



SCOTT A. THOMPSON
Executive Director

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY

KEVIN STITT
Governor

Volkswagen Diesel Emissions Environmental Mitigation Trust
for State Beneficiaries, Puerto Rico, and the District of Columbia
c/o Wilmington Trust, N.A. as Trustee
Wilmington Trust, National Association
Rodney Square North
1100 North Market Street
Attn: Capital Markets & Agency Services
Wilmington, DE 19890

To Whom It May Concern:

The State of Oklahoma certified its beneficiary status under the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries (Agreement) on January 29, 2018, and the Oklahoma Department of Environmental Quality (DEQ) was concurrently designated as Oklahoma's lead agency. As such, the State of Oklahoma must comply with the beneficiary reporting obligations as described in Section 5.3 of the Agreement. The State of Oklahoma, through DEQ, received the first disbursement of Trust Assets on September 28, 2018, triggering the beginning of semiannual reporting requirements.

During the reporting period of January 1, 2019 to June 30, 2019, the State of Oklahoma, through DEQ, elected to take advantage of three Eligible Mitigation Action categories from Appendix D-2 of the Agreement: Category 2 (Class 4-8 Eligible Buses), Category 9 (Light-Duty Zero Emission Vehicle Supply Equipment), and Category 10 (DERA Option). As lead agency on behalf of the beneficiary, DEQ is submitting the attached reports, along with its DERA Quarterly Programmatic Reports, in satisfaction of the State of Oklahoma's beneficiary obligations under Section 5.3 of the Agreement. Per Section 5.3 of the Agreement, DEQ is also including the required attestation below.

If you have any further questions regarding this report, please contact Heather Lerch at 405-702-4100.

Thank you,

John Terrill, Division Director
Eddie.Terrill@deq.ok.gov

Attestation:

I attest that the information contained in this letter and the attached reports are true and correct, and acknowledge that this submission is made under penalty of perjury.

A handwritten signature in black ink, appearing to read "John Terrill", is written over a horizontal line.

John Terrill, Division Director
Air Quality Division, Oklahoma Department of Environmental Quality



VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST SEMIANNUAL REPORT

BENEFICIARY: State of Oklahoma

LEAD AGENCY: Oklahoma Department of Environmental Quality

REPORTING PERIOD: January 1, 2019 – June 30, 2019

I. INTRODUCTION

The State of Oklahoma certified its beneficiary status under the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries (Agreement) on January 29, 2018, and the Oklahoma Department of Environmental Quality (DEQ) was concurrently designated as lead agency for the State of Oklahoma. As such, the State of Oklahoma must comply with the beneficiary reporting obligations as described in Section 5.3 of the Agreement. The State of Oklahoma, through DEQ, received the first disbursement of Trust Assets on September 28, 2018, triggering the beginning of semiannual reporting requirements.

During the reporting period of January 1, 2019 to June 30, 2019, the State of Oklahoma, through DEQ, elected to take advantage of three Eligible Mitigation Action categories from Appendix D-2 of the Agreement: Category 2 (Class 4-8 Eligible Buses), Category 9 (Light-Duty Zero Emission Vehicle Supply Equipment), and Category 10 (DERA Option). Section II of this report details the progress and status of these programs during the applicable reporting period. Section III provides an overview of Oklahoma's allocated portion of the State Mitigation Trust (Trust) in relation to allowed percentages in the Agreement and in the Oklahoma Beneficiary Mitigation Plan (BMP). Additional materials providing further detail on development and implementation of current programs appear in the provided Appendices.

II. INDIVIDUAL PROGRAM STATUS AND PROJECT PROGRESS SUMMARIES

A. OKLAHOMA CLEAN DIESEL PROGRAM

The Oklahoma Clean Diesel Program represents Oklahoma's participation in the national Diesel Emissions Reduction Act (DERA) grant program. The most recent rounds of Oklahoma Clean Diesel Program funding focused on replacing diesel school buses of EMY 1995-2006 with new gasoline or new diesel school buses. DEQ is submitting its DERA Quarterly Programmatic Reports in satisfaction of its reporting obligations under Section 5.3 of the Agreement, and these reports cover FY17 and FY18 DERA programs. More details on these programs are below.

1. FY17 DERA

During the reporting period of July 1, 2018 to December 31, 2018, Oklahoma elected to take advantage of the Diesel Emissions Reduction Act (DERA) Option in Section 10 of Appendix D-2 of the Agreement and submitted a D-4 to the Trust on August 9, 2018. This funding request was approved on September 21, 2018. As of submittal of this report, all projects listed in this D-4 have been completed and a review of the actual costs vs. those costs as projected in the D-4 are listed in the table below. Some unused Trust funds remain, and DEQ is in the process of returning said funds to the Trust. Because the FY17DERA program is part of a 2-year grant, it shares a project end date with FY18 DERA of September 1, 2019.

TABLE 1: FY17 DERA ESTIMATED (REQUESTED) PROJECT COSTS VS. ACTUAL PROJECT COSTS

Project Partner	Estimated Award Amount	Actual Reimbursement Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust	Difference/ Amount Remaining to Return to Trust
Boswell Public Schools	\$20,000.00	\$18,208.75	\$0.00	\$0.00	\$0.00
Broken Arrow Public Schools	\$88,000.00	\$88,000.00	\$35,200.00	\$35,200.00	\$0.00
Carnegie Public Schools	\$46,000.00	\$40,961.00	\$18,400.00	\$16,384.40	\$2,015.60
Catoosa Public Schools	\$21,250.00	\$20,497.25	\$8,500.00	\$8,198.9	\$301.10
Comanche Public Schools	\$25,750.00	\$26,517.75	\$10,300.00	\$10,300.00	\$0.00
Howe Public Schools	\$63,000.00	\$63,019.50	\$25,200.00	\$25,200.00	\$0.00
Noble Public Schools	\$22,500.00	\$21,000.00	\$9,000.00	\$8,400.00	\$600.00
Oaks Public Schools	\$19,500.00	\$19,380.50	\$7,800.00	\$7,752.20	\$47.80
Piedmont Public Schools	\$21,448.00	\$21,448.00	\$8,579.20	\$8,579.20	\$0.00
Pretty Water Public Schools	\$20,000.00	\$20,000.00	\$8,000.00	\$8,000.00	\$0.00
Sallisaw Public Schools	\$56,000.00	\$52,339.90	\$22,401.24	\$20,935.96**	\$1,465.28
Snyder Public Schools	\$21,375.00	\$21,375.00	\$0.00	\$0.00	\$0.00
Springer Public Schools	\$17,043.75	\$19,461.25	\$6,817.50	\$6,817.50	\$0.00
Stigler Public Schools	\$18,671.00	\$18,874.25	\$7,468.40	\$7,468.40	\$0.00
TOTALS	\$460,537.75	\$451,083.15*	\$167,666.34	\$163,236.56***	\$4,429.78

*This semiannual report was revised in September 2019 following the original submittal. An error was found in this sum, and the number was changed from \$498,278.15 to \$451,083.15.

** This semiannual report was revised in September 2019 following the original submittal. An error was found in this value, and the number was changed from \$20,937.12 to \$20,935.96.

***This semiannual report was revised in September 2019 following the original submittal. An error was found in this sum, and the number was changed from \$147,644.49 to \$163,236.56.

2. FY18 DERA

During the reporting period of January 1, 2019 to June 30, 2019, Oklahoma began another round of DERA funding. DEQ is submitting its DERA Quarterly Programmatic Reports in satisfaction of its reporting obligations under Section 5.3 of the Agreement. Please see Appendix A of this report to view the DERA quarterly reports.

DEQ submitted a D-4 advance funding request through Intralinks on May 6, 2019 for selected FY18 DERA projects and received approval on July 8, 2019. All of these projects are currently in progress; projected project termination date (i.e., project completion date) is September 1, 2019.

TABLE 2: FY18 DERA/OKLAHOMA CLEAN DIESEL PROJECT SUMMARIES

Project Description	Project Partner	Project Sub-Total	Amount Funded by Trust	Amount Funded by EPA	Amount Funded by Project Partner
Replacement of one 1999 diesel school bus and one 2002 diesel school bus with two EPA-certified 2017 or newer school buses	Calera PS	\$148,000.00	\$14,800.00	\$22,200.00	\$111,000.00
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer school bus	Caney Valley PS	\$78,900.00	\$7,890.00	\$11,835.00	\$59,175.00
Replacement of four 2001 diesel school buses, two 2002 diesel school buses, and four 2003 diesel school buses with ten EPA-certified 2017 or newer school buses	Edmond PS	\$939,310.00	\$93,930.80	\$140,896.20	\$704,483.00
Replacement of two 1998 diesel school buses, two 1999 diesel school buses, and one 2000 diesel school bus with five EPA-certified 2017 or newer school buses	Lawton PS	\$390,000.00	\$39,000.00	\$58,500.00	\$292,500.00
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer school bus	Piedmont PS	\$91,467.00	\$9,146.70	\$13,720.05	\$68,600.25
Replacement of one 1996 diesel school bus, and two 2000 diesel school buses with three EPA-certified 2017 or newer school buses	Spiro PS	\$495,000.00	\$27,090.00	\$40,635.00	\$427,275.00
Replacement of one 1996 diesel school bus with one EPA-certified 2017 or newer school bus	Stigler PS	\$75,497.00	\$7,549.70	\$11,324.55	\$56,622.75
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer school bus	Vian PS	\$77,000.00	\$7,700.00	\$11,550.00	\$57,750.00
Replacement of one 2002 diesel school bus, two 2003 diesel school buses, two 2004 diesel school buses, and four 2005 diesel school buses with nine EPA-certified 2017 or newer school buses	Yukon PS	\$713,925.00	\$71,392.50	\$107,088.75	\$535,443.75
	Administrative	\$50,032.00	\$20,012.00	\$30,020.00	\$0
	Project Totals	\$3,059,131.00	\$298,511.70	\$447,769.55	\$2,312,849.75
	Percentage	100%	9.75%	14.63%	75.60%

3. FY19 DERA

DEQ also submitted a grant application to EPA via grants.gov on June 12, 2019 for participation in the next round of DERA funding. If awarded, DEQ anticipates continued participation in the DERA program, and plans to request matching funds from the Trust for related projects during future reporting periods. The workplan that was submitted to EPA as part of the application packet is available as Appendix B.

B. OKLAHOMA ALTERNATIVE FUEL SCHOOL BUS PROGRAM

The Oklahoma Alternative Fuel School Bus Program was launched in November of 2018. This program replaces diesel school buses of EMY 2009 or older with new alternative fuel school buses, and was designed to function as a competitive reimbursement grant program (see Appendix C, Alternative Fuel School Bus Program Request for Proposal (RFP), for selection criteria and other program details).

Funding recipients were selected in January of 2019. A summary of selected recipients, estimated award amount, and project descriptions appear below in Table 3, excerpted from the D-4 funding request submitted by DEQ on May 6, 2019. DEQ submitted a D-4 advance funding request through Intralinks on May 6, 2019 for selected projects and is currently awaiting approval. All projects are currently in progress, however, DEQ has since received notification that two project partners have declined the award. On June 21, 2019, DEQ received notification that Checotah Public Schools will be declining its award; Piedmont Public Schools notified DEQ of their declension on July 2, 2019. (These projects have been highlighted in Table 1 for convenience.) DEQ has sent Notice of Termination letters to formally end negotiations with both Piedmont and Checotah Public Schools, and will be submitting to the Trustee any necessary amendments to the submitted D-4. Projected termination dates for these projects is September 1, 2021.

