ohio's Beneficiary Mitigation Plan; public comments received during Plan development and Ohio EPA's response; the 2018 Request for Proposals and grant application guidelines; slides and recordings from two webinars for prospective grant applicants held in June, 2018; posted questions and answers compiled from email and telephone inquiries received by Ohio EPA during the grant application cycle; a rank ordering of all 117 applications received by cost effectiveness of the projected emission reductions; short descriptions of all projects selected for funding; and a chart of Ohio planned allocations by sector and amounts awarded in 2018. To facilitate public record and file review requests, Ohio EPA is preparing the selected grant applications for posting to the Agency's online searchable eDocument database at <https://epa.ohio.gov/dir/publicrecords#lt-112012639-edocument-search>.

During development of Ohio's draft Beneficiary Mitigation Plan in 2016, Ohio EPA issued news releases and sent an initial email announcement inviting comments to 20,355 addresses from all the Agency's mailing lists. From that effort, Ohio EPA developed and currently maintains an electronic listserv, open to the public, to communicate news, events, and information specifically about Mitigation Trust Fund

and other diesel emission reduction grant application opportunities and awarded projects. The listserv currently includes contact information for more than 4,300 individuals. On October 23, 2018, Ohio EPA issued a news release and emailed this list-serv to announce the first 21 fleet projects awarded grants from Ohio's Mitigation Trust Fund. This information is also shared through partner organizations such as the Ohio School Boards Association, Ohio Public Transit Association, regional planning agencies, Clean Fuels Ohio (Ohio's US DOE Clean Cities affiliate), the Midwest Clean Diesel Initiative coordinated by US EPA Region 5 in Chicago, and the national [VW Settlement Clearinghouse](#) and [VW Settlement state and local programs website](#) maintained by NASEO and NACAA.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8)

Ohio Environmental Mitigation Funds will provide up to 75% or a maximum of \$110,000 for replacement of a government-owned school bus, and up to 25% or a maximum of \$110,000 for replacement of a non-government owned school bus. Recipients provide the balance. The percentage and dollar amounts for each of the six awarded school bus replacement projects are detailed on the attached list.

Ohio Environmental Mitigation Funds will provide up to 75% or a maximum of \$525,000 for replacement of a government-owned transit bus, and up to 25% or a maximum of \$525,000 for replacement of a non-government owned transit bus. Recipients provide the balance. The percentage and dollar amounts for each of the four awarded transit bus replacement projects are detailed on the attached list.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):

On February 23, 2018, Ohio EPA provided notice, via letter and email, of availability of Mitigation Action Funds to all the parties named in 4.2.8, as well as the Wright-Patterson Air Force Base (WPAFB) Civil Engineer Group, the WPAFB Environmental Branch, both in Dayton, and the U.S. Army Corps of Engineers Great Lakes and Ohio River Division in Cincinnati. The notification to the U.S. Fish and Wildlife Service was copied to the Ottawa National Wildlife Refuge in Oak Harbor, Ohio. Notification to the U.S. Forest Service was copied to the Wayne National Forest headquarters in Nelsonville, Ohio. Notification to the National Park Service was copied to the Cuyahoga Valley National Park office in Brecksville, Ohio. The notice included a summary description of the Volkswagen Settlement including links to Appendix D-2 and Ohio's at-that-time Draft Beneficiary Mitigation Plan with a listing of Eligible Mitigation Actions, an explanation of how Ohio EPA would evaluate grant applications, and instructions to sign up for notification about implementation of Ohio's BMP, funding opportunities and application guidelines for the program in Ohio.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

This program will reduce emission exposures of children riding on school buses, individuals riding on transit buses, as well as individuals who are themselves in the roadway travelling behind buses and individuals either living, working or simply occupying areas near public right of way where these buses operate. These buses are operating in ten Ohio counties that have all been designated as first priority for receiving Environmental Mitigation Funds based on the following considerations:

- air quality (Ohio counties of concern due to nonattainment of national air quality standards for ozone and PM_{2.5});
- historical levels of diesel emissions;
- the location of concentrated sources of air pollution such as distribution centers, multimodal centers, ports, rail and bus terminals and airports;
- the counties where the most VW vehicles equipped with defeat devices were registered in Ohio; and
- county overlays using U.S. EPA's *EJScreen: Environmental Justice Screening and Mapping Tool*.

