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 July 1, 2019 to December 31, 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.

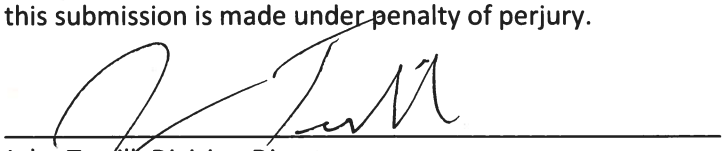
If you have any further questions regarding this report, please contact Heather Lerch at 405-702-4100.

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.



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

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VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST SEMIANNUAL REPORT

BENEFICIARY: State of Oklahoma
LEAD AGENCY: Oklahoma Department of Environmental Quality
REPORTING PERIOD: July 1, 2019 – December 31, 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 July 1, 2019 to December 31, 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. More information can be found on the Oklahoma Volkswagen Settlement webpage, https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/.

II. INDIVIDUAL PROGRAM STATUS AND PROJECT PROGRESS SUMMARIES

A. OKLAHOMA CLEAN DIESEL PROGRAM

Oklahoma has elected to take advantage of the Diesel Emissions Reduction Act (DERA) Option in Section 10 of Appendix D-2 of the Agreement; The Oklahoma Clean Diesel Program represents Oklahoma's participation in the DERA program. The website for the Oklahoma Clean Diesel Program is https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/

Oklahoma is currently involved in two DERA funding grants: Grant #DS-01F36801-0 covers both FY17 and FY18 Oklahoma Clean Diesel Programs. Grant #DS-01F65501–0 covers the FY19 Oklahoma Clean Diesel Program. 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. More details on these programs are below.

1. **FY17 DERA**

The D-4 for the FY17 DERA Program with project ID# DS-01F36801-0 was approved on September 21, 2018. As of submittal of this report, all projects listed in this D-4 have been completed and a summary of the completed projects and their associated entities are described below.

During the application period fourteen entities were selected to receive awards. As a result of this program, 24 old diesel school buses were replaced with 24 new diesel or gasoline school buses throughout the state. Some unused Trust funds have been returned 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. A final report for this grant was submitted to EPA on December 26, 2019 and is included as Appendix B of this report.

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

Project Partner	Estimated DEQ Award Amount	Total Final Cost	Actual Reimbursement Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust	Difference/Amount Remaining Returned to Trust
Boswell Public Schools	$ 20,000.00	$ 72,835.00	$ 18,208.75	$ -	$ -	$ -
Broken Arrow Public Schools	$ 88,000.00	$ 456,860.00	$ 88,000.00	$ 35,200.00	$ 35,200.00	$ -
Carnegie Public Schools	$ 46,000.00	$ 163,844.00	$ 40,961.00	$ 18,400.00	$ 16,384.40	$ 2,015.60
Catoosa Public Schools	$ 21,250.00	$ 81,989.00	$ 20,497.25	$ 8,500.00	$ 8,198.90	$ 301.10
Comanche Public Schools	$ 25,750.00	$ 106,071.00	$ 26,517.75	$ 10,300.00	$ 10,300.00	$ -
Howe Public Schools	$ 63,000.00	$ 252,078.00	$ 63,019.50	$ 25,200.00	$ 25,200.00	$ -
Noble Public Schools	$ 22,500.00	$ 84,000.00	$ 21,000.00	$ 9,000.00	$ 8,400.00	$ 600.00
Oaks Public Schools	$ 19,500.00	$ 77,522.00	$ 19,380.50	$ 7,800.00	$ 7,752.20	$ 47.80
Piedmont Public Schools	$ 21,448.00	$ 88,650.00	$ 21,448.00	$ 8,579.20	$ 8,579.20	$ -
Pretty Water Public Schools	$ 20,000.00	$ 88,865.00	$ 20,000.00	$ 8,000.00	$ 8,000.00	$ -
Sallisaw Public Schools	$ 56,000.00	$ 221,497.68	$ 52,339.90	$ 22,401.24	$ 20,935.96	$ 1,465.28
Snyder Public Schools	$ 21,375.00	$ 87,972.00	$ 21,375.00	$ -	$ -	$ -
Springer Public Schools	$ 17,043.75	$ 77,845.00	$ 19,461.25	$ 6,817.50	$ 6,817.50	$ -
Stigler Public Schools	$ 18,671.00	$ 75,497.00	$ 18,874.25	$ 7,468.40	$ 7,468.40	$ -
TOTALS	**$ 460,537.75**	**$ 1,935,525.68**	**$ 451,083.15**	**$167,666.34**	**$163,236.56**	**$ 4,429.78**

2. FY18 DERA

During the reporting period of July 1, 2019 to December 31, 2019, Oklahoma completed all projects selected under the FY18 DERA program. The associated D-4 funding request with Project ID #DS-01F36801-0(2) was approved by the Trust on July 8, 2019. Some unused Trust funds remain, and DEQ is in the process of returning the remaining amount. Because the FY18DERA program is part of a 2-year grant, it shares a project end date with FY17 DERA of September 1, 2019. A final report for this grant was submitted to EPA on December 26, 2019 and is included as Appendix B of this report.

Applications were accepted from October to December 2018 and awards were announced January of 2019; nine entities were selected to be awarded. Awardees had from January-September 2019 to complete their projects and all entities were successful in their timely completion. These projects resulted in the replacement of 33 old diesel buses with 33 new diesel or gasoline buses that will benefit the air quality across Oklahoma.

TABLE 2: FY18 DERA ESTIMATED (REQUESTED) PROJECT COSTS VS. ACTUAL PROJECT COSTS

Project Partner	Estimated DEQ Award Amount	Total Final Cost	Actual Reimbursement Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust	Difference/ Amount Remaining Returned to Trust
Calera PS	$ 37,000.00	$ 141,762.00	$ 35,440.50	$ 14,800.00	$ 14,176.20	$ 623.80
Caney Valley PS	$ 19,725.00	$ 84,425.00	$ 19,725.00	$ 7,890.00	$ 7,890.00	$ -
Edmond PS	$ 234,827.00	$ 939,310.00	$ 234,827.00	$ 93,930.80	$ 93,930.80	$ -
Lawton PS	$ 97,500.00	$ 404,975.00	$ 97,500.00	$ 39,000.00	$ 39,000.00	$ -
Piedmont PS	$ 22,866.75	$ 91,467.00	$ 22,866.75	$ 9,146.70	$ 9,146.70	$ -
Spiro PS	$ 67,725.00	$ 263,476.00	$ 65,869.00	$ 27,090.00	$ 26,347.60	$ 742.40
Stigler PS	$ 18,874.25	$ 74,269.00	$ 18,567.25	$ 7,549.70	$ 7,426.90	$ 122.80
Vian PS	$ 19,250.00	$ 76,740.00	$ 19,185.00	$ 7,700.00	$ 7,674.00	$ 26.00
Yukon PS	$ 178,481.25		$ 177,931.25	$ 71,392.50	$ 71,172.50	$ 220.00
Administrative			$ 20,012.00	$ 20,012.00	$ 20,012.00	$ -
TOTALS	**$ 696,249.25**		**$ 711,923.75**	**$298,511.70**	**$296,776.70**	**$ 1,735.00**

3. FY19 DERA

DEQ was awarded $480,177 on September 9, 2019 by EPA for the FY19 DERA program. DEQ submitted an advanced D-4 to the Trust, with Project ID# DS-01F65501–0, on September 26, 2019. This D-4 was approved on November 26, 2019. No Attachment A funding requests have been submitted for this program thus far.

FY19 DERA is the first part of a two-year DERA grant which terminates on September 30, 2021. The projects chosen during this round of FY19 funding are expected to be completed by September 1, 2020. The FY19 Oklahoma Clean Diesel Program focuses on replacing diesel school buses of EMY 1996-2009 with new gasoline or new diesel school buses. The grant solicitation and application were made available on October 21, 2019. The application deadline was December 6, 2019. The applications have been scored by a scoring committee and preliminary awardees have been chosen. The selected applicants will be contacted in mid-January to confirm acceptance of the awards. The MOA and award letter need to be finalized prior to contacting recipients.

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. Eligible fuels for this program include electric, CNG, and propane/LPG. The website for the Oklahoma Alternative Fuel School Bus Program can be found at the following link: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/alternative-fuel-school-bus-program/. This program was budgeted to be fully funded by the Volkswagen Trust.

1. FY2018 (YEAR ONE) ALTERNATVE FUEL SCHOOL BUS PROGRAM

The D-4 for this round of funding, with project ID # OK-AFSB-1, was approved on July 24, 2019. The Request for Proposals, or RFP, was published on October 17, 2018 and subsequently modified on November 27, 2018 in order to extend the deadline for applications to December 20, 2018.

During this project period eleven schools were selected to replace 32 diesel school buses with new propane/LPG or natural gas/CNG school buses; awardees were notified of their selection in January 2019. Since this program has a time period of three years some projects are still ongoing while others have been completed and reimbursed. Projected termination dates for these projects is September 1, 2021; this deadline is anticipated to be met by all awardees.

TABLE 4: FY 2018 ALTERNATIVE FUEL SCHOOL BUS PROJECT ESTIMATED (REQUESTED) PROJECT COSTS VS. ACTUAL PROJECT COSTS
(Entities with no Actual Reimbursement Amounts listed have not yet completed their projects and thus not been reimbursed.)

Project Partner	Estimated DEQ Award Amount	Total Final Cost TO DATE	Actual Reimbursement Amount TO DATE	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust TO DATE	Difference/ Amount Remaining Returned to Trust
Anadarko PS	$ 226,955.00	$ 453,910.00	$ 226,955.00	$ 226,955.00	$226,955.00	$ -
Bethany PS	$ 90,000.00	$ 186,688.00	$ 89,983.62	$ 90,000.00	$ 89,983.62	$ 16.38
Keys PS	$ 90,836.00	$ 196,646.00	$ 90,836.00	$ 90,836.00	$ 90,836.00	$ -
Lawton PS	$ 215,000.00		$ -	$ 215,000.00	$ -	$ -
Mangum PS	$ 88,966.00		$ -	$ 88,966.00	$ -	$ -
McCord PS	$ 36,655.00	$ 81,456.00	$ 36,655.00	$ 36,655.00	$ 36,655.00	$ -
Perkins-Tryon PS	$ 128,092.00	$ 256,184.00	$ 128,092.00	$ 128,092.00	$128,092.00	$ -
Ponca City PS	$ 41,977.50		$ -	$ 41,977.50	$ -	$ -
Stroud PS	$ 45,418.00	$ 106,679.00	$ 45,418.00	$ 45,418.00	$ 45,418.00	$ -
Weatherford PS	$ 215,760.00	$ 431,520.00	$ 215,760.00	$ 215,760.00	$215,760.00	$ -
Wellston PS	$ 161,544.00		$ -	$ 161,544.00	$ -	$ -
Administrative			$ 15,502.96	$ 176,568.96	$ 15,502.96	$ -
TOTALS	**$ 1,341,203.50**		**$ 849,202.58**	**$ 1,517,772.46**	**$849,202.58**	**$ 16.38**

2. FY2019 (YEAR TWO) ALTERNATIVE FUEL SCHOOL BUS PROGRAM

The advance D-4 for this round of funding, with project ID # OK-AFSB-2, was submitted on October 8, 2019 and approved on December 9, 2019. No Attachment A funding requests have been submitted for this program thus far. The Grant Solicitation for the FY19 Alternative Fuel School Bus Program is included as Appendix D. Project termination dates for the remaining projects is September 1, 2022.