TABLE 3: ALTERNATIVE FUEL SCHOOL BUS PROJECT SUMMARIES

Project Description	Project Partner	Project Sub-Total	Amount Funded by Trust	Amount Funded by Project Partner
Replacement of two 1999 diesel school buses, one 2007 diesel school bus, one 2008 diesel school bus, and one 2009 diesel school bus with five EPA-certified 2017 or newer Propane/LPG school buses	Anadarko PS	\$453,910	\$226,955	\$226,955
Replacement of one 1994 diesel school bus and one 1998 diesel school bus with two EPA-certified 2017 or newer Propane/LPG school buses	Bethany PS	\$186,688	\$90,000	\$96,688
Replacement of one 1998 diesel school bus, one 2006 diesel school bus, two 2008 diesel school buses, and two 2009 diesel school buses with six EPA-certified 2017 or newer Propane/LPG school buses	Checotah PS*	\$600,000	\$271,932	\$328,068
Replacement of one 2004 diesel school bus and one 2007 diesel school bus with two EPA-certified 2017 or newer Propane/LPG school buses	Keys PS	\$190,000	\$90,836	\$99,164
Replacement of two 1997 diesel school buses, one 1998 diesel school bus, and two 1999 diesel school buses with five EPA-certified 2017 or newer Propane/LPG school buses	Lawton PS	\$430,000	\$215,000	\$215,000
Replacement of one 1996 diesel school bus and one 2006 diesel school bus with two EPA-certified 2017 or newer Propane/LPG school buses	Mangum PS	\$181,564	\$88,966	\$92,598
Replacement of one 2006 diesel school bus with one EPA-certified 2017 or newer Propane/LPG school bus	McCord PS	\$81,456	\$36,655	\$44,801
Replacement of two 2004 diesel school buses and one 2005 diesel school bus with three EPA-certified 2017 or newer Propane/LPG school buses	Perkins-Tryon PS	\$256,184	\$128,092	\$128,092
Replacement of one 1999 diesel school bus with one EPA-certified 2017 or newer CNG school bus.	Piedmont PS*	\$127,212	\$55,917	\$71,295
Replacement of one 2003 diesel school bus and two 2007 diesel school buses with three EPA-certified 2017 or newer Propane/LPG school buses	Ponca City PS	\$83,955	\$41,977.50	\$41,977.50
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer Propane/LPG school bus	Stroud PS	\$106,137	\$45,418	\$60,719
Replacement of three 2005 diesel school buses and one 2008 diesel school bus with four EPA-certified 2017 or newer CNG school buses	Weatherford PS	\$431,520	\$215,760	\$215,760
Replacement of three 1999 diesel school buses and one 1995 diesel school bus with four EPA-certified 2017 or newer Propane/LPG school buses	Wellston PS	\$323,088	\$161,544	\$161,544
	Administrative	\$176,568.96	\$176,568.96	\$0.00
	Project Totals	\$2,901,070.96	\$1,517,772.46	\$1,383,298.50
	Percentage	100%	52.32%	47.68%

C. CHARGEOK

The ChargeOK program launched in December of 2018 to fund electric vehicle charging stations throughout the State of Oklahoma. Applications were accepted until March 1, 2019. Projects are still in the process of being finalized. Once projects are confirmed, DEQ will submit one or more D-4 funding requests that include project details. DEQ expects that the first D-4 funding request will be submitted soon.

ChargeOK projects were selected by an inter-agency panel based on a range of criteria as outlined in the RFP, which is included as Appendix D. Projected termination date for these projects is September 21, 2021.

III. FUNDING AND EMISSIONS OVERVIEW

A. D-4 Submittal Summary

During this project period, DEQ completed projects related to D-4 #1, FY17 DERA (Project ID of DS-01F36801-0). DEQ also made project selections for two additional programs, and submitted D-4s for each of those project IDs: DS-01F36801-0(2) and OK-AFSB-1. The below table summarizes all submitted D-4 requests and their associated administrative costs. DEQ’s requested funds for administrative costs remains below the 15% cap as required by the Agreement.

TABLE 4: D-4 SUBMITTAL SUMMARY*

**Data reflects AFSB1 as amended to reflect the two declined project partners.*

Sequential Request #	Program/ Submittal Name	D-4 Project ID	Date Submitted to Trust	Date Approved by Trust	Requested Amount	Request % total allocation	Requested Administrative	Administrative % of request	Administrative % of allocation	Leftover money	leftover returned
1	DERAFY17	DS-01F36801-0	08/09/18	09/21/18	\$167,666.34	0.80	\$0.00	0.00	0.00	yes	pending
2	DERAFY18	DS-01F36801-0 (2)	05/06/19	n/a	\$298,511.70	1.43	\$20,012.00	6.70	0.10	n/a	n/a
3	AFSB1*	OK-AFSB-1	05/06/19	n/a	\$1,517,772.46	8.82	\$176,568.96	9.57	0.84	n/a	n/a
TOTAL					\$1,983,950.50	11.05	\$196,580.96	n/a	0.94		

B. BMP Compliance Review

DEQ submitted Oklahoma’s Beneficiary Mitigation Plan (BMP) through Intralinks on June 8, 2018. No amendments have been submitted since that time. The BMP outlines the percentage of Oklahoma’s Trust allocation that will be allotted to each Eligible Mitigation Action category from Appendix D-2 of the Agreement; any deviation from these allotments as published in the BMP must be submitted to the Trust as an amendment. Table 5 compares the current amount of funds requested by Oklahoma to the amount of funds that have been set aside per the BMP. At this time, Oklahoma is well within the designated percentages and will not need to adjust the BMP.

TABLE 5: BMP ALLOCATION BALANCE CHECK*

**Data reflects AFSB1 as amended to reflect the two declined project partners.*

BMP Allocations			Requested/Spent	Remaining
Alternative Fuel School Bus <i>(Category 2, Eligible Buses)</i>	20%	\$4,184,497.02	\$1,517,772.46	\$2,666,724.56
Oklahoma Clean Diesel/ Diesel Emissions Reduction Act <i>(Category 10, DERA Option)</i>	10%	\$2,092,248.51	\$466,178.04	\$1,626,070.47
On-Road <i>(Category 1, Eligible Large Trucks; Category 2, Eligible Buses; Category 6, Medium Trucks)</i>	20%	\$4,184,497.02	\$0.00	\$4,184,497.02
Off-Road <i>(Category 3, Freight Switchers; Category 4, Ferries/Tugs; Category 7, Airport Ground Support Equipment; Category 8, Forklifts and Port Cargo Handling Equipment)</i>	20%	\$4,184,497.02	\$0.00	\$4,184,497.02
ChargeOK/Electric Vehicle Charging Infrastructure <i>(Category 9, Light Duty Zero Emission Vehicle Supply Equipment)</i>	15%	\$3,138,372.77	\$0.00	\$3,138,372.77
Flex Fund <i>(Categories to be determined at a later date)</i>	15%	\$3,138,372.77	\$0.00	\$3,138,372.77

C. EMISSIONS REDUCTIONS OVERVIEW

The Trust was created in order to mitigate excess emissions caused by subject vehicles. As such, all projects carried out by DEQ have been selected using emissions reductions as a primary selection consideration. In addition, DEQ is required to calculate and report expected emissions reductions from any project funded by the Trust as part of each D-4 funding request. A summary of total estimated emissions reductions achieved by projects submitted for funding appear in the table below.

TABLE 6: SUMMARY OF ESTIMATED EMISSIONS REDUCTIONS*

**Data reflects AFSB1 as amended to reflect the two declined project partners.*

D-4 Sequential Request #	Program/ Submittal Name	D-4 Project ID	Tool Used	Metric Notes	NOx	PM2.5	HC	CO	CO ₂
1	DERAFY17	DS-01F36801-0	DEQ	lifetime short tons	9.112	0.709	1.299	4.046	1,208.7
2	DERAFY18	DS-01F36801-0 (2)	DEQ	lifetime short tons	14.38	1.1	2.2	6.79	2,019.6
3	AFSB1	OK-AFSB-1	DEQ	lifetime short tons	12.92	0.78	1.48	5.01	2,371.5
TOTAL					36.412	2.589	4.979	15.846	5,599.8

IV. APPENDIX A: DERA QUARTERLY REPORTS

U. S. Environmental Protection Agency
State Clean Diesel Grant Program - Quarterly Report

Grant Recipient	OK Dept. of Environmental Quality
Grant #	01F36801
Reporting Period	April - June, 2019

Instructions: Complete all relevant fields in this worksheet and use the other

WORKPLAN BUDGET	FY18
Total EPA Funds Awarded	\$413,148.00
Total Mandatory Cost-Share	\$1,915,644.00
Total Voluntary Matching Funds	\$275,432.00
Total Project Costs	\$2,604,224.00

Table 1. Rate of Expenditure. Record all funds expended for each budget category.										
	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended			
			Mitigation Funds	Other Funds			Mitigation Funds	Other Funds		
Personnel	\$1,087.09	\$0.00	\$0.00	\$724.72	\$27,114.92	\$0.00	\$0.00	\$18,076.71		
Fringe Benefits	\$563.08	\$0.00	\$0.00	\$375.39	\$10,924.37	\$0.00	\$0.00	\$7,283.32		
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$133.71	\$0.00	\$0.00	\$89.14		
Equipment	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$217.98	\$0.00	\$0.00	\$145.32		
Contractual	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Subawards	\$0.00	\$0.00	\$0.00	\$0.00	\$298,966.89	\$0.00	\$164,599.76	\$34,711.50		
Participant Support Costs (e.g., Rebates)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,120,527.53	\$0.00	\$0.00		
Indirect Charges	\$669.60	\$0.00	\$0.00	\$446.40	\$10,193.45	\$0.00	\$0.00	\$6,795.87		
TOTALS	\$2,319.77	\$0.00	\$0.00	\$1,546.51	\$347,551.32	\$5,120,527.53	\$164,599.76	\$67,101.86		

Table 2. Narrative Responses	
Question	Answer
What actual accomplishments occurred during the reporting period?	For the FY18 program, ODEQ completed ("executed") the rest of the MOAs and continued project implementation. The last four recipients began their projects in this period while the other five recipients continued to work on their projects. Project implementation includes the procurement and installation of vehicles, the monitoring and oversight of the projects, and the collection of the quarterly reports. The additional tabs in this workbook include a summary of all vehicles installed or to be installed as well as all project narratives. Green narrative tabs indicate the subgrantee has provided us with complete vehicle information and orange narrative tabs indicate the subgrantee has not provided us with complete vehicle information. Missing information will be provided in future quarterly reports.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No. Future awards will be listed in the "FY18 Subawards" tab.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	For the FY18 program, because ODEQ extended the application deadline to mid-December, subawards were made later than initially expected. This pushed back the execution of the MOAs. And because projects cannot begin before MOAs are executed, this delayed project implementation by a couple weeks. ODEQ will not submit an amended work plan but will document any inconsistencies between its timeline and actual accomplishments in future quarterly reports.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?	The slight delay in making subawards and executing MOAs has corrected itself during this quarter. ODEQ feels that it is back on track and does not foresee any trouble with meeting the objectives of the program.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	The FY18 program was delayed a couple weeks due to the deadline pushback, but ODEQ has completed executing MOAs, which has led to the implementation of all projects. ODEQ has been in communication with the applicants to make them aware of the expected timeline. ODEQ is on track to have all projects completed by September of 2019.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	No cost-shares were reported in this period, but future cost-shares will represent subgrantee matching funds for their purchased vehicles in future quarters.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income was generated during this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	Multiple subgrantees have relayed their projects to school boards and local papers.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients
What project activities are planned for the next reporting period?	During July- September, 2019, ODEQ plans to finish all FY18 subgrantees projects. A finished project will look like a subgrantee who has purchased and received their new vehicle(s); scrapped their old vehicle(s); and submitted a complete and correct Request for Reimbursement to ODEQ. Throughout this quarter ODEQ plans to oversee final project implementation for FY18 subgrantees, provide monitoring and oversight of these projects, and continue the collection of quarterly reports.

Table 3. Subaward Reporting Requirements	
Requirement	Response
Summaries of results of reviews of financial and programmatic reports	During this quarter, \$2,319.77 of federal funds have been used. These funds went toward personnel, fringe, travel, subawards, and indirect charges. \$1,546.51 of Oklahoma funds (not VW) have been used. These funds went toward personnel, fringe, and indirect charges. No mandatory cost-share funds have been used as no subgrantees have been reimbursed in this quarter. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. \$164,599.76 of Oklahoma VW funds have been used. These funds went toward subawards only.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	Overall, ODEQ has been in close contact with subgrantees to ensure program rules as outlined in MOAs are being followed.
Environmental results the subrecipient achieved	Subgrantees that have obtained new vehicles and/or equipment are achieving positive environmental results. As the old vehicles are officially put out of service, the environment benefits from a lack of pollution from these vehicles.
Summaries of audit findings and related pass-through entity management decisions	No audits or pass-through entity management decisions have been made.
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR 200.338 Remedies for Noncompliance	N/A

Project No.	Subaward Amt.	Installed (FFY19-20)	Amt. Reimbursed	Subawardee
1	\$37,000.00			Calera PS
2	\$19,725.00			Caney Valley PS
3	\$234,827.00			Edmond PS
4	\$97,500.00			Lawton PS
5	\$22,866.75			Piedmont PS
6	\$67,725.00			Spiro PS
7	\$18,874.25			Stigler PS
8	\$19,250.00			Vian PS
9	\$178,481.25			Yukon PS

Gray Cells	Funds awarded during a previous quarter
Green Cells	Funds awarded this quarter
White Cells	Funds to be awarded during a future quarter

Grant Recipient	OK Dept. of Environmental Quality
Grant #	01F38901
Reporting Period	April - June, 2019