ATTACHMENT B

**Eligible Mitigation Action Management Plan, Including Detailed Budget and Implementation
and Expenditures Timeline (5.2.4)**

**Project Management Plan
Project Schedule and Milestones**

Milestone	Date
Development of Ohio EPA online grant application software	CY 2018, Q1- Q2
2018 Request for Proposals opens	CY 2018, Q2
Project Sponsors submit grant applications to Ohio EPA	CY 2018, Q3
Ohio EPA announces 2018 grant awards for \$10m in school and transit projects	CY 2018, Q4
Grant agreements signed with ten 2018 grant recipients for 24- or 36-month project timelines	CY 2018 Q4, CY 2019 Q1
Grant Recipients submit competitive procurement plans to Ohio EPA for approval	CY 2019, Q1
Recipients complete procurement and submit purchase orders	CY 2019m Q1- Q3
2019 Request for Proposals opens	CY 2019 Q2
Buses delivered for 2018 grant recipients	CY 2019 Q2- Q4, CY2020 Q1-Q4, CY 2021, Q1-Q4
2018 grant recipients submit evidence of bus scrapping, invoices and documents required for reimbursement	CY 2019 Q2 – CY 2021 Q3
Ohio EPA reviews, requests corrections if necessary, certifies project completion, provides reimbursement for 2018 grant recipients	CY 2019 Q2 – CY 2021 Q4
Ohio EPA announces 2019 grant awards for \$10m in school and transit projects	CY 2019 Q4
2020 Request for Proposals opens	CY 2020 Q2
Ohio EPA announces 2020 grant awards for \$10m in school and transit projects	CY 2020 Q4
Ohio EPA reports to Trustee on status of and expenditures with Mitigation Actions completed and underway	Within 6 months of first disbursement; January 30 and July 30 thereafter

PROJECT BUDGET

Period of Performance for these ten grant recipients: January 2018 – December 2021			
Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost Share, Paid by Bus Owners
Equipment Expenditure	\$27,180,541	\$10,000,000	\$17,180,541
School Bus Big Walnut	\$276,771	49.8%	\$139,000
School Bus Black River	\$91,516	75%	\$22,879
School Bus Columbus City	\$4,000,000	50%	\$2,000,000
School Bus Durham School Services LLC	\$8,065,430	25%	\$6,065,430
School Bus First Student	\$2,700,798	20%	\$2,161,838
School Bus Norton City	\$509,264	50%	\$254,632
Transit Butler County RTA	\$2,121,780	20%	\$1,697,424
Transit Central Ohio COTA	\$3,340,000	30%	\$2,326,747
Transit Greater Cleveland GCRTA	\$2,950,200	67.8%	\$950,200
Transit Ohio State University	\$3,124,782	50%	\$1,562,391
Contractor Support	\$0	\$0	\$0
Subrecipient Support	\$0	\$0	\$0
Administrative ¹	\$700,000	\$700,000	\$0
Project Totals	\$27,880,541	\$10,700,000	\$17,180,541
Percentage	100%	38.4%	61.6%

¹Subject to Appendix D-2 15% administrative cap. Ohio BMP caps administrative at 7%.

PROJECTED TRUST ALLOCATIONS

	2019	2020	2021
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$10,700,000	\$10,700,000	\$10,700,000
2. Anticipated Annual Cost Share	\$17,180,541	\$18,000,000	\$18,000,000
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$27,880,541	\$28,700,000	\$28,700,000
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$0	\$10,700,000	\$21,400,000
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$10,700,000	\$10,700,000	\$10,700,000
6. Total Funding Allocated to Beneficiary, including of Current Action by Year (line 4 plus line 5)	\$10,700,000	\$21,400,000	\$32,100,000
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$73,302,522.67	\$62,602,522.67	51,902,522.67
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Actions (line 7 minus line 6 5)	\$62,602,522.67	\$51,902,522.67	\$41,202,522.67

ATTACHMENT C

Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11)

The Ohio Environmental Protection Agency will provide detailed reporting on this Category 2 school and transit bus replacement project in two ways:

- (1) Timely updates to Ohio EPA's Volkswagen Mitigation Grant webpage, <https://epa.ohio.gov/oee/#131365122-vw-mitigation-grants>; and
- (2) Ohio's semiannual reporting obligation to Wilmington Trust (the "Trustee").

Ohio EPA maintains a VW Environmental Mitigation Trust specific webpage that has been designed to support public access and limit burden for the public. The Agency is committed to maintaining and making publicly available all documentation submitted in support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information. Ohio EPA is subject to Ohio public records requirements in chapter 149 of the Ohio Revised Code, and also to requirements in Ohio Revised Code Section 125.112 that state agencies post all grant awards above \$25,000 on a public-facing website. These laws outline best practices for public access to records, and exemptions in the case of confidential business information and personally identifiable information meeting exemption criteria under the Ohio Public Records Law.