A grant solicitation for this program was published on October 22, 2019, which officially opened up the application period. Eleven applications were accepted during this application period which closed on December 6, 2019. After review by the scoring committee, all accepted applications have been approved for funding. Awardees will be notified mid-January via phone call and mailed award packet. The successful completion of these projects would result in 33 old diesel buses replaced by 33 new propane/LPG buses by public schools across Oklahoma.

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. ChargeOK projects were selected by an inter-agency panel; Projected termination date for these projects is September 21, 2021. The website for the ChargeOK Program is https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/chargeok-oklahoma-electric-vehicle-charging-program/ Two D-4s have been submitted for ChargeOK; The D-4 with Project ID #OK-EVSE was submitted on September 19, 2019 and approved on November 18, 2019; The D-4 with Project ID OK-EVSE-2 was submitted on October 8, 2019 and approved on November 18, 2019. The Grant Solicitation for the ChargeOK Program was included in a previous semiannual report.

TABLE 6: ChargeOK PROJECT ESTIMATED (REQUESTED) PROJECT COSTS VS. ACTUAL PROJECT COSTS

Project Partner	Estimated DEQ Award Amount	Projected Total Cost	Actual Reimbursement Amount TO DATE	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust TO DATE	Difference/ Amount Remaining Returned to Trust
City of Pawhuska	$ 17,115.20	$21,394.00	$ -	$ 17,115.20	$ -	$ -
Roshan Patel DBA Leisurehm	$ 8,080.00	$10,100.00	$ -	$ 8,080.00	$ -	$ -
Roshan Patel DBA Leisurehm	$ 8,080.00	$10,100.00	$ -	$ 8,080.00	$ -	$ -
City of Edmond	$ 25,367.00	$55,235.00	$ -	$ 25,367.00	$ -	$ -
OnCue	$ 292,830.27	$390,440.36	$ -	$ 292,830.27	$ -	$ -
OnCue	$ 96,639.00	$128,974.32	$ -	$ 96,639.00	$ -	$ -
Carey Johnson Oil Company reassigned to Francis Solar	$ 114,961.00	$181,863.00	$ -	$ 114,961.00	$ -	$ -
Carey Johnson Oil Company reassigned to Francis Solar	$ 115,091.00	$182,063.00	$ -	$ 115,091.00	$ -	$ -
Francis Solar	$ 1,005,821.00	$6,705,464.00	$ -	$ 1,005,821.00	$ -	$ -
Administrative			$ 35,973.83	$ 150,000.00	$ 35,973.83	$ -
TOTALS	**$1,683,984.47**	**$7,685,633.68**	**$35,973.83**	**$1,833,984.47**	**$35,973.83**	**$ -**

TABLE 7: ChargeOK PROJECT SUMMARIES AND STATUS

Project Description	Project Partner	STATUS UPDATE
Install 1 level 2 charger in Pawhuska OK	City of Pawhuska	
Install 1 level 2 charger at the Holiday Inn Express & Suites, Owasso OK	Roshan Patel DBA Leisurehm	Purchased equipment
Install 1 level 2 charger at The Fairfield Inn and Suites, Catoosa OK	Roshan Patel DBA Leisurehm	Purchased equipment
Install 10 level 2 chargers at 4 locations in Edmond OK	City of Edmond	Purchased equipment, installation scheduled for January 2020
Install 1 level 3 charger each in Edmond, Midwest City, and Oklahoma City OK	OnCue	Changed equipment they plan to purchase
Install 1 level 3 charger at 2837 NW 36th St. Oklahoma City OK	OnCue	Changed equipment they plan to purchase
Install 2 level 3 chargers in Enid, Guymon, McAlester, Norman, Seiling, Stillwater, Henryetta, and Tulsa Ok. Install 4 level 3 chargers in Blackwell, Lawton, Muskogee, Tulsa, Wagoner, OK.	Francis Solar	For McAlester, the site owner declared bankruptcy, so the charging station will not be constructed at this time. All other sites are operating.

III. FUNDING AND EMISSIONS OVERVIEW

D. D-4 Submittal Summary

During this project period, DEQ did not complete any programs related to D-4 submittals, and submitted D-4s for each of those project IDs: OK-EVSE, OK-EVSE-2, DS-01F65501-0, and OK-AFSB-2. The below table summarizes all submitted D-4 requests and their associated administrative costs. DEQ's requested funds for administrative costs remains well below the 15% cap as required by the Agreement.

TABLE 8: D-4 SUBMITTAL SUMMARY

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
1	DERAFY17	DS-01F36801-0	8/9/2019	9/21/2019	$ 167,666.34	0.80%	$0.00	0%	0.00%
2	DERAFY18	DS-01F36801-0 (2)	5/6/2019	7/8/2019	$ 298,511.70	1.43%	$ 20,012.00	7%	0.10%
3	AFSB1	OK-AFSB-1	5/6/2019	7/24/2019	$ 1,517,772.46	7.25%	$ 176,568.96	12%	0.84%
4	Oklahoma EVSE Program FY19	OK-EVSE	8/13/2019	10/15/2019	$1,833,984.47	8.77%	$ 150,000.00	8%	0.72%
5	Oklahoma EVSE Program FY19	OK-EVSE-2	9/19/2019	11/18/2019	$1,304,388.20	6.23%	$0.00	0%	0.00%
6	DERAFY19	DS - 01F65501 - 0	9/26/2019	11/26/2019	$320,118.00	1.53%	$38,475.00	12%	0.18%
7	AFSB2	OK-AFSB-2	10/8/2019		$2,666,724.56	12.75%	$65,000.00	2%	0.31%
TOTAL					**$8,109,165.73**	**38.76%**	**$450,055.96**	**5.55%**	**2.15%**

E. 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 within the designated percentages and will not need to adjust the BMP.

TABLE 9: BMP ALLOCATION BALANCE CHECK

BMP Allocations			Requested	Remaining
Alternative Fuel School Bus *(Category 2, Eligible Buses)*	20%	$4,184,497.02	$4,184,497.02	$0.00
Oklahoma Clean Diesel/ Diesel Emissions Reduction Act *(Category 10, DERA Option)*	10%	$2,092,248.51	$781,866.26	$1,310,382.25
On-Road *(Category 1, Eligible Large Trucks; Category 2, Eligible Buses; Category 6, Medium Trucks)*	20%	$4,184,497.02	$0.00	$4,184,497.02
Off-Road *(Category 3, Freight Switchers; Category 4, Ferries/Tugs; Category 7, Airport Ground Support Equipment; Category 8, Forklifts and Port Cargo Handling Equipment)*	20%	$4,184,497.02	$0.00	$4,184,497.02
ChargeOK/Electric Vehicle Charging Infrastructure *(Category 9, Light Duty Zero Emission Vehicle Supply Equipment)*	15%	$3,138,372.77	$3,138,372.67	$0.10
Flex Fund *(Categories to be determined at a later date)*	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 10: SUMMARY OF ESTIMATED EMISSIONS REDUCTIONS

(* indicates preliminary estimates, as projects are not confirmed or completed)

(** indicates that the chosen calculator does not create values for this emission)

D-4 Sequential Request #	Program/ Submittal Name	D-4 Project ID	Tool Used	Metric Notes	NOx	PM2.5	HC	CO	CO2	VOC
1	DERAFY17	DS-01F36801-0	Diesel Emissions Quantifier (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	16.07	0.87	1.74	5.91	3,167.1	**
4	Oklahoma EVSE Program FY19	OK-EVSE	GREET	5 yr short tons	24.08	**	**	297.85	30,454.8	29.05
5	Oklahoma EVSE Program FY19	OK-EVSE-2	GREET	5 yr short tons	17.55	**	**	217.07	22,195.5	3.47
6	DERAFY19*	DS-01F65501-0	DEQ	lifetime short tons	8.830	0.360	0.901	2.478	838.9	**
7	AFSB2*	OK-AFSB-2	Argonne HDVEC	lifetime short tons	16.570	1.062	2.381	6.85	2,524.5	**
TOTAL					**106.592**	**4.101**	**8.521**	**540.994**	**62409.07**	**32.52**

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	**July - September, 2019**

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

WORKPLAN BUDGET	**FY17**	**FY18**
Total EPA Funds Awarded	$354,853.00	$413,148.00
Total Mandatory Cost-Share	$1,698,054.00	$1,915,644.00
Total Voluntary Matching Funds	$236,569.00	$275,432.00
Total Project Costs	$2,289,476.00	$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	$2,980.96	$0.00	$10,114.11	-$3,951.69	$30,095.88	$0.00	$10,114.11	$14,125.02
Fringe Benefits	-$682.52	$0.00	$4,019.22	-$2,231.63	$10,241.85	$0.00	$4,019.22	$5,051.69
Travel	-$107.66	$0.00	$0.00	$144.55	$26.05	$0.00	$0.00	$233.69
Equipment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Supplies	-$84.87	$0.00	$212.41	-$145.32	$133.11	$0.00	$212.41	$0.00
Contractual	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Subawards	$416,510.25	$0.00	$275,401.50	$0.00	$715,477.14	$0.00	$440,001.26	$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	$1.97	$2,096,237.25	$1.69	$3.28	$1.97	$7,216,764.78	$1.69	$3.28
Indirect Charges	$1,831.55	$0.00	$476.73	$2,198.11	$12,025.00	$0.00	$476.73	$8,993.98
TOTALS	$420,449.68	$2,096,237.25	$290,225.66	-$3,982.70	$768,001.00	$7,216,764.78	$454,825.42	$63,119.16

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	In this quarter all recipients completed their projects and recieved reimbursement. In order to check for completeness, ODEQ performed two inspections that included recording bus information (VIN number, gross vehicle weight rating, engine model year, etc.), documenting the destruction of the scrapped vehicles, and discussing accomplished project milestones with inspected recipients. The additional tabs in this workbook include a summary of all vehicles installed as well as all project narratives. Green narrative tabs indicate the subgrantee has provided us with complete vehicle information
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	Yes. Awards are 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.	Despite early project milestones being delayed, all recipients were able to complete their projects in a timely manner. The anticipated outcome was to have all projects done by September, which is what has occurred.
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 anticipated outcomes have all been completed. ODEQ is following the timeline and does not anticipate any further delays.
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.	ODEQ is on track as all projects were completed in September of 2019.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	These funds represent the FY18 subgrantees' portion of all vehicles purchased in this quarter.
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 the October - December 2019 quarter, ODEQ plans to continue to be a reference for recipients to assure a smooth transition of the new buses into their fleets. ODEQ will continue to monitor project vehicles and community engagement through quarterly reports. Also, ODEQ is preparing the final report that encapsulates program achievements for FY 2017 and FY 2018 recipients.