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units	Fleet Information	Project 1-Calera PS	Project 2-Caney Valley PS	Project 3-Edmond PS	Project 4-Lawton PS	Project 5-Piedmont PS	Project 6-Spiro PS	Project 7-Stigler PS	Project 8-Vian PS	Project 9-Yukon PS
	Fiscal Year of EPA Funds Used:					2018		2018		2018
	Vehicle Or Engine Group Name:					Blue Bird Vision		School Bus		#6 / 2003 SB / vin 5572; #8 / 2004 IC / vin 7467; #27 / 2002 SB / vin 8507; #39 / 2005 PB / vin 0831; #38 / 2002 INTERN / vin 8554; #51 / 2004 IC / vin 7469; #52 / 2005 BLUBRD / vin 0828; #36 / BLUBRD / vin 0830; #58 / BLUEBI vin 5340
	Fleet Owner:					Piedmont Public Schools		Stigler Public Schools		Yukon Public Schools
	Vehicle or Engine Group Type:					On Highway		On Highway		On Highway
	Primary Place of Performance									
	- State(s):					Oklahoma		Oklahoma		OK
	- County:					Canadian		Haskell		Canadian
	- City:					Piedmont		Stigler		Yukon
	- Zip Code:					73078		74462		73099
	Target Fleet:					School Bus		School Bus		School Bus
	Vehicle Class or Equipment Type:					School Buses		School Buses		School Buses
	Quantity:					1		1		9
	Vehicle Identification Number(s):					1BAKGCKH25F227150		1BAKGCKH36F235971		1GBL7T1C42J515572; 4DRBRABP4B967467; 1HVBBABP72H528507; 1BAKGCKH05F220830; 1HVBBABP52H528554; 4DRBRABP24B967469; 1BAKGCKH25F220828; 1BAKGCKH05F220830; 1GBL7T1C42J515572
	Vehicle Make:					Blue Bird Vision		Blue Bird		BlueBird; IC; International
	Vehicle Model:					77 Passenger		71 Passenger School Bus		SB; CESB; BUS; CESB; 3800; CESB; BBCV; BBCV; PB
	Vehicle Model Year:					2005		2006		03,04,02,04,02,04,05,05,03
	Engine Serial Number(s) :					KAL56764		SAP95996		CKM56081; 3NVXH0444ANB; 2NVXH0444ANB; KAL33393; 1NVXH0444ANB; 3NVXH0444ANB; KAL31983; KAL33534; CKM55725
	Engine Make:					CAT		CAT		Caterpillar; International
	Engine Model:					C7 ACERT		C7		3126; T444E; T44E; C7; T444E; T444E; C7; C7; 3126
	Engine Model Year:					2005		2006		02,03,02,04,01,03,04,04,02
	Engine Horsepower:					200		210		190; 175 @ 2300 / 195 @ 2300 / 210 @ 2400; 175 @ 2300 / 195 @ 2300 / 210 @ 2400; 210; 175 @ 2300 / 195 @ 2300 / 210 @ 2400; 175 @ 2300 / 195 @ 2300 / 210 @ 2400; 210; 190
Liters per cylinder; Nonroad and locomotive only	Engine Cylinder Displacement:					N/A		7.2		7.3; 7.2
Number of Cylinders per engine; Nonroad and locomotive only	Engine Number of Cylinders:					6		6		V8; inline 6
	Engine Fuel Type:					ULSD		ULSD		ULSD
Gallons per year per engine	Annual Amount of Fuel Used:					1870		1800		2307; 2838; 1310; 2564; 2056; 2211; 2362; 1614; 2227
Miles per vehicle; On-Highway only	Annual Miles Traveled:					11,700		14,000		11533; 14188; 6548; 12819; 10278; 11054; 11809; 8068; 11134
Hours per engine; On-Highway only	Annual Idling Hours:					40 hours		270		35
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:					5		6		5, 1, 1, 2, 3, 4, 4, 4, 3
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:					2025		2025		2025; 2020; 2020; 2021; 2022; 2023; 2023; 2023; 2022
	Year of Upgrade Action:					2019		2019		2019
	Upgrade Type:					Vehicle Replacement		Vehicle Replacement		Vehicle Replacement
	Upgrade:					Engine Replacement - Other		Vehicle Replacement - Diesel		Vehicle Replacement - Gasoline
Equipment price not including labor for installation	Upgrade Cost Per Unit:					\$91,467.00		74,269		78,775
Labor cost for installation	Upgrade Labor Cost Per Unit:					N/A		N/A		N/A
	New Engine Model Year:					2020		2020		2018
	New Engine Horsepower:					220		220		320
Liters per cylinder per engine; Nonroad and locomotive only	New Engine Cylinder Displacement:					N/A		6.7		6.8
Per engine; Nonroad and locomotive only	New Engine Number of Cylinders:					6		6		10
	New Engine Fuel Type:					ULSD		ULSD		Gasoline
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:					15 hours		58		35
Gallons per year per engine	Annual Diesel Gallons Reduced:					410.1		800		2307; 2838; 1310; 2564; 2056; 2211; 2362; 1614; 2227

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Calera Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	Purchased and received 2 new International gasoline buses. Also we scrapped 2 Bluebird diesel buses. Received both new buses at our school by May 1, 2019.
What actual accomplishments occurred during the reporting period?	Purchased and received 2 new International gasoline buses. Also we scrapped 2 Bluebird diesel buses. Received both new buses at our school by May 1, 2019.
Did you encounter any problems during the reporting period? If yes, explain.	NO
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes, the local school board members were notified.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	In the next reporting period we will complete all paperwork necessary.

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Caney Valley Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	
What actual accomplishments occurred during the reporting period?	Bids were received, board approved the low bid and bus was delivered in late June.
Did you encounter any problems during the reporting period? If yes, explain.	No
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	N/A
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	No
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes. It was discussed at a recent board meeting.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Plan to disable per requirement and submit for reimbursement.

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Edmond Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	Purchases were not made during this reporting period.
What actual accomplishments occurred during the reporting period?	Met with the EPS School Board to get approval to purchase 10 new Blue Bird buses on April 1st 2019. We submitted for and received a purchase order to purchase ten new gasoline buses on Oklahoma state contract. Received the okay from DEQ to submit photos of the engine serial on side of engine block in lieu of the engine data plate as it was missing from the engine.
Did you encounter any problems during the reporting period? If yes, explain.	No problems found
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income was generated
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	There was a mention of the grant during the April board meeting. Also the superintendent newsletter to school employees made mention of the grant as well.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	New buses will be delivered to Ross Transportation from the factory. After delivery to Edmond Public Schools we will process the invoice, title and register these units. Following delivery ten units marked for destruction will be brought to the Ross Transportation yard where it has been arranged for Farringtons Towing to pick these units up, destroy them, and provide documentation of such. Documentation should be provided to DEQ during this reporting period.

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Lawton Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	Buses purchased and received
What actual accomplishments occurred during the reporting period?	Only thing left is documentation of salvage, have been delivered to scrap yard.
Did you encounter any problems during the reporting period? If yes, explain.	No
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	Yes, \$2100 in scrap of buses
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	No
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We are at completion which should occur by August 1st 2019

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Piedmont Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	A purchase for a replacement vehicle was made during this reporting period. I completed the Project Fleet Description tab for review.
What actual accomplishments occurred during the reporting period?	We ordered a new school bus and it is scheduled to be delivered at the end of July.
Did you encounter any problems during the reporting period? If yes, explain.	No
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes. We shared this information with our school board as well as our broader community through constant contact.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We plan to receive the new bus at the end of July. Next, we will schedule for the current bus to be permanently disabled by drilling a hole in the engine and cutting the frame of the bus.

Oklahoma Department of Environmental Quality

Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Spiro Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses

Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	Replacement vehicles were ordered
What actual accomplishments occurred during the reporting period?	Vehicles were ordered and plan of scrapping reviewed
Did you encounter any problems during the reporting period? If yes, explain.	No problems
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	No Income was generated
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes. Through local paper, school website, School Board meetings.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Receiving of vehicles, scrapping of old vehicles.

Oklahoma Department of Environmental Quality
Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Stigler Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses	
Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	April 30, 2019 - Purchases Replacement Vehicle - 1 school bus
What actual accomplishments occurred during the reporting period?	Bus purchased and delivered April 30, 2019. Replaced school bus was scrapped on May 29, 2019
Did you encounter any problems during the reporting period? If yes, explain.	No
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	We received \$500 for the bus from the scrap yard. This will be utilized for the transportation department. Including purchase of safety materials for school buses and driver training.
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Not during this reporting period.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Have submitted reimbursement request.

Oklahoma Department of Environmental Quality

Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Vian Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses

Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	No purchase yet, but the bus has been order.
What actual accomplishments occurred during the reporting period?	Wrote the clean air bus policy. Putting on the school board agenda to get approve.
Did you encounter any problems during the reporting period? If yes, explain.	No.
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	No problems.
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	No.
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	No
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We planning on getting our clean air bus policy approved by the board, and hopefully our new bus gets deliver.

Oklahoma Department of Environmental Quality

Clean Diesel Grant Program - Quarterly Report

Grant Recipient	Yukon Public Schools
Reporting Period	April - June, 2019

Table 1. Narrative Responses

Question	Answer
If purchases of replacement vehicles and/or exhaust control retrofits occurred during this reporting period, please complete the Project Fleet Description tab. If you completed the Project Fleet Description tab during the last quarterly report, please review the tab for accuracy and make necessary corrections. Please correct any yellow cells as this was information not reported or reported incorrectly.	Information on Project Fleet Description tab.
What actual accomplishments occurred during the reporting period?	Replaced 9 school buses.
Did you encounter any problems during the reporting period? If yes, explain.	No.
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	
Was any program income generated during the reporting period (e.g., Were any parts of your scrapped vehicle(s) sold)? Identify amount of program income, how it was generated, and how the program income was/will be used.	No.
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	We have not.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Scrappage.

V. APPENDIX B: FY19 DERA WORKPLAN

FISCAL YEAR 2019

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2019 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2019 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

SUMMARY PAGE

Project Title: Oklahoma Clean Diesel Grant Program

Project Manager and Contact Information

Organization Name: Oklahoma Department of Environmental Quality (ODEQ)

Project Manager: Cecelia Kleman

Mailing Address: PO Box 1677, Oklahoma City, OK, 73101-1677

Phone: (405) 702-4100

Fax: (405) 702-4101

Email: Cecelia.Kleman@deq.ok.gov

Project Budget Overview:

	FY 2019
EPA Base Allocation	\$320,118
State or Territory Voluntary Matching Funds (if applicable)	\$320,118
EPA Match Incentive (Bonus) (if applicable)	\$160,059
Mandatory Cost-Share	\$2,112,324
TOTAL Project Cost	\$2,912,619
Other Leveraged Funds	\$0

Project Period

October 1, 2019 through September 30, 2021.

Summary Statement

The State of Oklahoma wishes to use the allocation to fund a clean diesel program for the purpose of replacing older school buses. Winning projects will be chosen through a priority system focusing on affected population and cost effectiveness.

Details on past Oklahoma Clean Diesel Grant Program projects can be found here:

<http://www.deq.state.ok.us/aqdnew/cleandiesel/index.html>

SCOPE OF WORK

PROJECT DESCRIPTION:

For FY 2019 the State of Oklahoma wishes to use the allocation to fund a clean diesel program for the purpose of replacing older school buses with newer diesel or gasoline vehicles meeting current emissions standards. Winning projects will be chosen through a priority system focusing on affected population and cost effectiveness. Significant reductions are expected to be achieved in diesel emissions in terms of tons of pollution produced and diesel emissions exposure.

STATE/TERRITORY GOALS AND PRIORITIES:

Oklahoma is currently designated attainment for all of the National Ambient Air Quality Standards (NAAQS) established by the federal government. Some areas in Oklahoma face being designated non-attainment for ozone and SO₂. Specifically of concern are the Oklahoma City and Tulsa metropolitan areas. Projects in high population centers in near non-attainment areas will have a priority value assigned to them in the selection criteria.

According to data from Version 2 of the 2014 National Emissions Inventory, on-road emissions account for approximately 23.9% of NO_x emissions, 2.8% of VOC emissions, 2.1% of PM_{2.5} emissions, and 1.0% of PM₁₀ emissions in the state. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for approximately 50% of NO_x emissions, 12% of VOC emissions, 70% of PM_{2.5} emissions, and 54% of PM₁₀ emissions.

ODEQ personnel will use the Diesel Emissions Quantifier to track the emissions reductions associated with each project. Where practicable, specific fleet information provided by subgrant recipients will be included to produce more accurate estimates. However, if specific information is not available, Diesel Emissions Quantifier defaults will be used. For example, in previous years, some school districts have provided detailed idling estimates and those estimates have been used to develop more precise fuel savings. In other cases, school districts were not able to track idle times with much accuracy and the Diesel Emissions Quantifier defaults were used to estimate fuel savings due to the adoption of a fleet-wide anti-idling policy.

While evaluating our previous grant projects, ODEQ performed an informal assessment of various methods of estimated emissions reductions due to program activities. Results obtained using engine emission factors and detailed mileage estimates were compared with results obtained from the Diesel Emissions Quantifier defaults (both idling hours and vehicle miles driven). ODEQ determined that the more detailed estimates yielded emissions reductions comparable to those obtained from the Diesel Emissions Quantifier using default values.