None of the information requested or received by Ohio EPA in the 2018 Mitigation Trust Fund grant cycle met the criteria under Ohio law for a trade secret exemption. To the limited extent information is submitted to Ohio EPA that meets exemption criteria under Ohio public records law, Ohio EPA will maintain that information as confidential.

To facilitate public record and file review requests, Ohio EPA is preparing the selected grant applications for posting to the Agency's online searchable eDocument database at <https://epa.ohio.gov/dir/publicrecords#lt-112012639-edocument-search>. All documentation submitted by grant recipients in support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds will be posted to this searchable eDocument database, subject to applicable laws governing the publication of confidential business information and personally identifiable information. Records will be retained until the termination date of the Environmental Mitigation Fund or by retention schedules determined by the State Records Program under Ohio Revised Code section 149.333, whichever is longer.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Ohio's reporting obligations:

"For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date.) Such reports shall include a complete description of the status (including actual or projected termination date), development,

implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt."

Ohio EPA shall, in the next semiannual report following the Trustee's approval of this request, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation Action through the reporting date. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to this Eligible Mitigation Action.

ATTACHMENT D

Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6)

School Bus Replacement Projects

Grant Applicant	New Bus Fuel Type	Number of Buses	Quoted New Bus Cost	Awarded New Bus Cost and %
Big Walnut Local Schools	Propane	3	\$92,257	\$45,924 (49%)
Black River Local Schools	Diesel	1	\$91,516	\$68,637 (75%)
Columbus City Schools	Diesel	38	\$101,950 to \$113,596	\$50,000 (50%)
Columbus City Schools	Diesel – special needs bus	2	\$125,819	\$62,909 (50%)
Durham School Services LP	Diesel	99	\$81,972	\$20,202 (25%)
First Student, Inc.	Propane	16	\$91,540	\$18,308 (20%)
First Student, Inc.	Diesel	14	\$88,927	\$17,785 (20%)
Norton City Schools	Diesel	4	\$82,600	\$41,300 (50%)
Norton City Schools	Diesel – special needs bus	2	\$89,432	\$44,716 (50%)

Grant applicants included quotes from school bus vendors or state term competitive procurement contracts in the state of Ohio for prospective costs to purchase new school buses by fuel and bus type, generally for 48 passenger Type C or D buses, and for some special needs buses with wheelchair lifts. Ohio will be funding between 20% and 75% of the new school bus cost, as requested by the applicant and depending on the eligibility of the applicant as a government-owned (25-75%) or non-government-owned (up to 25%) fleet. These price quotes ran to nearly 1,700 pages and are not included in this request, but will soon be posted with each selected grant application to the Agency's online searchable eDocument database at <https://epa.ohio.gov/dir/publicrecords#lt-112012639-edocument-search>.

Transit Bus Replacement Projects

Grant Applicant	New Bus Fuel Type	Number of Buses	Quoted New Bus Cost	Awarded New Bus Cost and %
Butler Co RTA	diesel	4	\$530,445	\$106,089 (20%)
Central Ohio COTA	electric	5	\$739,000 to \$829,000	\$100,200 (requested 30% of the cost differential to CNG/diesel quote)
GCRTA Cleveland	CNG	6	\$491,700	\$334,356 (68%)
OSU Transit	CNG	6	\$520,797	\$260,398 (50%)

Grant applicants included quotes from vendors or state term competitive procurement contracts in the state of Ohio for prospective costs to purchase new transit buses by fuel and bus type, generally for 40'

low floor class 8 buses equipped with special needs packages such as wheelchair lifts, and options such as bicycle racks on the front of the bus for last-mile commuters. Because of the number of pages, these price quotes are not included in this request, but will soon be posted with each selected grant application to the Agency's online searchable eDocument database at <https://epa.ohio.gov/dir/publicrecords#lt-112012639-edocument-search>.



Ohio Diesel Mitigation Trust Grant Program New Grant Awards for School and Transit Bus Replacements, October 2018

From the 2018 application cycle, Ohio EPA selected the following six school bus replacement projects to be awarded full or partial funding for a total of \$5,000,000, and four transit bus replacement projects to be awarded full or partial funding for a total of \$5,000,000. Ohio EPA estimates that these projects will achieve an estimated lifetime emission reduction of 80.34 tons of nitrogen oxides and 3,796.464 tons of other pollutants (fine particulates, carbon monoxide, hydrocarbons, and carbon dioxide) to assist Ohio counties in meeting and maintaining federal air quality standards. These grants are supported with funds allocated to Ohio under the VW State Beneficiary Trust Agreement.