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this quarter, $_____ of federal funds have been used. These funds went toward personnel, fringe, travel, subawards, and indirect charges. $_____ of Oklahoma funds (not VW) have been used. These funds went toward personnel, fringe, and indirect charges. $_____ 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	ODEQ performed two inspections at the end of August in order to ensure proper installation and scrappage of vehicles. Findings from the inspections showed effective subrecipient performance. All inspected buses were recorded accurately on the part of the recipient as well as ODEQ, all inspected scrapped buses were dismantled correctly, and all inspected recipients were following all documentation requirements.
Environmental results the subrecipient achieved	Subgrantees have obtained their new vehicles and are achieving positive environmental results. All old vehicles have been officially put out of service, so 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

FY18 Subawards

Project No.	Subaward Amt.	Amt. Reimbursed	Subawardee
1	$37,000.00	$35,440.50	Calera PS
2	$19,725.00	$19,725.00	Caney Valley PS
3	$234,827.00	$234,827.00	Edmond PS
4	$97,500.00	$97,500.00	Lawton PS
5	$22,866.75	$22,866.75	Piedmont PS
6	$67,725.00	$65,869.00	Spiro PS
7	$18,874.25	$18,567.25	Stigler PS
8	$19,250.00	$19,185.00	Vian PS
9	$178,481.25	$177,931.25	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 #	01F36801
Reporting Period	July - September, 2019

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

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
	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018	2018	2018	2018	2018	2018	2018	2018
		Vehicle Or Engine Group Name:	Bus #4 & #7	2005 Bluebird	#: 44 69 70 35 36 38 20 14 16 6	94, 95, 96, 97, 110	Blue Bird Vision		School Bus		#6 / 2003 SB / vin 5572; #8 / 2004 IC / vin 7467;
		Fleet Owner:	Calera School	Caney Valley Schools	Edmond Public Schools	LPS	Piedmont Public Schools	Spiro Public Schools	Stigler Public Schools	Vian Public Schools	Yukon Public Schools
		Vehicle or Engine Group Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
		Primary Place of Performance									
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	OK
		- County:	Bryan	Washington	Oklahoma	Comanche	Canadian	Leflore	Haskell	Sequoyah	Canadian
		- City:	Calera	Ramona, Ochelalsia, Oglesby, Vera	Edmond	Lawton	Piedmont	Spiro	Stigler	Vian	Yukon
		- Zip Code:	74730	74061, 74051, 74082	73003	73501	73078	74959	74462	74962	73099
		Target Fleet:	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
		Quantity:	2	1	10	5	1	3	1	1	9
		Vehicle Identification Number(s):	1HVBBAAP6XH204814; 1GBL7HVC91J513489	1BABHCKH05F228147	4DRBRAAN33B960805 1HVBBAAN01H342614	1HVBBAAP4XH204813,	1BAKGCKH25F227150	1HVBBABPAXH210055;	1BAKGCKH36F235971	1BAKGCKA56F228925	1GBL7T1C42J515572; 4DRBRABP94B967467;
		Vehicle Make:	International	Bluebird	INTERNATIONAL	International Bluebird, Thomas/Freightlinger	Blue Bird Vision	International	Blue Bird	Blue Bird	BlueBird; IC; International
		Vehicle Model:	Bluebird	A3-FE7200	IC3S530 3800 3800 IC3S530 IC3S530 IC3S530	3800, fs65	77 Passenger	3800; 3800; CE School Bus	71 Passenger School Bus	C7	SB; CESB; BUS; CESB; 3800; CESB; BBCV;
		Vehicle Model Year:	1999 & 2001	2005	2003 2001 2001 2003 2003 2003 2001 2002	1998, 2000, 2000, 1998, 1998	2005	2000; 1996; 2001	2006	2005	03,04,02,04,02,04,05,05,03
		Engine Serial Number(s) :		KAL60937	470HM2U2003057 470HM2U1259891	469HM2U1151125, 56712517, 56714228,	KAL56764	921962; 984522; 201254057	SAP95996	KAL74065	CKM56081; 3NVXH0444ANB;
		Engine Make:		Catepillar	INTERNATIONAL	International, Cummins	CAT	International	CAT		Caterpillar; International
		Engine Model:		C7	DT466E	DT-466-E, ISB 5.9	C7 ACERT	T444E; DT466; DT466	C7		3126; T444E; T4E; C7; T444E; T444E; C7; C7;
		Engine Model Year:		2005	2003 2001 2001 2003 2003 2003 2001 2002	1999, 2000, 1999, 1998, 2000	2005	1999; 1996; 2001	2006		02,03,02,04,01,03,04,04,02
		Engine Horsepower:		212	195	205, 190	200	210; 190; 195	210	210 HP	190; 175 @ 2300 / 195 @ 2300 / 210 @ 2400;
Liters per cylinder; Nonroad and		Engine Cylinder Displacement:		7.2 L	466	Inline 6	N/A	444 cubin in; 408 cubic in; 466 cubic in	7.2	CLM	7.3; 7.2
Number of Cylinders per engine;		Engine Number of Cylinders:		6	6	6	6	8; 6; 6	6		V8; inline 6
		Engine Fuel Type:		ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	Diesel	ULSD
Gallons per year per engine		Annual Amount of Fuel Used:		1,843 gallons	1,666 950 843 1,283 1,525 1,365 997 967 1,086	607, 609, 975, 626, 603	1870	881 gal; 1017 gal; 806 gal	1800		2307; 2838; 1310; 2564; 2056; 2211; 2362;
Miles per vehicle; On-Highway		Annual Miles Traveled:		11,055	12,497 7,126 6,323 9,629 11,443 10,237 7,483	3035, 3045, 4876, 3129, 3015	11,700	6688; 5776; 5168	14,000	644	11533; 14188; 6548; 12819; 10278; 11054;
Hours per engine; On-Highway		Annual Idling Hours:		59	60 35 35 50 55 55 35 35 30	270	40 hours	50.6	270		35
Years per engine; Total number of		Remaining Life:		0	9 7 7 9 9 9 7 8 8 7	2, 3	5	0	6		5, 1, 1, 2, 3, 4, 4, 4, 3
Year in which vehicle would		Normal Attrition Year:		2018	2028 2026 2026 2028 2028 2028 2026 2027	2021, 2022	2025	2012; 2011; 2013	2025		2025; 2020; 2020; 2021; 2022; 2023; 2023;
	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2019	2019	2019	2019	2019	2019	2019	2019	2019
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
		Upgrade:	Engine Replacement - Gasoline	Vehicle Replacement - Diesel	Vehicle Replacement - Gasoline	Vehicle Replacement - Diesel	Engine Replacement - Other	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Engine Replacement - Diesel	Vehicle Replacement - Gasoline
Equipment price not including		Upgrade Cost Per Unit:	70,881.00	84,425.00	93931	80,995	$91,467.00	88,407 88,407 86,662	74269	76,740	78,775
Labor cost for installation		Upgrade Labor Cost Per Unit:	0	0	N/A	NA	N/A	NA	N/A		NA
		New Engine Model Year:	2020	2019	2019	2019	2020	2019	2020	2019	2018
		New Engine Horsepower:		250	320hp	220HP	220	260	220		320
Liters per cylinder per engine;		New Engine Cylinder Displacement:		Inline 6	415cid	6.7L 408.2 cu in	N/A	408 cc	6.7		6.8
Per engine; Nonroad and		New Engine Number of Cylinders:		6	10	6	6	6	6		10
		New Engine Fuel Type:	Gasoline	ULSD	Gasoline	Diesel	ULSD	Biodiesel 5	ULSD	Diesel	Gasoline
Hours per vehicle; On-Highway		Annual Idling Hours Reduced:	26	1.5	8.6	180	15 hours	12.6	58		35
Gallons per year per engine		Annual Diesel Gallons Reduced:		90	1,666 950 843 1,283 1,525 1,365 997 967 1,086	170, 175, 280, 180, 170	410.1	Evaluating	800		2307; 2838; 1310; 2564; 2056; 2211; 2362;

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	**July - September, 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 purchases during this quarter.
What actual accomplishments occurred during the reporting period?	Both buses are used for in town routes which has reduced the idle time needed and also improved the air quality in our community.
Did you encounter any problems during the reporting period? If yes, explain.	No purchases during this quarter.
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.	N/A
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	No purchases during this quarter.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We have received reimbursement.

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

Grant Recipient	**Caney Valley Public Schools**
Reporting Period	**July - September, 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?	
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.	Yes the vehicle was auctioned through Purple Wave generating $550.00 to be spent buying a new bus.
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?	N/A

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

Grant Recipient	**Edmond Public Schools**
Reporting Period	**July - September, 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?	Finished Project Fleet Description. Farringtons Towing picked up 10 buses for distruction 7/29/19. Received las of the destruction pictures 8/28/19 and sent them in with all supporting documentation and request for reimbursement on 8/29/19. DEQ sent reimbursement payment to Edmond Public Schools on 9/5/19. These funds will be used for future vehicle purchases.
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.	No
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	

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

Grant Recipient	**Lawton Public Schools**
Reporting Period	**July - September, 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.	None
What actual accomplishments occurred during the reporting period?	have received specifications for buses to out out bids.
Did you encounter any problems during the reporting period? If yes, explain.	None
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.	None
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes, through lovcsal news and BOE meetings.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Send out for bids and acceptance.