VEHICLES AND TECHNOLOGIES:

Oklahoma proposes to focus on the replacement of school buses, as discussed above. Based on the estimated budget, ODEQ tentatively anticipates replacing 29 buses. The state has administered successful school bus replacement programs in previous years, resulting in a positive impact on air quality. However, due to current budget constraints in the education community, it is possible that many schools will not have the funds to apply for these grants.

For FY 2019, any application proposing emissions reductions through school bus replacements will be considered. Potential projects include:

- Diesel-to-Diesel and Diesel-to-Gasoline School Bus Replacements
 - For diesel school buses, Oklahoma may fund up to 25% of the cost of a replacement school bus powered by a 2018 model year or newer diesel or gasoline engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>. Funds will only be awarded for school buses that meet these standards.

In addition, school buses will be required to implement and/or maintain anti-idling policies. Anti-idling practices are important because they save fleets money while reducing emissions. Idling should be limited to the engine manufacturer recommendations (generally no more than five minutes). There are different policies which may be applied to implement these practices, such as limiting idling time, vehicle monitoring, and allowing idling only when necessary.

Grant recipients will be required to keep any replacement vehicle and/or equipment in good working order for a minimum of five years after the project period ends.

ROLES AND RESPONSIBILITIES:

ODEQ will sub-grant funding to selected awardees based on their ability to meet the grant requirements and selection criteria to be developed by ODEQ. Activities will take place at various times during the project period as indicated in the timeline below.

ODEQ will be responsible for:

- announcing subgrant solicitations through a Request for Proposals (RFP), award recipients, and ongoing program information on ODEQ's Oklahoma Clean Diesel webpage: <http://www.deq.state.ok.us/AQDNEW/cleandiesel/index.html>.
- ranking proposals submitted by applicants for subgrants.
- reviewing all proposals and ensuring successful recipients meet EPA funding requirements as established in the FY 2019 State Clean Diesel Grant Program Information Guide.
- contacting the highest-ranked applicants to begin the process. Lower ranking applicants will be informed that they have not been selected for an initial award, but will be

encouraged to keep in touch with the ODEQ project manager in case a higher-ranking applicant is unable to participate.

- maintaining contact with the subgrant recipients, which is critical to the success of each project.
- engaging in outreach activities to maintain contact with various stakeholders.
- working with subgrant recipients to help arrange award ceremonies or other appropriate recognition, as requested by subgrant recipients.
- communicating program successes with the local and regional news media.
- fulfilling EPA grant reporting requirements.
- ensuring that grant projects are completed within the designated timelines, or as closely as possible, and informing EPA of any discrepancies.
- performing inspections as needed to ensure project work has been completed prior to reimbursement.

Project partners will be responsible for:

- submitting proposals by the deadline.
- signing Memoranda of Agreement (MOAs).
- completing eligible projects as specified within grant guidelines and timelines.
- maintaining contact with ODEQ.
- providing progress reports and financial statements to ODEQ.

While it may be valuable to investigate innovative financing programs, ODEQ has decided to focus on expanding the types of fleets and potential technologies described previously rather than explore innovative financing at this time. Because of this, the Oklahoma Clean Diesel Grant Program will not support grant rebates and/or loan projects.

ODEQ's Disbursement Methodology

1. Subgrantees are selected.
2. Subgrantees sign MOA describing terms of subgrant, including estimated project cost.
3. ODEQ issues a Purchase Order for the estimated project cost of the subgrant.
4. Subgrantees carry out details of the selected project, going out to bid for performed work and purchased items as necessary.
5. After project completion, subgrantees submit an invoice for the actual project cost to ODEQ, along with any supporting documentation (receipts, bids, etc.).
6. ODEQ confirms the project was completed to satisfaction and within grant terms.
7. Once paperwork is in order and all terms are satisfied, ODEQ issues a check to subgrantee as reimbursement for project work completed.
8. If enough time remains in the project period, any leftover funds resulting from projects that come in below estimated cost will be considered for additional projects.

ODEQ is not currently planning to utilize any additional leveraged resources beyond any voluntary matching funds or mandatory cost-share funds included in the project budget.

TIMELINE AND MILESTONES:

FY 2019		
Action	Start Date*	End Date*
Submit Notice of Intent (NOI)		April 29, 2019
Submit Work Plan and Budget Narrative		May 28, 2019
Submit Grants.gov Application		June 18, 2019
Subgrant Program Development/Develop RFP	October 1, 2019	October 15, 2019
Announce Funding and publish RFP		October 16, 2019
Accept Applications	October 16, 2019	December 4, 2019
Review and Select Applications	December 18, 2019	January 8, 2020
Make Subawards / Complete MOAs	January 8, 2020	January 31, 2020
Project Implementation	February 1, 2020	September 1, 2020
Procurement and Installation of Equipment	February 1, 2020	September 1, 2020
Monitoring and Oversight of Project	February 1, 2020	September 30, 2021
Quarterly Reporting	February 1, 2020	September 30, 2021
Project Completion Date		September 30, 2021
Final Report Deadline		December 30, 2021

*These dates may be adjusted depending upon the date of the award.

DERA PROGRAMMATIC PRIORITIES:

The Oklahoma Clean Diesel Grant Program will ensure that the programmatic priorities outlined in the Diesel Emissions Reduction Act of 2010 (42 USC 16131 *et seq.*) will be met as described below.

Areas in non-attainment or maintenance of NAAQS for Ozone and/or PM_{2.5}

These grant projects will impact areas with high population density and/or poor air quality. Although the state is in attainment for all criteria pollutants, special consideration will be given to the near non-attainment MSAs of Oklahoma City and Tulsa. Although the state has maintained attainment status for all criteria pollutants since 1990, ODEQ is constantly concerned that a period of unusual weather may change Oklahoma’s attainment status. The state would like to add the DERA program to the toolbox of resources available to promote a healthy environment for its citizens. In spite of ODEQ’s current efforts, the state may face non-attainment status based on the new ozone, PM_{2.5}, and SO₂ NAAQS.

Areas with toxic air pollutant concerns as identified from the National Air Toxics Assessment (NATA) data

The counties of Bryan, Carter, Oklahoma, Rogers, and Tulsa are on the 2019 Priority County List per the 2014 National Scale Air Toxics Assessment. This means that all or part of the county’s population was exposed to more than 2.0 µg/m³ of diesel particulate matter emissions.

Areas designated as Federal Class I areas

The Wichita Mountains National Wildlife Refuge near Lawton, Oklahoma is an 8,900-acre Mandatory Class I Federal Area.

Areas accepted to participate in EPA's Ozone Advance or PM Advance Programs

The Oklahoma City and Tulsa MSAs are currently participating in the Ozone Advance program to encourage voluntary reductions to maintain their ozone attainment statuses.

Areas that receive a disproportionate quantity of air pollution from diesel fleets

Grant project funding will impact areas that receive a disproportionate quantity of air pollution from diesel fleets. These areas include school properties, neighborhoods, major highways and thoroughfares, and large metropolitan areas. Two major interstates, I-40 and I-35, intersect in Oklahoma City, bringing heavy semi-truck traffic. Additionally, I-44 passes through both Oklahoma City and Tulsa.

Oklahoma's DERA program will maximize public health benefits to the citizens of the state by giving priority consideration to projects that will reduce diesel emissions in the areas described above. Diesel exhaust contains fine particles which can aggravate asthma and cause lung damage, as well as premature death. The Environmental Protection Agency has classified diesel particulate matter as a likely human carcinogen. These replacements will provide quantifiable reductions of these harmful emissions. Further, since diesel-to-gasoline school bus replacements are eligible projects under Oklahoma's DERA program, we can expect the positive impact from the reduction of diesel exhaust to be greater.

In early 2017, the Blue Bird Vision gasoline school bus received full EPA and CARB certification. This model, equipped with a Ford 6.8L V10 engine, achieved an emission output of 0.08 g/bhp-hr NO_x during certification. This output of nitrogen oxides is significantly less than the federal standard of 0.2 g/bhp-hr¹. Not only are gasoline engines less expensive to own, they emit less NO_x than most diesel engines.

EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS:

The Oklahoma Clean Diesel Grant Program will support EPA's FY 2018-22 Strategic Plan Goal 1, Objective 1.1, 'Improve Air Quality,' which states, "work with states and tribes to accurately measure air quality and ensure that more Americans are living and working in areas that meet high air quality standards." Diesel vehicle replacements will reduce local and regional air pollution, including particulate matter, carbon monoxide, hydrocarbons, and toxic air pollutants. These actions will help Oklahoma ensure that more people within the state are exposed to improved air quality that meets health-based air quality standards.

Outputs

The outputs of the requested projects will include:

- the number of full vehicle replacements. This will be tracked quarterly by ODEQ staff.

¹ <https://www.schoolbusfleet.com/news/721711/blue-bird-vision-gasoline-school-bus-certified-by-epa-carb>

- the annual pounds of nitrogen oxides, particulate matter, carbon monoxide, carbon dioxide, and hydrocarbon emissions reduced. This will be tracked quarterly by ODEQ staff using EPA's Diesel Emissions Quantifier.
- cost effectiveness. This will be tracked quarterly by ODEQ staff using the Diesel Emissions Quantifier.
- health benefits. According to a 2005 press release from Lisa Fasano on behalf of EPA, it has been demonstrated that health benefits from diesel emissions reductions outweigh the costs by a ratio of 13:1. ODEQ will annually track the value of health benefits from emissions reductions using this ratio and the funds spent on the projects.

Outcomes

Expected outcomes from projects funded under this program may include, but are not limited to:

- short-term outcomes. Short-term outcomes of the projects will include reduced emissions of pollutants associated with diesel engines.
- medium-term outcomes. Medium-term outcomes of the projects will include widespread adoption of the implemented technology and documented emissions reductions from these and other sources of diesel emissions in multiple states (using the Diesel Emissions Quantifier).
- long-term outcomes. Long-term outcomes of the projects will include documented improved ambient air quality.

SUSTAINABILITY OF THE PROGRAM:

From FY 2008 through FY 2012 and for FY 2017 through FY 2018, ODEQ successfully administered the Oklahoma Clean Diesel Grant Program, which primarily focused on the replacement, repower, and retrofitting of school buses across the state. In addition, ODEQ successfully administered ARRA grant money to further the clean school bus program in FY 2008 and FY 2009.

ODEQ has and will continue to share funding information with state superintendents, trade associations, and municipalities. Additionally, staff will investigate new ways to publicize the FY 2019 funding opportunity. ODEQ will continue to promote the Oklahoma Clean Diesel Grant Program on its website: <http://www.deq.state.ok.us/AQDNEW/cleandiesel/index.html>. This webpage not only connects potential subgrant recipients to new funding opportunities, but allows them to see the history of Oklahoma Clean Diesel successes. The webpage also includes information on clean diesel issues including idle reduction and health and environmental impacts. ODEQ will also publicize grant opportunities through social media.

ODEQ has promoted the Oklahoma Clean Diesel Grant Program by honoring the good works of subgrant recipients through award and press events. If subgrant recipients show interest in such recognition, ODEQ will continue to recognize successful applicants for their commitment to improving Oklahoma's air quality through the reduction of diesel emissions.

BUDGET NARRATIVE

ODEQ will distribute work between eight staff members. These staff members will be responsible for outreach, customer assistance, preparing and distributing the RFPs, establishing selection criteria, reviewing proposals for administrative and technical completeness, assisting in project selection, and ensuring project implementation, verification, tracking, and follow-up.

Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable):	Line Total
			<i>(VW Mitigation Trust Funds)</i>	
1. Personnel	\$29,335	\$0	\$19,557	\$48,892
2. Fringe Benefits	\$14,763	\$0	\$9,842	\$24,605
3. Travel	\$935	\$0	\$624	\$1,559
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$300	\$0	\$200	\$500
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$422,465	\$2,112,324	\$281,643	\$2,816,432
8. Total Direct Charges (sum 1-7)	\$467,798	\$2,112,324	\$311,866	\$2,891,988
9. Indirect Charges	\$12,379	\$0	\$8,252	\$20,631
10. Total (Indirect + Direct)	\$480,177	\$2,112,324	\$320,118	\$2,912,619
11. Program Income	\$0	\$0	\$0	\$0
12. Other Leveraged Funds*	\$0	\$0	\$0	\$0

*Do not include Other Leveraged Funds on SF-424 or SF-424A

Explanation of Budget Framework

Personnel and Fringe Benefits

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY 2020
SALARY, FRINGE AND INDIRECT**

	Annual	Annual	Annual	MAN- YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist II	\$46,250	\$23,592	\$19,605	0.30	\$13,875	\$7,078	\$5,882	\$26,835
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.15	\$6,131	\$3,344	\$2,660	\$12,135
Env Programs Specialist IV	\$59,094	\$26,694	\$24,081	0.05	\$2,955	\$1,335	\$1,204	\$5,494
Env Programs Specialist III	\$53,119	\$25,251	\$21,998	0.05	\$2,656	\$1,263	\$1,100	\$5,019
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.35	\$14,305	\$7,803	\$6,206	\$28,314
Env Programs Manager	\$64,717	\$28,052	\$26,040	0.05	\$3,236	\$1,403	\$1,302	\$5,941
Attorney	\$71,043	\$29,580	\$28,245	0.05	\$3,552	\$1,479	\$1,412	\$6,443
Professional Engineer	\$72,719	\$29,984	\$28,829	0.03	\$2,182	\$900	\$865	\$3,947
TOTALS	\$448,682	\$207,739	\$184,258	1.03	\$48,892	\$24,605	\$20,631	\$94,128

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$29,335.0	\$19,557.0	n/a	\$48,892
Fringe	\$14,763.0	\$9,842.0	n/a	\$24,605
Indirect	\$12,379.0	\$8,252.0	n/a	\$20,631
TOTAL	\$56,477	\$37,651		\$94,128

- **Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.**

It is anticipated that two staff members will travel approximately 3,117 miles within the state for site visits to confirm equipment has been disabled as required and, in some cases, conduct award ceremonies to recognize participation in the DERA program. Award ceremonies will be conducted upon request of subgrant recipients. The mileage reimbursement rate is \$0.50 per mile. The total cost is approximately \$1,559.