\$5 Million for School Bus Replacement Projects

These grants will replace 179 old diesel school buses, with 19 propane and 160 new diesel school buses.

Big Walnut Local School District, Delaware County, \$137,771 for 49.8% of the cost to replace three model year 2001-2002 diesel powered school buses with three model year 2019 propane powered school buses, #V19F-001. The District is providing \$139,000 in matching funds. Contact: Jeremy Buskirk, jeremybuskirk@bwls.net or (740) 965-8964.

Black River Local School District, Medina County, \$68,637 for 75% of the cost to replace one model year 2002 diesel powered school bus with one model year 2019 diesel powered school bus, #V19F-002. The District is providing \$22,879 in matching funds. Contact: Chris Clark, cclark@blrv.org or (419) 736-3300.

Columbus City Schools, Franklin County, \$2,000,000 for 50% of the cost to replace 40 model year 1991 diesel powered school buses with 40 model year 2018 diesel powered school buses, #V19F-006. The District is providing \$2,000,000 in matching funds. Contact: Ronald Tumblin, rtumblin@columbus.k12.oh.us or (614) 365-5263.

Durham School Services LP, Butler, Clermont, Franklin, Hamilton, Summit and Warren Counties, \$2,000,000 for 25% of the cost to replace 99 model year 1994-2003 diesel powered school buses with 99 model year 2019 diesel powered school buses, #V19F-008. The Company is providing \$6,065,430 in matching funds. Contact: Keshav Ragunathan, Keshav.Ragunathan@nellc.com or (630) 821-5343.

First Student, Inc., Cuyahoga, Hamilton, Lorain and Summit Counties, **partial funding** of \$538,960 for 20% of the cost to replace 16 model year 2007 diesel powered school buses with 16 model year 2020 propane powered school buses, and to replace 14 model year 2005-2007 diesel powered school buses with 14 model year 2020 diesel powered school buses, #V19F-010. The Company is providing \$2,161,838 in matching funds. Contact: Bo Trenkamp, bo.trenkamp@firstgroup.com or (513) 419-3220.

Norton City School District, Summit County, \$254,632 for 50% of the cost to replace six model year 1995-2008 diesel powered school buses with six model year 2018-2020 diesel powered school buses, #V19F-016. The District is providing \$254,632 in matching funds. Contact: Stephanie Hagenbush, shagenbush@nortonschools.org or (330) 825-2114.

\$5 Million for Transit Bus Replacement Projects

These grants will replace 21 old diesel transit buses, with 4 diesel, 12 CNG, and 5 electric transit buses.

Butler County Regional Transit Authority, Butler County, \$424,356 for 20% of the cost to replace four model year 2005 diesel powered transit buses with four model year 2018-2019 diesel powered transit buses, #V19F-003. The Authority is providing \$1,697,424 in matching funds. Contact: Robert Ruzinsky, ruzinskyre@butlercountyrta.com or (513) 785-5396

Central Ohio Transit Authority (COTA), Franklin County, **partial funding** of \$1,013,253 for 30% of the cost to replace five model year 2008 diesel powered transit buses with five model year 2020-2022 electric powered transit buses, #V19F-004. The Authority is providing \$2,326,747 in matching funds. Contact: Kevin Dinan, DinanKA@cota.com or (614) 275-5926.

Greater Cleveland Regional Transit Authority (GCRTA), Cuyahoga County, \$2,000,000 for 68% of the cost to replace six model year 2003-2007 diesel powered transit buses with six model year 2018 CNG powered transit buses, #V19F-011. The Authority is providing \$950,200 in matching funds. Contact: Daniel Dietrich, ddietrich@gcrtcra.org or (216) 356-3370.

The Ohio State University, Franklin County, \$1,562,391 for 50% of the cost to replace six model year 2002 diesel powered transit buses with six model year 2019 CNG powered transit buses, #V19F-017. The University is providing \$1,562,391 in matching funds. Contact: John Marlow, marlow.25@osu.edu or (614) 247-7808.

For more information on Ohio's Diesel Mitigation Trust Fund grants and to be placed on Ohio EPA's Interested Party list, contact:

Ohio EPA, Office of Environmental Education
P.O. Box 1049
Columbus, Ohio 43216-1049
Phone: (614) 644-2873
Email: derg@epa.ohio.gov

Ohio Diesel Mitigation Trust Fund
 Allocation by Sector and Amounts Awarded
 10/19/18