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

Grant Recipient	**Piedmont Public Schools**
Reporting Period	**July - September, 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?	We met in person with Christina Hagens from the Department of Environmental Quality to inspect the scrapped bus. The bus was permanently disabled by drilling a hole in the engine block and cutting completely through the frame.
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
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	We highlighted the completion of this project along with the reimburseemnt to our board members.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We have been reimbursed.

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

Grant Recipient	**Spiro Public Schools**
Reporting Period	**July - September, 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?	We scrapped 3 buses.
Did you encounter any problems during the reporting period? If yes, explain.	None
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	NA
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. $2100.00. Used in the general fund.
Have you relayed information about this grant to the public during this reporting period? If yes, explain.	Yes. Board meeting, PTO meeting, and local newspaper.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	We have been reimbursed.

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

Grant Recipient	**Stigler Public Schools**
Reporting Period	**July - September, 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.	N/A
What actual accomplishments occurred during the reporting period?	N/A
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.	Not during this reporting period.
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 been reimbursed.

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

Grant Recipient	**Vian Public Schools**
Reporting Period	**July - September, 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.	During this Quarterm Vian was able to received and purhased a new bus to add to our fleet of buses. We also salvaged the old bus to Wildhorse Salvaged in Sallisaw, Oklahoma.
What actual accomplishments occurred during the reporting period?	We purchased a new bus from Summit Bus Company. We also had our School Bus Idling Policy approved by the board. We sent all appropriate paperwork in a timely manner to the Department of Air Quality Division to show compliance with grant requirements.
Did you encounter any problems during the reporting period? If yes, explain.	We didn't receive the new bus when we anticipated because of some minor issues with the new bus. We received it in a week or so into the school year. The bus has been a much needed addition to our fleet.
How do you propose to remedy any problems identified above? If no problems were reported, leave blank.	There were no major problems the bus has been running great.
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.	The public knows about the school getting a new bus, because it was published in the newspaper.
If you have not yet been reimbursed for your project what project activities are planned for the next reporting period?	Vian Public School was reimbursed on September 19, 2019 in the amount of $19,185.

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

Grant Recipient	**Yukon Public Schools**
Reporting Period	**July - September, 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?	

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

Grant Recipient	**OK Dept. of Environmental Quality**
Grant #	**01F65501**
Reporting Period	**October - December, 2019**

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

WORKPLAN BUDGET	FY18	FY19
Total EPA Funds Awarded	$413,148.00	$480,177.00
Total Mandatory Cost-Share	$1,915,644.00	$2,112,324.00
Total Voluntary Matching Funds	$275,432.00	$320,110.00
Total Project Costs	$2,604,224.00	$2,912,611.00

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	$4,329.11	$0.00	$2,864.93	$0.00	$4,329.11	$0.00	$2,864.93	$0.00
Fringe Benefits	$1,942.25	$0.00	$1,312.39	$0.00	$1,942.25	$0.00	$1,312.39	$0.00
Travel	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
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	$0.00	$0.00	$0.00	$0.00
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	$0.00	$0.00	$0.00	$0.00
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	$0.00	$0.00	$0.00
Indirect Charges	$1,760.44	$0.00	$1,172.58	$0.00	$1,760.44	$0.00	$1,172.58	$0.00
TOTALS	$8,031.80	$0.00	$5,349.90	$0.00	$8,031.80	$0.00	$5,349.90	$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	The grant solicitation and application were made available on October 21, 2019. The application deadline was December 6, 2019. The applications have been scored by a scoring committee and preliminary awardees have been chosen.
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 "FY19 Subawards" tab.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	DEQ started a new process of having the associated Volkswagen Trust D-4 submitted and approved before releasing the Grant Solicitation. This process took slightly longer than anticipated.
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?	DEQ will plan and allow time for the Volkswagen Trust D-4 submittal and approval process. No problems encountered will interfere with meeting project objectives.
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 slight delay in the grant solicitation and application release did not effect the timeline of events. DEQ feels that it is on track and does not foresee any trouble meeting the objectives of the program.
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?	The grant solicitation was put on our agency website and on social media to generate public interest. DEQ also discussed the funding opportunity during the Oklahoma Public Fleet Management Association Annual Conference, the December Association of Central Oklahoma Governments Clean Cities Meeting, and a grants webinar in November.
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 the January-March, 2020, DEQ plans to contact recipients of the grant and send out MOA's to be signed, returned, and executed. After awardees have received an executed MOA they will start their projects.

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this quarter, $8,031.80 of federal funds have been used. These funds went toward personnel, fringe, travel, subawards, and indirect charges. Zero dollars of Oklahoma funds (not VW) have been used. 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. $5,349.90 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	DEQ will be in close contact with subgrantees to ensure program rules that are outlined in the MOA are being followed.
Environmental results the subrecipient achieved	Subgrantees will obtain new vehicles and/or equipment and will achieve positive environmental results. As the old vehicles are officially put out of service, the environment will benefit 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

V. APPENDIX B: FY17-FY18 DERA FINAL GRANT REPORT

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

Grant Recipient	**OK Dept. of Environmental Quality**
Grant #	**01F36801**
Reporting Period	**Final**

WORKPLAN BUDGET	FY17	FY18
Total EPA Funds Awarded	$354,853.00	$413,148.00
Total Mandatory Cost-Share	$1,698,054.00	$1,915,644.00
Total Voluntary Matching Funds	$236,569.00	$275,432.00
Total Project Costs	$2,289,476.00	$2,604,224.00

Table 1. Total Funds Expended

	Federal Funds Expended	Mandatory Cost-Share Expended	Voluntary Match Expended	
			VW Mitigation Funds	Other Funds
Personnel	$30,095.88	$0.00	$10,895.98	$14,125.02
Fringe Benefits	$10,241.85	$0.00	$4,436.57	$5,053.55
Travel	$26.05	$0.00	$0.00	$233.69
Equipment	$0.00	$0.00	$0.00	$0.00
Supplies	$133.11	$0.00	$212.41	$0.00
Contractual	$0.00	$0.00	$0.00	$0.00
Subawards	$715,477.14	$0.00	$440,001.26	$34,711.50
Participant Support Costs (e.g., Rebates)	$0.00	$0.00	$0.00	$0.00
Other	$1.97	$7,216,764.78	$1.69	$3.28
Indirect Charges	$12,025.00	$0.00	$4,428.23	$6,514.17
TOTALS	$768,001.00	$7,216,764.78	$459,976.14	$60,641.21

Table 2. Narrative Responses

Question	Answer
Summarize the accomplishments that occurred during the grant period.	For the FY17 projects 15 entities (1 private business) replaced a total of 24 vehicles and retrofitted a total of 2 vehicles. For the FY18 projects 9 entities (all public schools) replaced a total of 33 vehicles. In sum, a total of 24 entities replaced 57 vehicles and 2 retrofits during the two-year program. These replacements and retrofits will have a positive effect on the air quality and health of children, citizens, and the environment of Oklahoma.
Did you award any rebates or subawards during the grant period? If so, list the recipients and how much funding they received.	Yes. Subawards for the programs are listed in the respective FY17/18 Subaward tabs.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project Work Plan.	For the FY17 program, ODEQ began accepting applications in October, but due to a lack of reponses the deadline for submissions was pushed to mid-December. ODEQ began and completed implementation of the RFP, but it had to be amended due to the deadline change. Similarly, the FY18 RFP was amended in order to provide applicants more time to submit paperwork during the application period. Due to this shift, the award announcments were delayed by a couple weeks, and the MOA completion took longer than expected. Despite the altered timeline, all FY18 projects were completed on time.
If anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, why not? Did you encounter any problems during the grant period which may have precluded you from meeting the project objectives?	Most milestones for FY17 and FY18 program were met, but a few tasks fell briefly behind schedule. For FY17, a couple of projects were late in their completion and did not submit reimbursement paperwork until a few months after the deadline of September 1st, 2018. Late project completions can be attributed to the amount of time subgrantees spent to place orders for new vehicles after their MOAs were executed. It can also be attributed to the delay in vehicle delivery as there seemed to be a high demand for new school buses this summer. However, no problems were encountered during the reporting period that could have interfered with meeting the objectives of the program. In FY18, a few subrecipients received their buses later than originally planned, but all were able to submit reimbursement paperwork in time. This can be attributed to a late completion of the MOAs, which will be accounted for in future programs.
How did you remedy any problems? Detail how and the date you had to address any problems that changed the original work plan and/or work plan schedule.	ODEQ has been able to overcome the issues with delay with constant communication. Whenever any task was delayed intentionally or simply took longer than accounted for, ODEQ contacted the affected entities and kept them up to date on new timelines and the expectations of a shorter project period. Despite the timeline issues, ODEQ was able to guide all recipients to complete their projects by September 2019.
Identify the source of any cost-share or additional leveraged funds reported for this grant period in Table 1 above.	Cost-share fund represent the subgrantees' portion of all new vehicles purchased during this program period.
Was any program income generated during the grant period? Identify the amount of program income, how it was generated, and how the program income was used.	No program income was generated during this reporting period.
Did any public relations events regarding this grant take place during the reporting period? Briefly describe these events	Multiple subgrantees have relayed their projects to school boards and local papers. For the FY17 program, representatives from ODEQ visited Project 1 on November 7, 2018 to award them a certificate that shows successful completion of their project, which was was publicized by ODEQ.
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

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this program $768,001.00 of federal funds have been used. These funds went toward personnel, fringe, travel, supplies, subawards, and indirect charges. $60,641.21 of Oklahoma funds (not VW) have been used. These funds went toward personnel, fringe, travel, supplies, subawards, and indirect charges. $7,216,764.78 of mandatory cost-share funds have been used. These funds represent the subgrantees' portions of all vehicles purchased. Lastly, $459,976.14 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	ODEQ performed desk audits of all paperwork submitted by subrecipients throughout the project period, with a final project-end desk audit. Paperwork submitted by subrecipients was required to pass the final desk audit prior to receipt of funds; in any instance where submitted paperwork was found to be incomplete or inaccurate, ODEQ worked with subrecipient to fully resolve the issue prior to reimbursement. ODEQ also performed two field inspections at the end of August 2019 in order to further ensure proper installation and scrappage of vehicles for the FY18 program. Findings from the inspections and desk audits showed effective subrecipient performance. All inspected buses were recorded accurately on the part of the recipient as well as ODEQ, all inspected scrapped buses were dismantled correctly, and all inspected recipients were following all documentation requirements.
Environmental results the subrecipient achieved	Through the scrappage and dismantling of old diesel vehicles, subrecipients are contributing to environmental benefits by getting high polluting vehicles off the road and replacing them with newer vehicles that emit fewer emissions.
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