- **Supplies - “Supplies” means all tangible personal property other than “equipment”.** Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$500.
- **Equipment - Identify each item to be purchased which has an estimated acquisition cost of \$5,000 or more per unit and a useful life of more than one year.**
No equipment is expected to be purchased for administration of the grant program.
- **Contractual**
No contractual services are anticipated for the grant program. However, the competitive bid provisions of the Oklahoma purchasing act (Title 74 O.S. §85.1 *et seq.*) of the Oklahoma State Statute and the State Purchasing Rules ensure fair competition for suppliers. Designated purchasing agents are required to obtain bids as authorized by The Central Purchasing Act for the purchase of goods, services, construction, or information services. The State Purchasing Director oversees solicitations for acquisitions by invitation to bid, request for proposal, or request for quotation, and ensures that an evaluation method is clearly identified in any solicitation. The evaluation method must be either “lowest and best” or “best value.”
- **Other**
For the purposes of this application, Oklahoma assumes all successful applicants will be from school districts to replace buses. As projects are carried out, any allocation changes will be updated and published in the forthcoming quarterly and summary reports

FY 2019				
Budget Category		EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)
8. Other				
29 school buses	\$97,118.34/bus	\$14,567.75/bus	\$9,711.83/bus	\$72,838.76/bus
Grand Total	\$2,816,432	\$422,465	\$281,643	\$2,112,324

Indirect Charges

ODEQ has negotiated an indirect rate of 0.2807 (FY19) with EPA. Indirect charges were calculated by multiplying this rate by the sum of personnel and fringe.

Administrative Costs Expense Cap

ODEQ understands up to 15% of the award can be used for administrative costs. ODEQ has budgeted for administrative costs to be 11.8%.

Matching Funds and Cost-Share Funds

The Oklahoma Department of Environmental Quality will match the EPA allocation of \$320,118 to maximize available funding allocations from EPA. ODEQ intends to use the DERA Option of the Volkswagen settlement for this match.

Applicants pursuing clean diesel projects will be required to provide matching funds. The actual match percentage is described in detail for each potential project under Vehicles and Technologies in the Scope of Work. ODEQ will follow EPA guidelines and requirements regarding all clean diesel projects.

See Sections V.D and X of the Program Guide for more information on the voluntary matching incentive and mandatory cost-share funds.

Funding Partnerships

The grant program will fund projects through sub awards only.

VI. APPENDIX C: ALTERNATIVE FUEL SCHOOL BUS PROGRAM REQUEST FOR PROPOSALS

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2018 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
REQUEST FOR PROPOSAL (RFP)**

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**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2018 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
REQUEST FOR PROPOSAL (RFP)**

I. FUNDING OPPORTUNITY DESCRIPTION

A. Summary

The Oklahoma Department of Environmental Quality (DEQ) is soliciting proposals for projects that reduce nitrogen oxide (NOx) emissions from diesel engines. Potential projects include the replacement of diesel school buses throughout Oklahoma with all-electric or alternative fuel school buses, or the repower of diesel school buses with all-electric or alternative fuel technologies. Applicants from all school districts within the State of Oklahoma are eligible for funding, and project applications will be ranked and selected based on the priorities within the Oklahoma Beneficiary Mitigation Plan (BMP). For more information on selection criteria, please see Section V of this document and Appendix A.

The Alternative Fuel School Bus Program is funded by the Volkswagen Trust and is operated in accordance with the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries and the Oklahoma BMP. More information on the Agreement and associated programs within Oklahoma can be found at: <http://www.deq.state.ok.us/aqdnew/vwsettlement/>

B. Funding

The total funding available for this announcement is approximately \$4,184,000. DEQ will be administrating the funding assistance agreements for projects resulting from this announcement. The anticipated number of awards is variable due to the number and type of applications received. Projects will be capped at \$300,000 per award. There is also a per-item cap. Caps are discussed in Section III.C and Table 1 of this document.

Funding will be in the form of reimbursements. Each successful applicant must enter into a grant agreement in the form of a Memorandum of Agreement (MOA) with DEQ. More details on funding structure and match requirements can be found in Sections III.B and III.C of this document.

C. Funding Closing Date

Applications will be accepted until close of business (5:00 p.m. CST) on December 20, 2018; all projects must be completed and all paperwork submitted by September 1, 2021. If funds are not fully awarded after the initial selection process, DEQ may elect to extend the application deadline, or to roll excess funds into the Reserve Flex Fund as described in page 4 of the Oklahoma BMP.

II. ELIGIBILITY INFORMATION

A. Eligible Entities

The Alternative Fuel School Bus program will be open to all school districts within the State of Oklahoma that transport pre-Kindergarten through grade 12 students.

B. Additional Eligibility Criteria

Program eligibility, as indicated in this announcement, must be demonstrated within the application. A successful application must meet all of the requirements below. Applications which fail to meet one or more of the following requirements will be disqualified and will not be scored.

1. Applications must be received on or before close of business (5:00 p.m. CST) December 20, 2018.
2. Applications must be complete, including any attachments and price estimates as necessary.
3. Projects must be located within the state of Oklahoma.
4. Applications must describe the applicant's capability to complete the project in a timely manner.
5. Project applicants must meet eligibility requirements listed in II.A of this document.
6. Projects must meet all eligibility requirements listed in Section III.A.1 and III.A.2 of this document.
7. The project timeline must reflect a project closing date on or before September 1, 2021. By this date, the project must be complete, all paperwork required for reimbursement must be submitted to DEQ, and all other requirements as listed in the MOA must have been met. Any extensions of this deadline must be based on demonstrated need and approved in writing by DEQ prior to September 1, 2021. Requests for extension must be submitted by August 1, 2021.

III. PROJECT INFORMATION

A. Eligible Projects

Applications containing projects that will achieve NOx emission reductions through all-electric or alternative fuel school bus replacements, or all-electric or alternative fuel repowers, will be considered. Potential projects are described below in items III.A.1 through III.A.4.

1. Eligible Buses to be replaced or repowered must meet all of the following:
 - a. a diesel school bus or buses with engine model year (EMY) 2009 or older,
 - b. a diesel school bus or buses with a Gross Vehicle Weight Rating (GVWR) that falls within the Federal Highway Administration Vehicle Classes 4-8, and
 - c. a diesel school bus or buses in current, active service primarily within the State of Oklahoma as of the time this document is released. A vehicle in active service is considered to be a vehicle which was driven at least 3,000 miles within the past year.

Please Note: Eligible Buses to be replaced, and engines of eligible buses to be repowered, must be scrapped per Section VI.F of this document.

2. Eligible Replacement or Repower projects must include all of the following:
 - a. a school bus or buses operating on one of the following fuel types: All-electric, electric hybrid, propane (LPG), or natural gas (LNG or CNG),
 - b. a replacement school bus or buses and/or repowered engines with EMY 2018 or newer,
 - c. a bus or buses with GVWR Class 4-8 of the same or lesser GVWR than the Eligible Bus, or engines to repower a vehicle of GVWR Class 4-8, and
 - d. a bus or buses which operate primarily within the State of Oklahoma

3. Optional project cost may include:
 - a. Repowers may include the cost of installation, and/or
 - b. All-electric vehicle repowers and replacements may include the cost of charging infrastructure and charging infrastructure installation, subject to a per-item cap.

Please Note: Requesting reimbursement for the cost of installation or charging infrastructure may reduce project cost-effectiveness and therefore reduce overall application ranking.

4. Optional right-sizing:

An Eligible Bus of any size may be replaced with a bus of smaller size, and/or lower GVWR. If an Eligible Bus is replaced with a new bus of lower GVWR, this will be considered “right-sizing” and points will be given to the application during the ranking process.

B. Match Requirements

In order to be eligible for an award, all applicants will be required to provide matching funds according to guidelines listed below. Any project income, such as money from the sale of scrap, may be applied towards match requirements. If applicable, the costs of charging infrastructure and labor for repower or infrastructure installation may also be applied towards match requirements.

For all projects, applicants who offer a higher percentage of matching funds on their application will be more likely to receive awards than other applicants offering lower percentages of matching funds.

Awarded funds will be provided in the form of reimbursements after the project has been completed, all necessary support documents have been submitted, and all requirements met.

1. For non-government owned school buses, beneficiaries may be reimbursed in the amount of:
 - a. Up to 40% of the cost of a repower with a new alternative fueled (natural gas (CNG, LNG), propane (LPG), and/or electric hybrid) engine, including the costs of installation of such engine, not to exceed the per-item cap.
 - b. Up to 25% of the cost of a new alternative fueled (natural gas (CNG, LNG), propane (LPG), and/or electric hybrid) vehicle, not to exceed the per-item cap.
 - c. Up to 50% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine, not to exceed the per-item cap.
 - d. Up to 50% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle, not to exceed the per-item cap.

2. For government owned eligible school buses, beneficiaries may be reimbursed in the amount of:
 - a. Up to 50% of the cost of a repower with a new alternative fueled (natural gas (CNG, LNG), propane (LPG), and/or electric hybrid) engine, including the costs of installation of such engine, not to exceed the per-item cap.
 - b. Up to 50% of the cost of a new alternative fueled (natural gas (CNG, LNG), propane (LPG), and/or electric hybrid) vehicle, not to exceed the per-item cap.
 - c. Up to 50% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine, not to exceed the per-item cap.
 - d. Up to 50% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle, not to exceed the per-item cap.

C. Total Project and Per-Item Maximum Caps

A per-item funding cap has been set for many common bus types and for electric charging infrastructure. In addition to per-item caps, each project is also subject to a cap of \$300,000. Per-item and project caps are viewable in Table 1 of this document.

If an applicant wishes to undertake a project or vehicle type **not** listed in Table 1 but still eligible under Section III.A of this document, a project price quote must be submitted as part of the application package. If DEQ can verify the quoted project cost and eligibility, the project will then be eligible to compete for an award for the project percentages listed in Section III.B.1 and/or III.B.2 of this document, as applicable. Quotes are subject to the following qualifications:

1. If the quote is for a vehicle replacement project, the quote must be from a vendor and for a basic vehicle model.
2. If the quote is for a repower project, the quote must be itemized and include both the cost of the new engine and installation costs.
3. If the quote is for an all-electric vehicle and if the project cost or intended matching costs includes the cost of charging infrastructure, such charging infrastructure costs must be itemized on the quote.

Table 1: Maximum Reimbursement Caps*

Per-Vehicle Replacement Reimbursement Caps						
School Bus Type	Government-Owned			Non-Government Owned		
	LPG	CNG	Electric	LPG	CNG	Electric
Type A, up to 20 passengers	\$33,783	\$43,783	\$150,000	\$16,891	\$21,891	\$150,000
Type A, 21-28 passengers	\$33,882	\$43,882	\$150,000	\$16,941	\$21,941	\$150,000
Type A, 29-36 passengers	\$34,794	\$44,794	\$150,000	\$17,397	\$22,397	\$150,000
Type C, up to 39 passengers	\$43,751	\$53,751	\$175,000	\$21,875	\$26,875	\$175,000
Type C, 40-42 passengers	\$43,902	\$53,902	\$175,000	\$21,951	\$26,951	\$175,000
Type C, 43-48 passengers	\$44,054	\$54,054	\$175,000	\$22,027	\$27,027	\$175,000
Type C, 49-54 passengers	\$44,205	\$54,205	\$175,000	\$22,103	\$27,103	\$175,000
Type C, 55-59 passengers	\$44,764	\$54,764	\$175,000	\$22,382	\$27,382	\$175,000
Type C, 60-65 passengers	\$45,322	\$55,322	\$175,000	\$22,661	\$27,661	\$175,000
Type C, 66-71 passengers	\$45,418	\$55,418	\$175,000	\$22,709	\$27,709	\$175,000
Type C, 72-77 passengers	\$45,917	\$55,917	\$175,000	\$22,959	\$27,959	\$175,000
Type D, 70-90 passengers	\$60,000	\$70,000	\$175,000	\$30,000	\$35,000	\$175,000
Electric Bus Charger Reimbursement Caps						
Charger Only			Charger with installation			
\$350			\$1,100			
TOTAL Project Reimbursement Cap						
\$300,000						

Please Note: Table 1 is not inclusive of all project types. For project categories not listed in Table 1, please refer to Section III.C.

IV. PROJECT PERIOD

Recipient must execute the MOA with DEQ and receive a work commencement notification before any work on the project is started. Any funds spent by the recipient before official notification will not be reimbursed.

All projects should begin as soon as possible after execution of the MOA. Vehicles should be replaced and/or repowered and all required paperwork submitted by September 1, 2021; extensions to this deadline will only be granted based on a demonstrated need and must be approved in writing by DEQ prior to the project deadline. Requests for extension must be submitted to DEQ by August 1, 2021.

V. Award Selection and Ranking Criteria

Final selection will be based on a group of evaluation criteria selected to achieve demonstrable reductions of NOx emissions, and to reduce impacts of such emissions on Oklahoma populations. Scoring guidelines are included in Appendix A to this document. Each application will be ranked according to the following evaluation criteria, in no particular order.

- A.** Priority will be given to projects within counties that are in potential non-attainment of National Ambient Air Quality Standards (NAAQS), counties with the highest mobile-source NOx emission rankings for Oklahoma as provided in the 2014 National Emissions Inventory (2014 NEI), and counties containing greater than 1% of the State's registered Volkswagen settlement Subject Vehicles. These counties include Canadian, Cleveland, Comanche, Creek, Grady, Garfield, Garvin, Lincoln, Logan, McClain, Oklahoma, Okmulgee, Osage, Pawnee, Payne, Rogers, Tulsa, Wagoner, and Washington.
- B.** Projects achieving greater emissions reductions per dollar will receive priority over projects with lesser emissions reductions. Emissions reductions must be calculated using one of the following free online tools:
 - 1. AFLEET: https://greet.es.anl.gov/afleet_tool
 - 2. Argonne Heavy-Duty Vehicle Emissions Calculator: <https://afleet-web.es.anl.gov/hdv-emissions-calculator/>
 - 3. Diesel Emission Quantifier: <https://cfpub.epa.gov/quantifier/>
 - 4. GREET: <https://greet.es.anl.gov/>
- C.** DEQ encourages the use of leveraged funds to enhance and expand proposed projects. Proposals with higher percentages of match funds will receive higher rankings during the evaluation process.
- D.** Projects affecting older Eligible Buses receive priority over projects with newer Eligible Buses.
- E.** Projects that are right-sizing a vehicle will receive priority over other projects. Details can be found in section III.A.4 of this document.
- F.** Applications providing thorough explanations and relevant details of the project may be scored higher.

- G. Projects that are **not** located in counties of concern as listed in Section V.A of this document may receive points if they are located in general proximity to areas that have proportionately higher than average traffic from diesel engines. These areas include:
 - 1. The I-40, I-35, and I-44 traffic corridors
 - 2. Truck stops
 - 3. Ports
 - 4. Rail yards
 - 5. Terminals of freight or passenger lines
 - 6. Construction sites
 - 7. Bus Depots/yards
 - 8. Distribution centers
- H. Projects affecting a greater number of Eligible Buses will receive priority over projects affecting a lesser number of Eligible Buses.
- I. Projects affecting an Eligible Bus or Buses with more annual miles travelled will receive priority over Eligible Bus or Buses with fewer annual miles travelled.
- J. Projects to initiate first-time alternative fuel use within a fleet (fleets that currently have no other alternative fuel vehicles in their inventory) will receive priority over projects affecting other fleets.

VI. Additional Requirements for Reimbursement

The following requirements need not be in place at the time of application, but must be met prior to project reimbursement and receipt of award funds.

A. Idle Reduction Policy

Successful applicants shall implement a fleet-wide idle reduction policy. Unnecessary vehicle idling pollutes the air, wastes fuel, and causes excess engine wear. Reduced idling saves money for fleets. Idling should be limited to the engine manufacturer's recommendation (generally no more than five minutes). Applicants should specify the policy to be implemented including (but not limited to) idling time limits, idling exceptions, expected fuel savings, etc. For applicants with an idle reduction policy already in place, please provide a copy of the idle reduction policy and/or thoroughly describe the specifics of the policy.

B. Competitive Bidding

Successful applicants must use a competitive process for obtaining contracts for products and services and conduct cost and price analyses to the extent required in 2 CFR¹ Parts 200 and 1500, as applicable, as well as any regulations covered by state, local, or internal procurement requirements. To the maximum extent practicable, applicants must conduct contracting and purchasing of equipment in a manner that promotes free and open competition. As such, applicants should refrain from mentioning specific technology producers in their applications unless they are sole source providers. Applicants are not required to identify contractors or consultants in the application. Naming a specific contractor or consultant in the application does not relieve the applicant of the obligation to comply with competitive procurement requirements and any regulations covered by federal, state, local, or internal procurement

¹ Code of Federal Regulations

requirements, should the application be approved. Applicants should describe their competitive bid process in the application.

C. Reporting

Semiannual reporting will be required from the project start date until the project is completed and project funds are received. More information on semiannual reporting, including deadlines and report templates, will be provided to recipients after award notification.

D. Memorandum of Agreement (MOA)

Upon awarding the grants, the recipient must enter into an MOA with DEQ committing to the terms of the award. This agreement will establish project timelines, the reimbursement process, reporting requirements, ensure the grant recipient will adhere to the competitive bid/procurement process, and other applicable information.

E. SAM and DUNS Registration

All grant recipients must have registered/renewed with the System for Award Management (SAM) (<https://www.sam.gov/portal/public/SAM/>) and have a registered Data Universal Numbering System (DUNS) number (<http://fedgov.dnb.com/webform>).

F. Scrappage Requirements

All Eligible Buses for replacement must be scrapped and proof of scrappage must be supplied as part of the reimbursement paperwork. "Scrapped" is defined as having a greater than three-inch hole drilled through the engine block and cutting both frame rails. Other methods of scrappage may be considered on a case-by-case basis. Any other method of scrappage must be approved in writing by DEQ prior to scrappage, must occur within the project period, and must completely disable the body and engine of the Eligible Bus. All eligible engine repowers must also be scrapped. For repowers, "scrappage" is defined as having a greater than three-inch hole drilled through the engine block.

VII. FUNDING INFORMATION

A. Amount of Funding Available

DEQ has approximately \$4,184,000 available under this announcement.

B. Project Funding Cap

There is a total project cap per award of \$300,000.

C. Funding Structure

Funding will be in the form of reimbursement upon receipt of invoice(s) from the subgrantee. The applicant must have been awarded the funding via an executed MOA with DEQ in order to receive reimbursement.

Recipient must execute the MOA with DEQ and receive a work commencement notification before beginning any work on the project. Any funds spent by the recipient before official notification will not be reimbursed.

The applicant is responsible for financing the project and will be reimbursed for the award amount specified in the signed MOA with DEQ. Without a fully executed MOA in place, the applicant assumes all costs for the purchases and installation.

In order to be reimbursed with award monies, selected applicants must complete the entire project using their own capital, submit all required supporting documents to DEQ, and fulfill any other requirements as listed in their MOA. DEQ staff will do a review to ensure that requirements have been met before submitting the approved reimbursement request for payment. After reimbursement has been approved, it may take up to 45 days for DEQ to process the payment.

D. Partial Funding

Partial funding may be offered to applicants as deemed applicable and necessary when making the awards.

F. Matching Funds from Other Programs

Volkswagen settlement funds awarded pursuant to this RFP can be used as a match for another funding assistance program, such as a federal grant, if specifically allowed under the other funding assistance program. If an applicant intends to use federal grants or any other funding assistance program monies as a match for this funding opportunity, such intent must be stated on their project application. In addition, the applicant must provide confirmation that the other funding assistance monies are allowed to be used as a match for Volkswagen settlement funds as an attachment to the project application. Volkswagen settlement funds must be specifically named in the provided confirmation. Acceptable forms of written confirmation are official documents supporting the other funding assistance program, such as FAQs, RFPs, or guidance documents.

VIII. APPLICATION AND SUBMISSION INFORMATION

Applicants may submit their application by either hardcopy submission to the address below, or electronically via email to vwsettlement@deq.ok.gov. Submitting an application package does not guarantee funding.

Oklahoma Department of Environmental Quality
Air Quality Division
ATT: Alternative Fuel School Bus Program
707 N. Robinson
P.O. Box 1677
Oklahoma City, OK 73101-1677

Applications can be found at: www.deq.state.ok.us/aqdnew/vwsettlement/altfuelbus

For questions on the application, RFP, or associated concerns, contact:

VWSettlement@deq.ok.gov
(405) 702-4100

THIS REQUEST FOR PROPOSALS WAS PREPARED ON: October 17, 2018

THIS REQUEST FOR PROPOSALS WAS MODIFIED ON: November 27, 2018

This Request for Proposals was modified on November 27, 2018 to extend the original application deadline from December 3, 2018 to December 20, 2018.

Appendix A
Project Scoring Guidelines

Note: If more than one Eligible Bus is affected by a single project application, points given in any criteria category will be based on an average calculated from all Eligible Buses.

CRITERIA	PRIORITY	MAXIMUM POINTS POSSIBLE
<u>Cost Effectiveness: NOx/award \$</u> <i>(Greater NOx/award dollar will receive more points)</i>	Highest	50
<u>Cost Effectiveness: Leveraged/Matching funds</u> <i>(Greater percentage of matching funds will receive more points)</i>	High	40
<u>BMP Target Area: County is Prioritized in BMP</u> <i>(See Section V.A of RFP)</i>	Moderate	30
<u>BMP Target Area: Areas receiving disproportionately high diesel traffic as listed in Section V.G of RFP may receive points ONLY IF points are not given above for being located in a prioritized county.</u>	Moderate	30
<u>Age of Eligible Bus/Buses</u> <i>(Older Eligible Bus/Buses will receive more points)</i>	Low	20
<u>Annual Miles Traveled of Eligible Bus/Buses</u> <i>(More annual miles traveled will receive more points)</i>	Low	20
<u>Right-Sizing</u> <i>(See Section III.A.4 of RFP)</i>	Low	20
<u>First-time use of alternative fuel</u> <i>(Projects funding the first alt. fuel bus in a fleet will receive more points)</i>	Slight	10
<u>Project Size</u> <i>(Projects affecting a greater number of buses will receive more points)</i>	Slight	10
<u>Excellent Detail and Completeness</u> <i>(More complete applications may receive more points)</i>	Slight	10

VII. APPENDIX D: CHARGEOK REQUEST FOR PROPOSALS



Oklahoma Electric Vehicle Charging Grant Program

Funded by the Volkswagen Settlement Environmental Mitigation Trust

Request for Proposals (RFP)

FY 2019-2020

Revised December 13, 2018



Important Information

Project Purpose – The ChargeOK Grant Program, a financial incentive program, provides an opportunity to build out Oklahoma’s light-duty electric vehicle (EV) charging network. Through this program, the State of Oklahoma seeks to build a strategic network of electric charging stations to increase the use of EVs in place of gas-powered cars to mitigate nitrogen oxides, decrease particular matter and greenhouse gas emissions, and reduce EV range anxiety across Oklahoma.

Project Funding – Under the ChargeOK Grant Program, there is approximately \$3.1 million available for reimbursement grants from the Oklahoma Department of Environmental Quality (DEQ) funded by the Volkswagen Settlement Environmental Mitigation Trust.

Application Submission Period – The ChargeOK Grant Program application submission period will begin upon public notice of availability and will close 90-days later. All applications must be submitted by 12:00 PM on March 1, 2019. DEQ has assembled a committee to review and score applications.

Project Period – The project period will begin upon a Notice to Proceed and end 12 months later.

Submission Format – The application is available online at www.deq.state.ok.us/aqdnew/vwsettlement/chargeok. Completed application packets may be submitted by email to VWSettlement@deq.ok.gov. If application packet is 10 megabytes or larger, applicants must use postal service, addressed to the following:

Oklahoma Department of Environmental Quality
Air Quality Division
ATT: ChargeOK Grant Program
707 N. Robinson
P.O. Box 1677
Oklahoma City, OK 73101-1677

For questions on the application, RFP, or associated concerns, contact:
VWSettlement@deq.ok.gov
(405) 702-4100

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I. Overview and Background

The DEQ requests proposals from eligible applicants to install EV charging stations throughout Oklahoma. The ChargeOK Grant Program is a financial incentive program created pursuant to Oklahoma's \$20.9 million allocation from the Environmental Mitigation Trust Agreement for State Beneficiaries (Trust, or State Mitigation Trust), resulting from a national emissions violation settlement.¹ With guidance from the Office of the Secretary of Energy & Environment (OSEE) and Oklahoma Department of Transportation (ODOT), DEQ, as the lead agency, will administer the program and manage requirements required by the Trust Agreement.