Table 3: Summary of Total Emissions Reduction per Fiscal Year (Emission Reductions Created)					
Fiscal Year Funding	**Project Name**	**Entity**	**EPA Funding Expended**	**Emission Reductions (tons/yr)**	**Emission Reductions (lifetime tons)**
Fiscal Year 2017	Oklahoma Clean Diesel Program	OK Dept. of Environmental Quality	$354,853.00	**HC: 1.299**	**HC: 1.299**
				CO: 4.046	**CO: 4.046**
				NOx: 9.112	**NOx: 9.112**
				PM: 0.709	**PM: 0.709**
				CO_2: 1208.7	**CO_2: 1208.7**
Fiscal Year 2018	Oklahoma Clean Diesel Program	OK Dept. of Environmental Quality	$413,148.00	**HC: 2.20**	**HC: 2.20**
				CO: 5.79	**CO: 5.79**
				NOx: 14.38	**NOx: 14.38**
				PM: 1.10	**PM: 1.10**
				CO_2: 2019.60	**CO_2: 2019.60**

FY17 Subawards

Project No.	Subaward Amt.	Amt. Reimbursed	Subawardee
1	$20,000.00	$18,208.75	Boswell Public Schools
2	$88,000.00	$88,000.00	Broken Arrow Public Schools
3	$46,000.00	$40,961.00	Carnegie Public Schools
4	$29,750.00	$20,497.25	Catoosa Public Schools
5	$36,050.00	$26,517.75	Comanche Public Schools
6	$47,195.00	$47,195.00	Dolese Bros
7	$88,200.00	$63,019.50	Howe Public Schools
8	$22,500.00	$21,000.00	Noble Public Schools
9	$19,500.00	$19,380.50	Oaks Public Schools
10	$21,448.00	$22,866.75	Piedmont Public Schools
11	$20,000.00	$20,000.00	Pretty Water Public Schools
12	$56,000.00	$52,339.90	Sallisaw Public Schools
13	$21,375.00	$21,375.00	Snyder Public Schools
14	$23,861.00	$19,461.25	Springer Public Schools
15	$26,139.00	$18,874.25	Stigler Public Schools

Project No.	Subaward Amt.	Amt. Reimbursed	Subawardee
1	$37,000.00	$35,440.50	Calera PS
2	$19,725.00	$19,725.00	Caney Valley PS
3	$234,827.00	$234,827.00	Edmond PS
4	$97,500.00	$97,500.00	Lawton PS
5	$22,866.75	$22,866.75	Piedmont PS
6	$67,725.00	$65,869.00	Spiro PS
7	$18,874.25	$18,567.25	Stigler PS
8	$19,250.00	$19,185.00	Vian PS
9	$178,481.25	$177,931.25	Yukon PS

Grant Recipient	OK Dept. of Environmental Quality
Grant #	01F36801
Reporting Period	Final

Instructions / Units		Fleet Information	Project 1-Boswell PS	Project 2a-Broken Arrow PS	Project 2b-Broken Arrow PS	Project 2c-Broken Arrow PS	Project 2d-Broken Arrow PS	Project 2e-Broken Arrow PS	Project 3a-Carnegie PS
	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2017	2018	2018	2018	2018	2018	2017
		Vehicle Or Engine Group Name:	International Bus	66-PASSENGER	66-PASSENGER	66-PASSENGER	66-PASSENGER	66-PASSENGER	BlueBird
		Fleet Owner:	Boswell Public Schools	Broken Arrow Public Schools	Broken Arrow Public Schools	Broken Arrow Public Schools	Broken Arrow Public Schools	Broken Arrow Public Schools	Carnegie Schools
		Vehicle or Engine Group Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	Highway
		Primary Place of Performance		B-158	B-158	B-158	B-158	B-158	
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	OK
		- County:	Choctaw	Tulsa and Wagoner	Tulsa and Wagoner	Tulsa and Wagoner	Tulsa and Wagoner	Tulsa and Wagoner	Caddo
		- City:	Boswell	Broken Arrow	Broken Arrow	Broken Arrow	Broken Arrow	Broken Arrow	Carnegie
		- Zip Code:	74727	74012	74012	74012	74012	74012	73015
		Target Fleet:	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
		Quantity:	1	1	1	1	1	1	1
		Vehicle Identification Number(s):	1HVBBACM2SH60553	1HVBBAAN0TH387104	1HVBBAAN4TH387106	1HVBBAAN6TH387107	1HVBBAAN8TH387108	1HVBBAANXTH387109	4DRBUAFP06B256784
		Vehicle Make:	International Bus	International	International	International	International	International	BLUEBIRD
		Vehicle Model:	International Bus	CE	CE	CE	CE	CE	Chassis
		Vehicle Model Year:	1995	1996	1996	1996	1996	1996	2004
		Engine Serial Number(s) :	1822531C1	469GM2U0989589	469GM2U0989617	469GM2U0969624	469GM2U3989625	469GM2U0989627	KAL04684
		Engine Make:	DT 408	International	International	International	International	International	Caterpillar
		Engine Model:	A150	DT 466	DT 466	DT 466	DT 466	DT 466	BBCV
		Engine Model Year:	1995	1996	1996	1996	1996	1996	2004
		Engine Horsepower:	170	190	190	190	190	190	260-350HP
Liters per cylinder; Nonroad and locomotive only		Engine Cylinder Displacement:	N/A	466 CID	466 CID	466 CID	466 CID	466 CID	5.9 L
Number of Cylinders per engine; Nonroad and locomotive only		Engine Number of Cylinders:	N/A	6	6	6	6	6	6
		Engine Fuel Type:	Biodiesel 20	ULSD	ULSD	ULSD	ULSD	ULSD	Biodiesel 20
Gallons per year per engine		Annual Amount of Fuel Used:	9000	698.7	488	632.3	1,148.10	773.8	540 G
Miles per vehicle; On-Highway only		Annual Miles Traveled:	12000	4,759	3,302	4,580	7,938	4,822	9642
Hours per engine; On-Highway only		Annual Idling Hours:	220	87.84	87.84	87.84	87.84	87.84	135
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0	2	2	2	2	2	0
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2015	2020	2020	2020	2020	2020	2018
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2018	2018	2018	2018	2018	2018	2018
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
		Upgrade:	Engine Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
Equipment price not including labor for installation		Upgrade Cost Per Unit:	72835	91372	91372	91372	91372	91372	78422
Labor cost for installation		Upgrade Labor Cost Per Unit:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		New Engine Model Year:	2018	2019	2019	2019	2019	2019	2019
		New Engine Horsepower:	220 hp	220	220	220	220	220	400-500 HP
Liters per cylinder per engine; Nonroad and locomotive only		New Engine Cylinder Displacement:	Cummins	6.7 L	6.7 L	6.7 L	6.7 L	6.7 L	6.7L
Per engine; Nonroad and locomotive only		New Engine Number of Cylinders:	B6.7	6	6	6	6	6	6
		New Engine Fuel Type:	Biodiesel 20	ULSD	ULSD	ULSD	ULSD	ULSD	Biodiesel 20
Hours per vehicle; On-Highway only		Annual Idling Hours Reduced:	50	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	70
Gallons per year per engine		Annual Diesel Gallons Reduced:	500	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	Unknown vehicles were not in service - for full month	400 G

Project 3b-Carnegie PS	Project 4-Catoosa PS	Project 5-Comanche PS	Project 6-Dolese Bros.	Project 7a-Howe PS	Project 7b-Howe PS	Project 7c-Howe PS	Project 8-Noble PS
2017	2019	2017	2017	2018	2018	2018	2017
International	IC School Bus	1996 Thomas Saf-T-Liner	203066	International	International	International	I/C
Carnegie Schools	Catoosa Public Schools	Comanche School District I-2	Dolese Bros. Co.	Howe Schools	Howe Schools	Howe Schools	Noble Public Schools
Highway	On highway	On Highway	On Highway	School Bus	School Bus	School Bus	On Highway
				Howe School Bus Route	Howe School Bus Route	Howe School Bus Route	
OK	OK	Oklahoma	Oklahoma	OK	OK	OK	Oklahoma
Caddo	Rogers	Stephens	Oklahoma	LeFlore	LeFlore	LeFlore	Cleveland
Carnegie	Catoosa	Comanche	Oklahoma City	Howe	Howe	Howe	Noble
73015	74015	73529	73127	74940	74940	74940	73068
School Bus	School Bus	School Bus	Short Haul - Single Unit	Replace	Replace	Replace	School Bus
School Buses	School Buses	School Buses	Class 8	Class 7 GVW of 26,001-33,000	Class 7 GVW of 26,001-33,000	Class 7 GVW of 26,001-33,000	School Buses
1	1	1	1	1	1	1	1
1BAKFCKH54F216791	4DRBRAAP63A953967	1T7HR4B25T1140366	2FZSAZA862AJ59579	4DRBRABP74B965765	4DRBRABP74B965766	4DRBBAAP23B956573	4DRBRABN54B97348
International	International	Thomas	STERLING	International	International	International	I/C
Chassis	1CSB	Saf-T-Liner	L9500	School Bus	School Bus	School Bus	School Bus
2006	2003	1996	2002	2004	2004	2003	2004
256784	470HM2UI368763	45304854	35046998	3NVXH0444ANB	3NVXH0444ANB	2NVXH0466ANA	2U51111775
INTERNATIONAL	7.6 L. International	Cummins	CUMMINS	International	International	International	INT
CESB	CH215	B5.9-190	ISM-280	T444E	T444E	C195	444E
2006	2002	1996	2002	2003	2003	2003	2004
230 HP	225@2200	190	280	210	210	195	210
7.3 L	466 7.6 L	5.9	1.8	7.3L	7.3L	7.6L	444 cu. In.
8	6	6	6	8	8	8	8
Biodiesel 20	ULSD	Diesel	ULSD	Deisel	Deisel	Deisel	ULSD
540 G	833 Gallons	1350	6,218 gallons	4400	5600	2600	3,657
9642	5000	6500	34,200 Miles	22,000	28,000	13,000	25,600
135	300	20	We do not have any data for this	90	90	45	26
0	2	4	5	70%	60%	70%	0
2018	2017	2022	2022	2024	2024	2023	2014
2018	2018	2018	2018	2018	2018	2018	2018
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	CARB's Optional Low-NOx Standards	CARB's Optional Low-NOx Standards	CARB's Optional Low-NOx Standards	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Engine Replacement - Diesel	Vehicle Replacement - Diesel	2019 Blue Bird Conventional Type C School Bus	2019 Blue Bird Conventional Type C School Bus	2019 Blue Bird Conventional Type C School Bus	Vehicle Replacement - Diesel
85422	81.989	$106,071	146853	84,026	84,026	84,026	84,000
N/A	na	n/a	N/A	0	0	0	NA
2019	2018	2019	2018	2019	2019	2019	2019
400-500 HP	260@2400 RPM	220	380	320	320	320	220
6.7 L	408 @ 6.7	6.7	The engine is 8.9L which would be 1.48L/cylinder	6.8L	6.8L	6.8L	6.7 liters
6	6	6	6	V-10	V-10	V-10	6
Biodiesel 20	ULSD	Biodiesel 5	ULSD	Gasoline that meets CARB,s Low-NOx	Gasoline that meets CARB,s Low-NOx	Gasoline that meets CARB,s Low-NOx	ULSD
70	210	15	Negligible do to operating requirements	40	40	40	50%
400 G	208	600	598 gallons	4400	5600	4400	50%

Project 9-Oaks Mission PS	Project 10-Piedmont PS	Project 11-Pretty Water PS	Project 12a-Sallisaw PS	Project 12b-Sallisaw PS	Project 12c-Sallisaw PS	Project 12d-Sallisaw PS	Project 12e-Sallisaw PS
2017	2017	2017	2017	2017	2017	2017	2017
2019 BLUEBIRD VISION	Thomas/American Bus Sales School Bus	School Bus	Bus # 20	Bus #10	Bus #3	Bus # 13	Bus # 7
OAKS SCHOOL	Piedmont Public Schools	Pretty Water School	Sallisaw Public Schools	Sallisaw Public Schools	Sallisaw Public Schools	Sallisaw Public Schools	Sallisaw Public Schools
On Highway	On Highway	On Highway	School Bus 74 Passenger	School Bus 74 Passenger	School Bus 74 Passenger	On Highway	On Highway
Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
Delaware	Canadian	Creek	Sequoyah	Sequoyah	Sequoyah	Sequoyah	Sequoyah
Oaks	Piedmont	Sapulpa	Sallisaw	Sallisaw	Sallisaw	Sallisaw	Sallisaw
74359	73078	74066	74955	74955	74955	74955	74955
School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
1	1	1	1	1	1	1	1
1GBL7T1C12J515495	1T88R4C2241141910	1HVBBABP3YH287800	1HVBBAAPOYH287691	4UZAAXAL82CJ18863	4UZAAXAL44CL84299	1BAKGCKH07F242880	1BAKGCKH27F242881
BLUEBIRD	Thomas/American Bus Sales	International	International	Freightliner	Freightliner	BlueBird Vision	BlueBird Vision
SCHOOL BUS	77 Passenger	Blue Bird	3800	FS6	FS6	Vision	Vision
2002	2004	2000	2000	2002	2004	2007	2007
CKM55998	HEP36681	0021368SF1206526	1830279C1	9SZ01863	HEP16011	WAX42590	WAX42287
CAT	CAT 7	International	International	Caterpillar	Caterpillar	Caterpillar	Caterpillar
3126	501	International T444E	DT466EHEUIINTDSL	3126	3126	C-7	C-8
2002	2004	2000	2000	2000	2003	2006	2007
207	200	230	195	190	190	210-230	210-230
7.2 LITER	N/A	7.3	N/A	N/A	N/A	N/A	N/A
6	6	6	10	10	10	6	6
DEISEL	ULSD	ULSD	ULSD	ULSD	ULSD	Diesel	Diesel
1500	1,980 gallons	1000	2000-2500 (approximately 5 miles per gal)	2000-2500 (approximately 5 miles per gal)	2000-2500 (approximately 5 miles per gal)	541 +/-	551 +/-
15,000	13000 miles	5000	> 10000 < 12000	> 10000 < 12001	> 10000 < 12002	3791	38857
300	48 hours	36	170	170	170	60+/-	120 +/-
1	7	7	0	0	0	7	13
2012	2022	2025	2012	2014	2015	2025	2031
2018	2017	2018	2018	2018	2018	2018	2018
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Idling Control Strategies	Idling Control Strategies
Biodiesel (B20)	Engine Replacement - Other	Locomotive Replacement - Diesel	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Fuel Operated Heater	Fuel Operated Heater
77,522.00	89230	88,865	72153	72153	72153	1618.64	1618.64
0	N/A	0	N/A	N/A	N/A	840	840
2017	2019	2019	2020	2020	2020	N/A	N/A
220	220	220	320	320	320	N/A	N/A
607	N/A	6.7	6.8 L	6.8 L	6.8 L	N/A	N/A
6	6	6	10	10	10	N/A	N/A
Biodiesel 20	ULSD	ULSD	Gasoline	Gasoline	Gasoline	N/A	N/A
100	17 hours	15	60	60	60	30	30
50	424.15	250	571	1021	831	100	100

Project 13-Snyder PS	Project 14-Springer PS	Project 15-Stigler PS
2017	2017	2017
Blue Bird 71 passenger bus	Bus 1	School Bus
Snyder Public Schools	Springer Public Schools	Stigler Public Schools
On Highway	On Highway	On Highway
Oklahoma	Oklahoma	Oklahoma
Kiowa	Carter	Haskell
Snyder Public Schools	Springer	Stigler
73566	73458	74462
School Bus	School Bus	School Bus
School Buses	School Buses	School Buses
1	1	1
1BAAKCSA0XF084506	1HVBBABM22H528548	1BADGCKH65F229046
Blue Bird bus	International	Blue Bird
All American	3800	71 Passenger School Bus
1999	2002	2005
45697471	1HVBBABM22H528548	KAL67571
Cummins	International	CAT
ISB 5.9	T44E	C7
1998	2002	2005
210	195	210
6.7	7.3	7.2L
6	8	6
Biodiesel 20	ULSD	ULSD
1442	962.967	1800
8000	8197	14000
85	82	270
2	0	7
2019	2022	2025
2018	2018	2018
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
87972	77845	75497
NA	NA	N/A
2019	2019	2019
220	220hp	220
6.7	6.7L	6.7
6	6	6
Biodiesel 20	ULSD	ULSD
40	84	58
350	42	800

Grant Recipient	OK Dept. of Environmental Quality
Grant #	01F36801
Reporting Period	Final

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	2018	2018	2018	2018	2018	2018
		Vehicle Or Engine Group Name:	Bus #4 & #7	2005 Bluebird	#: 44 69 70 35 36 38 20 14 16 6	94, 95, 96, 97, 110	Blue Bird Vision		School Bus		#6 / 2003 SB / vin 5572; #8 / 2004 IC / vin 7467;
		Fleet Owner:	Calera School	Caney Valley Schools	Edmond Public Schools	LPS	Piedmont Public Schools	Spiro Public Schools	Stigler Public Schools	Vian Public Schools	Yukon Public Schools
		Vehicle or Engine Group Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
		Primary Place of Performance									
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	OK
		- County:	Bryan	Washington	Oklahoma	Comanche	Canadian	Leflore	Haskell	Sequoyah	Canadian
		- City:	Calera	Ramona, Ochelalsia, Oglesby, Vera	Edmond	Lawton	Piedmont	Spiro	Stigler	Vian	Yukon
		- Zip Code:	74730	74061, 74051, 74082	73003	73501	73078	74959	74462	74962	73099
		Target Fleet:	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
		Quantity:	2	1	10	5	1	3	1	1	9
		Vehicle Identification Number(s):	1HVBBAAP6XH204814; 1GBL7HVC91J513489	1BABHCKH05F228147	4DRBRAAN33B960805 1HVBBAAN01H342614 1HVBBAAN91H342613 4DRBRAAN73B960807 4DRBRAAN53B960806 4DRBRAAN63B960801 1HVBBAAN41H402975 4DRBRAAN42B947351 4DRBRAAN62B947352 1HVBBAAN01H402973	1HVBBAAP4XH204813, 4UZC3FAA41CH38736, 4UZ3CFAAX1CH38742, 1HVBBAAPOXH204940, 1HVBBAAP6WH572166	1BAKGCKH25F227150	1HVBBABPAXH210055; 1HVBBAAPOTH376167; 1HVPRAAP81A933702	1BAKGCKH36F235971	1BAKGCKA56F228925	1GBL7T1C42J515572; 4DRBRABP94B967467; 1HVBBABP72H528507; 1BAKGCKH05F220830; 1HVBBABP52H528554; 4DRBRABP24B967469; 1BAKGCKH25F220828; 1BAKGCKH05F220830; 1GBL7T1C42J515572
	CURRENT VEHICLE INFORMATION	Vehicle Make:	International	Bluebird	INTERNATIONAL	International Bluebird, Thomas/Freightlinger	Blue Bird Vision	International	Blue Bird	Blue Bird	BlueBird; IC; International
		Vehicle Model:	Bluebird	A3-FE7200	IC3S530 3800 3800 IC3S530 IC3S530 IC3S530 3800 ICSB ICSB 3800	3800, fs65	77 Passenger	3800; 3800; CE School Bus	71 Passenger School Bus	C7	SB; CESB; BUS; CESB; 3800; CESB; BBCV; BBCV; PB
		Vehicle Model Year:	1999 & 2001	2005	2003 2001 2001 2003 2003 2003 2001 2002 2002 2001	1998, 2000, 2000, 1998, 1998	2005	2000; 1996; 2001	2006	2005	03,04,02,04,02,04,05,05,03
		Engine Serial Number(s) :		KAL60937	470HM2U2003057 470HM2U1259891 470HM2U1259818 470HM2U1397967 470HM2U1397570 470HM2U1396495 470HM2U1288190 470HM2U1348631 2B947352 1287943	469HM2U1151125, 56712517, 56714228, 469H2U1150203, 469HM2U01351	KAL56764	921962; 984522; 201254057	SAP95996	KAL74065	CKM56081; 3NVXH0444ANB; 2NVXH0444ANB; KAL33390; 1NVXH0444ANB; 3NVXH0444ANB; KAL31983; KAL33534; CKM55725
		Engine Make:	International; Cheverolet	Catepillar	INTERNATIONAL	International, Cummins	CAT	International	CAT		Caterpillar; International
		Engine Model:		C7	DT466E	DT-466-E, ISB 5.9	C7 ACERT	T444E; DT466; DT466	C7		3126; T444E; T44E; C7; T444E; T444E; C7; C7;
		Engine Model Year:		2005	2003 2001 2001 2003 2003 2003 2001 2002 2002 2001	1999, 2000, 1999, 1998, 2000	2005	1999; 1996; 2001	2006		02,03,02,04,01,03,04,04,02
		Engine Horsepower:		212	195	205, 190	200	210; 190; 195	210	210 HP	190; 175 @ 2300 / 195 @ 2300 / 210 @ 2400;
Liters per cylinder; Nonroad and locomotive only		Engine Cylinder Displacement:		7.2 L	466	Inline 6	N/A	444 cubin in; 408 cubic in; 466 cubic in	7.2	CLM	7.3; 7.2
Number of Cylinders per engine; Nonroad and locomotive only		Engine Number of Cylinders:		6	6	6	6	8; 6; 6	6		V8; inline 6
		Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	Diesel	ULSD
Gallons per year per engine		Annual Amount of Fuel Used:		1,843 gallons	1,666 950 843 1,283 1,525 1,365 997 967 1,086 840	607, 609, 975, 626, 603	1870	881 gal; 1017 gal; 806 gal	1800		2307; 2838; 1310; 2564; 2056; 2211; 2362; 1614; 2227
Miles per vehicle; On-Highway only		Annual Miles Traveled:		11,055	12,497 7,126 6,323 9,629 11,443 10,237 7,483 7,256 8,151 6,307	3035, 3045, 4876, 3129, 3015	11,700	6688; 5776; 5168	14,000	644	11533; 14188; 6548; 12819; 10278; 11054; 11809; 8068; 11134
Hours per engine; On-Highway only		Annual Idling Hours:		59	60 35 35 50 55 55 35 35 35 30	270	40 hours	50.6	270		35
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:		0	9 7 7 9 9 9 7 8 8 7	2, 3	5	0	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:		2018	2028 2026 2026 2028 2028 2028 2026 2027 2027 2026	2021, 2022	2025	2012; 2011; 2013	2025		2025; 2020; 2020; 2021; 2022; 2023; 2023; 2023; 2022
		Year of Upgrade Action:	2019	2019	2019	2019	2019	2019	2019	2019	2019
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
	NEW VEHICLE/UPGRADE INFORMATION	Upgrade:	Engine Replacement - Gasoline	Vehicle Replacement - Diesel	Vehicle Replacement - Gasoline	Vehicle Replacement - Diesel	Engine Replacement - Other	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Engine Replacement - Diesel	Vehicle Replacement - Gasoline
Equipment price not including labor for installation		Upgrade Cost Per Unit:	70,881.00	84,425.00	93931	80,995	$91,467.00	88,407 88,407 86,662	74269	76,740	78,775
Labor cost for installation		Upgrade Labor Cost Per Unit:	0	0	N/A	NA	N/A	NA	N/A		NA
		New Engine Model Year:	2020	2019	2019	2019	2020	2019	2020	2019	2018
		New Engine Horsepower:		250	320hp	220HP	220	260	220		320
Liters per cylinder per engine; Nonroad and locomotive only		New Engine Cylinder Displacement:		Inline 6	415cid	6.7L 408.2 cu in	N/A	408 cc	6.7		6.8
Per engine; Nonroad and locomotive only		New Engine Number of Cylinders:		6	10	6	6	6	6		10
		New Engine Fuel Type:	Gasoline	ULSD	Gasoline	Diesel	ULSD	Biodiesel 5	ULSD	Diesel	Gasoline
Hours per vehicle; On-Highway only		Annual Idling Hours Reduced:	26	1.5	8.6	180	15 hours	12.6	58		35
Gallons per year per engine		Annual Diesel Gallons Reduced:		90	1,666 950 843 1,283 1,525 1,365 997 967 1,086 840	170, 175, 280, 180, 170	410.1	Evaluating	800		2307; 2838; 1310; 2564; 2056; 2211; 2362; 1614; 2227