A maximum of 15 percent of Oklahoma's State Mitigation Trust allocation, approximately \$3.1 million, will be used to fund light-duty zero emission vehicle supply equipment (ZEVSE) projects. Using this funding, DEQ will implement the ChargeOK Grant Program into two categories of projects: 1) direct current fast charging (DCFC) projects on designated electric vehicle transportation corridors and 2) DCFC/Level 2 ZEVSE charging projects for single point locations. Funding selection will be competitive within each project category.

II. Funding Information

A. Available Funding

DEQ anticipates awarding a total of approximately \$3.1 million on a competitive basis for the purchase, installation, and operation of publicly accessible charging stations proposed by the applicants. Each grant award will be for a single charging site under one of two site categories: *Transportation Corridor* or *Single Point Location*. See III. Eligible Project Locations for more information and clarification on site category definitions. Of the nearly \$3.1 million available, DEQ has allocated 75% of the funds go toward *Transportation Corridor* projects and 25% of the funds toward *Single Point Location* projects.

DEQ will fund a maximum of 80% of eligible project costs. Applicants may submit one application with single or multiple projects – as long as each project is clearly defined. DEQ may award multiple grants to an individual applicant for multiple projects within the same or different areas or

¹ A \$2.866 billion environmental mitigation trust (State Mitigation Trust) was established by the Environmental Mitigation Trust Agreement for State Beneficiaries filed by the United States (U.S.) Department of Justice, with the U.S. District Court for the Northern District of California on October 2, 2017, in the case, *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation* (No. 3:15-md-02672-CRB (N.D. Cal.), MDL No. 2672). Additional information about the case, settlement, and its' programs are available on Oklahoma's Department of Environmental Quality website.

corridors. DEQ may also award grants to more than one applicant within an area or corridor.

B. Funding Type

The ChargeOK Grant Program is funded as a reimbursement grant program. Grant payments are disbursed as reimbursements after the work is completed, verified, and approved. Verification will occur through a site visit by a state official to test the equipment and photograph the completed installation. Under a reimbursement grant, the grantee will pay all project costs and submit proof that project invoices have been paid and project work has been completed, along with an official reimbursement request to DEQ. If DEQ approves the reimbursement request, DEQ will submit the reimbursement request to the Trustee. Reimbursement from the Trustee may take up to 90 days if there are no issues with the reimbursement package. Detailed invoice requirements and submission instructions will be provided to successful applicants.

C. Project Period

The project period for the ChargeOK Grant Program will begin upon execution of a Memorandum of Agreement (MOA) and a Notice to Proceed and end 12 months later. Extension requests will be evaluated on a case-by-case basis by DEQ.

Note: Any application who begins a project and incurs costs before receiving a fully executed MOA and Notice to Proceed (prior to the beginning of the project period) does so with the understanding that the costs may not be reimbursed.

III. Eligible EV Charging Site Categories

With consideration for existing and planned investments of electric charging stations within Oklahoma, the ChargeOK Grant Program offers incentives for two project categories based on site locations and level of charging equipment. All applications must identify proposed project site(s), which can be located anywhere in Oklahoma, and must fall within one of two site categories: *Transportation Corridor* or *Single Point Location*.

1. *Transportation Corridors* shown in Figure 1, and in a larger version in Appendix 1, identify designated transportation corridors where proposed projects are to be located. Furthermore, the *Transportation Corridors* are split between *Tier 1* and *Tier 2* corridors based on variety of sources, including annual average

daily traffic (AADT). See Table 1 for a full description of corridors. All *Transportation Corridor* projects shall be DCFC.

2. A *Single Point Location* may include a single destination location or location that serves as a community charging hub anywhere in Oklahoma. Projects under this category may be DCFC or Level 2.

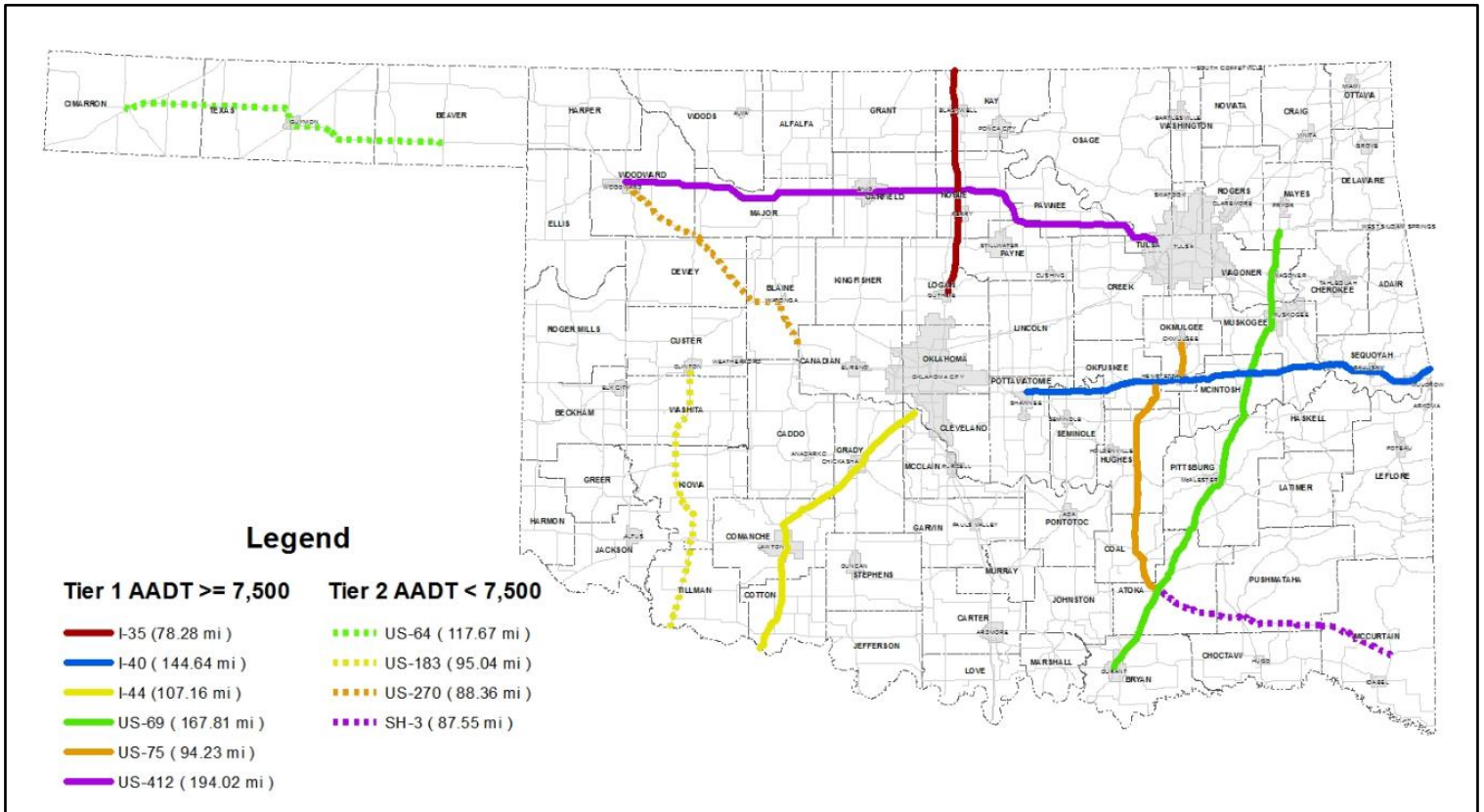


Figure 1: Designated electric vehicle transportation corridors in Oklahoma

Corridors	Corridor Description	Tier Classification
I-35	Guthrie to Kansas Border	Tier 1
I-40	Shawnee to Arkansas Border	Tier 1
I-44	Newcastle to Texas Border	Tier 1
US-69	US-412 JCT to Durant	Tier 1
US-75	Okmulgee to US-69 JCT	Tier 1
US-412	Woodward to Sand Springs	Tier 1
US-64	Boise City to Bryans Corner	Tier 2
US-183	Clinton to Texas Border	Tier 2
US-270	Woodward to Geary	Tier 2
SH-3	US-69 JCT to Broken Bow	Tier 2

Table 1: Description of designated transportation corridors

IV. Eligibility Information

A. Eligible Applicants

Eligible applicants include the following: *see glossary for definitions*

- Businesses, registered in Oklahoma with the Secretary of State
- Federal, State, Local, or Tribal Government Agencies
- 501(c)(3) Organizations
- Air Quality or Transportation Organizations
- Metropolitan or Rural/Regional Transportation Planning Organizations

B. Cost Share Requirements

Grantees will be required to provide a minimum 20% match. If a higher percentage is matched, then additional points will be awarded during the scoring process. Eligible sources of a match include cash, loans, other grants or capital assets dedicated to the project. All matching funds claimed in a project proposal must be supported with documentation that demonstrates the funds are available.

Volkswagen settlement funds awarded pursuant to this RFP can be used as a match for another funding assistance program, such as a federal grant, if specifically allowed under the other funding assistance program. If an applicant intends to use federal grants or any other funding assistance program monies as a match for this funding opportunity, such intent must be stated on their project application. In addition, the applicant must provide confirmation that the other funding assistance monies are allowed to be used as a match for Volkswagen settlement funds as an attachment to the project application. Volkswagen settlement funds must be specifically named in the provided confirmation. Acceptable forms of written confirmation are official documents supporting the other funding assistance program, such as FAQs, RFPs, or guidance documents.

Note: Applicants are not allowed to use any other VW funds to match or fund proposed charging station projects.

C. Eligible and Ineligible Costs

Eligible Cost:

All project costs must be necessary for and directly connected to the acquisition, installation, operation, and maintenance of the ZEVSE. Project costs may include, but are not limited to, the following:

- DCFC & Level 2 equipment costs
- ZEVSE installation costs directly associated with and required for the installation and safe operation of ZEVSE
- Utility upgrades such as transformers and extensions
- Connecting ZEVSE to electrical service
- Other hard costs (concrete, conduit, signage, cable/wiring, etc.)
- Warranties for charging equipment (minimum of 5 years)
- Shipping of equipment
- Battery storage and solar photovoltaic panels

Ineligible Cost:

All project costs that are not directly related to the project are considered ineligible for reimbursement. In addition, the following costs, even if they are directly related to the project, are ineligible.

- Purchase or rental of real estate
- Other capital costs (e.g., construction of buildings, parking facilities, etc.) or general maintenance (i.e., maintenance other than of the supply equipment)
- Administrative costs

V. Project Specifications

All applications should address how the project proposal will comply with the following requirements. Failure to address these requirements may result in disqualification of the application during the review process. Failure of a grantee to maintain compliance with these requirements through project implementation and operation may result in withholding of grant reimbursement and/or rejection of future grant applications submitted by the grantee.

Providing additional project information beyond these requirements is encouraged.

All projects *shall meet* the following requirements:

1. **Category:** Projects shall be located within one of the outlined categories (Transportation Corridor or Single Point Location).
2. **Host Site Selection:**
 - a. **Location:** For project host sites under the *Transportation Corridor* category, projects shall be within a maximum distance of 1 mile of

an exit off the highway or interstate, though closer proximity of less than 0.5 miles is highly encouraged and points will be awarded accordingly during the scoring process. All charging sites shall be publicly accessible to the general public 24-hours per day/ 7-days a week, adequately lit from dusk to dawn, and be within a short and safe walking distance to retail or service establishments such as restrooms, convenience stores, restaurants, shopping centers, or tourism destinations.

- b. **Agreements:** Site host agreements shall be negotiated with the host site owners to achieve assurance that each charging station will remain at the site and operational for a minimum of 5 years. Additionally, all applicants are required to collaborate with local electric utility and include appropriate documentation from the utility, such as a letter or service notice, indicating power supply availability for the proposed project.
- c. **Register:** Upon completion of the project, applicant shall register the location with the Alternative Fuel Data Center station locator tool at www.afdc.energy.gov/.

3. Ongoing Services:

- a. **Customer Service:** Projects shall include a customer service support telephone number available 24 hours per day, 7 days a week and clearly posted to assist customers with difficulties accessing or operating the charging station.
- b. **Parking:** Projects shall include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously, and shall include adequate space for future expansion.
- c. **Networking:** Projects shall be connected to a network by Wi-Fi or cellular connection. Furthermore, projects shall maintain appropriate EV charging network hardware and software that include the capabilities for: remote diagnostics, remote start of the equipment, and collecting and reporting usage data.
- d. **Payment Options:** If charging service is not provided as a free service/amenity, then charging stations must be Payment Card Industry compliant to allow direct use of a credit or debit card at the charging station itself. Stations may also offer additional payment methods including subscription methods, smart cards, or smart phone applications. Real-time pricing and fee information shall be displayed on device or payment screen. Charging station equipment shall allow for flexible pricing including, but not limited to, per minute or per hour, by space, or by time of day.