VI. APPENDIX C: FY19 DERA GRANT SOLICITATION

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2019 OKLAHOMA CLEAN DIESEL GRANT PROGRAM
GRANT SOLICITATION

Table of Contents:

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2019 OKLAHOMA CLEAN DIESEL GRANT PROGRAM
GRANT SOLICITATION

I. FUNDING OPPORTUNITY DESCRIPTION

A. Summary

The Oklahoma Department of Environmental Quality (DEQ) is soliciting proposals for projects that reduce emissions from and improve fuel efficiency of diesel engines. Potential projects include diesel-to-diesel and diesel-to-gasoline school bus replacements. Only school buses are eligible for replacement. The grant funds will be for the purchase of school buses certified by the Environmental Protection Agency (EPA). While projects from the entire state will be accepted, special consideration will be given to projects in counties that are in potential non-attainment of National Ambient Air Quality Standards (NAAQS), counties with toxic air pollutant concerns as identified from the National Air Toxics Assessment (NATA) data, and counties containing Federal Class I areas. Priority will be given to projects that will result in a decrease in emissions from school buses.

B. Funding

The total funding for this competitive opportunity is approximately $704,108. DEQ will award the assistance agreements for projects resulting from this announcement. The anticipated number of awards is variable due to the number and type of applications received as well as available funding but based on past experience and available funding, DEQ anticipates replacing approximately 29 buses. Funding will be in the form of cooperative agreements; each successful subgrant recipient must enter into a grant agreement in the form of a Memorandum of Agreement (MOA) with DEQ.

C. Funding Closing Date

Applications will be accepted until close of business (5:00 p.m. CST) on **December 6, 2019**. Applications submitted by 5:00 p.m. CST on **November 22, 2019** will be screened for completeness; more information on application screening is listed in Section II.D. All projects must be completed and all monies must be spent by September 1, 2020. If funds are not fully awarded after the closing date and initial selection process, DEQ may elect to extend the application deadline.

II. ELIGIBILITY INFORMATION

A. Eligible Entities

The Fiscal Year 2019 grant program will be open to all school districts that transport students in grades pre-Kindergarten through 12.

B. Eligible Projects

Applications containing projects that will achieve emissions reductions through school bus replacements will be considered. Potential projects are described below.

Vehicle Replacements

Class 5-8 diesel school buses[1] are eligible to be replaced with newer, cleaner school buses that operate on diesel or gasoline and meet a more stringent set of engine emission standards certified by EPA. The following restrictions apply:

i. Only school buses are eligible to be replaced.
ii. Eligible school buses are defined as Class 5-8 diesel vehicles that are utilized for the transportation of students in pre-Kindergarten through 12th grade.
iii. School buses must meet EPA's heavy-duty highway engine emission standards:
    (1) https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles
iv. Only school buses with EMY 1996-2009 are eligible to be replaced with an EPA-certified new diesel or new gasoline school bus of EMY 2018 or newer.
v. The replacement vehicle must not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8).

The vehicle being replaced must be scrapped within 90 days, and proof of scrappage must be provided to DEQ prior to reimbursement. "Scrapped" is defined as having a greater than three-inch hole drilled through the engine block and cutting both frame rails. The replacement vehicle must perform the same function and be of the same type and similar gross vehicle weight rating (GVWR) or horsepower as the vehicle that is being replaced; vehicle right-sizing is not permitted under this grant.

All eligible replacement projects must be early attrition projects. Early attrition refers to a project where a vehicle is replaced before that vehicle is scheduled to be replaced. For the purposes of this grant, any vehicle that is due to be replaced, scheduled to be replaced, or has a life expiration date before September 30, 2023 is considered to be normal attrition and therefore not eligible for FY 2019 Oklahoma Clean Diesel Grant Program funds.

C. Special Requirements for Eligibility

1. Successful subgrant recipients shall implement a fleet-wide idle reduction policy. Unnecessary vehicle idling pollutes the air, wastes fuel, and causes excess engine wear. Reducing idling saves money for fleets. Idling should be limited to the engine manufacturer's recommendation (generally no more than five minutes). Subgrant recipients should specify the policy to be

implemented including (but not limited to) idling time limits, idling exceptions, expected fuel savings, etc. For subgrant recipients with an idle reduction policy already in place, please thoroughly describe the specifics of the policy in the application. Failure to instate an idle reduction policy may be cause for disqualification. An idle reduction policy is required for all school bus fleets.

2. Subgrant recipients will be required to provide matching funds according to the guideline listed below. For all projects, subgrant recipients who offer higher matching funds on their application will be more likely to receive awards than other subgrant recipients offering lower matching funds.

i. All project recipients must provide matching funds according to the following guideline:

Funding for the purchase of replacement school buses (as described in Section II.B) will be reimbursed up to 25% if powered by a new 2018 or newer engine certified to EPA emission standards. The project recipient must provide the remaining funding, which must comprise at least 75% of project costs.

Example: Three replacement school buses cost $80,000 each. The Total Project Cost equals $240,000; the maximum award (25%) is $60,000. The remaining funding, $180,000, is paid by the recipient.

3. Successful subgrant recipients must use a competitive process for obtaining contracts for products and services and conduct cost and price analyses to the extent required in Title 2 Code of Federal Regulations (C.F.R.) Part 200, as applicable, as well as any regulations covered by state, local, or internal procurement requirements. All contracts and the purchase of equipment must be conducted in a manner providing free and open competition, to the maximum extent practicable. As such, subgrant recipients should refrain from mentioning specific technology producers in their applications unless they are sole source providers. Subgrant recipients are not required to identify contractors or consultants in the application. If subgrant recipients have named a specific contractor or consultant in the application DEQ approves, it does not relieve the subgrant recipient of obligations to comply with competitive procurement requirements, as well as any federal, state, local, or internal procurement laws, regulations, or requirements. Subgrant recipients should describe their competitive bid process in the application. Two quotes are required in the application as either an attachment or described in detail.

Subgrant recipients have the option to purchase a vehicle as negotiated by OMES Division of Capital Assets Management/Central Purchasing, which can be found on their website (https://www.ok.gov/DCS/Central_Purchasing/CP_Processes,_Rules_&_Statutes/index.html). If a subgrant recipient wishes to purchase from the list of state-approved vehicles or equipment, it is not required to engage in the competitive bidding process.

4. Each replacement and/or modified vehicle must operate primarily in the state of Oklahoma for five years following project completion.

5. Subgrant recipients will be required to keep the replacement and/or modified vehicle in good working order for a minimum of five years. The recipient's fleet may be audited by DEQ for a period of up to five years to ensure equipment remains in service for the specified time.

6. Quarterly reporting will be required for one year from the project start date.

7. Upon awarding the grants, the subgrant recipient must enter into an MOA with DEQ committing to the terms of the award. This agreement will establish project timelines, establish the reimbursement process, establish reporting requirements (minimum of quarterly reports), ensure the subgrant recipient will adhere to the competitive bid/procurement process, and other applicable information. Failure to comply with the terms of the award outlined in the MOA may jeopardize subgrant recipient's reimbursement.

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

9. Outstanding projects or late completion of projects previously awarded under the Oklahoma Clean Diesel Program may affect eligibility for this funding opportunity.

D. Evaluation Criteria

Program eligibility, as indicated in this announcement, must be demonstrated within the application. Additionally, a successful application must meet all of the requirements in items 1-6 below. Each application will be ranked according to the evaluation criteria in item 7 below.

1. Applications must support Goal 1 of EPA's 2018-2022 Strategic Plan, Addressing Climate Change and Improving Air Quality. Because this funding originated from EPA, projects funded with this grant money must support 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." Specifically, the grant projects funded under this program must reduce emissions from diesel fleets, thereby reducing local and regional air pollution.

The FY 2018-2022 EPA Strategic Plan may be found at:
https://www.epa.gov/sites/production/files/2018-02/documents/fy-2018-2022-epa-strategic-plan.pdf

2. Screening Deadline: Applications submitted by 5:00pm CST on November 22, 2019 will be screened for completeness by DEQ. A completeness screening includes, and is limited to, a confirmation by DEQ that any necessary attachments (listed at the end of the application) are included, all application questions are fully answered, and that the applicant has met the match

and eligibility requirements. If an application turned in by the screening deadline is found to be incomplete, DEQ will contact the applicant by email and provide a list of findings. The applicants will then have until December 6, 2019 to submit an amended application. **A finding of completeness through screening by DEQ does not guarantee funding or eligibility.**

3. Applications must be received by DEQ on or before December 6, 2019. DEQ may choose to extend the program application deadline if deemed necessary. If a deadline extension is granted, applications must be received on or before the new extended deadline.

4. Applications must be complete with sufficient details.

5. Projects must be located within the State of Oklahoma.

6. Applications must describe the applicant's capability to complete the project in a timely manner.

7. Final selection will be based primarily upon project type and which projects will achieve the greatest emissions reductions for the greatest population at the least cost in award monies. The following selection criteria apply, which are listed in general order of highest priority to lowest priority.

i. 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.
ii. Projects affecting counties that are potential non-attainment, identified by NATA data, and/or contain Federal Class I areas will have priority over projects affecting other counties. These counties include Bryan, Canadian, Carter, Cleveland, Comanche, Creek, Grady, Lincoln, Logan, McClain, Oklahoma, Okmulgee, Osage, Pawnee, Rogers, Tulsa, and Wagoner.
iii. Projects achieving greater emissions reductions will receive priority over projects with lesser emissions reductions. Emission reductions will be calculated by DEQ utilizing data compiled from the submitted application. The program used for calculation emissions is the Diesel Emissions Quantifier: https://cfpub.epa.gov/quantifier/index.cfm?action=main.home
iv. Applications from public schools will receive priority over applications from private schools.
v. Projects affecting vehicles that will have longer working life expectancies will have priority over vehicles with shorter life expectancies.
vi. Projects with older fleets will receive priority over projects with newer fleets.
vii. Larger projects (i.e. projects with a larger number of vehicles) will receive priority over smaller projects.
viii. Projects with greater numbers of riders affected or households served will receive priority over projects with fewer riders affected or households served.

ix. Applications providing thorough explanations and relevant details of the project may be scored higher.

x. Projects affecting areas that have proportionately higher than average traffic from diesel engines, such as (but not limited to) the I-40 and I-35 corridors, will have priority over other areas.

III. AWARD INFORMATION

A. Amount of Funding Available

DEQ has approximately $704,108 available under this announcement for grants.

B. Funding Type

Funding will be in the form of reimbursement upon receipt of invoice(s) from the subgrant recipient. Subgrant recipients must have a prior executed MOA with DEQ to receive reimbursements.
All subgrant recipients must have registered/renewed with the System for Award Management (SAM) (https://www.sam.gov/SAM/) and have a registered Data Universal Numbering System (DUNS) number (http://fedgov.dnb.com/webform).

C. Start Date/Project Duration/Timeline

All projects should be started as soon as possible after the MOA has been executed and subgrantee has received a Notice to Proceed. Vehicles should be replaced and/or equipment should be installed within 120 days of signing the final MOA with DEQ; extensions of this 120-day requirement must be based on a demonstrated need and approved in writing by DEQ. All projects must be completed and all invoices submitted by September 1, 2020. Vehicles and/or equipment must be maintained for five years. The recipient's fleet may be audited by DEQ for a period of up to five years to ensure equipment remains in service for the specified time. Quarterly reporting will be required for one year from the project start date.

D. Partial Funding

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

IV. APPLICATION AND SUBMISSION INFORMATION

A. How to Apply

Applications can be found at the following website address:
PDF format https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/

Applications must be received by DEQ on or before December 6, 2019 by 4:30 p.m. CST. The deadline for applications to be screened for completeness is 5:00pm CST on November 22, 2019. Subgrant recipients may submit their applications by email or hardcopy submission to one of the following addresses:

Oklahoma Department of Environmental Quality
AQD - Clean Diesel Grant Program
707 N. Robinson
P.O. Box 1677
Oklahoma City, OK 73101-1677
cleandiesel@deq.ok.gov

Submitting an application package does not guarantee that funding will be awarded.

The subgrant recipient must have been awarded the funding via an executed MOA with DEQ in order to receive reimbursement. The subgrant recipient is responsible for expending its own monies first and then is reimbursed for the award amount specified in the signed agreement with DEQ. Without a fully executed MOA in place and receipt of Notice to Proceed, the subgrant recipient assumes all costs for the purchases and installation.

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

For further questions, please visit the DEQ Clean Diesel webpage, https://www.deq.ok.gov/air-quality-division/clean-diesel-dera, or contact Cecelia Kleman by email or phone at Cecelia.kleman@deq.ok.gov, (405)702-4166.

VII. APPENDIX D: FY19 ALTERNATIVE FUEL SCHOOL BUS PROGRAM GRANT SOLICITATION

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2019 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
GRANT SOLICITATION

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OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2019 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
GRANT SOLICITATION

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. 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: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/

B. Funding

The total funding available for this announcement is approximately $2,600,000. 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 2 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, 4:30 p.m. CST, on December 6, 2019; all projects must be completed and all paperwork submitted by close of business September 1, 2022. 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 4:30 p.m. CST December 6, 2019. Applications submitted by 4:30 p.m. CST November 22, 2019 will be screened for completeness; more information on application screening is listed in Section VIII.A.

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 Section 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 close of business September 1, 2022. 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 require approval in writing by DEQ prior to September 1, 2022. Requests for extension must be submitted by close of business, 4:30 pm CST, August 1, 2022.

III. PROJECT INFORMATION

A. Eligible Projects

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

1. Eligible Buses to be replaced 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 that was driven at least 3,000 miles within the past year.

    Please Note: Eligible Buses to be replaced must be scrapped per Section VI.F of this document.

2. Eligible Replacement projects must include all of the following:
    a. a school bus or buses operating on one of the following fuel types: All-electric, propane (LPG), or natural gas (LNG or CNG),
    b. a replacement school bus or buses with EMY 2019 or newer,
    c. a bus or buses with GVWR Class 4-8 of the same or lesser GVWR than the Eligible Bus, and
    d. a bus or buses which operate primarily within the State of Oklahoma

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

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 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 25% of the cost of a new alternative fueled (natural gas (CNG, LNG), propane/LPG) vehicle, not to exceed the per-item cap.
    b. 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 new alternative fueled (natural gas (CNG, LNG), propane/LPG) vehicle, not to exceed the per-item cap.
    b. 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.

Table 1: Maximum Reimbursement Amount (Percentage)

50%	**Government** owned: • Natural gas (CNG, LNG) • Propane (LPG) • All-electric & associated charging infrastructure	**Non-government** owned: • All-electric & associated charging infrastructure
25%		**Non-government** owned: • Natural gas (CNG, LNG) • Propane (LPG)

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 2 of this document.

If an applicant wishes to undertake a project or vehicle type **not** listed in Table 2 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 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 2: 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 2 is not inclusive of all project types. For project categories not listed in Table 2, please refer to Section III.C.

IV. PROJECT PERIOD

Upon selection of successful applicants, DEQ will announce funding recipients. These recipients will receive an award packet with documents necessary for the project such as the Memorandum of Agreement (MOA). The recipient will first need to read, initial, and sign the MOA, which must be returned to DEQ for final execution. Once DEQ finalizes the MOA, the recipient will receive a copy of the final MOA, a Purchase Order, and an official Notice to Proceed that signals the beginning of the project. Please note that until recipients receive this Notice to Proceed, they are not permitted to begin work on their approved project and any funds spent prior to official notification will not be reimbursed.

All projects should begin as soon as possible after receipt of the Notice to Proceed. Vehicles should be replaced and all required paperwork submitted by close of business September 1, 2022; 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 close of business, 4:30 pm CST, August 1, 2022.

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. 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 will be calculated by DEQ utilizing data compiled from the submitted application. The program used for calculating emissions is the Argonne Heavy-Duty Vehicle Emissions Calculator: https://afleet-web.es.anl.gov/hdv-emissions-calculator/

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

C. Reporting

Semiannual reporting may 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 when necessary.

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, as detailed in Sections IV and VII. 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/SAM/pages/public/index.jsf) 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 by DEQ prior to scrappage, occur within the project period, and completely disable the body and engine of the Eligible Bus.

VII. FUNDING INFORMATION

A. Amount of Funding Available
DEQ has approximately $2,600,000 available under this announcement.

B. Project Funding Cap
The total project cap per award is $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 Notice to Proceed 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.

E. Matching Funds from Other Programs
Volkswagen settlement funds awarded pursuant to this grant solicitation 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 and issued by the administrator of the program, such as FAQs, grant solicitations, or guidance documents.

VIII. APPLICATION AND SUBMISSION INFORMATION

A. Deadline Information

1. Screening Deadline**:** Applications submitted by 4:30 pm CST on November 22, 2019 will be screened for completeness by DEQ. A completeness screening includes, and is limited to, a confirmation by DEQ that any necessary attachments (listed at the end of the application) are included, all application questions are fully answered, and that the applicant has met the match and eligibility requirements. If an application turned in by the screening deadline is found to be incomplete, DEQ will contact the applicant by email and provide a list of findings. The applicants will then have until December 6, 2019 to submit an amended application.

NOTE: A finding of completeness through screening by DEQ does not guarantee funding or eligibility.

2. Final Application Deadline: The deadline for all applications is 4:30 pm CST December 6, 2019. Applications received between November 23, 2019 and December 6, 2019 will **not** be screened for completeness.

B. Submission Information

Applications can be found at: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/alternative-fuel-school-bus-program/

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

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

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