- e. **Signage:** “Electric vehicle charging only” signs are required on each side of each charging station along with “electric vehicle charging only” stenciled graphics on each striped parking stall.
- f. **Compliance:** Site development, project installation, and maintenance shall be done in compliance with all applicable laws, ordinances, regulations and standards, including, but not limited to, the Americans with Disabilities Act (ADA).
- g. **Maintenance:** Projects (charging units) must come with a minimum of 5-year manufacturer’s warranty and continually be in full-working order to the extent possible. Should repair be necessary, charging units shall be fully operating within 72 hours of equipment issue/breakdown to ensure a 95% annual uptime guarantee. Proof of the charging station equipment warranty and a maintenance plan must be submitted to ODEQ prior to project completion as a condition of final payment approval.

4. **Equipment Requirements:**

- a. Each charging unit must offer both CHAdeMo and SAE CCS (Society of Automotive Engineers Combined Charging System) charging protocol connectors. Each Level 2 charging unit must offer a J1772 compatible connector.[†]
- b. All charging station equipment must come with a minimum of a 5-year warranty.
- c. Charging stations shall use Open Charge Point Protocol.
- d. Charging equipment must be certified through the Nationally Recognized Testing Laboratory (NRTL) program to demonstrate compliance with appropriate product safety test standards. A complete list of accredited NRTLs can be found online at: <https://www.osha.gov/dts/otpc/nrtl/nrtllist.html>. Supporting evidence must be provided.
- e. For a 150 kW DCFC location, a minimum of 150 kW shall be provided for a single vehicle, and at least 50 kW simultaneous charging when multiple vehicles are connected.
- f. For a 50 kW DCFC location, a minimum of 50kW shall be provided to each vehicle.
- g. If Level 2 EVSE is included, it must be capable of providing electric power at each plug at a minimum of 6.6 kW continuous with electric service rated at 208V (30A continuous).[†]
- h. Future Proofing: Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future installation of two additional 50 kW charging stations or a higher power station up to 350 kW must be included in the installation. The charging enclosure must be

constructed for use outdoors in accordance with UL50, Standard for Enclosures for Electrical Equipment, NEMA, Type 3R exterior enclosure or equivalent.

- i. Charging equipment shall be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%.
- j. Projects shall incorporate a cord management system or method to eliminate potential for cable entanglement, user injury and connector damage from lying on the ground.
- k. Projects using renewable energy sources to provide the charging station its power or storage will be awarded additional points during the scoring process.

VI. Project Reporting, Monitoring, and General Conditions

Semiannual reporting will be required from the project start date until the project is completed and project funds are received. More information on semiannual reporting, including deadlines and report templates, will be provided to recipients after award notification.

Additionally, all applicants shall submit annual station utilization data to DEQ for 5 years after projection completion. Annual report submission instructions will be included in executed MOA. The following information shall be submitted for each charger installed:

- Number of charging events
- Connect and disconnect times
- Start and end charge times
- Number of unique vehicles connected
- Total kWh dispensed per charging event
- Average kWh per charging event
- Peak power (kW) per event
- Peak power (kW) by time and date
- Peak power demand (kW) by month
- Average duration of charging events
- Percentage of station downtime

Pursuant to paragraphs 4.2.7 and 5.2.14 of the Volkswagen State Mitigation Trust, state beneficiary funding requests to the Trust must be published on a public-facing website by both the Trustee and the state beneficiary. Thus,

applications submitted to this grant program are subject to being published online, either in whole or in part. To the extent any information contained in or included as part of an application to this grant program is a trade secret or confidential business information (CBI), within the meaning of Oklahoma law (including 51 Okla. Stat. (O.S.) 24A.10 and 27A O.S. 2-5-104(17)), the applicant must specifically designate it as such. Please provide two copies of your application: one clean version and one redacted version, specifically identifying which provisions in the application are considered CBI. In the interest of transparency, it is requested that the applicant avoid designating the whole application as CBI and only redact those portions of the application which are specifically CBI.

VII. Application Review, Scoring, and Selection

All applications will be reviewed by a Scoring Committee comprised of one representative from DEQ, SOEE, and ODOT. The Scoring Committee will only review applications submitted by the grant deadline. Late proposals, ineligible applicants and projects, and incomplete proposals will not be considered for review. The Scoring Committee will have up to 60-days from the application deadline to score applications.

Only applications meeting the eligibility criteria will be considered for scoring. Reviewers will evaluate proposals per project using the criteria listed in Appendix 2. The potential maximum number of points is listed to the right of each category. Any member of the Scoring Committee may request clarification of submitted information from one or more applicants. The applicant may provide written responses to the request for clarification; such responses may be considered along with the original proposal for application scoring.

Note: DEQ is not required to distribute all funds available for this funding opportunity and reserves the right to award partial grants.

All applicants will receive email notification from DEQ, addressed to the contact person specified in the application, notifying the applicant whether or not they are being offered grant funding. Applicants selected for funding will also be notified through email concerning the next steps in the award process, including execution of a MOA. This agreement will establish project timelines, the reimbursement process, reporting requirements, ensure the grant recipient will adhere to the competitive bid/procurement process, if applicable, and other applicable information. Once the MOA has been signed by both parties, then the applicant will receive an email notification from DEQ

with a Notice to Proceed. Again, applicants who begin a project and previously incur costs before receiving a Notice to Proceed does so with the understanding that the costs will not be reimbursed.

VIII. Glossary

501(c)(3) Organization – an organization recognized by the United States (U.S.) Internal Revenue Service as tax-exempt under Section 501(c)(3) of the U.S. Internal Revenue Code.

Air Quality or Transportation Organizations – local, regional or multi-state air quality or transportation organizations that include a Oklahoma state government agency, a municipal government, or a municipal authority as a member, and

1. own or operate a diesel fleet located or operating in Oklahoma, or
2. have partnered with or are acting as a project manager for another eligible entity listed in this section.

Business – corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the Oklahoma Secretary of State to do business in Oklahoma.

Combined Charger System (CCS) Type 1 – a type of special electrical connector used in DC charging certain battery electric vehicles and using the Type 1 connector adopted for use in North American charging systems.

Direct Current Fast Charging (DCFC) – a high power (50KW – 350KW), fast charging method used to resupply an EV battery using direct current electricity, typically 208/480V 3 phase.

Federal Government Agency – Federal agencies that have custody, control, or management of land within or contiguous to the territorial boundaries of Oklahoma.

Government – a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government.

Level 2 EV Charging – EV Supply Equipment that provides alternating current at 208/240V up to 19.2 kW for charging an EV battery.

Light-duty vehicles – Class 1 and 2 vehicles that have a Gross Vehicle Weight Rating of less than 10,000 lbs.

Metropolitan or Rural/Regional Transportation Planning Organizations – organizations as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b) that are located in Oklahoma.

“Operation and Maintenance Costs” – shall mean the costs necessary for, and directly connected to, the operation and maintenance of new light duty electric vehicle supply equipment. †

Publicly Accessible – filling station that is available for public use, without restrictions, 24 hours per day, 7 days per week. Examples of restrictions include: club or membership card access restrictions, or site limitations, such as, a station being located behind a gated fence.

Site host agreement – A legal agreement which includes rules and responsibilities for the party(s) to manage, operate, and maintain the charging station in the future. This agreement shall be between land owner and the applicant/equipment operator for the establishment of a charging station.

Trustee – Wilmington Trust, N.A., the firm approved by the Court in *In re: Volkswagen “Clean Diesel” Marketing, Sales Practices, and Products Liability Litigation*, MDL No. 2672 CRB (JSC), on March 15, 2017 to administer the State Trust Agreement and disburse the funds from the State Mitigation Trust.

Zero Emission Vehicle (ZEV) – a vehicle that produces no emissions from the onboard source of power.

Zero Emission Vehicle Supply Equipment (ZEVSE) – equipment permanently installed at a site for recharging or refueling an electric vehicle.

THIS REQUEST FOR PROPOSALS WAS PREPARED ON: November 29, 2018

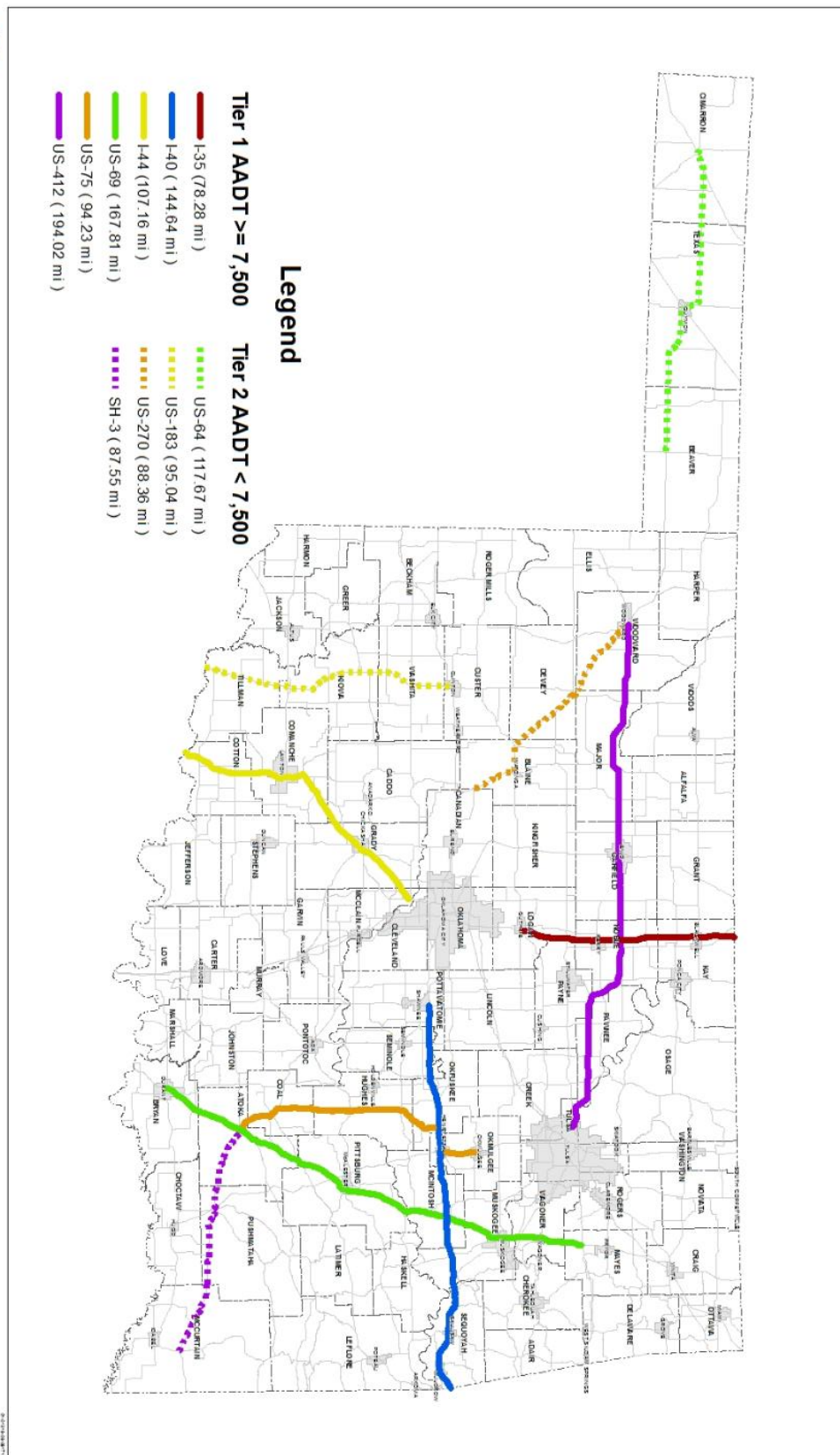
THIS REQUEST FOR PROPOSALS WAS MODIFIED ON: December 13, 2018

†This Request for Proposals was modified on December 13, 2018 to revise connector and electric service requirements under section V.4, and to revise “Operation and Maintenance Cost” under the Glossary.

Appendix 1: Designated Electric Vehicle Transportation Corridors



Designated Electric Vehicle Transportation Corridors



Appendix 2: Scoring Criteria

A 100-point scale will be used to evaluate complete and eligible applications. Project proposals will be evaluated and ranked according to the following criteria:

CRITERIA	MAXIMUM POSSIBLE POINTS
Project Narrative	5
Station Location and Access to Amenities	20
Cost Effectiveness: <ul style="list-style-type: none"> • Matching Funds requested • Budget Narrative • Business Model 	20
Station Design, Facilities Requirements, Minimum Station Specifications	20
Organization, Staff Experience, Qualifications	15
Project Partnerships: <ul style="list-style-type: none"> • Key Partners Identified • Site Agreement Attached • Utility Service Notice 	10
Innovation and Sustainability: <ul style="list-style-type: none"> • Future Proofing • Use of Renewable Energy 	5
Detail and Completeness	5
TOTAL	100